

U.S. COAST GUARD
RESERVIST



CELEBRATING OUR 50TH YEAR

DECEMBER 2003

DEEPWATER
DAWN OF A NEW ERA

The background image shows a large white U.S. Coast Guard cutter with a red and blue stripe on its hull, moving through the water. In the background, a city skyline with several tall skyscrapers is visible under a blue sky with white clouds. A small propeller plane is flying in the sky above the city.

LETTER FROM THE EDITOR

A Review of 2003....

*Ring out the old, ring in the new,
Ring, happy bells, across the snow;
The year is going, let him go;
Ring out the false, ring in the true.
— Tennyson, from "In Memoriam"*

Well, shipmates, 2003 has been one heck of a year! As we go about our busy lives day to day, we don't think of all that's transpired until we take a moment to review and reflect. Here at the magazine, that's easy to do by reviewing all the issues published throughout the year. Let's review.... Our Outstanding Junior Officer this year was **LT Jil Lumpkin** of D14, while **YNC Nathaniel Sargent** of D1 was the Reserve Enlisted Person of the Year. On March 1, the Coast Guard made the historic move from the Department of Transportation to Homeland Security. During the first part of 2003, the Coast Guard Reserve had its largest mobilization since World War II as a build-up to the war in Iraq. At our peak strength in April 2003, 4,428 reservists had been recalled. This year, we also honored several key Reserve leaders who retired: **CAPT Doug Clapp**, Deputy for Reserve and Training; **CAPT Frank Buckley**, Chief, Office of Reserve Affairs; and **MCPO George Ingraham**, Reserve Force Master Chief. We also honored those who crossed the bar including author and reservist **LT Sloan Wilson** (May 25), actor **LTJG Buddy Ebsen** (July 6), and our first Coast Guard Reserve officer, **CAPT Richard Bacchus** (Oct. 8). On Sept. 5, we dedicated Station Kings Point, N.Y. in memory of Reserve officer **LCDR Gil Granados** who we lost in the World Trade Center. On Oct. 6, the Coast Guard honored **LT Jack Rittichier**, the Coast Guard's only MIA from Vietnam, who was brought home and interred at Arlington National Cemetery. A major blizzard hit D.C. in February and then Hurricane Isabel ravaged the East Coast in September. In 2003, we celebrated this magazine's 50th anniversary and the centennial of the Wright Brothers' first powered flight in North Carolina (see the article in this issue on our Life-Saving Service's involvement). While looking back over the year, we also celebrate the present, and look to the future with hope and resolve. Our cover story this month is all about our Coast Guard's future and the dawn of a new Coast Guard era: Deepwater. Enjoy this issue and Happy Holidays!



A highlight of 2003: Graduating cadets celebrate with the traditional "hat toss" at the Academy's 122nd Commencement Exercises in New London May 21. President George W. Bush was the Commencement speaker.

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More MSSTs and PSUs?

After having read numerous issues of *The Reservist* magazine mentioning MSSTs, I have been wondering if one is going to be headed in my direction? I live in Chicago and have heard rumors of an MSST being placed here or somewhere in the Great Lakes but as of yet, they are still just rumors. Currently I am drilling in Ohio and though I am very happy with my unit, the five to six-hour drive every month can be a bit tiresome and costly. I have wanted to be part of an MSST since I was at the Academy but they have just been too far from home. So I was just wondering if you could find out if one will be popping up in Chicago or nearby and if yes, then who I could talk to about possible consideration?

— *ENS Antonio Valentin, USCGR Chicago, Ill.*

Ed's note: There are six MSSTs scheduled for commissioning in FY04: Alaska, Honolulu, San Francisco, Miami, New Orleans, and San Diego. One additional MSST has been requested in the FY05 budget. The proposed location has yet to be determined. Two additional port security units (PSU) are scheduled to stand up in FY04. The locations have not been decided.

Educating the Public on USCG

In the on-line issue of *The Reservist*, PSCS Vickerman points out the lack of exposure the Coast Guard is getting in the media. He's exactly right! I'm stationed in San Diego and have been deployed to the Middle East twice this year, and yet nobody knows we're there. Oh, the Marines know but that doesn't help to educate the public. The PR the Coast Guard does is quite good but it's too incestuous. I loved reading about PSU311 but the public should be reading about PSU311 as well. Just the other day, I spoke to a man and tried to convince him to point his son in the direction of the Coast Guard Academy instead of the Naval Academy. His response? "I didn't know the Coast Guard had an academy." I find this to be sad.

— *SK1 Sean Stuckey, USCGR San Diego, Calif.*

Ed's note: One of the best ways to publicize the Coast Guard might be to "wear it," like SKCM Robert Breseman's family did last Christmas. Read on....

Records will show I served in the Coast Guard from 1952-1991...active duty and reserve. It was always my



The Breseman family wearing USCG shirts.

goal to visit the Coast Guard Academy. During a trip out East in summer 2002, this dream came true. We purchased tee shirts for our grandchildren and gave them as Christmas presents. The enclosed photo is the result...that's me in the middle with my Coast Guard MSO hat on. For what it's worth, if anything...from one who is proud to have served.

— *SKCM Robert E. Breseman, USCGR(Ret.) Wheaton, Ill.*

Recalls in 2004?

I am currently a reservist in the Coast Guard and am wondering about a recall for reservists in early to mid 2004. I know there is a lot going on in the Middle East and I was wondering if you could tell me if there has been any serious discussion about recalling reservists in 2004. I would like to know because all I have heard are rumors, but nothing has been said out loud. If there is a possibility of being called up in 2004, it might be a good idea to say something in the magazine.

— *MK3 James Cowan, USCGR*

Ed's note: We haven't heard anything about any major mobilization for 2004 such as occurred before and during the Operation Iraqi Freedom last year. The number of reservists recalled peaked last April at 4,428. The number of reservists recalled as of late November 2003 was down to 1,176 — 893 in LANTAREA, 283 in PACAREA.

Marine "Safety" Technician?

I was shocked to discover my rate name has changed! Though we joke that our rate *should be* Marine Safety Technician, it is still Marine Science Technician. On page 18 of the October 2003 issue under "Advancements," the magazine refers to us as Marine Safety Technician. I did get a pretty good laugh out of it as well.

— *SCPO R. Shane Hooker MST "A" School Chief Training Center Yorktown, Va.*

Ed's note: Thanks, Senior Chief, and I'm glad you got a laugh at our expense! Despite always being on the lookout for errors, it's always something different we find after each issue is in print. For example, also in the October 2003 issue, page 6, Gen. Peter Pace, USMC, vice chairman of the Joint Chiefs of Staff, was referred to as a Major General. We regret both errors.

A look back at The Reservist throughout history

With this final issue of 2003, we close out *The Reservist* magazine's 50th anniversary. All year long, we've been featuring some of the historic issues that marked major milestones in the Reserve program. With the holidays here once again, we're taking a look at the December 1956 issue. The cover featured an announcement that the *CGC Unimak* (WAVP 379) was now moored at TRACEN Cape May and would be the first full-time Coast Guard Reserve training vessel! The cover photo showed Santa making a special appearance at a Coast Guard Christmas party, while ADM Alfred C. Richmond published "Seasons Greetings From the Commandant" which read as follows:

"At this Christmas season, it is once again my great pleasure to extend to all members of the United States Coast Guard my most cordial wishes for a Merry Christmas and a successful New Year. In carrying out the humanitarian mission of our Service, you are giving substance to the Christmas ideal of peace and good will to all mankind. Members of the Coast Guard may be justly proud of a record of achievement during this past year that has added a new and brilliant page to the long history of our Service. May the New Year bring you all health and happiness and provide you with many new opportunities to serve mankind."

THE COAST GUARD RESERVIST CG 288

WASHINGTON, D. C. UNITED STATES COAST GUARD VOL. IV No. 7, DECEMBER 1956

First Full-Time Reserve Training Ship in Operation

On October 22, 1956, the USCGC UNIMAK, WAVP 379, moored at the Coast Guard Receiving Center, Cape May, New Jersey. There she has gone into operation for float training duties in the six-months' active duty for training program.

The USCGC SAGANARA replaced the cutter UNIMAK in the Atlantic weather fleet. The UNIMAK is the first full-time Coast Guard Reserve training vessel and is under the operational command of the Commanding Officer at Cape May. Each six-months' class will be assigned to the UNIMAK for three weeks of the six-months of active duty for training period.

Her skipper, Commander Albert FROST, USCG, assumed command of the training ship two days after her arrival. Commander FROST is a familiar figure in the Cape May area since he was Commanding Officer of the USCGC SASSAFRAS about five years ago. He reported to the UNIMAK from the Coast Guard Base, Gloucester, New Jersey, where he was the Commanding Officer for two and a half years.

(Continued on p. 3, col. 1)

Season's Greetings From The Commandant

At this Christmas season, it is once again my great pleasure to extend to all members of the United States Coast Guard my most cordial wishes for a Merry Christmas and a successful New Year. In carrying out the humanitarian mission of our Service, you are giving substance to the Christmas ideal of peace and good will to all mankind. Members of the Coast Guard may be justly proud of a record of achievement during the past year that has added a new and brilliant page to the long history of our Service. May the New Year bring you all health and happiness and provide you with many new opportunities to serve mankind.

A. C. Richmond
A. C. RICHMOND

High School Students May Join New Program

Young men who are in their senior year of high school may now apply for enlistment in the Coast Guard Reserve's six-month trainee program. According to Reserve Instruction No. 10-56 as recently amended, a limited number of these students will be accepted for enlistment.

They will be enlisted under this program for immediate assignment to a Coast Guard Organized Reserve Training Unit in the area where they are completing high school as seniors. These trainees will begin their six months of active duty for training after graduation.

Note: ALDUST #135 amended Reserve Instruction No. 10-56 to allow these limited enlistments.

Commissary Privilege Cards

On Dec. 3 at the Hunter Air Force Base commissary here in Savannah, Ga., my wife and I were informed by the cashier that the Commissary Privilege Card is no longer required for retired reservists and that we (reservists and RET-2 reservists) now have unlimited commissary privileges. Is this true or did the cashier miss something in the translation at their staff meeting?

— CWO4 Stephen A. Niedbala, USCGR(Ret.)
Savannah, Ga.

Ed's note: The cashier at the commissary was correct! The Department of Defense announced Nov. 24 that with the president's signing of the National Defense Authorization Act for Fiscal Year 2004, members of the Ready Reserve (SELRES, Individual Ready Reserve) and members of the Retired Reserve who possess a Uniformed Services Identification Card and RET-2 who possess a DOD Civilian ID Card are eligible to use the commissary on an unlimited basis. Dependents of the members described above who have a Uniformed Services Identification Card or who have a distinct identification card used as an authorization card for benefits and privileges are also eligible. For a comprehensive article, see page 7.

Thanks for Family Photo

I want to thank you very much for putting the picture of my daughter and me in *The Reservist* magazine (July/August 2003, page 15). Your magazine reaches a lot of readers because my daughter received a lot of e-mails from her friends and they were surprised that I too was in the Coast Guard and a Chief at that! I, too, was contacted by my classmates and friends. Thanks again.

— BMC Danny Galindo, USCGR
Gainesville, Fla.

Retired Coastie Thanks Shipmates

I officially retired from the Coast Guard back on July 1 after serving 25 years total, 20 years on active duty. I started out in the Navy in 1978 attending Recruit Training at Orlando, Fla., and served five years. In 1983, I saw the light and entered the Coast Guard at Tampa, Fla. as a fireman. I served on the CGC Cape Upright (WPB 95303) in Savannah, Ga. and EST Manasquan, N.J. In 1987, I jumped ship to the Reserve and served with the now decommissioned RU Cincinnati before beginning a long tour of active duty at Coast Guard Headquarters in the early 1990s. I just wanted to say thanks to the many Coast Guard friends I've made along the way and who have helped me throughout my career. You're the best! I'm still serving the Coast Guard as a civilian and can be reached via e-mail at:

mripberger@comdt.uscg.mil or phone, 202-267-6197.

And, while I'm at it, Happy Holidays to all!

— MCPO Mark Ripberger, USCGR(Ret.)
Washington, D.C.



THE COMMANDANT OF THE UNITED STATES COAST GUARD
WASHINGTON, D.C. 20583-0001

A MESSAGE FROM THE COMMANDANT OF THE COAST GUARD

THE HOLIDAYS TRADITIONALLY ARE A TIME TO GATHER WITH FAMILY AND FRIENDS. YET, AS AMERICA'S SHIELD OF FREEDOM, MANY COAST GUARD MEN AND WOMEN WILL ENDURE SEPARATIONS FROM THEIR FAMILY AND FRIENDS OVER THE HOLIDAYS, IN SERVICE TO OUR GREAT NATION.

THE COAST GUARD, AS ALWAYS, WILL REMAIN SEMPER PARATUS AS WE CARRY OUT OUR MISSIONS IN AMERICA'S MARITIME REGIONS, LAKES, AND RIVERS, WHILE WE ALSO SERVE THOUSANDS OF MILES FROM HOME AS PART OF THE GLOBAL WAR ON TERRORISM.

AMERICANS DEEPLY APPRECIATE THE MANY FREEDOMS WE SHARE IN OUR GREAT COUNTRY. THOSE FREEDOMS DO NOT COME WITHOUT SACRIFICE.

I AM EXTREMELY PROUD OF THE EFFORT AND SACRIFICES MADE BY COAST GUARD MEN AND WOMEN, DAY-IN AND DAY-OUT.

THANK YOU FOR YOUR ENORMOUS CONTRIBUTIONS IN SERVICE TO OUR COUNTRY.

NANCY AND I WISH YOU A SAFE AND JOYOUS HOLIDAY SEASON.

Semper Paratus - Always Ready.

Thomas H. Collins

Admiral, United States Coast Guard



Reserve and Guard Receive Unlimited Commissary Benefits

The Department of Defense announced Nov. 24 that with the president's signing of the National Defense Authorization Act for Fiscal Year 2004, effective immediately, the following members and their dependents will be permitted unlimited access to commissary stores:

- Members of the Ready Reserve (which includes members of the Selected Reserve, Individual Ready Reserve and Inactive National Guard) and members of the Retired Reserve who possess a Uniformed Services Identification Card.
- Former members eligible for retired pay at age 60 but who have not yet attained the age of 60 and who possess a Department of Defense Civilian Identification Card.

• Dependents of the members described above who have a Uniformed Services Identification Card or who have a distinct identification card used as an authorization card for benefits and privileges administered by the Uniformed Services.

"Instructions have gone out to all continental U.S. stores informing them that reservists now have unlimited shopping and telling store managers how to welcome members of the National Guard and Reserve to the full use of the commissary benefit," said Patrick Nixon, deputy director of the Defense Commissary Agency. "Commissary shoppers will begin to see banners saying 'Welcome Guard and Reserve to Full Time Savings,' along with other events recognizing these new full-time shoppers."

Guard and Reserve members were authorized only 24 commissary shopping days per calendar year until Nov. 24

when the president signed the National Defense Authorization Act, which contained provisions eliminating the restrictions. Commissaries have immediately adopted the new provisions, which means Guard and Reserve members will no longer have to present a Commissary Privilege Card when they shop.

"I want to thank Congress and the Department of Defense for their efforts in bringing the commissary shopping privilege to the total force," said Nixon. "Congress included unlimited commissary benefits in the National Defense Authorization Act thus making full time shopping possible for the men and women who serve their nation in the National Guard and Reserve."

Nixon noted that special thanks should go to Charles Abell, principal deputy under secretary of defense for personnel and readiness. Abell acted decisively and immediately in providing interim authority

for the Reserve component to have full-time commissary shopping just in time to take advantage of holiday savings.

For more information about the Defense Commissary Agency, see their Web site at <http://www.commissaries.com/>

Commandant Instruction 1001.31E concerning the Coast Guard Reserve Commissary Entitlement has been cancelled. More specific guidance on the recent policy change can be found on the G-WTR intranet Web site: <http://cgweb.uscg.mil/gw/reserve/>. Also, the annual FY04 Military Pay and Benefits ALCOAST (released in December 2003) mentions the recent NDAA change and cancellation of current policy. If you have any questions, please contact LT Tom Gwilliam at 202-267-0625 or e-mail: tgwilliam@comdt.uscg.mil



Changing of the Guard...

The Uniform Distribution Center at Coast Guard Training Center Cape May, N.J. recently started issuing recruits with the new Operational Dress Uniform (ODU). Recruits graduating after Dec. 5 will be reporting to their new duty assignment with the new and improved Coast Guard working blue uniform known as the ODU.



Photo courtesy CWO Bill Carson, USCG

President Thanks Employers for Support of Guard and Reserve Forces

Remarks by President Bush on signing the National Employer Support of the Guard and Reserve Week proclamation, in The East Room of the White House, Nov. 14. National ESGR week was the third week of November.

Thank you for coming. Thanks for the warm welcome. Welcome to the people's house. In a few moments, I will sign a proclamation in honor of employers across America who have shown their support for our National Guardsmen and Reservists. In times of need, our nation counts on the Guard and Reserve members to fulfill their commitments of service. We value their courage and we honor their sacrifice. They are defending their nation in the war on terror and they're serving in a just cause.

Our Guardsmen and Reservists depend on the understanding of their employers. Across America, where units have been activated, employers at offices and factories and schools, hospitals and other workplaces have been understanding and really supportive. They've given priority to the needs of our nation. Employers have shown great consideration for their workers who have been called to duty and great support for the nation's defense. These companies have the gratitude of our nation, they have the gratitude of the Commander-in-Chief.

I appreciate members of my team who are here today. Secretary Elaine Chao of the Department of Labor and Secretary Tony Principi of the Department of Veterans Affairs, thank you both for coming. I appreciate Deputy Secretary Paul Wolfowitz at the Department of Defense for being here, as well. Under Secretary David Chu, thank you for coming, David. I appreciate Acting Secretary of the Army, Les Brownlee for being here. I see that General Pete Pace is here, Vice Chairman of the Joint Chiefs of Staff. I appreciate Assistant Secretary Thomas Hall, Assistant Secretary for Reserve Affairs for coming, thank you sir. I appreciate David Janes, the Acting National Chairman of the Employer Support of the Guard and Reserve group. Thank you for coming.

Most of all, I thank you all for being here, particularly those who wear our nation's uniform.

American citizen soldiers have served in every conflict since the Revolutionary War. Some of the most legendary names in American military history are associated with Guard and Reserve units. The famed "Keystone Division", as the Pennsylvania National Guard was long known, once marched under the command of Omar Bradley. The "Rainbow Division", which drew soldiers from Guard units in 26 states and from the District of Columbia, was led in World War I by a young Brigadier General named Douglas MacArthur. In 1905, 21-year-old Harry S. Truman joined the Missouri National Guard. Our 33rd President learned much from his experiences in the Guard, and so did the 43rd President.

But most of all, I remember the high caliber of the people with whom I served. Today, more than 1.2 million men and women serve in the Guard and the Reserve. That's almost half of America's total military strength. These men and women face the difficult challenge of balancing military duty with civilian employment. They know that the call to active duty can come at any time.

And they're always ready. Guardsmen and Reservists are now serving around the world — in places like Afghanistan and in Iraq. They serve here at home, as well, in the war on

terror. They're meeting the terrorist enemy abroad so our fellow citizens do not have to face the enemy at home. They are part of our efforts to employ targeted and decisive force against cold-blooded, terrorist killers. They're helping to train and equip Iraqis and Afghans to defend their own nations. They're helping the Iraqi and Afghan people build just and free and democratic governments. They're helping to defend the American homeland.

Our Guardsmen and Reservists are showing great skill and courage, and America honors their unselfish dedication to duty. Our Guardsmen and Reservists rely on the support and patience of their families, their wives and husbands and daughters and sons who must bear the prolonged absence of a loved one. They rely on their civilian employers to put their national interest above the corporate or self interests. Employers of Guard and Reserve members make possible the contributions of our citizen soldiers. By supporting the mobilization of patriots, employers are demonstrating their own patriotism.

With us today are representatives of companies that have given outstanding support to the Guard and to the Reserve. Central Atlantic Toyota Distribution Center, D.H. Griffin Wrecking Company; Miller Brewing; Pacific Gas and Electric Corporation; Tyson Foods are all winners of this year's Secretary of Defense Employers Support Freedom Award. These companies do all their utmost to support and encourage service in America's National Guard and Reserve. They provide pay, health care benefits, and job security to the men and women who are called to active duty. They recognize that their workers are fighting to keep America free. Other companies are making equally important contributions. Albertson's, Clear Channel Airports, Home Depot, and Verizon all provide outstanding support to their employees during mobilizations. All of us appreciate the generosity and the public spirit shown by these outstanding companies, and many others like them around our country.

Members of the Guard and Reserve are with us today. We're proud of your service. We thank you for your sacrifice. The war on terror has drawn on many of America's strengths, and one of the greatest strengths is the citizen-soldier, like Specialist James Dexter of the Illinois National Guard. At home, Specialist Dexter is a volunteer fire fighter. In Iraq, he is serving as a military police officer. On three separate occasions in a single month, Specialist Dexter rushed to the scene of traffic accidents, twice saving the lives of American soldiers and Iraqi citizens, and once putting out a dangerous fire. He was awarded the Bronze Star. He has earned the gratitude of our country for his service.

America needs the Guard and Reserve more today than we have had in decades. We're at war. Yet we're fortunate that so many of our citizens have heeded the call to serve a cause greater than themselves. And we are fortunate that our Guard and Reserve units have received such support from America's business community. As a sign of America's gratitude, I'm pleased to invite representatives from the nine companies here today to join me in signing a proclamation designating National Employer Support of the Guard and Reserve Week. May God bless you all, and may God continue to bless our great country.

Sunrise for Sequoia

The U.S. Coast Guard launched the 15th in a series of 16 Juniper-class 225-foot seagoing buoy tenders Aug. 23 at Manitowoc's Marinette Marine subsidiary in Marinette, Wis. Dorothy England, wife of Deputy Secretary of DHS Gordon England, was sponsor of the ship. CGC Sequoia will be homeported in Guam.



Photo courtesy LT Eric Jones, PRO Marinette, Wis.



Photo by Ken Robinson, MTSU

Half-time Heroes!

Members of the former Nashville, Tenn. Reserve Unit march onto the football field at half-time of the Middle Tennessee State-Temple University game in Murfreesboro Oct. 4. The Nashville reunion was held in conjunction with the Salute to Veterans sponsored Military Science and Athletics of MTSU. Some members had not seen each other in more than 10 years.



Photo by Lorraine Dieterle, Coast Guard SPAR

USCG Flags Across America Day....

A large crowd mustered at Coast Guard Hill for the 5th annual USCG Flags Across America event at Arlington National Cemetery Nov. 8. The event, sponsored each year

by the DC CPOA and CWOA, honors Coast Guard veterans by placing a CG flag on their graves. Similar events were held Nov. 8 in New Jersey, Wisconsin, and Alaska.

Mark Thirty: A Milestone for Women in the Coast Guard

Looking back at our Coast Guard's history gives us a sense of how much progress our service has made. This year (2003) marks one such milestone – the 30th anniversary of women serving as regular active duty members in the U.S. Coast Guard. This holds a rightful place in our country's civil rights history.

In 1973, Congress passed a law stating that women were eligible to serve as active duty members in the regular Coast Guard and Reserve. In that year, those who had been serving in the Women's Reserve transferred into the

regular Reserve. The Coast Guard was the first American armed service to open its Officer Candidate School to women. In February 1973, five women began OCS; they graduated and were commissioned as ensigns later that year.

The first career paths open to enlisted women were yeoman, storekeeper, hospital corpsman, dental technician, photojournalist and musician. Among the first enlisted women, Petty Officer Constance Coughlin, a percussionist, became the first woman in the Coast Guard band in 1973. On Jan. 15, 1974, the first active duty company of women began boot camp. The 32 women who made up the Sierra-89 company



Photo courtesy USCG Historians Office.

The new Coast Guard women's uniforms are modeled at the the DOT Building in 1974.

began their 10-week basic training at Training Center Cape May, N.J. A steamroller effect took place in the years following. Women were admitted to the Coast Guard Academy in 1976. Shortly thereafter in 1977, women were given orders for sea duty. Not surprisingly, the rapid changes, combined with the unrelenting pressure of women's and civil rights movements pushing for equality, led to some Coasties objecting to the new policies. The first women on cutters faced many challenges and obstacles, such as criticism from the press as well as voiced objections from some

men that women would have a negative effect on formerly all male crews. As it turned out, those first crews operating with mixed genders performed duties and functions that equaled, and sometimes rivaled, those of other units.

In today's Coast Guard, you will find women filling billets in every rate at almost every station, cutter and unit. Because of the courage and determination of the Coast Guard's female trailblazers and Coast Guard leaders, women have made great strides in our service.

— By MST3 Stephanie Pfeffer,
MSO Houston/Galveston

“Underway” at CG Festival Parade....



Photo by FAS Cindy Marshall, USCG

A huge elk wearing a Coast Guard combination cover and “Service Dress Blue Bravos” was CO of a “Coast Guard cutter” at the Coast Guard Festival’s Grand Parade Aug. 2, 2003. The float won best overall entry in the non-commercial division and was built and entered by the Gaylord, Mich. Elks Club. Festival dates for 2004 are July 30-Aug. 8 in Grand Haven, Mich.

Former Coastie now Santa's Helper

Ed's note: Wally Cudlipp served with the Coast Guard from January 1941 until February 1946, and served aboard CGC Bibb (WHEC 31) in the Atlantic from December 1942 until June 1944. He was also a captain in the Army Reserve. At 84 years young, he remains very active as a volunteer in the Palmyra, Pa. area. You can contact him by writing: 1 Lynwood Drive, Palmyra, PA 17078; Phone: 717-838-8088.

Wally Cudlipp spent Christmas Eve this year the same way he has for the past six years. He organizes the annual Santa's Bowling Bash at Palmyra Bowling in Pennsylvania every Dec. 24 to provide disadvantaged children with holiday entertainment and gifts. He also has organized a neighborhood watch for North Londonderry Township and volunteers at the Renova Center in nearby Lebanon, Pa., which cares for the severely disabled.

"He and his wife moved to the Palmyra (southeastern Pennsylvania), from Long Island, N.Y. 13 years ago and just jumped into all this volunteer work," said WGAL News 8 anchor Kim Lemon, who hosted an awards banquet for WGAL last year to honor area volunteers like Cudlipp. "His wife, Ann, does just about as much. She's a saint. The spirit of volunteerism carried them through their whole life."

The Cudlippo celebrated 50 years of marriage in May 2002. Cudlipp grew up during the Depression and said he was inspired to help others by a pastor who provided help to his family.

"He came to our home and asked what we wanted for Christmas," Cudlipp said. "I made out a long list, and the next morning every single thing on the list was there, all brand spanking new."

Lemon noted that Cudlipp likes to talk a lot.

"My wife says I should have my shoes chocolate-coated because they spend so much time in my mouth," said Cudlipp.

But he's good-hearted, according to Lebanon, Pa., County Commissioner Rose Marie Swanger, who nominated him for WGAL's Jefferson Award he won last year.

"Just the thought of all he does for our community brings tears to my eyes," she wrote in her nominating letter.

Cudlipp said that when he lived on Long Island, he ran Operation Santa, which provided toys to more than 6,000 kids, but he never met the recipients. That's why Santa's Bowling Bash means so much to him.



Photo courtesy of Wally Cudlipp, USCGR (Ret.)

It's time for the sixth annual Santa's Bowling Bash at Palmyra, Pa. Bowling on Christmas Eve. Ready to assist Santa (Rick Finichlet) are Coast Guard veteran Wally Cudlipp, left, and Mrs. Claus (Bettymae Bowshot), right. The event spreads joy among hundreds of disadvantaged children who attend each year.

"I see the kids, the smiles on their faces, the laughter," he said. "I look at a lot of this as payback to God. I got through the war, I have four beautiful children and a lovely wife. What more can you ask of life?"

— By *Monica Von Dobeneck*
The (Harrisburg, Pa.) Patriot-News
Reprinted with permission from April 19, 2002 edition

Reserve News Briefs

Sherrill Named PS Rating Manager

WASHINGTON, D.C. — *MCPO Gary Sherrill* has been named the new Port Security (PS) rating manager. Sherrill replaces *MCPO Jeff Smith* who became the Coast Guard Reserve Force Master Chief Dec. 4. Sherrill can be contacted at: Commandant (G-WRP-3), U.S. Coast Guard Headquarters, 2100 Second Street, S.W., Washington, D.C. 20593-0001; Phone: 202-267-0776; E-mail: gsherrill@comdt.uscg.mil

PSU Update

PORT CLINTON, Ohio — Twenty-one members of PSU 309 returned to the United States from the Middle East

recently. The group arrived at Cleveland Hopkins Airport in the early afternoon on Saturday, Nov. 22. PSU 309 was deployed to the Persian Gulf in February in support of *Operation Iraqi Freedom*. Meanwhile, PSU 308, from Gulfport, Miss., deployed to the Middle East in late summer and remains in theater.

Coast Guard Reservist Recalls

WASHINGTON, D.C. — As of Nov. 24, 2003, 1,176 Coast Guard Ready Reservists remained on involuntary active duty under Title 10 recall orders. The Atlantic Area contributed 893 while the Pacific Area provided 283. During the 2003 recall, numbers peaked at 4,428 in April 2003.

Reservists RAID Team Helps Army Redeploy Military Assets



PERSIAN GULF — In response to the U.S. Army's request for support during redeployment operations in the Middle East, the Coast Guard Atlantic Area Marine Safety Division selected eight reservists from various units throughout LANTAREA's AOR to create the Redeployment Assistance and Inspection Detachment (RAID) team.

The team was responsible for inspecting containers encompassing military equipment previously used in support of *Operation Iraqi Freedom* and advising the Army of proper cargo segregation and stowage procedures in accordance with regulations for its departure back to the U.S.

The RAID team also provided assistance with U.S. Customs and Agricultural inspections for surface-shipped material, thus allowing equipment to be certified overseas and quickly loaded aboard charter and government-owned vessels. Given the

complexity of hazardous materials, including numerous Customs and Agricultural regulations, many DoD units lacked the expertise and material to properly prepare equipment for transit overseas. This included labeling, manifesting, cleaning, placarding, packaging, segregation, as well as blocking and bracing expertise of material for shipment from the CENTCOM theatre.

The team was based at primary seaports of embarkation and forward deployed to inland camps and mobilization centers where war material is usually first prepared and packaged for shipment. The eight Coast Guard Reservists were in theatre for a period of 90 days and returned during the fall. A second group of inspectors is tentatively set to deploy in January 2004.

— By LT Rob Nakama,
LANTAREA Marine Safety Division



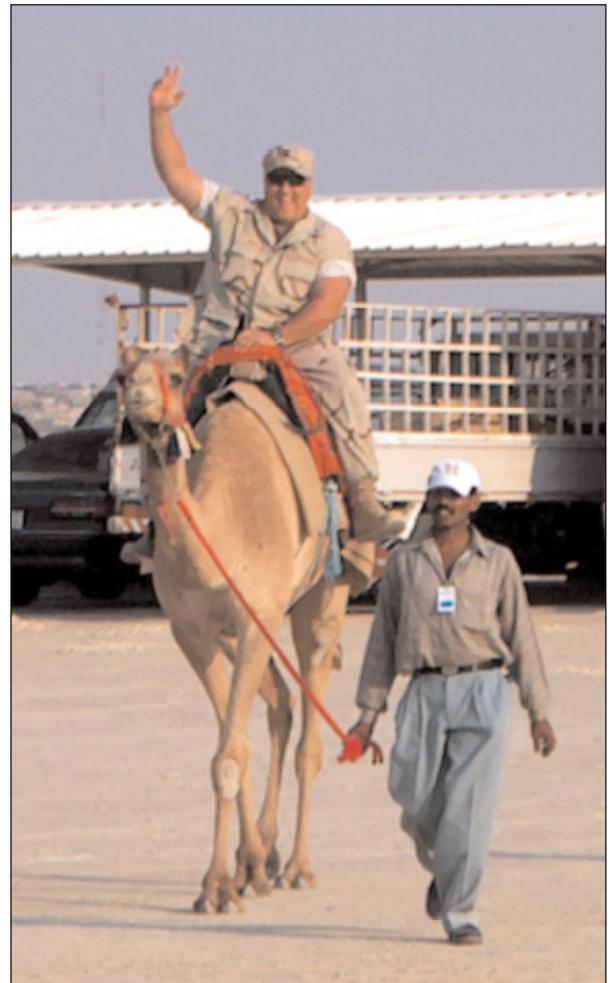
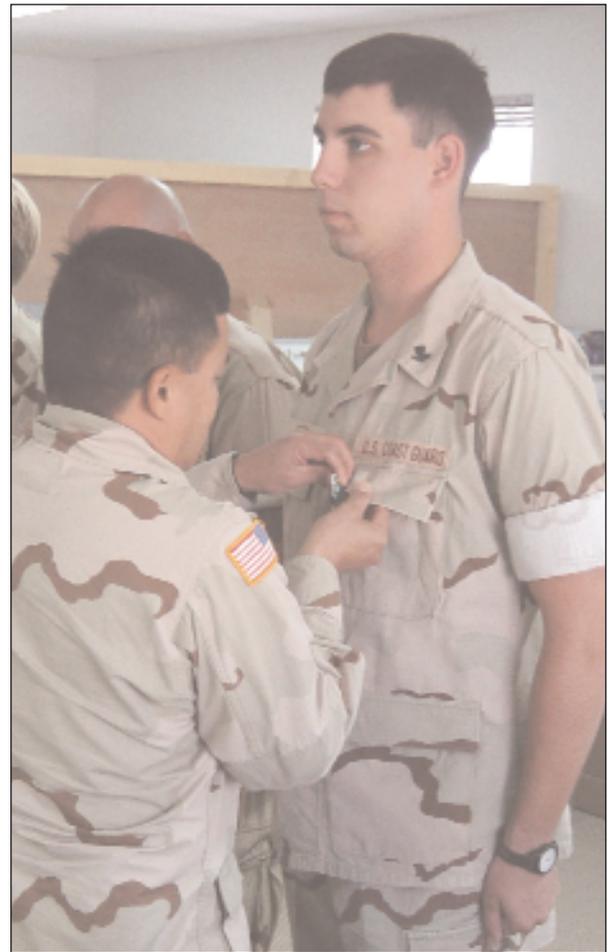
Clockwise from top: A sign at “Tent City” in Kuwait mimics that of the sign seen in the M.A.S.H. television series. •

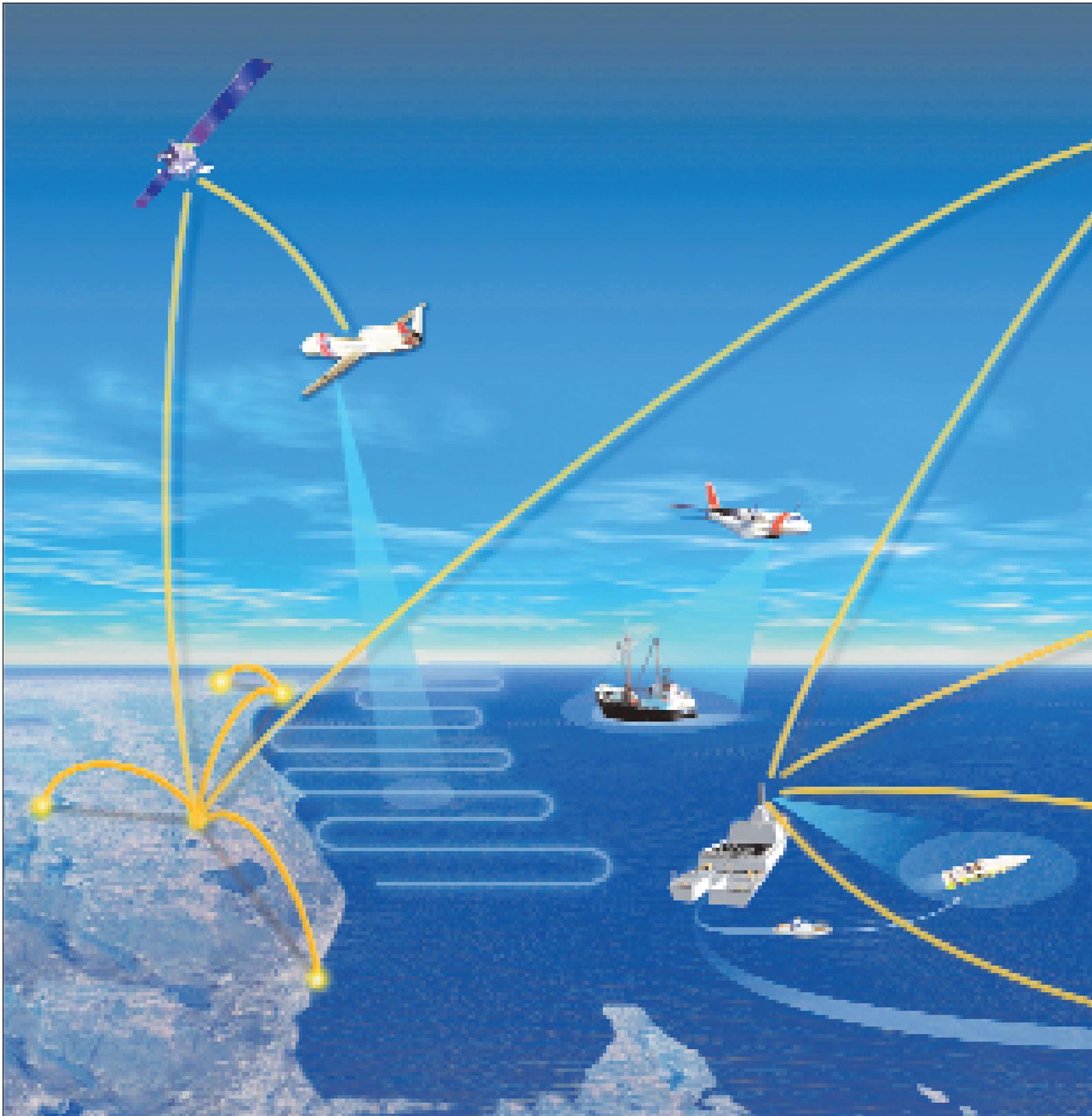
The U.S. Army shows its gratitude for the help the Coast Guard has provided by awarding each member an Army Commendation Medal. Here, Lt. Col. Daniel Casimiro presents MST2 James Leger with the award. •

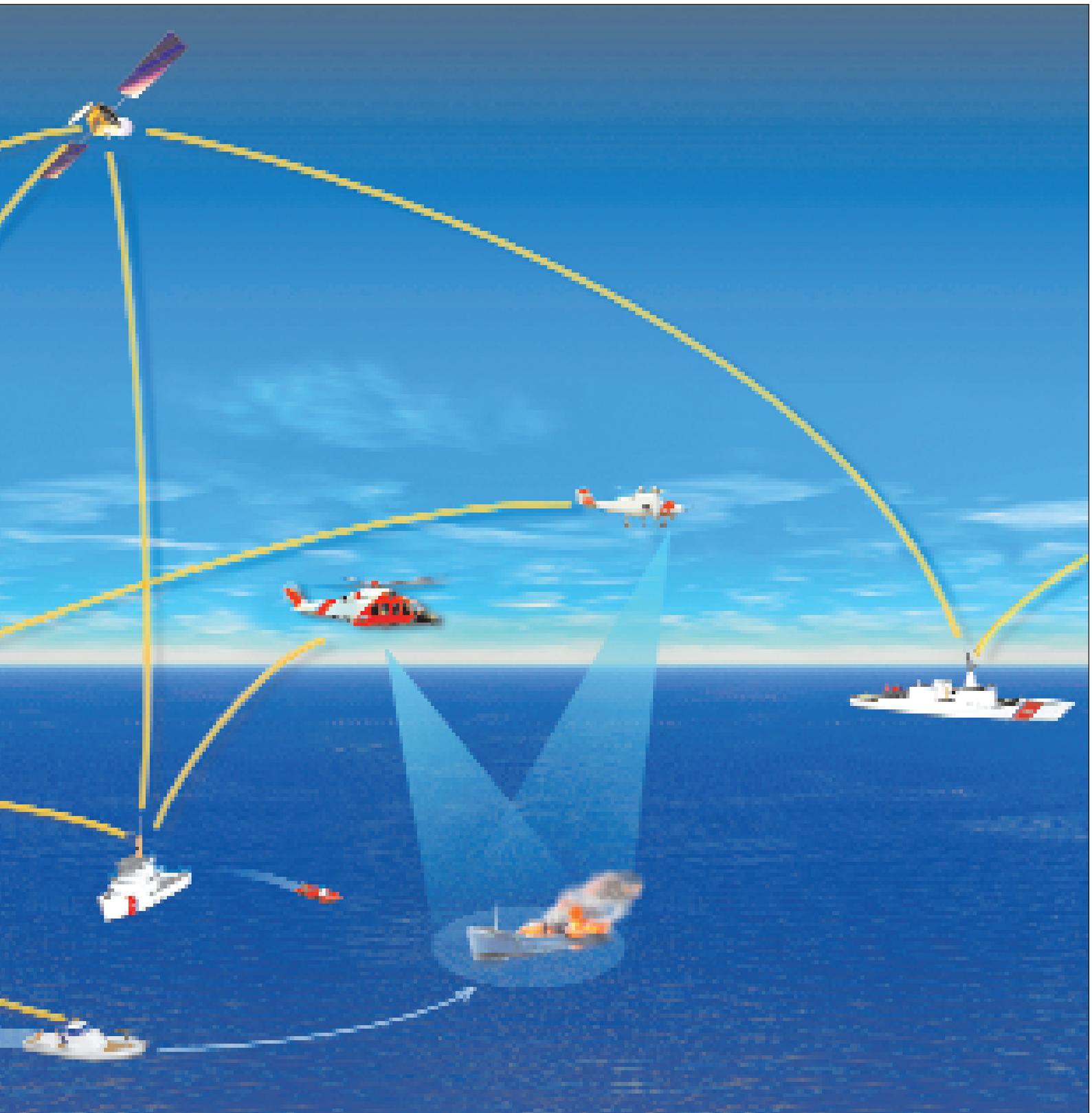
Now matter how busy or how hard they worked, there was, in fact, some down time — enough for MST1 Marvin Gravino to try out a Middle Eastern method of transportation. •

ENS John Hughes next to one example of the type of containers the RAID team encountered on a routine basis.

Previous Page: The RAID team in front of a monument marking the entrance of the naval base in Kuwait. All photos courtesy of the RAID team.







The Integrated Deepwater System: Dawn of a New Era for 21st-Century Coast Guard By Gordon I. Peterson

The National Security Cutter's Officer of the Deck had never seen a day quite like this. First there was the no-notice deployment order to proceed at best speed to the Port of New York in response to a "level five red" threat condition set by the Department of Homeland Security. This is no exercise, he thought; the severe risk of a terrorist attack was real. Once on station, the NSC was responsible for providing robust command-and-control, surveillance, intelligence, and reconnaissance capabilities for a wide swath of water extending from the harbor to coastal waters and beyond to the Atlantic Ocean. In addition to its AB-139 recovery and surveillance helicopter, the NSC's two tiltrotor Eagle Eye HV-911 vertical takeoff-and-landing unmanned aerial vehicles had been aloft for the better part of the day — sending a steady stream of electro-optical and infrared imagery back to the combat information center for evaluation. Some of this intelligence haul was considered so sensitive that it was being simultaneously uplinked and streamed by satellite transmission back to multiple agencies in Washington, D.C., for immediate analysis. Long-range CASACN235-300M maritime patrol aircraft and upgraded HC-130 patrol aircraft also were operating hundreds of miles to seaward—surveiling, detecting, and classifying every contact so that suitable prosecution assets could be vectored for selected intercepts. Joined by an Offshore Patrol Cutter and a Fast Response Cutter — and with boarding capabilities bolstered by new Short Range Prosecutor and Long Range Interceptor small boats — the NSC's OOD and his counterparts shared an unmatched common operating picture. "So this is what the skipper meant when she said maritime domain awareness would help us reduce security risks," he thought. It was an experience he would never forget....

The foregoing scenario will be within reach as the Integrated Deepwater System (IDS) gains momentum during the years ahead as part of the most comprehensive recapitalization of the Coast Guard in its 213-year history. The Deepwater program represents the dawn of a new era — offering every promise of sustaining the Coast Guard's operational

excellence as the nation's maritime shield of freedom well into the 21st century.

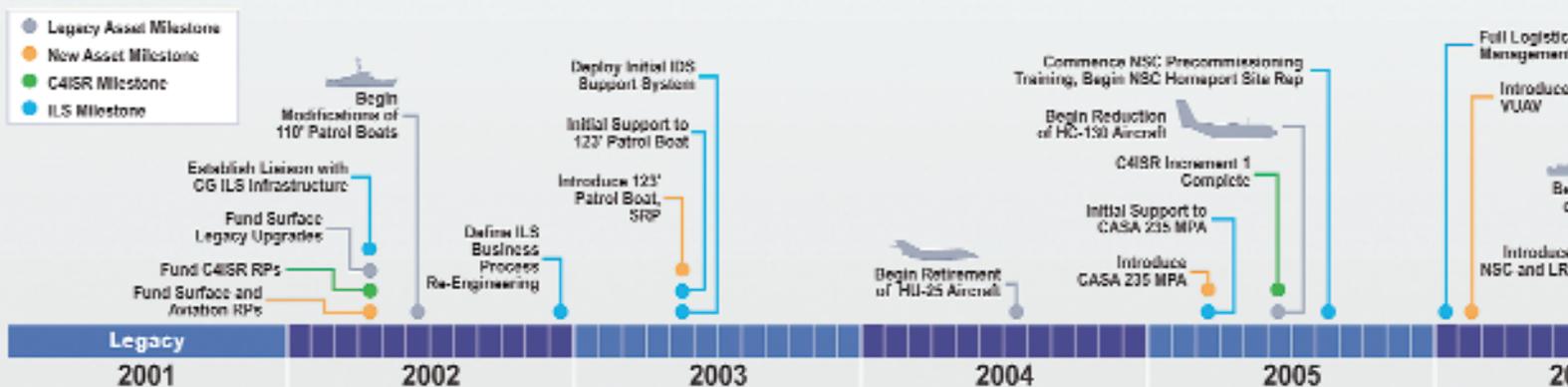
During the observance of the program's one-year anniversary of contract award in June, RADM David S. Belz, assistant commandant for operations (G-O) and Deepwater's program sponsor at Coast Guard Headquarters in Washington, D.C., told members of Deepwater's Coast Guard-industry team, "You are building a dream into reality." In Belz's view, Deepwater is setting the pace for the future of the Coast Guard.

When the transformational Deepwater program is fully implemented, the total system will consist of three classes of new cutters and their associated small boats, a new fixed-wing manned aircraft fleet, a combination of new and upgraded helicopters, and both cutter-based and land-based unmanned air vehicles. The program was originally projected for completion in 20 to 30 years at an estimated cost of \$17 billion (in fiscal year 1998 dollars), but the 9/11 terrorist attacks and subsequent developments in the War on Global Terrorism have led to calls from numerous quarters to compress the time schedule for completing the recapitalization program. Deepwater enjoys strong support within the Department of Homeland Security and with bipartisan members of Congress.

A Year of Progress

Each of the Integrated Deepwater System's principal domains has recorded significant progress since the program's contract award to Integrated Coast Guard Systems (a joint venture between Northrop Grumman and Lockheed Martin) in June 2002. In the surface domain in February, for example, the 110-foot USCGC *Matagorda* became the first of 49 Island-class patrol boats to enter Bollinger Shipyard in Lockport, La., for conversion to a 123-foot vessel with upgraded operational capabilities. She was followed by the CGC *Metompinkin's* arrival in June. Conversions continued last summer and this autumn with the arrival of additional Island-class cutters.

Deepwater's new seven-meter Short Range Prosecutor (SRP) will add to the 123-foot patrol boat's



capabilities and also will be deployable on all new classes of cutters. The SRP prototype was delivered and conducted underway trials successfully in April. Delivery of the first SRP to the fleet is expected to coincide with *Matagorda's* return to service early in the new year. Also in April, two contracts were awarded to Northrop Grumman for the detail design and purchase of long-lead materials to enable delivery of the first National Security Cutter in late 2006.

Deepwater's work to transform Coast Guard aviation provides for the selected upgrade of legacy fixed-wing aircraft and helicopters, and the progressive introduction of new and more capable platforms and UAVs. Delivery of two stock airframes for the CASA CN235-300M maritime patrol aircraft (MPA) is scheduled for early 2006; modification for Coast Guard use will be completed later that year. The total number of medium-range CASA CN235-300Ms to be introduced into the Coast Guard's air fleet will be based on a determination of the optimal mix of CASA and long-range HC-130 patrol aircraft needed to meet Coast Guard mission demands.

In February, Bell Helicopter, Textron Inc., was awarded a contract to commence concept and preliminary design work for its Eagle Eye tiltrotor, vertical takeoff-and landing unmanned aerial vehicle (VUAV) during the first phase of the UAV portion of

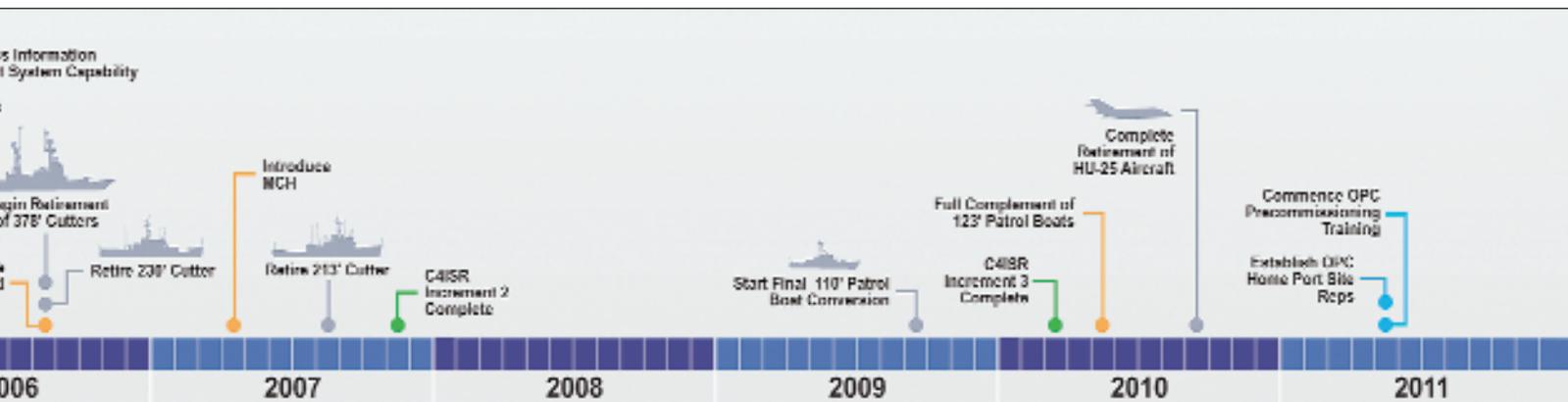
the Deepwater program. Follow-on efforts will see Bell design, develop, and build prototype Eagle Eye VUAVs for testing. Also this year, the Coast Guard awarded a Deepwater contract for eight Agusta A-109 helicopters for assignment to Helicopter Interdiction Tactical Squadron Ten (HITRON).

Deepwater's system for C4ISR (command, control, communications, computers, intelligence, surveillance, intelligence, and reconnaissance) will bring important new capabilities to the fleet, serve as a force multiplier, and be a critical enabler for maritime domain awareness.

Deepwater's C4ISR domain marked several important milestones during 2003.

The CGC *Northland*, for example, received the first in a series of enhancements and communication-systems upgrades for 270-foot medium endurance legacy cutters. As the first cutter to receive this upgrade, the *Northland* now boasts improved performance within existing communications systems and has additional access to a variety of intelligence and data sources previously unavailable. Deepwater upgrades to other legacy cutters will follow.

As part of the 110-foot Island class conversion initiative, improved C4ISR systems also were installed on the CGC *Matagorda* and will be installed in other hulls during their conversion. One element in the C4ISR upgrade consists of an integrated command-and-control (C2) and navigation system



United States Coast Guard

Maritime Patrol Aircraft (MPA)



VTOL Unmanned Air Vehicle (VUAV)



Multi-Mission Cutter Helicopter (MCH)



Legacy 110' Patrol Boat



Modified 123' Patrol Boat

123' WPB Patrol Boat



National Security Cutter (NSC)

• 80% Common
• OPC C4ISR
• Common w/

Compatible with NSC, OPC, 123 and FRC

Sh
Prose

INTEGRATED COAST GUARD SYSTEMS

DEEPWATER



Assets of the 21st Century

VTOL Recovery and Surveillance Aircraft (VRS)



on Major Cutters

Increased Power-to-Weight Ratio

High Altitude Endurance Unmanned Air Vehicle (HAE-UAV)

High-Resolution Sensors (EO/FLIR, SAR, ISAR, GMT)



Range Endurance Allows Operation from Only 2 Sites

Loiter Altitude: 50,000 to 65,000 feet

HC-130 Long Range Surveillance Aircraft

EO/FLIR



SAR Radar

Specific Emitter Identification

Endurance: 14 Hours Max

on HM&E
100%
with NSC



Adaptable Mission Module

Maximum Range: 9,000 NM at Economical Speed



Adaptable Mission Module

Maximum Range: 5,000 NM at Economical Speed



Short Range Cutter (SRP)

Offshore Patrol Cutter (OPC)

Compatible with NSC and OPC

Over-the-Horizon Operations



Weapons Mount for Self-Protection

Long Range Interceptor (LRI)

Fast Response Cutter (FRC)



providing for display of a common operating picture, integration of radar into the system, and three multifunction C2 workstations built into the bridge console. A classified local area network with access to the Department of Defense Secret Internet Protocol Network SIPRNET access also is installed during this C4ISR modernization.

The *Northland's* and the *Matagorda's* upgrades were performed in conjunction with similar Deepwater C4ISR upgrades ashore. The first shore-based communications upgrade under the Integrated Deepwater System program was completed in September 2003 at Communications Area Master Station Atlantic (CAMSLANT). This was the first of several Deepwater upgrades planned for the CAMSLANT facility. The Communications Area Master Station Pacific (CAMSPAC) facility at Point Reyes, Calif., which supports the Coast Guard's Pacific assets, also will receive the same C4ISR upgrade in February 2004. Said CDR Michael Anderson, Deepwater's C4ISR project manager, "Such installations form the cornerstone for enabling enhanced operational effectiveness for the Coast Guard's legacy fleet — even as new IDS platforms with more capable C4ISR systems are designed for the future."

In January, Lockheed Martin will cut the ribbon to open its new Development, Integration, and Test Center in Moorestown, N.J. This high-tech facility will allow more efficient systems integration and cost-effective Deepwater C4ISR development. The center, when combined with the synergies of other centers, will provide an unmatched capability to conduct surface system integration and interoperability testing across the full range of Deepwater systems.

Deepwater's final domain, the Integrated Logistics System (ILS) will support the transformation of operational capabilities by improving the Coast



USCG photo by Telfair H. Brown

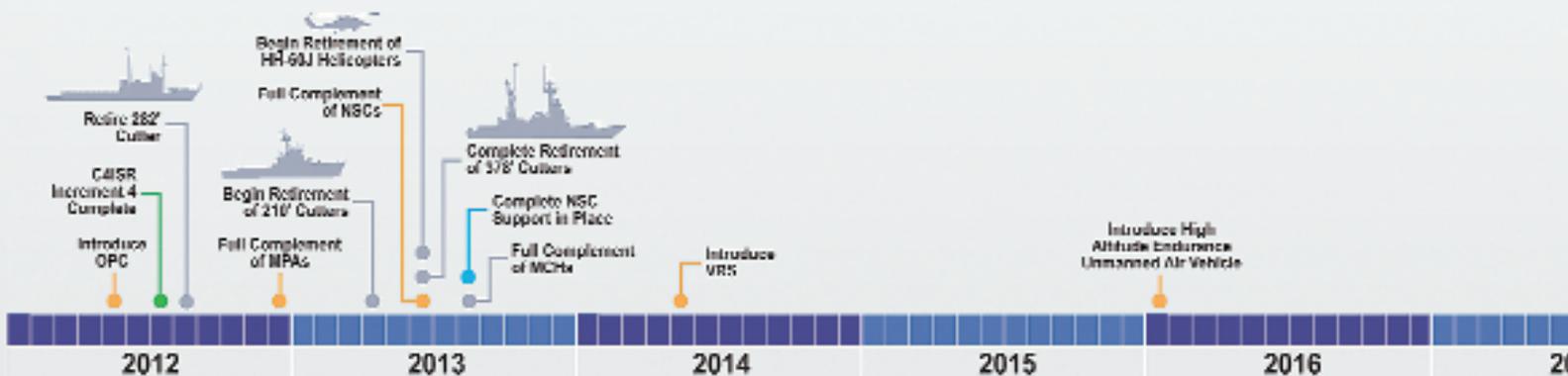
Dr. Vance D. Coffman, CEO of Lockheed Martin, ADM Thomas H. Collins, Commandant of the Coast Guard and Dr. Ronald D. Sugar, president of Northrop Grumman embrace in a group handshake after the signing ceremony awarding Lockheed Martin and Northrop Grumman with the Coast Guard's Integrated Deepwater System contract.

Guard's ability to provide totally integrated logistics support over the entire Deepwater system and for all of its platforms. ILS places logisticians at the heart of the Deepwater acquisition process by ensuring platforms will be designed to be reliable, maintainable, supportable, and affordable — and with optimum crewing levels.

"A Total Team Effort"

According to IDS Program Executive Officer RADM Patrick M. Stillman, Deepwater's overarching goal is to deliver the greatest operational effectiveness while minimizing total ownership costs. Each IDS domain of surface, air, C4ISR, and logistics is guided by a commitment to quality management, measurable performance, world-class customer service, and the appropriate balance between operational effectiveness and affordability.

"Since contract award," Stillman said recently, "we have made significant progress in many important



areas. It has been a total team effort in every respect.”

Sustaining Deepwater’s impetus is critical to the transformation of today’s Coast Guard into a networked, fully interoperable force suitable for confronting the maritime-security threats of the 21st century. Backed by strong bipartisan support in both the Senate and House of Representatives, the fiscal year 2004 Homeland Security Appropriations Act signed into law by President Bush on Oct. 1, 2003, appropriated \$668.2 million for the Integrated Deepwater System during the new fiscal year.

The president, in signing the first-ever Homeland Security bill at the Department of Homeland Security, said that funding the bill was a “major step forward” in protecting the U.S. homeland, strengthening U.S. defenses, and making the nation more secure.

“Our job is to secure the American homeland and to protect the American people,” the president said to leaders from both houses, Secretary of Homeland Security Tom Ridge, and other representatives from the Department of Homeland Security. “We’re meeting that duty together.”

Of the \$6.8 billion in fiscal year 2004 funding appropriated for modernizing the Coast Guard, \$668.2 million is allocated to the Deepwater program.

Deepwater funding appropriated for the new fiscal year includes \$143 million for aircraft, which will include the purchase of a CASA-235 maritime patrol aircraft; \$303 million to be used in part for construction of the first 424-foot National Security Cutter; \$101 million for use in part for continued development of a network-centric command-and-control system that will provide a common operating picture; \$24.7 million for a common logistics information system; and continued development of the Bell Helicopter Eagle Eye tiltrotor VUAV.

The Deepwater program’s importance to future Coast Guard operational excellence and effectiveness is clear. “The war on terror has also set urgent priorities here at home,” Bush said on Oct. 1. “Oceans no longer protect us from danger.”

Commenting on the Integrated Deepwater System during a presentation to the National Defense Industrial Association on Oct. 21, Commandant of the

Coast Guard ADM Thomas H. Collins said, “It is key to ensuring the Coast Guard can continue to fulfill its mission of safeguarding sovereignty, security, and safety in our homeland waters.”

Deepwater’s improved and interoperable platforms and systems will be critical enablers for the Coast Guard’s execution of its new *Maritime Strategy for Homeland Security*, promulgated one year ago. More capable cutters, aircraft (both manned and unmanned), and C4ISR systems will provide the means to reduce maritime security risk through improved awareness, prevention, protection, and response capabilities across the maritime homeland security mission area — as well as other traditional Coast Guard responsibilities.

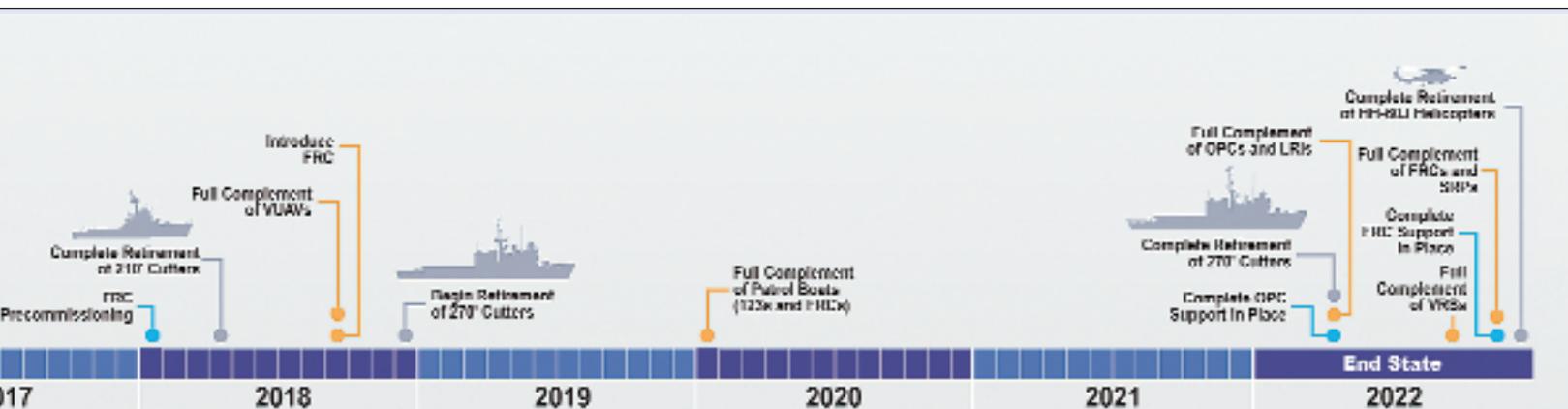
Defense-in-Depth Capabilities

ADM Collins has described improved maritime domain awareness (defined as the ability to detect and identify all activities in the maritime arena) as the “centerpiece” of the Coast Guard’s *Maritime Strategy for Homeland Security*. Given the significantly more complex and challenging terrorist threat facing the United States today, Deepwater’s improved capabilities and added capacity will enable the Coast Guard to implement its layered, “defense-in-depth” strategy to protect the homeland.

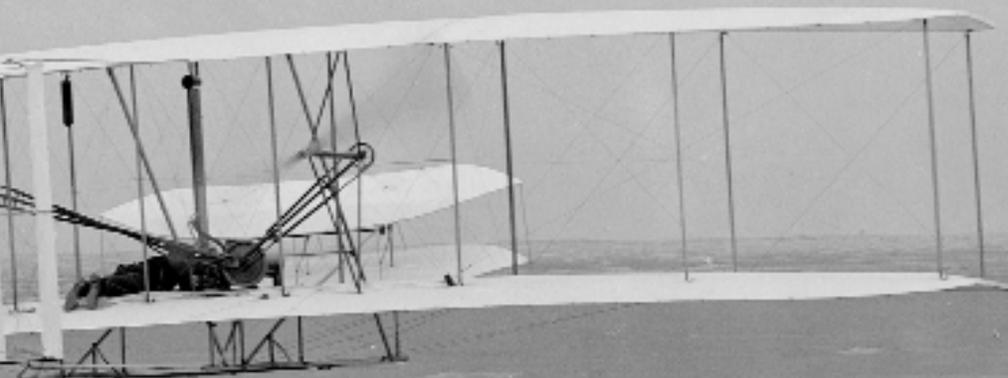
“One of the critical ways to obtain maritime domain awareness is through the Deepwater program,” Vice Commandant Thomas J. Barrett said earlier this year. “It is a key piece of our strategy.”

In the view of ADM Collins, there has never been a more important time or urgent need to recapitalize the Coast Guard’s aging fleet of vessels and aircraft, and to provide them the network-centric capability to communicate effectively and coordinate their efforts efficiently. That is precisely what the Integrated Deepwater System is doing for the 21st-century Coast Guard.

CAPT Gordon I. Peterson, USN (Ret.) is a technical director for the Anteon Corporation’s Center for Security Strategies and Operations.







The 12 Seconds to Immortality.

December 2003 marks the 100th Anniversary of the day a couple members of the Life-Saving Service from North Carolina watched as a couple of bicycle builders from Ohio showed the world that no human endeavor was beyond the realm of possibility.

Photo by Surfman John T. Daniels, USLSS, courtesy Library of Congress



*Some members standing in the doorway of the
Kitty Hawk Life-Saving Station.*



*The Crew of the Kitty Hawk
Life-Saving Station.*

The Indispensible Men: Kitty Hawk, North Carolina, 1903

*Story By Scott Price,
Asst. Coast Guard Historian*

*Photos By Orville & Wilbur Wright,
Courtesy of the Library of Congress*

The sound of an internal combustion engine bleating loudly broke the morning silence on a lonely beach in North Carolina. Then a fragile looking craft with two fabric-covered wings struggled down a wooden rail and slowly lifted off into the air, piloted by a young man laying prostrate on its lower wing.

For the first time in history a “power-driven, heavier-than-air machine” defied gravity and took a person off the ground in a “free, controlled and sustained flight.” Just as the flying machine lifted off another young man pressed a rubber bulb attached to a Korona-V glass-plate box camera, capturing for posterity the miracle that occurred near Kill Devil Hill, North Carolina, on Dec. 17, 1903. The man that took that photograph, probably the most famous aviation photo in history, was Surfman John T. Daniels of the U.S. Life-Saving Service.

As the nation prepares to celebrate 100 years of powered flight, most will recognize the names of the two brothers who made it happen: Wilbur and Orville Wright. Few know about the many other persons who worked behind the scenes and helped them make their dream of flight come true. Remarkably, many of these forgotten men worked for the Lighthouse Service and the Life-Saving Service, both forerunners of today’s Coast Guard.

Wilbur and Orville Wright, two brothers from Dayton, Ohio who ran a bicycle manufacturing and repair shop, were determined to be the first to build and fly a powered aircraft. They began their experiments using gliders and needed an isolated location that had a steady wind with rolling hills and long flat beaches for launching, flying and landing those gliders. After checking with the U.S. Weather Bureau, they chose Kitty Hawk, N.C. The postmaster at Kitty Hawk and



Orville Wright



Wilbur Wright

soon to be lightkeeper with the U.S. Lighthouse Service, William J. Tate, heard about the brothers and wrote to them noting that Kitty Hawk was an excellent place for their experiments. He wrote: "If you decide to try your machine here & come, I will take pleasure in doing all I can for your convenience & success & pleasure, & I assure you you will find a hospitable people when you come among us."

Wilbur arrived at Tate's front door on the morning of Sept. 13, 1900 and the postmaster welcomed him into his home. Orville soon arrived and the brothers began putting together their first glider in the Tate's front yard, using Mrs. Tate's sewing machine to stitch together the glider's wing fabric. Mr. Tate later remembered what the locals thought of the two men from Ohio who dreamed of reaching for the sky:

"The mental attitude of the natives toward the Wrights was that they were a simple pair of harmless cranks that were wasting their time at a fool attempt to do something that was impossible. The chief argument against their success could be heard at the stores and post office, and ran something like this: 'God didn't intend man to fly. If He did He would have given him a set of wings on his shoulders. No, siree, nobody need not try to do what God didn't intend for him to do.'"

Cranks or not the brothers were welcomed by the locals and became the talk of the area. They built a campsite on the beach and began gliding – to the amazement and delight of the local residents. The brothers' experiments were successful that year and they returned each fall in the

following years to test newer and larger gliders. After the 1902 season ended, they were ready to begin construction of a powered flying machine.

The brothers arrived back at the Outer Banks in September of 1903 and began putting together their new flying machine while continuing to fly a glider. That year a surfman from the nearby Life-Saving Station at Kill Devil Hills, Adam Etheridge, along with his wife and child, visited the brothers' campsite to see what they were up to. His visit initiated a friendship between the Wright brothers and the keeper and crew of the station, a friendship that would provide these government employees with the opportunity to witness history.

The man in charge, known as a keeper and referred to as captain, was Jesse Etheridge Ward. Ward was born on Roanoke Island in 1856 and worked as a fisherman, as many of those living on the Outer Banks had. When the opportunity arose, he joined the Life-Saving Service in 1880 and first served as a surfman at the Seatack Lifesaving Station in Virginia Beach, Va. He was appointed keeper in charge of the Whales Head station, now known as Currituck Beach, N.C. on Feb. 21, 1891. He transferred to the Kill Devil Hills station as its keeper in October 1899.

Ward's crewman, Will S. Dough, Adam D. Etheridge, Bob L. Wescott, John T. Daniels, Tom Beacham, and "Uncle Benny" O'Neal, were not quite sure what to make of these two men from the Midwest who never appeared in public in anything other than starched collars, ties, suits, and hats. But curiosity replaced the initial doubts they felt as the surfmen watched the experiments and noted the kindness

Some members of the Kitty Hawk Life-Saving Station and some of the local children await the take-off of the the Wright Flyer.



and respect shown to the local community by the brothers. Captain Ward, fascinated by the brothers' attempts to make history, graciously agreed to help them. He even permitted his crew, when they were not on duty, to assist them when they were needed.

The surfman began helping out around camp and delivering mail addressed to the brothers that arrived at the Life-Saving station. Surfman Etheridge noted:

"We assisted in every way and I hauled lumber for the camp. We really helped around there. . . carrying mail out to them each day. . .when we got through cleaning up around the [Lifesaving] station some of us would take the mail out to them, staying around and helping around until maybe near dinner time. In pretty weather we would be out there while they were gliding, watching them. Then after they began to assemble the [powered flying] machine in the house they would let us in and we began to become interested in carrying the mail just to look on and see what they were doing. They did not mind us at all because they know where we were from and knew us."

Additionally the lifesavers gathered food and other supplies for the brothers. Surfman Daniels later recalled: "Besides obtaining mail for the Wright Brothers, Coast Guardsmen often did marketing for them." The brothers reciprocated by inviting the surfmen to dine with them. Both of the men from Ohio, according to the tough Outerbanksmen, were excellent cooks.

The Kill Devil Hills crew by now became almost

indispensable – and the Wright brothers must have believed that they might also serve as "official" witnesses – who better to report on their experiments than Government employees? They became so invaluable that the brothers hung a red flag from their hastily constructed hanger to alert any off-duty surfman willing to lend a hand during the test flights. The surfmen helped assemble the aircraft, which became known as the Wright Flyer, and carried it to its launching rail that served as a primitive runway. They became, in fact, an aircraft ground crew.

Through fits and starts throughout the fall the brothers continued their preparations and experiments. Minor delays, including broken propeller shafts, postponed their first powered flight. Here Captain Ward again lent assistance as he transported the broken shafts in his launch from the Outer Banks to the coast for further shipment back to Dayton to be repaired. But by early December the brothers and their machine were finally ready.

On Dec. 14, the brothers tacked the red flag on the side of their hangar. The lookout on duty in the station's lookout tower yelled down to the men not on duty that they were needed at the campsite. Orville later wrote: "We were soon joined by J.T. Daniels, Robert Westcott, Thomas Beacham, W.S. Dough, and Uncle Benny O'Neal of the station, who helped us get the machine to the hill (Big Kill Devil Hill) a quarter of a mile away."

Along with two small boys from the area who were curious to watch the day's events, the lifesavers prepared the

aircraft for launch from the wooden rail. Which one of the brothers would take the first flight? Wilbur and Orville decided the traditional way; one of the brothers pulled a coin out of his pocket and flipped it into the air. Wilbur won the toss and climbed on the lower wing. The small engine fired up, frightening the two young lads so much that they scampered away.

Before the barely-trained ground crew was ready, however, the Wright Flyer moved down the rail and quickly into the air – and then just as quickly back to earth. Wilbur had stalled it before gaining sufficient speed to achieve stable flight. The left wing struck the ground first, spinning the aircraft around and slightly damaging it. Wilbur cut the engine and emerged shaken but unhurt. But there were to be no more flights that day.

Wilbur and Orville spent Dec. 15 repairing the machine and were ready to try again the following day but this time the weather proved to be uncooperative – there was no wind. On the morning of the following day, however, the brothers awoke to a cold but clear day and a steady 27-mile-per-hour wind, perfect flying weather. They once again tacked up the red flag and were soon joined by off-duty surfmen Etheridge, John Daniels and Will Dough.

Surfman Bob Westcott was on duty at the station preparing the mid-day meal but ran up to the top of the station's lookout tower and peered through a spyglass to watch the day's events. He became so engrossed in the activity that he forgot about the pancakes he left on the griddle. Needless to say there was no lunch served at the station that day. A few miles away the keeper of the Kitty Hawk Lifesaving Station, Captain Samuel J. Payne, also watched the historic moments from his station's watchtower.

The men set up the flying machine on the monorail and then the brothers set the engine's ignition and turned the propellers. The engine coughed to life and the Wrights retired behind the whirling propellers and shook hands. One surfman recalled: "we couldn't help notice how they held on to each other's hand, sort o' like two folks parting who weren't sure they'd ever see one another again." This time it was Orville's chance to fly and he laid down on the lower wing. Wilbur set up his Korona-V glass plate box camera, pointing the lens towards the end of the monorail in what he hoped would be the perfect location to capture the first moments of flight. He asked Daniels to assist him and told the surfman to depress the camera's rubber bulb that activated the shutter the instant the flying machine lifted into the air. Wilbur then hurried back to the machine.

Over the noise of the engine Wilbur shouted to the surfmen to "not to look too sad, but to. . . laugh and holler and clap. . .

and try to cheer Orville up when he started" in an effort to calm the nervous Orville. At 10:35 the flying machine started down the track and after traveling forty feet it lifted into the air. Everyone let out a yelp of joy and Daniels pushed the rubber bulb, capturing the historic moment on a plate glass negative.

Orville's first flight lasted all of twelve seconds and covered a distance of 120 feet – not much of a flight but enough to put the brothers in the history books.

The surfman then helped drag the machine back to the start of the rail three more times, with each flight lasting longer and covering more distance. The fourth flight was the longest, with the machine flying for over 852 feet in 59 seconds. The machine was slightly damaged after landing, however, and while the brothers discussed repairing it a strong gust of wind blew across the beach and threatened to flip the aircraft over. Surfman Daniels risked his life by jumping onto a wing in an attempt to hold the Wright Flyer down, but the wind gust was too much and lifted the machine and Daniels end over end. Daniels finally slipped free from the tumbling machine and fell 15 feet to the ground, injuring his ribs and getting a few bruises, but was otherwise intact.

He remembered: "I found myself caught in them wires and the machine blowing across the beach heading for the ocean, landing first on one end and then on the other, rolling over and over, and me getting more tangled up in it all the time. I tell you, I was plumb scared." Daniels had once again made history by becoming an aviation casualty.

Daniels was in one piece, but the Wright Flyer was too damaged to fly again without extensive repairs. So the surfmen helped the brothers carry the broken machine back to the hangar where they shipped it back to Dayton. The Wright brothers thanked the men for their assistance, gave them copies of a photo they had taken of the surfmen in front of their station, and left them five dollars toward their upcoming Christmas dinner. They also gave a Wright bicycle to Surfman Daniels and he used it for many years on his lonely patrols along the beach.

The story did not end there. The lifesavers continued to help the Wright Brothers in later years when they returned for other experiments. These underpaid, brave and tough government employees became local heroes and were bombarded by the press during the anniversary celebrations over the next decades. Daniels eventually overcame his fear of flying during the celebration of the 50th anniversary of the first flight by taking a ride as a passenger on board another revolutionary aircraft, a Coast Guard helicopter. LT Stewart Graham, USCG, (Coast Guard Helicopter Pilot #2) an aviation pioneer in his own right, was the pilot.

Commemorating a Century of Flight

The Foundation for Coast Guard History has sponsored the building of a Monument to A Century of Flight with a connection to the birth of Coast Guard Aviation. The Foundation is looking for donations in support of the building of the monument, which will consist of 14 stainless steel pylons, ranging in height from 10 to 20 feet. The Foundation for Coast Guard History is committed to raise \$60,000 for the third largest pylon, which will stand at 16 feet. Contributions may be made by mailing to: The Foundation for Coast Guard History, c/o Coast Guard Museum NW, 1519 Alaska Way South, Seattle, WA 98134 or on-line at: www.fcgh.org "Commemorating a Century of Flight" was published in the July-August 2003 *Reservist*.



Re-enacting A Century of Flight

By Larry Penkava

The Randolph, N.C. Guide

Reprinted with permission from Sept. 24, 2003

Asheboro, N.C. — When Bob Dough goes to the First Flight Centennial at Kitty Hawk in December, he'll be filling in for his great-grandfather.

His ancestor was a witness to the Wright brothers' first powered flight on Dec. 17, 1903.

Dough, an Asheboro physician, will take part in a re-enactment of the first flight, wearing an authentic replica of the uniform worn by surfmen of the U.S. Lifesaving Service at the turn of the century.

Dough's great-grandfather, Willie S. Dough, had joined the service in 1901. There were lifesaving stations on the beach about every 10 miles, and Willie Dough worked at the Kill Devil Hills site.

"The surfmen and their families helped the Wright brothers, and watched," said Dough. "When the Wright brothers ran a red flag up, it meant 'We need assistance.'"

Off-duty surfmen would go to the hangar, about a mile away, to help move the flyer and hold back the motorized plane while the propeller was running until it was time to release it.

Willie Dough was one of three surfmen with the Wrights on Dec. 17 when the first successful flights were made. He and Adam Dough Etheridge held the flyer and John T. Daniels snapped the famous picture of the plane in flight with Wilbur Wright just feet away.

"We're going to re-enact the first flight and photo," Dough said. "They were looking for descendants of the surfmen."

Dough said there are 93 known descendants of Willie Dough, but he was the one chosen for the re-enactment. A Virginia woman made the outfits according to the original specifications.



The Wright brothers, Dough said, wanted the surfmen as witnesses as well as helpers. A few

years later, Willie Dough reported to a congressional committee to testify about what he saw. He helped lay the cornerstone of the Wright Brothers Monument in 1928 at the 25th anniversary of the event. He also helped determine the locations of the takeoff and landing spots for the four flights made that day in 1903.

According to information put together by Dough's father, Robert Dough Sr., Willie Dough joined the Lifesaving Service in 1901. He and his wife, Emma, had seven children and named one of their sons Wilbur Wright Dough.

Robert Dough Sr. has written a mini-history of his grandfather from information given to him by his Aunt Sybil Dough Etheridge, eldest child of Willie. She was seven when the first flight was made, playing with her brother, Lloyd, near the Wright brothers' living quarters.

She told Robert Sr. that she and her brother were playing and didn't observe the historic flights taking place.

One of Robert Sr.'s cousins, Connie Mae Leitner, lived with Emma Dough for a time in the 1940s. Emma told her that she sewed some of the cloth used on the Wright Flyer's wings.

Willie Dough, who was born in 1870, died in 1931, the same year Robert Dough Sr. was born.



Above: Willie S. Dough of the U.S. Lifesaving Service. Below: Dough's great grandson, Robert Dough.



In Brief

• RESERVE DRILLS IN DIRECT ACCESS UPDATES:

Supervisors using Direct Access to approve Reserve drills for payment or who want reservists to inform them of drills within Direct Access need special permissions. Instructions for doing this are located at:

http://www.uscg.mil/hq/psc/forms/psc7421_2instructions.pdf

The associated form is found at:

http://www.uscg.mil/hq/psc/forms/psc7421_2.pdf

Questions can be directed to the Direct Access help desk at: direct-access@psc.uscg.mil or via phone at 785-339-3540.

• SCHEDULE YOUR TRAINING EARLY —

If you know when you are going to do your two weeks active duty and/or additional ADT-OTD, then get your requests in early to the ISCs. This year may be a little tighter financially for the Reserve program than previous years and getting your request in early will allow the ISCs to prioritize requests and to ask for additional funds — if needed.

• RESERVISTS AND CORRESPONDENCE

COURSES — Reservists are reminded that they are eligible for most correspondence course offered by the Coast Guard Institute except classified materials. The Institute's Web site is www.uscg.mil/hq/cgi

• RESERVE ENLISTED ASSOCIATION —

The REA is a new organization that will represent the enlisted Reserve members of all five services and will be the only joint Reserve association focused solely on enlisted reservists. For more information, contact REA, One Constitution Avenue NE, Washington, DC 20002; Phone: 202-646-7715.

• LEAVE / PAY ISSUES —

If you are currently on active duty and planning to take leave while in a TAD status, please familiarize yourself with the contents of ALCOAST 544/03 (R 221741Z NOV 02). In the past year, some travel-related overpayments were made to reservists who took leave while in a TAD status. Questions should be directed to PSC's Travel Claims Assistance Team at 785-339-2250 or via e-mail at: psc-tvlcst@psc.uscg.mil

• 25-FOOT TPSB OPERATORS HANDBOOK —

The printed version of this publication for Transportable Port Security Boats, COMDTINST 16114.34, will soon be available in the field. In the interim, it can be viewed from a CG Workstation or via the Internet. Interested reservists should see ALCOAST 503/03 for more information.

• RESERVE READINESS COMPLIANCE

MANAGEMENT — Reservists should familiarize themselves with ALCOAST 466/03 (R 162044Z OCT 03). The message outlines important factors that contribute to the readiness of SELRES members for mobilization. **All Ready Reservists, including members of the IRR, are required to complete the Annual Screening Questionnaire, annually in October (paragraph 3 of ALCOAST 466/03).**

• RESERVE CHIEFS ACADEMY 2004 —

Reserve Chief Petty Officers Academy will convene May 22-June 3, 2004 at TRACEN Petaluma, Calif.

The 64 seats have been filled but applications are still being taken for the class wait list.

FAX your Short-Term Training Request (CG-5223) to G-WTL-2, 202-267-4610.

For info, contact CWO Teresa

Mashall, 202-267-0010,

tmarshall@comdt.uscg.mil The CPO

Academy Web site:

www.uscg.mil/hq/tcpet/cpoa/



• COAST GUARD IN ACTION CALENDAR 2004 —



Coast Guard calendars for 2004 are now available by mail and over the internet. This is the ninth consecutive year that retired reservist CWO4 Tom Fletcher is offering these. They can be ordered by mail for \$12.95 plus \$4.50 shipping and handling (for more than one calendar, check the

S&H on the Web site: www.coastiecalendar.com). Discounts are given for large orders. Make checks payable to Lighthouse Enterprises, P.O. Box 1126, Arvada, CO 80001-1126; E-mail: info@coastiecalendar.com. *The U.S. Coast Guard does not endorse this product; this is published as a service to our readers.*

• SUMMERSTOCK 2004 —

It's time to plan ahead for 2004! Summerstock is an excellent opportunity for fully qualified boat crew members to work at Coast Guard stations on the Great Lakes. It's also ideal for students and teachers seeking full-time summer employment. Summerstock point of contact is YN1 Patricia Feeney, D9(osr) at 216-902-6116; Fax: 216-902-6121; E-mail: pfeeney@d9.uscg.mil

Also check the Summerstock intranet site (accessible from CG SWS only): <http://cgweb.lant.uscg.mil/d9/o/osr/summerstock.htm>



• USCG CYCLING GEAR —



Available in sizes SML to 4XL jerseys, vests, jackets, shorts, and hats. All items are the same quality as provided to Tour de France teams Lotto-Domo and Quickstep-Davitamon. For details and info on how to order, see <http://goride.com/uscg> or email LT Robert Gardali at: RGardali@d11.uscg.mil. *The U.S. Coast Guard does not*

endorse this product; this is published as a service to our readers.

Upcoming Events

JANUARY 2004

• ROA MID-WINTER CONFERENCE — Jan. 25-

28, Washington Hilton Hotel and Towers, Washington, D.C. Contact Reserve Officers Association, One Constitution Ave. N.E., Washington, DC 20002; Phone: 202-479-2200;

Web: www.roa.org



• ROA COAST GUARD RECEPTION — The ROA

Department of D.C. CG Chapter 4 invites all USCG officers (ROA members) to this annual event, Monday, Jan. 26, 2004, 6 p.m. at ROA Headquarters, One Constitution Ave., N.E., Washington, D.C. Attire is CG Service Dress Blue (Bravo) or business suit (coat & tie). Cost: O1-O3, \$20; O4 and above, \$25; O1-O3 couples, \$35; O4 and above couples, \$40. For more information, contact CDR Robert Carmack, USCGR, 502 Leaning Oak Street, Gaithersburg, MD 20878; Phones: 240-505-4600; 301-926-9687; E-mail: rcarmack@ventera.com Checks should be made payable to: ROA DC Chapter 4.

FEBRUARY 2004

• COAST GUARD RESERVE BIRTHDAY —

Thursday, Feb. 19th is the CGR's 63rd birthday. What is your unit planning to commemorate this special event? Read a decade-by-decade history of our Reserve in the 60th Anniversary issue of *The Reservist* (February 2001) at: www.uscg.mil/reservist

MARCH 2004

• COAST GUARD MUTUAL ASSISTANCE — The

2004 campaign kicks off March 1 and runs through April 30. For info, call 1-800-881-2462; Web: www.cgmahq.org

MAY 2004

• WWII MEMORIAL DEDICATION — Saturday,

May 29, 2004, 2 p.m. on the National Mall, Washington, D.C. "Tribute to a Generation" celebration is scheduled for May 27-30. For more info, see the WWII Memorial Web site:

www.wwiimemorial.com or call 1-800-639-4992.



JUNE 2003

• COAST GUARD AUXILIARY BIRTHDAY — The

65th birthday of the Coast Guard Auxiliary is Wednesday, June 23. Auxiliary Web site:

www.cgaux.org

JULY 2004

• COAST GUARD FESTIVAL 2004 — Friday, July

30 through Sunday, Aug. 8, in Grand Haven, Mich. National Memorial Service, Friday, Aug. 6, 4 p.m.



Parade and fireworks Saturday, Aug. 7. For info, contact: U.S. Coast Guard Festival, 113 N. Second St., Grand Haven, MI 49417; Phone: 1-888-207-2434; E-mail:

contact@ghcgfest.org Web:

www.ghcgfest.org

AUGUST 2004

• COAST GUARD DAY 2004 — Is Wednesday,

Aug. 4! What is your unit planning for the USCG's 214 birthday?

Reunions

APRIL 2004

• USCG COMBAT VETERANS ASSOCIATION —

National Reunion, April 22-26, 2004 at Fort Mitchell, Ky. Make reservations directly with the Drawbridge Inn at 1-800-426-3841, tell hotel you are with the Coast Guard Combat Veterans Association. For info or membership information, contact Mr. Baker W. Herbert, 6629 Oakleaf Drive, Westfield Center, OH 44251; Phone: 330-887-5539; or Mr. Ed Burke, 17728 Striley Dr., Ashton, MD 20861-9763. Phone: 301-924-3727. E-mail: uscgw64@worldnet.att.net; Web: www.coastguardcombatvets.com

MAY 2004

• USCGC CAMPBELL W-32/W-909

ASSOCIATION — 19th annual reunion, May 20-24, 2004 at Sheraton Park Ridge Hotel, Valley Forge, 480 North Gulph Road, King of Prussia, PA 19406. For info, contact Gordon Bell, Vice President, 723 Spring Lane, Lansdale, PA 19446; Phone: 215-393-6195; E-mail: captbell@comcast.net or Jim Kelly, Secretary-Treasurer, 40 Lisa Lane, Uncasville, CT 06382; Phone: 860-848-1160; E-mail: jkelly3@earthlink.net

Advancements

Effective Dec. 1, 2003

From Enlisted Reserve Advancement Announcement ERAA No. 12-03. List types are: AL (Advancement List), SL (Supplement List), and ST (Striker List).

BOATSWAIN'S MATE(BM)

BM1 SL RYAN,T.J., LALB
BM1 SL BURNS,G.L., ALAMEDA
BM1 SL DIMARCO,P.L., MSO TAMPA
BM1 SL MARTIN,B.A., ANT PHILADELPHIA
BM2 SL STILWELL,J.A., MSU LAKE CHARLES
BM2 SL DAVIS,E.B., GRU CORPUS CHRISTI
BM2 SL LYNCH,T.D., PSU 309

DAMAGE CONTROLLMAN(DC)

DC1 SL SPROUSE,R.E., TRACEN YORKTOWN
DC1 SL KRAFT,D.S., PSU 313

ELECTRICIAN'S MATE(EM)

EM2 SL BECK,O.O., PSU 313

ELECTRONIC'S TECHNICIAN(ET)

ET1 SL LANDRY,J.R., ESU BOSTON
ET1 SL WILLIAMS,J.O., PSU 313
ET1 SL HILSBURG,S.D., ESD CORPUS CHRISTI
ET2 SL AU,K., ESU BOSTON

MACHINERY TECHNICIAN(MK)

MK1 SL RODRIGUE,S.M., MSST 91104
MK1 SL NIEMANN,K.E., STA SAND KEY
MK2 SL HADLEY,R.E., MSO HOUSTON GALVESTON
MK2 SL REILLY,C.W., MARSEC GU
MK2 SL WICKMAN,M.J., STA LAKE TAHOE
MK2 SL MCKENRICK,B.R., STA LALB
MK2 SL ORTEGA,J.S., ALAMEDA
MK2 SL DUTRA,J.C., STA CORTA
MK2 SL LONGOSKY,B.J., INTSUPRTCOM
MK2 SL CHIRCOP,T., MSO VALDEZ
MK2 SL STOECKLER,C., PSU 313
MK2 SL HAUSWIRTH,C.A., PSU 313

OPERATIONS SYSTEM SPECIALIST(OS)

OS2 SL CORLEY,C.W., MSO PORT ARTHUR

PUBLIC AFFAIRS SPECIALIST (PA)

PA2 SL SILVERSTEIN,J.L., MSO CHARLESTON

PORT SECURITY SPECIALIST (PS)

PS3 SL JAMES,A.R., PSU 313

YEOMAN(YN)

YN2 SL MUNOZ,Y., GRU CORPUS CHRISTI

This list is taken directly from Enlisted Reserve Advancement Announcement (ERAA) No. 12/03, (R 211545 NOV 03), ALCGPERSCOM 109/03). Questions should be directed to YNC P. Harris, E-mail: pharris@psc.uscg.mil ; Phone: 785-339-3410.

Medals & Awards

Navy & Marine Corps Commendation Medal

CDR Francis S. Pelkowski, HDCU 201
CDR David S. Wajda, HDCU 201
LT Kenneth E. Blair, HDCU 201
CWO3 David M. Houseman, HDCU 201
PSCS Bradley S. Blatchley, HDCU 201

Coast Guard Commendation Medal

LCDR James P. Robinson, HDCU 201

Navy & Marine Corps Achievement Medal

LT James P. Robinson, HDCU 201
LT Keith J. Ryan, HDCU 201
LT Wayne E. Thorpe, HDCU 201
CWO3 David M. Houseman, HDCU 201
PSCS Bradley S. Blatchley, HDCU 201
YN1 Susan A. Glenn, HDCU 201

Coast Guard Achievement Medal

OS1 Patrick G. O'Donnell, HDCU 201

Commandant's Letter of Commendation

BM3 Joseph F. Lydon, HDCU 201

If you received an award recently and would like to see it published, send a copy of your award citation to the editor. Address is on page 2.



Photo courtesy YN2 Brian T. Tarkenton, MLCLANT

ABOVE: CAPT Collin Campbell, Deputy Commander, MLCLANT, left, joins CAPT Michael Cristy, right, Chief of MLCLANT's Health and Safety Division, pin O-5 shoulder boards on Robert Branc. He is the first reserve Physician's Assistant to be promoted to O-5.

BELOW: RADM Robert F. Duncan, Commander, Eighth Coast Guard District, left, congratulates reservist PSC Kenneth Brobeck of MSO Pittsburgh upon his advancement to E-7 July 1.



Photo courtesy ENS Jesse J. Garrant

Photo courtesy of JINSA



Six exceptional members of the U.S. Armed Forces were honored with the Grateful Nation Award during the Jewish Institute for National Security Affairs annual dinner Oct. 27. All were selected for their outstanding service in the ongoing global war on terrorism. Left to right: Maj. George Thiebes, USA; Master Sgt. Michael Lamonica, USAF; Cpl. Seth Wells, USMCR; BMC Paula Jaklitsch, USCGR; and 1st Sgt. John R. Hawley, USA. Not Pictured: BMC Stephen Bass, USN.

MSO Chicago's newly advanced Chiefs join CWO Tom Lally following the unit's change-of-command ceremony at Chicago's Navy Pier this past summer. Pictured left to right: MSTC John Vick, CWO Tom Lally, PSC Cliff Berutti and MSTC Rick Elmer. Lally was also promoted during the summer.



Photo by PAI Al Hamf, USCGR

Retirements

Photo courtesy CAPT Mike Brown, USCGR(Ret.)



CAPT Mike Brown, USCGR, proudly wears a Meritorious Service Medal received at his retirement ceremony Oct. 4 aboard the St. Louis riverboat-restaurant LT Robert E. Lee. Brown retired after 28 years service and was coordinator for D8's Inland River Vessel Movement Center during his sunset tour.

RADM Robert J. Papp, Jr., Director of Reserve & Training, left, congratulates Wilberta Crocker, center, spouse of MCPO Gary Crocker, right, during MCPO Crocker's retirement ceremony at TISCOM Alexandria Nov. 14. Crocker served a total of 33 years in the Coast Guard and Reserve.



Photo by CWO2 Edward J. Kruska, USCGR

Photo by CWO2 Edward J. Kruska, USCGR



2003 was retirement time for many Coast Guard Reservists, including BM2 Steve Kurkowski of Oak Creek, Wis., who retired at a ceremony held in Grand Rapids, Mich. July 30. Left to right, LTJG Kevin Morgan, Master of Ceremonies, Kurkowski family members Rebecca, Seth, BM2 Steve, and Micah. Kurkowski served 26 years in the Coast Guard and Reserve.

Retirement List

RET-1 (Retired With Pay)

NOVEMBER 2003

CAPT Gary L. Cousins, D13
CAPT Edward A. Hludzinski, D1
CDR Alan B. Foster, D11
CDR William F. Herbers, D8
CDR Frazier C. Hilder D5
CDR Robert B. Nesmith, D8
LCDR Frank M. Hanrahan, D1
LCDR Douglas C. Kearan, D8
LCDR Linda J. Talanian, D1
LT David G. Goodhue, D1
CWO4 William S. McFadden, D1
MKCM Richard J. Brown, D11
MKCM John R. Chism, D11
PSCS Robert K. Helms, D8
PSCS Steve M. Hillman, D8

GMC William S. West, D11
PSC Reynaldo Alvarado, D7
PSC William D. McKown, D11
YNC Frank X. Colla, D1
EM1 Gerald L. Yerkes, D13
FS1 Roger A. Lemay, D1
HS1 William P. Lower, D13
MK1 Arthur C. Streb, D1
PS1 John B. Murray, D13
PS1 Jackie L. Rader, D8
PS1 Kenneth H. Richards, D1
SK1 Vincent A. McCaghy, D8
YN1 John M. Boekholder, D1
YN1 Janette Y. Hull, D11
FS2 Dominador S. Ochoa, D17
MK2 Robert T. Bitler, D8
MK2 Eddie Lowrance, D5
PS2 Frank E. Shavers, D8
SK2 Lynn J. Murphy, D9
MST3 Peter Wolfinger, D1

RET-2 (Retired Awaiting Pay)

NOVEMBER 2003

CAPT Timothy M. Butler, D9
BMCM Wade K. Hatch, D11
IVC Donald S. Keagler, D5
MKC David W. Johnson, D1
PS1 Randy L. Pate, D11
BM2 William E. Seymer, D8
BM2 Teresa L. Shortino, D8
EM2 John K. Ufer, D9
MK3 Richard R. Speechley, D7

Source: PO Bobby Dees, PSC(ras)
* Personnel Service Center (PSC) is the new name for Human Resources Services Information Center (HRSIC). RAS stands for Retirement & Annuity Services.*

Taps

• **CAPT Robert T. Leary**, USCGR(Ret.), 83, July 29, 2003. A year after he entered the Coast Guard Academy in 1938, he was invited to sail as first mate with famous skipper Irving Johnson aboard the 96-foot schooner *Yankee* on an 18-month circumnavigation of the globe recounted in a book and movie. He was commissioned in 1941, and then commanded two landing ship tanks that participated in the invasions of the Aleutian Islands, Solomon Islands, Tarawa, the Marshall islands, and carried occupation troops into Tokyo Bay. He also skippered the cutter *Durant* on a weather station operating out of Honolulu. Then-Gov. George Ariyoshi appointed him chairman of the Hawaii State Transportation Commission from 1973-79. He also was a stockbroker and vice president of Prudential Securities. CAPT Leary is survived by his daughter, Lani Leary Houck; sons Bill and Tom; three grandchildren. A service was held at the Kane'ohe Yacht Club. Donations may be made to the National Coast Guard Building Fund, c/o Coast Guard Foundation, 394 Tauswonk Road, Stonington, CT 06378.

• **CAPT James S. Stevens**, USCGR(Ret.), Oct. 28, 2003, in Great Barrington, Mass. Survived by his wife, Betty R. Stevens.

• **LCDR John A. Fiske**, USCGR(Ret.), Oct. 13, 2003, in Miami, Fla.

• **LCDR Cuyler F. Heath, Jr.**, USCGR(Ret.), Oct. 20, 2003, in Sneads Ferry, N.C. Survived by his wife, Mary Heath Spouse. Services were held Oct. 23 at Crumpler Honeycutt Funeral Home, Clinton City, N.C. with interment at Clinton City Cemetery, Clinton, N.C.

• **LCDR Raymond P. Litts**, USCGR(Ret.), Oct. 19, 2003, in Greenwood, S.C. Survived by his wife, Eleanor L. Litts

• **LT Richard R. Rose**, USCGR(Ret.), Nov. 4, 2003, in Roundup, Mont. Survived by his wife, Susan P. Rose.

• **PSC Harvey L. Irby**, USCGR(Ret.), Oct. 3, 2003, in Mechanicsville, Va. Survived by his wife, Shirley Irby. Interment Graham Cemetery, Orange, Va.

• **SSC Arnold W. Gadow**, USCGR(Ret.), Oct. 16, 2003, in Shawano, Wis. Survived by his wife, Laverne Gadow. Interment Sacred Heart Cemetery, Shawano, Wis.

• **Mrs. Rose Gray**, Nov. 12, 2003, a nurse practitioner at the TRACEN Cape May, N.J. Dispensary for over 37 years. The consummate nursing professional, she was responsible for admitting and caring for countless numbers of recruits. Her compassionate and caring delivery of health care helped thousands of recruits complete training, and many active duty and dependent personnel thought of Rose as their personal nurse. She was a fixture in the women's clinic, helping to ease the fears of many patients, providing medication or treatment, dispensing advice and always lending a kind and compassionate ear. Her most important role in her later years was as an educator. She had a knack for teaching on a level that all recruits could understand, made learning fun, and had a great sense of humor. Rose often used a well-delivered joke to break the ice or ease patient's fears. At her funeral service at TRACEN Cape May's Guardian of the Sea Chapel Nov. 17, a letter was read that she wrote 10 years ago for her funeral. She asked that no one be sad, she had a great life.... She is survived by three sons, 12 grandchildren, and two great-grandchildren.



Life's Lessons Found in Marathon Training

Writing this column just 30 days before officially relieving Master Chief George Ingraham and assuming the duties of Reserve Force Master Chief, I find myself in one of life's transitional periods — a time to reflect on past endeavors and ponder future challenges.

What does that have to do with a marathon? I'll get to that.

First, I'd be remiss if I did not take this opportunity to make a few acknowledgments. I would like to thank VADM James Hull, Commander, Atlantic Area, and his predecessors, VADM Thad Allen, VADM John Shkor, and VADM Roger Rufe, all of whom afforded me the opportunity to serve the Coasties of Atlantic Area, both Active and Reserve, as their Reserve Command Master Chief (RCMC). The experience I gained while serving as RCMC will be invaluable in my next assignment. I would also like to thank RADM Robert Papp, Director of Reserve & Training, for having the confidence to select me as the fourth Reserve Force Master Chief. I am honored by his decision.

Finally, I wish to thank my family. Without the life-long support and understanding of my wife, Marilyn, and our sons, Marc, Keith and Scott, I would not be writing you today.

Okay, so what about this marathon thing? I recently successfully completed my first-ever marathon following six months of training. I found there are many similarities between preparing for a 26.2-mile event and life itself. For this article, I am limiting my observations to four areas. First, stealing shamelessly from former Commandant ADM James Loy, "Performance equals preparation." Second, you do not have to finish first to win. Third, stay in touch with those around you. Fourth, be sure to have some fun along the way.

• **Performance equals preparation.** Reaching significant milestones in one's life should be recognized and cherished; a new job, the graduation of a child, or a promotion — the list is endless. But these moments only tell part of the story. Rarely, if ever, are they accomplished without years of effort. Every day is a building block for your future. While it is never too late to prepare, the sooner you start, the better your performance will be.

• **You don't have to be first to win.** Over 15,900 runners completed this year's Marine Corps Marathon. As with any competitive race, there were those who finished first and the rest of us. Most of us are naturally competitive, myself included. I anxiously went on-line to see how I "competed" with my fellow "also rans." I was pleased with my

performance, but was I any more satisfied than someone who finished after I did? Or, was my level of satisfaction diminished by the thousands of runners who placed ahead of me? Definitely not! It is the same in life. If you have set goals, whether in your personal or professional life, and have consistently applied yourself to their attainment, take pride in your accomplishments, whether you are "first" or not.

• **Stay in touch.** As we move along in life, it is easy, some would say natural, to settle into narrow thought patterns

and familiar habits. When deciding to enter the marathon, I called my oldest son to see if he would be interested. My reason was two-fold. First, he had completed the 2003 Boston Marathon and I felt his "experience" would help me, and second, though we live 600 miles apart, I hoped a common goal would keep us at least mentally closer. There is no question in my mind that my son's involvement was a key factor in my ability to complete the race. I would offer that within our Active and Reserve workforce, whether it is an E-3/O-1, an E-9/O-6, or a Flag Officer, there is much that can be

shared and learned. I feel strongly that it is incumbent on our organization's senior members to take the time to keep in touch with our junior sailors, and I challenge them to do so.

• **Have some fun along the way.** Someone said, probably that most famous of authors, Anonymous, "If you aren't having fun, you aren't doing it right." Whether training for a marathon or dealing with the daily grind, it can be easy to lose perspective about what is truly important in life: family, friends and fun! All too often, we sacrifice time with our families for time at work. If there's one thing I have learned as both a business owner and an employee, while work is important, it is always there, but your family may not be. Take the time to be with your family. It is important for your well-being and theirs.

In closing, I wish to thank each of you for all you have done for the Coast Guard and the nation we serve. The quality of your character and actions has met the test of time. It is truly an honor to call you shipmates.



By **MCPO Jeffrey D. Smith, USCGR**
Reserve Force Master Chief
 jdsmith@comdt.uscg.mil



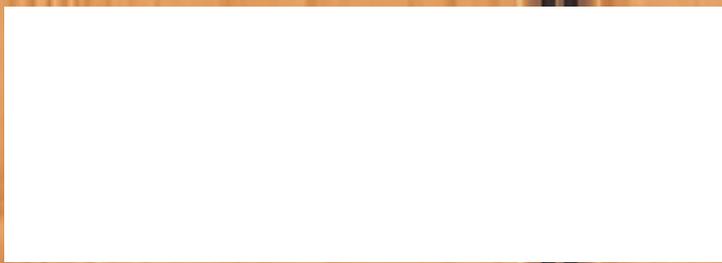
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