

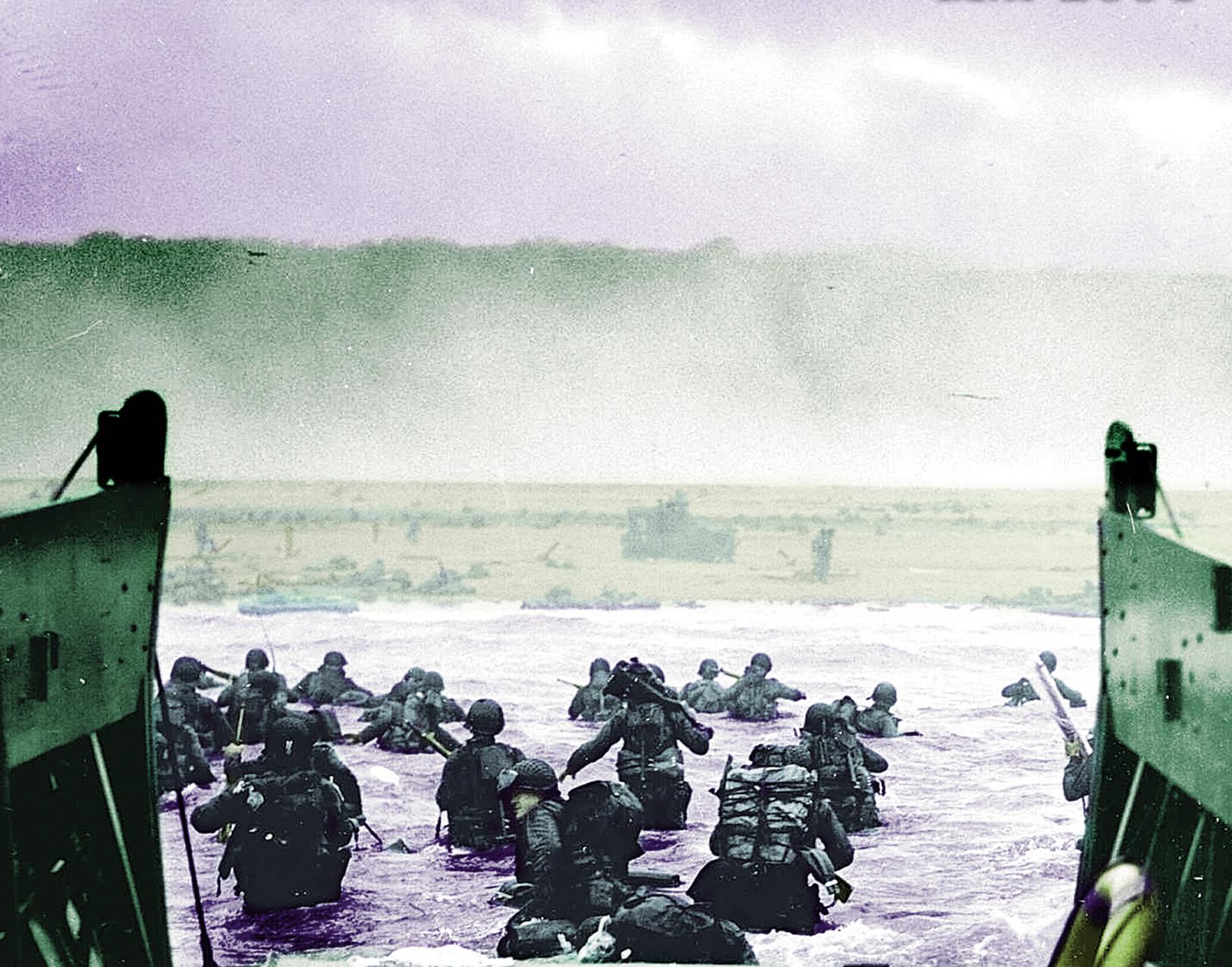
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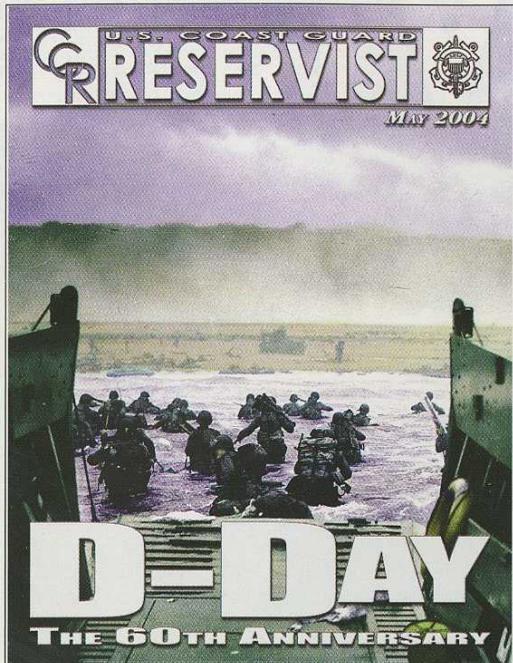
MAY 2004



D - D DAY

THE 60TH ANNIVERSARY

LETTER FROM THE EDITOR



Upcoming Commemorations!

It's Memorial Day again already! Though that comes around like clockwork each year (this year Monday, May 31), few know the origins of that day. The original reason for "Decoration Day," as it was originally called, was to honor the men and women who gave all they had in the defense of our nation. It was born out of the tragedy and patriotism surrounding the Civil War. Over 25 towns and communities have been named in connection with the origin of Memorial Day in the late 1860s.

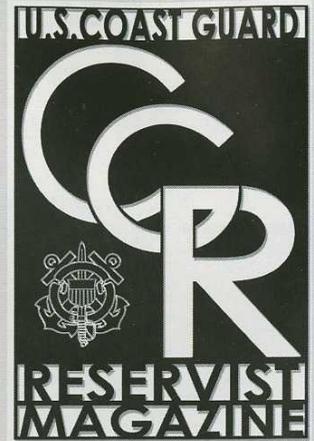
But the end of May and beginning of June will bring some special one-time events. May 29 is the dedication of the World War II Memorial on the National Mall in Washington, D.C. Special activities for four days will commemorate this once-in-a-lifetime event. Events are also being held through Labor Day to commemorate the opening of this memorial and honor the "Greatest Generation." For more information, see the National World War II Memorial Web site: www.wwiimemorial.com. We'll have more coverage of this historic event later this summer.

June 6 is another date you probably recognize — yes, it's D-Day, and this is the 60th commemoration this year. It's an important enough event that I've decided to run the story again for the 60th. I was amazed all over again when I reread what our Coast Guardsmen did that day. Two of our Coast Guard veterans who served off the coast of France June 6, 1944, Jack Campbell and Marvin Perrett, will be in France for the 60th commemoration events. They will be among 100 U.S. veterans being honored by the French government in June. You can read a bit about their experiences at D-Day in this issue as well.

Finally, don't forget June 14 — Flag Day and the U.S. Army's (www.army.mil, June 14, 1775) birthday. Tucked in between Memorial Day and Independence Day, Flag Day sort of gets missed sometimes in the excitement of the busy summer season. Flag Day origins date to June 14, 1885, when 19-year-old schoolteacher Bernard Cigrand held a flag birthday celebration with his students in the Stony Hill School in Waubeka, Wis. (about 30 miles north of Milwaukee). The schoolhouse is on the National Register of Historic Places, and the area holds an annual Flag Day commemoration each June (www.nationalflagday.com). So, why not get out your stars and stripes and show the colors this summer. Keep me posted on your Coastie stories, and have a wonderful summer!

— ED

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Send submissions to:

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

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

U.S. Coast Guard Reserve Web Site
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ADM Thomas H. Collins, USCG
Commandant, U.S. Coast Guard

RADM Robert J. Papp, Jr., USCG
Director of Reserve & Training

CAPT Louis M. Farrell, USCGR
Chief, Office of Reserve Affairs

LCDR Robert T. Hanley, USCGR
Chief, Reserve Communications Division
E-mail: ghanley@comdt.uscg.mil

LT Scott C. Toves, USCGR
Assistant Chief, Reserve Communications Division
E-mail: stoves@comdt.uscg.mil

LTJG Jae-Won Kwon, USCGR
Reserve Awards; E-mail: jkwon@comdt.uscg.mil

CWO2 Edward J. Kruska, USCGR
Editor, The Coast Guard Reservist
E-mail: ekruska@comdt.uscg.mil

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

BBCM Mark H. Allen, USCGR
Staff Assistant & Special Projects
E-mail: mallen@sgt-inc.com

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D-Day 60th

June 6 marks the 60th commemoration of “A Great Crusade” off the coast of France.



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On the Front Cover: Photo courtesy Coast Guard Historians Office. Coloring by Mr. Chris Rose.
On the Back: A Coast Guard snapped this photo of a make shift memorial built on Omaha Beach by a soldier in honor of his comrades killed during the D-Day invasion. Photo courtesy Coast Guard Historians Office. Coloring by Mr. Chris Rose.

Citizen-Sailor Issue

In regards to the March 2004 issue of *The Reservist*, I was wondering how you determined there were only four reservists who work at The Walt Disney World Resort? I happen to be a Regional Loss Prevention/Investigations Manager for Disney's Security Division, but I'm serving on Title 10 orders assisting with the MTSA implementation at MSO Anchorage. There may even be more Coast Guard Reservists at Disney.

Also, on page 5, there was more discussion about the ROCI graduating class of 2003. That picture was of Class 2-03. I never did see a picture or any mention of Class 1-03 of which I was a member. Incidentally, ENS Cari Bower, who is on the cover of the March issue, was also a member of ROCI class 1-03.

ENS Don Davis, USCGR

Ed's note: The Disney story grew out of visit by the editor to the Reserve Chief's Academy a few years ago. Sorry you were omitted from the Disney section of the Citizen-Sailor issue. Our sources said there were only four reservists who worked there. Thanks for correcting the record. As for ROCI, we had a difficult time obtaining the ROCI portraits from 2003. We were told there was no portrait taken of ROCI Class 1-03. If there had been, it would've been published alongside that of Class 2-03.

I was highly impressed by the cover photograph in the March *Reservist*. It was more than just clever — it was creative and innovative. What a great idea! My "hat's off" to the creator.

— *CWO3 Donald J. Rifkin, USCGR
Miami, Fla.*

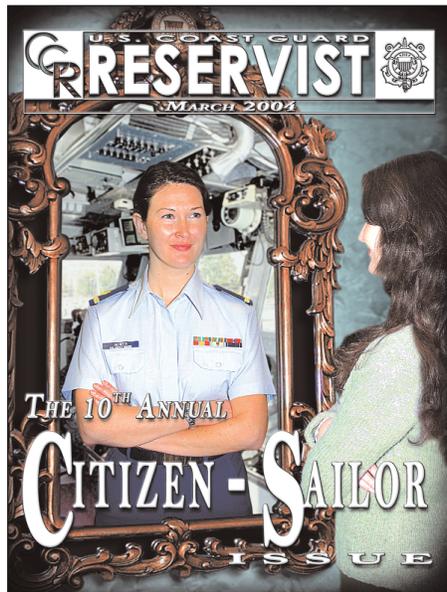
Ed's note: The cover "photo" was the brain child of the magazine's graphics artist, Chris Rose. Thanks for the feedback! Though there was no specific story to accompany her cover photo, ENS Bower was featured in the "Citizen-Sailor" Students special issue in late 2002.

Coast Guard Mutual Assistance

In the March 2004 issue of *The Reservist*, both the editor and RADM Papp made a reference regarding Coast Guard Reservists, and the benefits they received in 2003 as compared to the money they donated. Both the editor and the admiral failed to tell us how much money the regular Coast Guard donated and received.

Also, what percent of the total "One" Coast Guard do reservists make up and what percent of money collected did they contribute? The majority of reservists work a weekend a month and two weeks active duty a year, around 38 days, as opposed to a regular's 365 days, spending about one-tenth the time in the Coast Guard family. All these facts should be proportionate — do not single one group out based on incomplete statistics. Tell us this and we will have a clearer picture.

The admiral said, "...I'm not trying to put the arm on anyone..." Then why bring it up? He also said, "...when so many of our people are at war, overseas and along our



shores..." Well, correct me if I am wrong, but the last time I looked, it was reservists who make up the PSUs and are bearing the brunt of our overseas war effort. Does this have anything to do with the fact that reservists received benefits, perhaps helping with food bills and mortgages etc. while in Iraq? Reservists do not live in government housing, most do not have access to commissary, etc.

I paid my dues in Vietnam as an enlisted man with the "Big Red One," 1st Infantry Division, where I served in the Recon as a Scout/RTO in the "Iron Triangle" area. I spent six years in the Army and 23 years in the USCGR and rose to the rank of commander, spending tours at SAR stations as XO and CO and on the Battle Staff for *Desert Shield*. So I am not just some desk jockey officer type speaking up for the Reserve here.

CDR Joe Di Bernardo, USCGR(Ret.)

Ed's note: The stats were listed for reservists simply because, well, we're the Reserve component of the Coast Guard! Stats for every component are listed on CGMA's Web site at: www.cgmahq.org

Capitol Hill Coasties

As an addendum to your editor's note on page 19 of the March 2004 *Reservist*, accompanying the article about LTJG Dolbow: Rep. Howard Coble, R-N.C., not only served in the Coast Guard, but in fact completed a career in the Coast Guard Reserve and retired with the rank of captain. That may leave Mr. Dolbow as the highest ranking Coast Guard Reserve officer on Capitol Hill **currently** serving in the Coast Guard Reserve. However, he would not be the highest ranking Coast Guard Reservist on the Hill unless retirees are specifically excluded. I apologize for not knowing the other legislators or their history.

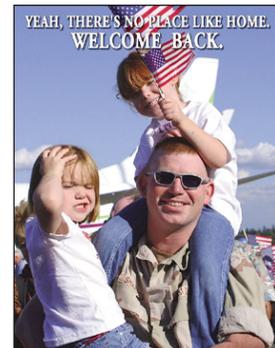
— *CAPT Fredrick C. G. Scheer*

Ed's note: Correction to the Ed's note in the March 2004 issue, page 19. Former Coast Guardsman Frank Murkowski of Alaska, served in the U.S. Senate until 2002. He is now governor of Alaska. His daughter, Lisa Murkowski, is currently serving in the U.S. Senate, representing Alaska in the 108th Congress.

Thanks for Cover Photo

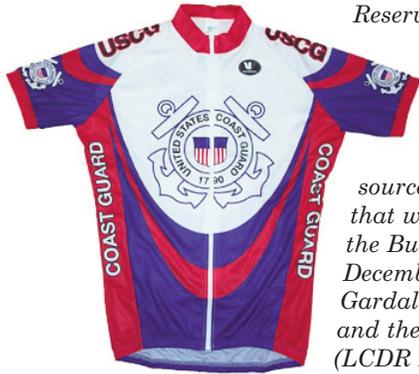
I wanted to thank you for the great picture of my daughter, niece, and myself that you published on the back cover of *The Reservist* (October 2003). It was loved by everyone in my family and made the homecoming even more memorable. As you can guess, we have been busy getting ourselves reorganized since our return, and I just haven't had the time to say thank you.

— *ET3 Greg Sharpes, USCGR
PSU 313, Tacoma, Wash.*



USCG Biking Gear

Now that it's nearing biking season, I wanted to order one of the Coast Guard biking jerseys, but have lost the e-mail address and couldn't find it in the March *Reservist*. Could you please reply with that address?



Thank you.

— YN1 Stu Mathison

Ed's note: There are two sources for USCG biking gear that we have published. Check the Bulletin Boards of the December 2003 issue (LT Robert Gardali, rgardali@d11.uscg.mil), and the July/August 2003 issue (LCDR Bruce Cheney, bcheney@comdt.uscg.mil).

Officers as Recruiters: A Response

I would like to offer a response to LT Jim Johnson's letter in the November 2003 *Reservist*, "Officers as Recruiters." In response to a need to make the Coast Guard more attractive as an employer of choice to college graduates, the Coast Guard Recruiting Command officially stood up the Officer Programs Branch in August 2002, and fully staffed it in August 2003 with 13 officers, a yeoman, and three civilian employees.



Their mission is: "To attract a robust pool of qualified applicants and access those selected to meet the Coast Guard's commissioned officer human resource needs." There are currently 22 different officer programs that each officer on staff helps coordinate, in collaboration with USCG Recruiting Offices throughout the country, as well as with respective program managers at USCG Headquarters and at CGPC-opm. Some of the larger programs include Officer Candidate School, Direct Commission Engineer, Direct Commission Aviator, Direct Commission Lawyer, College Student Pre-commissioning Initiative, and Selected Reserve Direct Commission. Although physically located at the Coast Guard Recruiting Command in Arlington, Va., each Officer Recruiting Team member manages and regularly travels to one of 12 geographic recruiting regions across the country to provide a presence at key colleges, universities, and large career fairs. They provide officer recruiting assistance to recruiting offices in those regions. Additional information about the various officer accession programs can be found on the Coast Guard recruiting Web site:

www.gocoastguard.com/officerindex.html or through your local recruiter, at 1-877-NOW USCG.

*LTJG Burton Walkup
Coast Guard Recruiting Command
Arlington, Va.*

Time to Write Those Memoirs?

I served almost 35 years in the Coast Guard Reserve, and in that period six years were on active duty, at different times. My first enlistment was in June of 1943, for Boot Camp, from there I was transferred to the Southwest Pacific to the Coast Guard manned *USS LST-18*.

We decommissioned the *LST-18* in April 1946, and I, mentally, have been writing a story entitled "From the Crew of the *LST-18*." This was never meant to be a blood and guts story, but tell the lighter side of a war, where the boredom of waiting for something to happen and the tremendous excitement of invasions kind of "meshed"

Our old *LST-18* gang has a reunion every year, and the remaining crew is down to about seven men, so last year I thought that it might be time to put some of the stories of how each of us **made** our way to the 18 in the Pacific ocean. I thought the young people in the Coast Guard might like to read and compare our life to theirs, and see the many ways that some things have changed, and how many are almost the same. I may be wrong.

Apparently the Coast Guard of today has little or no interest in the history of the part that the Coast Guard, and mostly Coast Guard Reserve, played in the amphibious operations of World War II, and that is too bad, because very soon most of us will have "bought the farm" and the story will end.

— CWO4 David L. Wischemann, *USCGR (Ret.)*
Sebastopol, Calif.

Life After Retirement

I actually wore the Coast Guard uniform for 39 years, but there is life after retirement. Since retirement from the civilian Coast Guard world, I joined the Coast Guard Auxiliary and was active in the Charleston Flotilla until I moved to west Tennessee. I tried to join a local Auxiliary unit but was disappointed to find that the closest unit was 85 miles away.

I have since become interested in flying, have acquired a small plane, and a pilots license. The local Civil Air Patrol squadron was convenient so I defected from the Coast Guard to the Air Force. I am now a major in the CAP and the Squadron XO. So if any retirees think that life is over after retirement, they are wrong — it is entirely up to them. I am now a weekend lineman at the local regional airport, and really enjoying retirement.

— *Ralph Neil Doolin*
Dyersburg, Tenn.

MGIB Benefits for reservists

I'm not sure a lot of reservists know while they are on active duty (Title 10 recall), they have the option to increase MGIB Active Duty benefits. According to the VA, this applies to reservists eligible for GI Bill Chapter 30 benefits (signed up for GI Bill initially while on active duty) who first entered duty after June 30, 1985. Contributions can vary up to \$600. A contribution of \$600 would increase monthly benefits by \$150 for 36 months for full time training. Recommend include info in *The Reservist* so recalled reservists can utilize this benefit — they have to be on active duty to be eligible.

— *LCDR Christina Bjergo, USCGR*
MSO Portland, Ore.

Ed's note: An article on MGIB Bill for Selected Reservists appeared in the April 2004 Reservist, page 22.



USCGC ADAK

BIG APPLE'S OWN COAST GUARD CUTTER CREW HUNTS TERRORISTS AND SMUGGLERS IN THE ARABIAN GULF

STORY AND PHOTOS BY PAI MATTHEW BELSON, USCGR

The Coast Guard Cutter *Adak* used to be a common sight steaming through the busy waters of New York Harbor and along the New Jersey coast. Now, the *Adak* crew is far from home and operating in the far more dangerous waters of the Arabian Gulf in support of *Operation Iraqi Freedom*.

"Do we still have ties to New York? We sure do," said the *Adak's* commanding officer, LT Carmen DeGeorge, 28, from Berwick, Pa, who mentioned that a New York City Police Department flag was flown recently during a patrol. The *Adak* was the first Coast Guard cutter to arrive on-scene in New York Harbor Sept. 11, 2001, and was the first cutter to the scene of the crash of TWA flight 800 on July 17, 1996.

Although Coast Guard Port Security Units did participate in the first Gulf War and supported subsequent United Nations Iraqi Resolutions, this is the first time since the Vietnam War the Coast Guard has sent patrol boats overseas to a war zone to support the U.S. Navy.

During the opening weeks of *Operation Iraqi Freedom*, the *Adak* which is from Sandy Hook, N.J., and three other 110-foot patrol boats, the *CGC Wrangell* from Portland, Maine; the *CGC Baranof* from Miami; and the *CGC Aquidneck* from Atlantic Beach, N.C., were integral in escorting the first humanitarian relief ships through mine-laden waters to the Iraqi port of Umm Qasr. During one engagement, the crew of the *Adak* captured three Iraqi sailors when their Iraqi patrol boat was attacked and sunk by coalition forces. All four commanding officers of the cutters were awarded the Bronze Star and the crews received the Combat Action Ribbon.

Since then *Adak* continues its mission of supporting coalition forces working to stop the smuggling of oil from Iraq, as well as protecting Iraqi oil platforms and escorting shipping into and out of the Iraqi port of Umm Qasr.

There is also another potentially more dangerous mission that the Coast Guard crews on the patrol boats, and Coast Guard Law Enforcement Detachments (LEDETs) deployed aboard Navy ships are conducting — looking for Al Qaeda terrorists. Additionally, theft continues to be a problem as many cargo dhows (lateen-rigged vessels) report being boarded by armed men in the night who steal the cargo — often after threatening the crews with violence.

The patrol boats are ideally suited to support the U.S. Navy's Maritime Interdiction Operations. Their shallow draft and maneuverability enable them to get closer to the shores of Iraq and patrol the Shatt Al Arab and the Khawr Abd Allah waterways where the majority of cargo dhows transit to and from Iraq.

"We are able to get into places where the big Navy boats can't get into, and the rivers are where the criminals and oil smugglers operate," said DeGeorge. "Essentially we are operating as the Iraqi Coast Guard and we are enforcing the territorial waters," he added.

The Coast Guard brings more than just boats to the region. The years of law enforcement experience conducting counter narcotics and illegal migrant interdiction operations in the Caribbean is proving invaluable during boardings looking for suspicious cargo or possible terrorists.

Coast Guard crews often compare the Northern Arabian Gulf to the lawlessness of the old American West. The Maritime Interception Operations are a coordinated effort of coalition warships working in concert to track, board, and verify the cargos and documents of crewmembers transiting the waters of the Northern Arabian Gulf on merchant vessels ranging in size from small coastal cargo dhows to large freighters and tanker ships. Added to this challenge is the language barrier. Many cargo dhows do not have radios and their operators often are not versed in international maritime navigation rules and procedures.

The operational tempo for the crews working and living aboard the 110-foot patrol boats is intense. Approximately two-thirds of their time is spent on patrols that can last as long as two weeks. A dedicated shore-side support group of Coast Guard members keeps the four patrol boats running. When the *Adak* pulls into port Coast Guard engineers, electricians, storekeepers, food service specialists, boatswain's mates and gunner's mates swarm over the ship fixing equipment and restocking supplies for the next patrol while the crew has several days to rest.

Life at sea aboard the patrol boats is cramped and the usual ship's compliment of 17 has been increased to 21 crewmembers. Rack space is precious and on some cutters crewmembers have to "hot-rack" where one person sleeps in the same bed while the other is on watch. The additional men are needed to operate the extra weapons added to increase its firepower and to bolster the size of boarding teams.

"This is the real world out here," said OS2 Clint Mingus, 39, from Avon Park, Fla., whose duties include standing lookout atop the *Adak's* flying bridge. "I enjoy being the lookout because I feel like I am keeping the boat safe," he added.

Mingus is one of several reservists serving aboard the *Adak*.

"There is no separation between reserves and active duty here—everyone pulls together," said CPO Mike Bazis, 43, from Audubon, N.J., also a reservist and is referred to as "Dad" by the crew.

There is no such thing as a typical patrol. One day the *Adak* could be tasked with patrolling around an off-shore Iraqi oil terminal, and then ordered to go up the Khawr Abd Allah River to board cargo dhows. There are days when the *Adak* will only see one or two cargo dhows, and then busy when 16 vessels appear on the horizon coming down the river. The boats are queried about their name, destination, cargo, then directed to standby while the *Adak* relays this information to the coalition forces command ship where a determination is made to board and search the vessel, or to let them proceed.



When a decision is made to search a vessel, the *Adak's* crew reacts with a genuine enthusiasm as the operations officer announces over the ship's intercom to prepare for a boarding. Topside the deck crew begins the coordinated movement of launching the ship's Rigid Hull Inflatable Boat (RHIB) as the six-to eight-man boarding team is issued weapons and don their tactical gear. Once the RHIB is in the water, the team scurries down a ladder and the coxswain maneuvers the fast and nimble boat away and heads towards the vessel to be searched.

"We look for anything out of the ordinary such as weapons, military uniforms and unusual number of oil drums onboard," said MK2 Chad Parker, 29, from Stokbridge, Ga., who joked, "If you don't come back to the boat dirty you didn't do your job."

Most of the boardings conducted by the *Adak's* crew are without incident. But even routine boardings carry the risk of injury or death.

"Out here there is such an array of what can happen," said DeGeorge. "You never know if a dhow is just carrying cargo or is it laden with explosives. Are they trying to smuggle Al Qaida terrorists out of Iraq?" he added.

The cargo dhows the *Adak's* crew encounters are large wooden vessels of rudimentary construction often overstuffed with cargo such as dates, car tires, and other goods. Facilities aboard a dhow are primitive and the crews often live in squalid conditions.

"There are no real standards for the boats over here and the people just do what they have to do to survive," said BM1 Adam Noorigian, 28, from Springlake, N.J. "Unlike back home in the U.S., you're not worried about whether the boats have lifejackets, fire extinguishers or fuel leaks. These boats would be sent back to the yard and never allowed to float," he added.

"Just seeing how people live on those boats makes you feel lucky to live in the United States," said EM1 Daniel Cream, 24, from Annapolis, Md.

The shared dangers, long time spent on patrols, and separation from families creates an indelible bond between members of the *Adak* crew, especially when tours of duty can last up to a year.

"I volunteered to come over here because I believed it was my turn to put in my time like anyone else," said GM2 Jeff Picinich, 31, a reservist who is also a U.S. Customs and Border Protection officer back home in Seattle. "I think we are doing good over here."



Clockwise from left: The CGC *Adak* passes by one of the numerous cargo dhows that travel along the Iraqi river coast. • MK3 Matt Hare, 20, left, and MK3 John Shaw, 24, search a cargo dhow for illegal goods as part of a boarding team from the CGC *Adak*. • GM2 Jeff Picinich, USCGR, 31, stands security on a cargo dhow as a boarding team from the CGC *Adak* searches the vessel for illegal goods. The Coast Guard has deployed four 110-foot patrol boats to the region to support U.S. Navy 5th Fleet and coalition forces during Operation Iraqi Freedom and Maritime Interception Operations to stop illegal oil smuggling and to search for terrorists.

RADM Smith goes to Yemen Commissioning



USCGC photos by PA1 Matthew Belson, USCGR

RADM Duncan C. Smith, USCGR, Deputy for Mobilization and Reserve Affairs, LANTAREA, delivers remarks during a boat commissioning ceremony April 7 for the Yemen Coast Guard Authority (YCGA), as Brig. Gen. Saleh Mojally, right, Vice Chairman of the YCGA translates. The YCGA received eight of these formerly decommissioned boats from the U.S. Coast Guard to serve as a foundation for their fleet. The U.S. Coast Guard refitted these boats and delivered them to Yemen. Additionally, U.S. Coast Guard Mobile Training Teams traveled to Yemen over the past 18 months to provide training for members of the new YCGA in such skills as small boat handling, engineering maintenance, and administration. Selected members of the YCGA were also sent to the USA where they were trained by Coast Guard instructors to become trainers back in Yemen. The mission of the YCGA will be to focus on maritime security and counter-terrorism. Representatives from the U.S. Coast Guard and U.S. Central Command traveled to Aden, Yemen to attend the event. The project to help train and develop began with the YCGA's foundation in February 2002 and should be completed by September 2004.

Yemen Coast Guard Authority Gets Underway

A 44-foot Motor Life Boat (MLB) gets underway during a boat commissioning ceremony for the Yemen Coast Guard Authority (YCGA). The YCGA received eight of these formerly decommissioned boats from the U.S. Coast Guard to serve as a foundation for the fleet.



Coastal Warfare units deploy to Arabian Gulf

ALAMEDA, Calif. — Three Bay Area expeditionary Naval Coastal Warfare units deployed to the Arabian Gulf in early March in support of Operation Iraqi Freedom. Harbor Defense Command Unit (HDCU) 111 from Alameda is a joint C4I unit with 48 Coast Guard and Navy reserve members. HDCU 111 provides command, control, communications, computers and intelligence to oversee waterside and shore-side force protection of high value assets. HDCU 111 is part of Naval Coastal Warfare Group One. HDCU 111 deployed with two local Mobile Inshore Undersea Warfare Units (MIUWU) to form Naval Coastal Warfare Detachment Six comprised of more than 250

personnel. Although these three Naval Coastal Warfare units are from Alameda or San Jose, about one third of their personnel come from other distant regions of the country such as Billings, Mont., Cheyenne, Wyo., Sioux Falls, S.D. and Phoenix, Ariz. They recently completed two months of intensive pre-deployment training in San Diego and are certified to deploy. Together, these Naval Coastal Warfare units provide command and control, communications, intelligence, visual and electronic surveillance and operate high-speed, heavily armed patrol craft — to provide water-borne force protection.

— PACAREA Public Affairs

PS2 Zane C. Fralick, MSST 91105

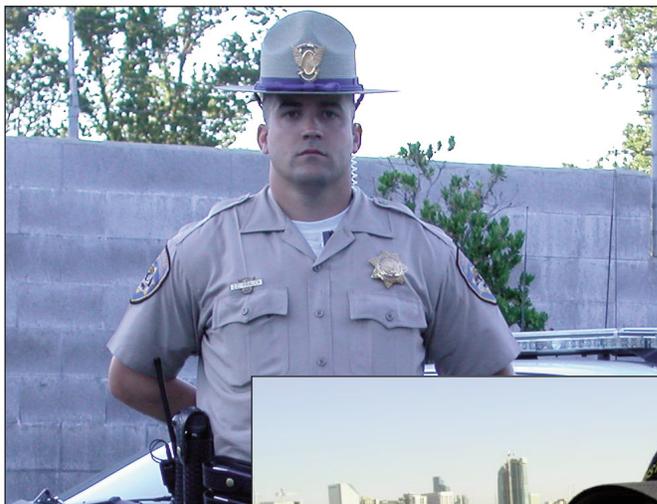
On March 1, 2004, PS2 Zane C. Fralick, USCGR, returned home as his six-month Title 10 tour of duty was completed. He served as a boat crewman for the newly commissioned MSST 91105 in Alameda, Calif. The MSST's AOR covers a majority of the San Francisco Bay area.

"It was a great adventure and I have traveled all over the U.S. while undergoing training and missions for the Coast Guard," said Fralick. "In a small way, I will miss my active duty job but will be looking forward to spending time with my wonderful wife, Desiree, and returning to my civilian job as a California Highway Patrol (CHP) Officer."

Fralick, reflecting on his time served on active duty, said he cannot forget the reason that he returned to military service: Sept. 11, 2001.

"That date is the reason my unit was created and I am proud to be one of the original plankowners of the unit," said Fralick.

He served six years in the U.S. Marine Corps and in the CHP and is thankful to serve in the U.S. Coast Guard. He looks forward to future endeavors and missions.



Photos Courtesy of PS2 Zane Fralick, USCGR



Importance of Reservists Stressed During USTRANSCOM Visit

SCOTT AIR FORCE BASE, Ill. — Reserve Component Service Chiefs from each service were invited recently to visit the United States Transportation Command (USTRANSCOM), located east of St. Louis. During the visit, the each component's Chief of Reserve was presented with briefings and updates about the daily activities of USTRANSCOM, and how vital reservists are to accomplishing USTRANSCOM's mission and how to better utilize them in the future.

The visit concluded with a town hall meeting for all local area reservists with the Service Chiefs. USCG commands in the St. Louis area were well represented by members from the Coast Guard Element of USTRANSCOM Joint Transportation Reserve Unit, ISC St. Louis (fot), Inland River Vessel Movement Control Center (IRVMC), and MSO St. Louis. RADM Robert J. Papp, Jr., Director of Reserve & Training, took this opportunity to speak with USCG members in attendance at the town hall meeting about initiatives and issues vital to the Coast Guard.



Photo courtesy, MCPO Dennis Kirk, USCGR

RADM Papp, center, with St. Louis area Coast Guardsmen during his visit to USTRANSCOM March 19.

The Reservist published a cover story on USTRANSCOM in April 1999.

By MCPO Dennis Kirk, LANTAREA RCMC



Photo courtesy MCPO Tom Cowan, D11 Reserve Command Master Chief

New RFMC visits D11

Reserve Force Master Chief Jeff Smith, right, talks with Sea Marshals PS2 Brian Putnam and MST1 Vincent Rachel en route to a cargo vessel waiting to enter Los Angeles Harbor. During a visit to District 11 in February, Smith also attended an all-hands at MSO San Diego and met with recruiters in Los Angeles.



Happy 63rd CGR!

The Coast Guard Reserve was “on display” during the week of Feb. 16-20 in the Headquarters cafeteria. The Coast Guard Reserve was founded Feb. 19, 1941 when Congress passed the Auxiliary and Reserve Act of 1941.

Escorting A “Miracle”

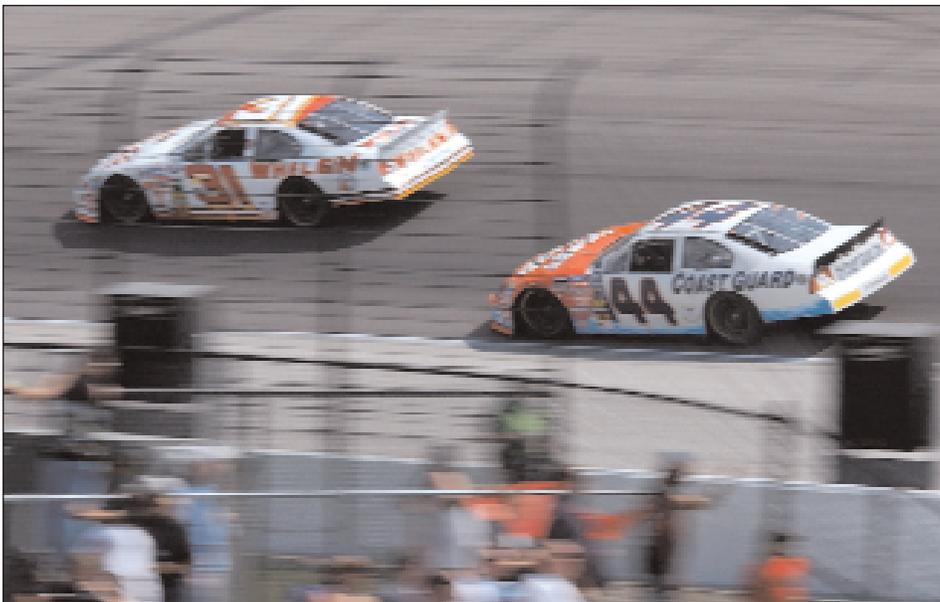
The new cruise ship Carnival Miracle is escorted Feb. 23 to her new home in Jacksonville, Fla. by active duty and reserve crewmembers aboard a Group Mayport 47 footer, MSO Jacksonville 25 footer, and an MSO Jacksonville Positive Control Boarding Team. Miracle, the newest vessel in the Carnival Cruise Lines fleet, will begin service from Jacksonville after completing her Initial Control Verification Examination by a Coast Guard inspection team. When in service, Miracle will carry over 2,000 passengers and visit ports in the Caribbean basin.



Photo courtesy MSTCS R.L. "Rase" Hoyser, MSO Jacksonville

Coast Guard Gets in the Race

Race fans watch from the infield of Texas Motor Speedway as Justin Labonte competes in his first race, the O'Reilly 300, in the Team Coast Guard Racing/Labonte Motorsports #44 "Shield of Freedom" NASCAR Dodge April 3. LaBonte finished in 29th place after starting the race 37th.



USCG photo by PA2 Kyle Niemi

Photo by PO Michael Lutz, USCG



Team Polar Bear Takes the Plunge for Charity

It wasn't quite beach season when 35 active duty and reserve Coasties plunged into the 38-degree Atlantic Ocean at Point Pleasant Beach, N.J. Feb. 29. The group raised \$5,000 for the New Jersey Special Olympics by

participating in the Polar Bear Plunge sponsored by the Police Benevolence Association. Coasties from Activities New York, Group Moriches, Stations Jones Beach, New London and Barnegat Light were among the nearly 3,000 who raised \$500,000. Holding the USCG flag is YN3 Ivan Chestnut of Activities New York. Station Barnegat Light started the chilly tradition in 2002 with 15 plungers raising \$1,800.

Photos courtesy CWO Don F. Allen



PS "A" Course Graduates

Port Security Specialist "A" School Class 02-04 graduated Feb. 20 at TRACEN Yorktown, Va. Front row, l to r: SNPS P. Clark, SNPS T. Jeffries, class MAA and honor graduate; SNPS R. Huffman, VADM Thad Allen, Coast Guard Chief of Staff; SNPS A. Makins, SNPS W. O'Conner, SNPS C. Mesec, MK2 Ramon Moore, class advisor and staff member. Second row, l to r: SNPS D. Sanford, SNPS D. Perkins, SNPS D. Gauthier, class leader, SNPS S. Fadley, SNPS V. McCabe, SNPS J. Summers, class yeoman, SNPS E. Roberts, SNPS L. Smith. Third row, l to r: SNPS P. Harnden, SNPS R. Gill, SNPS P. Reins, SNPS M. Bettencourt, SNPS E. Westervelt, SNPS M. McQuade, SNPS S. Roberts.



USCG Chief of Staff visits PS "A" School

Coast Guard Chief of Staff VADM Thad Allen was the guest speaker at the Port Security Specialist "A" School Class 02-04 graduation at TRACEN Yorktown, Va. Feb. 20. He is shown here with the PS "A" Staff, front row, l to r: CWO4 Don F. Allen, PS "A" School Chief; VADM Allen; MK2 R. Moore, instructor-class advisor. Second row: GMC K. Robinson, weapons instructor; Mr. Chris Costa, instructor; Mr. J. Colquhoun, instructor. Third row: MST1 C. Davis, instructor; Mr. D. Montgomery, instructor; Mr. C. Lindsey, instructor. Back row: Mr. P. Wycko, instructor, Mr. S. Solivan, instructor, Mr. J. Baker, instructor.

REBI Class Romeo 04/04

Reserve Enlisted Basic Indoctrination Class Romeo 04/04 graduated Feb. 20 at snow-covered TRACEN Cape May. Back row, l to r: MK3 Gregory Steele, guidon; PS3 Justin C. Testa, PS3 Gregory Fluellen, PS3 Heath Jones, PS2 Chris Schwerin, MK3 Howard Mills, IV1 Renier Hernandez, marching leader; EM3 Steve Hyland, PS3 Pat Malley, PS2 William D. Hooker, IT3 Kelly Harris. Middle row, l to r: MK3 Steve Rinaldi, PS3 Merites del Carmen, YN3 Scott Swint, YN1 Heidi Gill, SK3 Denise Fairbanks, PS1 Christopher Dooley, PS3 Odney Belfort, PS2 Timothy Clark, PS3 Aaron J. Kelly, PS3 Helmuth Hoerter, PS3 Scott J. McCormick. Front row, company commanders, l to r: YN1 Dave Washburn, MKCS Wayne Self, AMT1 Adam Morton, OSC Jeff Stauffer.



Photo by Mr. Scott Prince



Photo by Brian Huth

Summerstock Yeoman Displays USCG Standard!

As summer approaches, you'll find YN1 Patricia Feeney, second from left, frantically helping administer D9's Summerstock program at small boat stations on the Great Lakes. But as summer winds down, it's time for football and displaying of the USCG Standard, as shown here at the "Salute to Military Heroes" celebration at halftime of the Cleveland Browns game last Sept. 7. Left to right, LT Matthew Colmer, YN1 Feeney, LT Paul Vogel and LT Wayne Kean.

Commemoration at Arlington

LTJG Jae-Won Kwon, USCGR, stands next to CAPT Dorothy Stratton's etched quote on the roof of the Women's Memorial at Arlington National Cemetery March 24. Kwon was attending a Women's History month event that honored CAPT Stratton on her 105th birthday. Stratton served as the first Director of the Women's Reserve (SPARs) from 1942-45. Her quote: "We wanted to serve our country in its hour of need. The Coast Guard gave us this opportunity and we did our job well. Semper Paratus."



Photo by CW02 Edward J. Kruska, USCGR





D-DAY

THE 60TH ANNIVERSARY

**STORY BY
CWO Ed KRUSKA**

S

ixty years ago this June, the greatest Armada the world has ever seen traversed a stormy English Channel and launched a massive assault upon France's Normandy beaches. It included over 500,000 troops, 4,000 vessels of every type and description: battleships, cruisers, destroyers, transports, landing craft, rescue cutters — even floating breakwaters and piers ready to be sunk in place. The American, British, Canadian and French forces that invaded marked the beginning of the end for Hitler and his “Fortress Europe.”

Overlord: A Great Crusade

The invasion, code-named *Overlord*, was actually agreed to at the Quebec Conference of the combined chiefs of staff during August 1943. When finalized, the plan called for the landing of six divisions along the French coast at Normandy. In addition, three divisions of paratroopers were to be dropped behind the coastline to help isolate the front-line German troops. The entire operation was called a “Great Crusade” by Supreme Allied Commander General Dwight D. Eisenhower. It was a dramatic illustration of what an aroused free world can accomplish.

Eisenhower originally set the invasion date, D-Day, for June 5, 1944, when tidal and moon conditions would be most favorable. Bad weather postponed the invasion by 24 hours and Eisenhower, when meeting with Allied meteorologists, was informed that if the invasion was postponed again, it would be

nearly two weeks before conditions would be right. He thought for a moment and then at 4:15 a.m. looked up and said, “OK, we’ll go.”

Neptune was the code name given to *Overlord's* amphibious assault and naval gunfire support operations. These operations were divided between two task forces that would get the troops from ports all over Great Britain, land them on the beaches of Normandy, keep them supplied, and give them fire support.

The armada was drawn from ports and estuaries across the entire south of England and the Irish Sea. It formed up on Area “Z,” (between Portsmouth and Portland, England) crossed the English Channel in a tremendous storm, and landed by surprise on the 50-mile stretch of Normandy beach between Cherbourg and LeHavre, France.

The enemy, of course, knew in advance that a major invasion attempt was imminent but was guessing as to precisely where and when. The fact that the attack was launched in adverse weather and across one of the wider sections of the English Channel caught the German generals and admirals off balance. Still, there was heavy enemy resistance on some of the beaches and many lives were lost. But on others, the landings were virtually unopposed. Within a few days, a solid beachhead was established and staging for the final assault on “Fortress Europe” commenced.

The Coast Guard, along with the Army, Navy, Marine Corps and Army Air Force participated in the crusade's onset, the greatest amphibious operation the world had ever seen. Few people remember or even know about the extent to which the Coast Guard was involved in this historic operation. There were



approximately 100 Coast Guard-manned vessels involved — attack transports, LSTs, LCI(L)s and rescue cutters. Many other vessels had Coast Guardsmen on board.

The Coast Guard forces were generally called upon to do those things which they traditionally do best — beach landings, small boat operations, and rescue work. They did it superbly and bravely. Although the exact number of Coast Guard Reservists present on D-Day is not known exactly, reservists made up over 80 percent of Coast Guardsmen during World War II.

Coast Guard-Manned Transports

Amongst the 100 Coast Guard-manned vessels was the attack transport *USS Bayfield* (APA-33), which served as flagship during the Utah Beach operations at Normandy. *Bayfield*, commanded by Coast Guard CAPT Lyndon Spencer, dropped anchor in the transport area at 0230 on June 6, 1944. Shortly thereafter, it launched all of its 19 LCVP, two LCMs, and two LCPLs, with all of her combat troops making it ashore successfully.

Bayfield did suffer two personnel casualties that day: SN2c Jessie G. Patton, USCGR, and ENS Mason C. Daly, USCGR. Both were wounded during the landings. Thereafter, *Bayfield* served as a supply ship, hospital ship (including 307 brought on board one evening, 75 of whom were German prisoners), information center, oiler and repair ship. *Bayfield* remained off the coast for 19 days, surviving nightly German air attacks with only minor damage. *Bayfield* also served in the invasion of southern France and the Pacific theatre landing troops for the invasion of Iwo Jima in February 1945.

The Coast Guard-manned *USS Joseph T. Dickman* (APA-13), was similarly effective in the Utah Beach landing — offloading 1,833 men, 130 officers, seven jeeps, 18 M-29s, five trucks, and a considerable volume of supplies and ammunition in record time. Specifically, the ship sailed as part of Task Force 125, Assault Force “U.” Commanded by Coast Guard CAPT Raymond J. Mauerman, *Dickman* returned to Great Britain on the afternoon of June 6, transporting 153 casualties from the beaches. *Dickman* suffered two personnel casualties: SN1c Stanley A. Glowacki, USCGR, and SN2c Jack E. Rowe, USCGR. Glowacki was killed and Rowe was severely injured during the landings. *Dickman* went on to participate in the invasions of southern France and Okinawa.

The *USS Samuel Chase* (APA-26), commanded by Coast Guard CAPT Edward E. Fritzsche, was with Task Force Omaha some 20 miles east of Utah. In spite of heavy naval and air bombardment, German opposition there was fierce and deadly — the most disastrous and damaging of the entire invasion. The ship departed Portland Harbor June 5, anchored in the transport area at 0315 on June 6. The first assault wave of landing craft was lowered at 0536 and by 0700, the men of *Chase* had launched 15 assault waves to the Omaha beachhead. At 0730, the ship began receiving a continuous stream of casualties. Six of *Chase*'s boats failed to return, having become casualties to gunfire, underwater obstructions, or swamping. *Chase* returned to England with 322 battle casualties on board. *Chase* later saw action in southern France and the Pacific, including the invasion of Okinawa.

USCG Flotilla Ten trained at Agatha Christie's estate

In January 1944, the Coast Guard was preparing for the invasion of Nazi occupied France at Normandy. USCG Flotilla Ten, a fleet of U.S. Navy landing craft manned and operated by the Coast Guard, established their headquarters in mystery novelist Lady Agatha Christie's Greenway Estate near the Royal Navy College in Dartmouth, England,

Through the spring of 1944, amid the estate's ancient walls and beautiful gardens, the Coast Guardsmen planned and trained for their part in the invasion. Flotilla Ten's commander, CAPT Miles H. Imlay, USCG, also served as the deputy assault commander for one of the four initial landings at the Omaha beachhead and he, along with the assault commander, CAPT Edward Fritzsche, USCG, finalized plans for the Omaha landings in the offices of Lady Christie's estate. The assault group, which consisted of Flotilla Ten landing craft and the Coast Guard-manned attack transport *USS Samuel Chase*, transported troops of the U.S. First Army's 1st Division, the “Big Red One,” to the Omaha beaches.

In their spare time, the Coast Guard officers converted the library into a recreation center. One officer, LT Marshall L. Lee, USCGR, an artist in civilian life, painted a mural around the ceiling of the estate's library that depicted Flotilla Ten's travels and campaigns throughout the world: Texas, Virginia, Bermuda, Morocco, Algeria, Tunisia, and the invasions of Sicily and Salerno. Other officers tried their hand at gardening, and Lady Christie was quite pleased at how well the Coast Guardsmen took care of her estate's extensive gardens and grounds.

Landing Craft, Infantry (LCIs)

Coast Guard CAPT Miles Imlay was a veteran of the Sicily and Salerno landings, and commanded the Coast Guard-manned LCI Flotilla Ten. The flotilla consisted of 24 Coast Guard manned LCI(L)s (their crews referred to them as a “Lousy Civilian Idea”). They were ocean-going landing craft with a crew of 25 men and four officers. They were capable of transporting 200 assault troops and landing directly on a beach.

Flotilla Ten had trained and staged for the Normandy landings at historic “Greenway House” in Scotland. Greenway was mystery novelist Lady Agatha Christie's Estate near the Royal Navy College in Dartmouth. Flotilla Ten was distributed equally between the landings at the Omaha and Utah assault areas. Many of the LCI(L)s at both the Omaha and Utah landings were ordered to disembark their troops into smaller landing craft off shore instead of landing directly on the beaches due to intense enemy counterfire, mines, and obstacles. However, many were ordered to land their troops directly on the beaches. Those that disembarked off Utah did so without loss.

CAPT Imlay was in LCI(L)-87, leading the LCI section that assaulted Omaha Beach. Four LCIs, in the midst of the hottest fighting in the Normandy invasion, were lost in the process of landing troops — the only Coast Guard-manned LCIs lost during the entire war. One, the LCI(L)-85, struck a mine and returned to the *Chase* in a sinking condition. Another, the LCI(L)-91, grounded on an underwater obstruction, was holed by a teller mine and ultimately abandoned. A third grounded on



Coast Guard Magazine / Charles Krupa, AP photo

Retired Reservist CAPT Ed Bryant, right, salutes during a Veteran's Day gathering at the War Memorial in Ispwich, Mass., Nov. 11, 2003. A flag from a D-Day landing craft on Omaha Beach in 1944, at left, was displayed during the ceremony.

a sand bar, suffered direct artillery hits and machine gun fire and had to be abandoned — LCI(L)-92. A fourth, LCI(L)-93, also grounded and was destroyed by artillery fire from shore. Two more LCIs were seriously damaged but were later repaired and returned to service.

The remaining units under Imlay's force survived enemy fire and carried out their missions with great success. They remained in service off the Normandy beachhead for the rest of the summer, serving as transports for reinforcements to Normandy, returning to Great Britain with casualties and prisoners, and acting as convoy escorts, control vessels and salvage craft as well.

Landing Ship, Tank (LSTs)

Six of the 11 Coast Guard-manned LSTs (their crews referred to them as "large, slow targets") were engaged at Utah and Omaha Beaches, the remaining five were assigned to the British on Gold, Juno, and Sword Beaches. These stalwart vessels carried troops, tanks, other vehicles and a variety of supplies and equipment. Some towed astern large pontoon rafts powered by huge outboard motors, which later were maneuvered in to the beach to serve as floating piers. They also functioned as rescue vessels.

Once they discharged their loads on the initial assault, most

LSTs returned to England for additional personnel and equipment. One of those assigned to the British (LST-261) made 53 channel crossings in the days following D-Day. On their return trips to Great Britain, they were often loaded with casualties from the beaches and German prisoners.

No Coast Guard-manned LST was lost during the Normandy invasion, although two were damaged. LST-16 suffered one crewman killed in action when its LCVP (landing craft) No. 1 struck a mine and sank June 8 off of the Omaha landings. The LST-331 was damaged by German artillery fire June 15. Then, a few weeks later, the crew of LST-326 rescued 260 persons from the stricken *SS H.G. Blasdel* June 29. LST-327 struck a mine in the channel on Aug. 27, 1944, but was repaired and continued in service. The majority of the Coast Guard-manned LSTs went on to serve in the Pacific.

Coast Guard Rescue Flotilla

Unlike much of Operation Overload, Coast Guard Rescue Flotilla One (and only) was conceived only a short time before D-Day. It suddenly occurred to planners that casualties might be heavy and rescue craft would be needed. So, 83-foot cutters which had been on anti-submarine duty along the East Coast from Maine to Key West were sailed to New York on secret orders. They were loaded on the decks of convoy ships and upon

reaching England, were headquartered at Poole.

These 60 boats were assigned hull numbers sequentially from one to 60 to aid in identification, and were quickly formed up as Coast Guard Flotilla One under the command of Coast Guard Reservist LCDR Alexander Stewart. They were stripped of their anti-submarine equipment and outfitted as sea borne ambulances. These boats were constructed of wood and had gasoline engines, thus the nickname "Matchbox Fleet." They had trained crews of 13 men and one officer.

On D-Day, 30 of the vessels were assigned to the British area, the rest to the American. The 83-footers were dispersed amongst the convoys that formed along the channel coast and moved along with them across the stormy seas, their crews suffering mightily from sea sickness en route.

From the outset of the landing operation, they were active in picking up survivors out of the cold stormy waters. On D-Day, the cutters rescued 194 survivors off of Omaha beaches, 157 off Utah beaches, and 133 off the landings at Gold, Juno and Sword.

Many of the craft sustained minor damage from enemy shell fire but Rescue Flotilla One only had one personnel casualty on D-Day. One of the crewmen from USCG-51 was wounded off of the British landings. No cutter was lost on D-Day but unfortunately two craft, USCG 27 (83415) and USCG 47 (83471), were sunk as a direct result of the great storm that struck the coast of France June 19.

Rescue Flotilla One also performed a variety of other tasks after D-Day. For three months thereafter, it continued its mercy missions, picking up hundreds more. They acted as dispatch craft, transported the overall commander of ground forces for Normandy, General Bernard Montgomery, on an inspection tour of the beaches and escorted His Majesty King George VI.

They remained in service off the coast of France until the unit was decommissioned in February 1945. Some had spent as many as 89 days in the assault areas and made more than 30 round trip crossings between Normandy and Great Britain. By the end of their operations, they were credited with rescuing 1,438 persons.

The service this Flotilla performed was extremely efficient and vital — often heroic. Many of its young commanding officers and crew were decorated for their bravery. Their service was so well received that rescue flotillas were organized for the landings in the Pacific. Unfortunately, most of their deeds went unrecorded, so the full detail of their accomplishments will never be known.

Meanwhile, CDR Quentin R. Walsh, USCG, had helped develop artificial harbors and planned the occupation of the French port of Cherbourg. He also organized, trained, and commanded a Navy reconnaissance team, part of which he took into Cherbourg June 28. The following day, June 29, Operation Neptune officially ended with the liberation of Cherbourg.

Remembering D-Day

Since the end of World War II, monuments and memorials have been erected in America and abroad to those who served and gave their lives at Normandy. Outside the gates at Arlington National Cemetery in Arlington, Va., one monument reads:

"The Allied crusade to free Western Europe from Nazi

tyranny began with the greatest waterborne invasion in history (Operation "Overlord")...."

The National D-Day Museum opened June 6, 2000. The museum was built in New Orleans because it was here that Andrew Higgins built the landing craft used in the amphibious invasions, the landing craft President Eisenhower believed won the war for the Allies (www.ddaymuseum.org).

President Bush dedicated the 88-acre National D-Day Memorial in Bedford, Va. June 6, 2001. Bedford, located 10 miles west of the Blue Ridge Mountains, endured the highest number of deaths per capita of any American community on D-Day. The memorial's Web site is: www.dday.org.

At Omaha Beach, there is an inscription carved into a stone memorial that reads: "To these we owe the highest resolve, that the cause for which they died, shall live."

Throughout its 214-year history, the Coast Guard has been a significant military force in times of war or national emergency — just as it was at Normandy.

Ed's note: Special thanks to Dr. Robert Browning and Mr. Scott Price, USCG Historian's Office, Washington, D.C. for information, photos and suggestions. This article originally appeared in the June 1994 Reservist for the 50th anniversary of D-Day.

Landing Craft

LCI(L)	Landing Craft, Infantry (Large)
LCH	Landing Craft, Headquarters
LST	Landing Ship, Tank
LSI(L)	Landing Ship, Infantry (Large)
LCVP	Landing Craft, Vehicle, Personnel
LCA	Landing Craft, Assault
LCM	Landing Craft, Mechanized

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This article is a condensation/reprint of three previously printed articles:

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Coast Guard-manned ships at Normandy (100 Total)

Attack Transports

USS Bayfield (APA-33)
 USS Samuel Chase
 (APA-26)
 USS Joseph T. Dickman
 (APA-13)
 USS Barnett (AP-11)*
 USS Charles Carroll
 (AP-58)*
 * *Partial Coast Guard crew*

LCI(L)-324
 LCI(L)-325
 LCI(L)-326
 LCI(L)-349
 LCI(L)-350

* *Lost to enemy action,
 June 6, 1944*
 ** *Severely damaged
 June 6, 1944, but repaired
 and returned to service*

LCI(L) Flotilla Ten

Omaha Landings

LCI(L)-83**
 LCI(L)-84
 LCI(L)-85*
 LCI(L)-86
 LCI(L)-87
 LCI(L)-88**
 LCI(L)-89
 LCI(L)-90
 LCI(L)-91*
 LCI(L)-92*
 LCI(L)-93*
 LCI(L)-94

Utah/Omaha

LST-16
 LST-27
 LST-262
 LST-326
 LST-331
 LST-381

Gold, Juno, Sword

LST-17
 LST-21
 LST-176
 LST-261
 LST-327

Utah Landings

LCI(L)-95
 LCI(L)-96
 LCI(L)-319
 LCI(L)-320
 LCI(L)-321
 LCI(L)-322
 LCI(L)-323

Rescue Flotilla One

American Landings

USCG-1 (83300)
 USCG-2 (83304)

LSTs

USCG-3 (83320)
 USCG-4 (83321)
 USCG-5 (83327)
 USCG-6 (83334)
 USCG-7 (83337)
 USCG-8 (83360)*
 USCG-9 (83361)
 USCG-10 (83362)
 USCG-11 (83366)
 USCG-12 (83370)
 USCG-13 (83372)
 USCG-14 (83373)
 USCG-15 (83375)
 USCG-16 (83377)
 USCG-17 (83378)
 USCG-18 (83398)
 USCG-19 (83399)
 USCG-20 (83401)
 USCG-21 (83402)
 USCG-22 (83407)
 USCG-23 (83408)
 USCG-24 (83409)
 USCG-25 (83411)
 USCG-26 (83412)
 USCG-27 (83415)
 USCG-28 (83416)
 USCG-29 (83417)
 USCG-30 (83425)

British/Canadian Landings

USCG-31 (83428)
 USCG-32 (83431)
 USCG-33 (83432)
 USCG-34 (83435)
 USCG-35 (83439)

USCG-36 (83440)
 USCG-37 (83442)
 USCG-38 (83443)
 USCG-39 (83445)
 USCG-40 (83447)
 USCG-41 (83462)
 USCG-42 (83463)
 USCG-43 (83464)
 USCG-44 (83465)
 USCG-45 (83466)
 USCG-46 (83468)
 USCG-47 (83471)
 USCG-48 (83473)**
 USCG-49 (83490)
 USCG-50 (83495)
 USCG-51 (83494)
 USCG-52 (83500)
 USCG-53 (83501)
 USCG-54 (83502)
 USCG-55 (83503)
 USCG-56 (83511)
 USCG-57 (83512)
 USCG-58 (83513)
 USCG-59 (83514)
 USCG-60 (83516)

* *USCG-8 burned out a
 main bearing after
 departing Poole on June 6.
 It returned to Poole, was
 repaired and resailed
 within six hours.*

** *USCG-48 was damaged
 when unloaded in Great
 Britain and did not joint
 the flotilla until June 17.*

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D-Day Remembrances of WWII Coast Guard Veterans

Though D-Day was 60 years ago, Coast Guard World War II veterans' remember it quite well. Whether at home or off the coast of France, here are their stories.

Upon completing Basic Training and Yeoman School, YN2 Olivia Hooker worked at the Separation Center in Boston. She remembers vividly one young man there.

"I was helping process this 18-year-old out of the Coast Guard," said Hooker. "He seemed so nervous, scared and upset, and I asked what was troubling him."

The young man's unit had come under heavy fire during the landing at Normandy. Perhaps out of fear or an instinct to survive, he laid under a pile of bodies for 24 hours or longer until he was found alive. Adding further trauma, during the return to England, his ship was strafed by German aircraft.

"He made the war seem very real to me," said Hooker, now 89, and living in White Plains, N.Y.

Eighty-four-year-old Wally Cudlipp, of Palmyra, Pa., was serving in the Coast Guard as a radioman first class aboard CGC Bibb. As Bibb was making its way home from the Mediterranean, Cudlipp had an attack of appendicitis, and found himself at Stapleton Marine Hospital, on Staten Island, N.Y. June 6, 1944.

"I had my appendix removed at 7 a.m. on D-Day," said Cudlipp. "That's what I remember."

Coast Guard SPAR Betty Splaine was working at Coast Guard Headquarters in June 1944. She recalls it being "eerily quiet."

"There was a hush in the building," said Splaine. "We knew something was up but no one knew exactly what it was. We all prayed, and I remember going to St. Patrick's Church in the District."

SPAR Josephine Good, of McLean, Va., recalls worrying about the survival of friends and family.

"We wondered what the outcome would be, and what our future would be if we lost the war," said Good. "I think there was more of a unity amongst Americans then than there is now over Iraq."

Hank Rogers was a Signalman Third Class (SM3/c) during D-Day and serving in the Pacific aboard an Army Freight & Supply Ship (FS-184).

"We had the military newspaper to stay updated," said Rogers. "We were lucky to get D-Day off because the weather was not cooperating, but it was Eisenhower's decision."

Rogers visited Normandy for the D-Day 50th anniversary in 1994 and said it was a real treat. He met lots of Americans over there and many of the French.

"We visited Utah Beach, Omaha Beach and the military cemeteries. There's lots of history in the cemeteries when you look at the names

and dates. I met quite a few Frenchmen, too, and recall telling them they didn't win it all by themselves."

The Reservist contacted two Coast Guardsmen who served off the coast of France on D-Day! Jack Campbell, of West Long Branch, N.J., served on Rescue Flotilla One aboard USCG-49 (83490), part of the Coast Guard's "Matchbox Fleet."

"We had some preliminary training, joined a landing craft convoy, and sailed for France," said Campbell who was a GM3. "We left the day before and arrived at daybreak on June 6."

Campbell says he was only 18 at the time, and says he was only somewhat aware how historic an undertaking he was witnessing.

"I was only 18 and didn't really know to be scared," said Campbell. "It was exciting...we were about 100 yards off the beach, and the Germans had put a lot of debris in the water. There were bodies floating and later that night, the Germans flew over and dropped bombs. His vessel stayed in the area for about a week."

Campbell attended the 50th anniversary of D-Day in Normandy in 1994, and was honored at the D-Day Memorial Dedication June 6, 2001. He has been invited by the French government to be among 100 U.S. D-Day veterans who will be flown to France for the 60th anniversary of the Normandy invasion. He will also return to Cambridge, England, where 13 Coast Guardsmen are buried, and where a memorial wall and statue of a Coast Guardsman honors D-Day participants.

Also invited by the French government for the 60th is Marvin Perrett of Metairie, La., who was an 18-year-old Seaman First Class (S1/c) aboard the Coast Guard-manned USS Bayfield that landed troops at Utah Beach. Perrett was a coxswain who drove one of the Higgins boats (PA33-21).

"On D-Day, Bayfield was 12 miles offshore and dropped anchor at 0230," said Perrett. "My first trip into the beach, I had 36 infantry of the Fourth Division in my Higgins boat. The Army chaplain got seasick and threw up in my face, and I couldn't see where I was going. I made it back though, and on my second trip, had the rare distinction of transporting Maj. Gen. R.O. Barton, Commanding General of the 4th Infantry Division, to Utah Beach. I'm very proud of that."

Perrett, now 78, is a self-described one-man crusader attempting to educate the public on the function of the Coast Guard during World War II. Wearing a replica of the uniform he wore at D-Day, he talks with groups across the country, and is also very involved with the D-Day Museum in New Orleans. A replica of a Higgins boat is on display in the museum's rotunda, and bears the number of Perrett's Higgins boat: PA33-21.

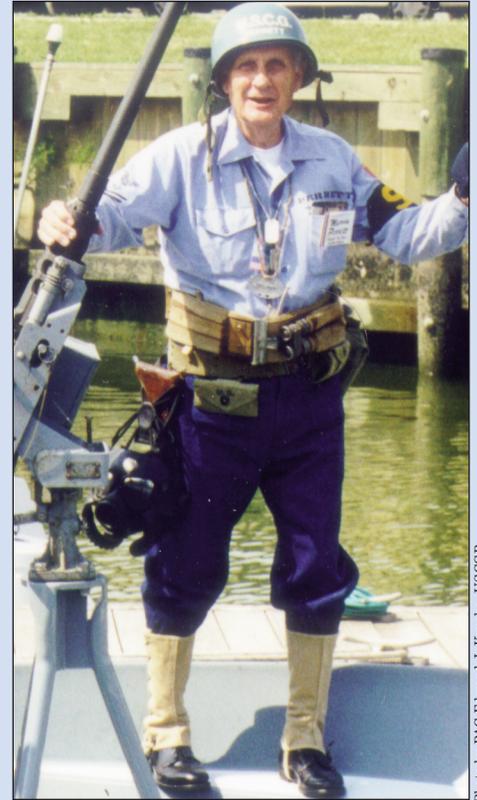


Photo by PAC Edward J. Kruska, USCGR

Marvin Perrett wears a replica of the uniform he wore at D-Day when he talks to groups across the country. He is shown here in May 1998 at the Commandant's change of command in Washington, D.C.



Photo courtesy of Jack Campbell

President Bush shakes hands with Coast Guard D-Day veteran Jack Campbell at the D-Day memorial dedication June 6, 2001, in Bedford, Va. Campbell served on a Rescue Flotilla 83-footer, part of the Coast Guard's "Matchbox Fleet."

CG Reservists Visit D-Day Sites

By LCDR Kevin M. Brown, USCGR

CAPT Stan Smith, USCGR(Ret.), and his wife, Anita, currently live in Brussels, Belgium. I visited CAPT Smith earlier this year, and we drove seven hours to Normandy, France to tour the museums, cemeteries and battlefields.

We stayed in Ste-Mere-Eglise, France, the site of the first D-Day battle in Normandy, when the 82nd Airborne Division overshot their drop zone and landed in the town square. As depicted in the movie, *The Longest Day*, one of the 82nd rangers, Pvt. John Steele, landed on the Catholic Church in the town square, and became entangled and suspended on one of the spires. As he tried to free himself, he watched as his fellow rangers were shot and killed by Nazi troops as they landed in the square. Steele, played by Red Buttons in the movie, survived. The town pays tribute to Steele by hanging a parachute and life-size dummy replica on the side of the church. As a side note, portions of the movie were filmed in the town square in Ste-Mere-Eglise.

CAPT Smith and I also traveled to Pointe du Hoc, France, at the southern end of Omaha Beach. Pointe du Hoc was significant because it was the supposed location of large millimeter gun emplacements that needed to be neutralized during the landing. Rangers scaled the cliffs using ropes and portable British fire brigade ladders (from England that they purchased or borrowed) to scale the cliffs. When they reached

the top of the cliffs they found the gun emplacements empty. The guns were actually a mile inland, stored on flatbed trailers along a narrow country lane. The Germans feared that the allied bombers would destroy the guns, so they hid the guns inland between hedgerows to camouflage them from the bombers. I stood in a crater where one is still in place at Pointe du Hoc. These craters are from the shelling from allied naval vessels prior to the allied landings.



Photo courtesy LCDR Kevin Brown, USCGR

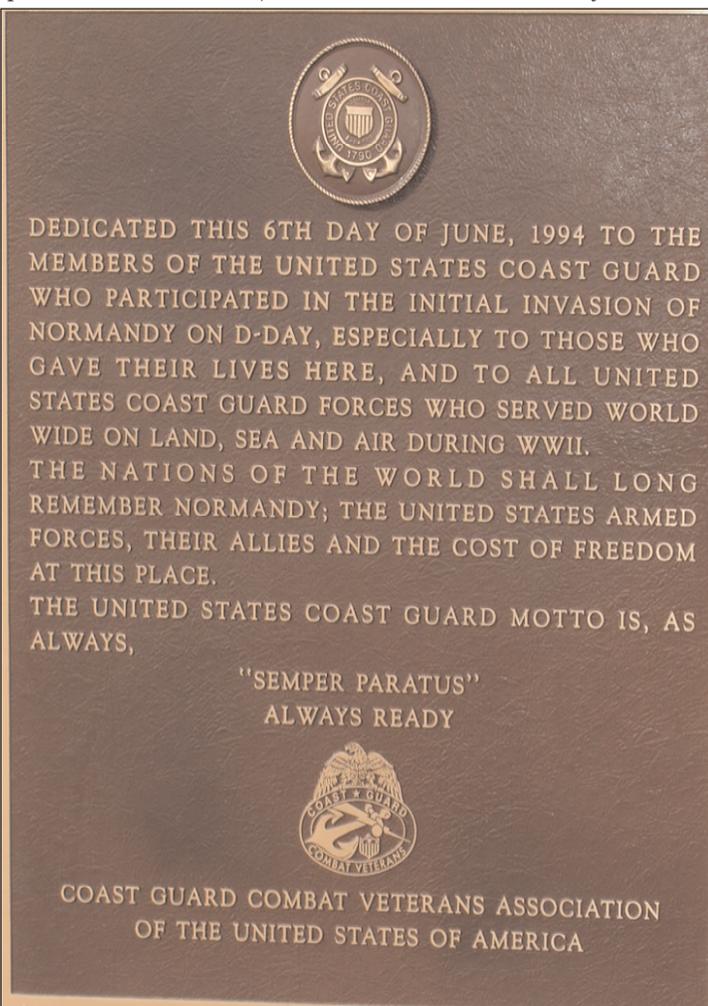
LCDR Kevin Brown kneels next to the gravesite of BM2/c Harry L. Siebert, Jr., USCGR, of Michigan, buried at the American cemetery at Colleville-sur Mer, France.

The American cemetery at Colleville-sur-Mer, France, is the location of over 9,000 graves of U.S. servicemen killed at Normandy. One of those buried there is Brig. Gen. Theodore Roosevelt, Jr., son of our 26th president. He landed on Utah Beach near Le Madeleine, France on June 6, and died on July 12, 1944 from a heart attack. He is buried next to his brother, Quentin Roosevelt, a pilot killed over France during World War I. Quentin Roosevelt is the only WWI veteran buried at Colleville-sur-Mer. Brig. Gen. Roosevelt is one of three Medal of Honor veterans buried there, and is one of two father-son Medal of Honor winners (President Roosevelt received one for service at San Juan Hill, Cuba in 1898; Gen. Arthur Macarthur and Gen. Douglas Macarthur were the other father-son recipients). This cemetery overlooks Omaha Beach.

An interesting part of my visit to the cemetery involved the caretakers. When I arrived, I went to the visitors center and inquired about the location of Brig. Gen. Roosevelt's gravesite. The cemetery is American property but is cared for by French nationals as grounds keepers and clerical staff. The lady at the visitors center noticed I was wearing a Coast Guard hat and inquired if I was in the U.S. Coast Guard. When I advised her that I was, she asked if I was interested in obtaining a list of the gravesites of the U.S. Coast Guardsmen who lost their lives June 6, 1944, and are buried in the cemetery. I obtained the list and visited the gravesite of Harry L. Siebert, Jr., a BM2/c from Michigan who died on June 6, 1944. The other Coast Guardsmen buried there are: MOMM3/c August B. Buncick, S1/c Fletcher P. Burton, Jr., S1/c Jack A. De Nunzio, S1/c Leslie Fritz, and RM3/c Stanley Wilczak, and S1/c Bernard L. Wolfe.

Utah beach is not far from Ste-Mere-Eglise. Troops from Utah Beach eventually linked up with the 82nd Rangers in Ste-Mere-Eglise. There is a Coast Guard plaque at Utah Beach, sponsored by the Coast Guard Combat Veterans Association and dedicated during the 50th commemoration of D-Day, June 6, 1994 (see photo at left).

On several occasions, we observed restored Higgins Boats in museums at Normandy. Higgins Boats were used on D-Day (like by Coast Guard Seaman First Class Marvin Perrett), to transport troops into the beach.



In Brief

• **SOUND OFF!** Make sure reservists are heard and do your part. Take the Organizational Assessment Survey! Go to <http://www.paassessor.org/SURVEY/> and login using CGOAS2004 as the username and password. **Survey ends during Vol. 51/Issue 5 so don't delay.** For more info, please see [ALCOAST 147/04](#).

• **CGPC-RPM ON WEB:** Get the latest on your career, including OER requirements, selection boards, tax tips and a host of other essential information for drilling reservists and members of the IRR at the Coast Guard Personnel Command's Reserve Personnel Division's Web site at <http://www.uscg.mil/hq/cgpc/rpm/rpmhome.htm>. In the future, you can find this link under "HR Headquarters Units" in the box on the right-hand side of the Reserve Web site (www.uscg.mil/reserve).

• **WEEKEND ASSISTANCE FOR RESERVISTS AT PSC:** Reservists at PSC are now "answering the call" one weekend a month to assist and answer questions from reservists! The weekend schedule for the remainder of 2004 is as follows: May 15-16, June 12-13, July 17-18, Aug. 21-22, Sept. 18-19, Oct. 16-17, Nov. 20-21, Dec. 11-12. Contact PSC at 1-866-772-8724; Web: www.uscg.mil/hq/psc

• **RESERVE SERVICEWIDE DEADLINES** — **Wednesday, June 30** is the cutoff for RSWE paperwork, including your End of Course Tests (EOCTs), EER in current rate & rank and Enlisted Performance qualifications (EPQ's). The Reserve Servicewide is held on the third Saturday of October (**October 16th, 2004**). For more information, contact YN2 David Lynch, PSC (adv); Phone: 785-339-3400; E-mail: dlynch@hrsic.uscg.mil

• **SERVICEMEMBERS CIVIL RELIEF ACT (SCRA)** — ALCOAST 159/04 summarizes the comprehensive revision of the SCRA, formerly the Soldiers and Sailors Civil Relief Act (SSCRA), that the president signed into law Dec. 19, 2003. Some of the most common forms of relief provided to military members through the SCRA include: default judgments, stay of proceedings, six percent cap on interest rates, protection from eviction, mortgages, termination of leases, life insurance, tax liability and residency. Military members should visit their local USCG legal office, which can be found at: www.uscg.mil/legal/la/find_a_lawyer.htm

• **TEMPORARY SUSPENSION OF WAIVER POLICY FOR SELECTED RESERVISTS** — ALCOAST 090/04 further extends the automatic waiver period through Sept. 30, 2005 for SELRES personnel with 30 years of service. SELRES enlisted and chief warrant officers who currently have more than 30 years of service, or will attain 30 years of service before the end of FY05 are authorized a blanket waiver to remain in the SELRES. The

waiver will expire Sept. 30, 2005, or sooner if warranted by needs of the service. This blanket waiver does not apply to personnel age 60 and over.

• **2005 BOY SCOUT NATIONAL JAMBOREE** —

The BSA National Jamboree is slated for July 25-Aug. 3, 2005 at Fort A.P. Hill, Fredericksburg, Va. Volunteers are needed to help with the Coast Guard's role in this major event, which will bring in 50,000 scouts and 100,000 visitors. For more info, see ALCOAST 061/04 and/or contact LCDR Robert Hendry, rhendry@comdt.uscg.mil. Read about the 2001 National Jamboree in *The Reservist* (Special Issue 2001) at: www.uscg.mil/reservist



• **SUMMERSTOCK 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/lo/osr/summerstock.htm>

• **ESGR, NASCAR TEAM UP TO HONOR GUARD AND RESERVE:** The National Committee for Employer Support of the Guard and Reserve (ESGR) is joining forces with NASCAR to create an all-star "Dream Team" cast of drivers in five NASCAR Busch Series Races in 2004. The races will highlight all seven Reserve Components, including the Coast Guard Reserve. For more information, see the ESGR Web site at: www.esgr.org/

• **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 signed 'Short Term Training Request' (STTR Form CG-5223) to G-WTL-2, 202-267-4610. If you have questions, contact CWO Teresa Marshall at phone: 202-267-0010; or e-mail: tmarshall@comdt.uscg.mil. For details about the CPO Academy go to: www.uscg.mil/hq/tcpet/cpoa/

• **COMMISSARY AWARENESS MONTH** — May is Commissary Awareness Month! Reservists were granted unlimited commissary shopping privileges by the 2004 Defense Authorization Act signed in November 2003. Learn more by checking the Web site: www.commissaries.com

Upcoming Events

Vol. 51/Issue 5

- **SAFE BOATING WEEK** — “Boat Smart. Boat Safe. Wear It” is the theme of this year’s North American Safe Boating Campaign. Dates are Thursday, May 22-Wednesday, May 28, 2004. For info, please see: www.safeboatingcampaign.com or send e-mail to: campaign@safeboatingcouncil.org
- **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 2004

- **60TH ANNIVERSARY OF D-DAY** — The 60th anniversary of D-Day is June 6, 2004. The National D-Day Memorial Web site: www.dday.org; D-Day Museum: www.ddaymuseum.org
- **ROA NATIONAL CONVENTION** — June 8-12, Grand America and Little America Hotels, Salt Lake City, Utah. For details, contact Reserve Officers Association, 1 Constitution Ave. N.E., Washington, D.C. 20002; 202-479-2200; Web: www.roa.org
- **COAST GUARD AUXILIARY BIRTHDAY** — The 65th birthday of the Coast Guard Auxiliary is Wednesday, June 23. Auxiliary Web site: www.cgaux.org

JULY 2004

- **USCG VIETNAM MONUMENT DEDICATIONS** — Friday, July 16, 2 p.m., at TRACEN Cape May, N.J. Sponsored by Coast Guard Combat Veterans Association. A second USCG Vietnam Monument is also being dedicated at the Coast Guard Academy, New London, Conn., Saturday, Oct. 2, 9 a.m. Contact Mr. Robert Macleod, 704-455-6868; E-mail: rgbysheast@aol.com
- **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; 1-888-207-2434; E-mail: contact@ghcgfest.org Web: www.gh*cgfest.org

Reunions

Vol. 51/Issue 5

- **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

AUGUST 2004

- **USCG NATIONAL ASSOC. OF FORMER STEWARDS AND STEWARDMATES INC.** — 15th reunion, Aug. 5-8, 2004 at the Imperial Palace Hotel, Las Vegas, Nev. Contact: BMCM Robert E. Hammond, USCG(Ret.), 97 Curtis Avenue, Piscataway, NJ 08854; Phone: 732-752-2512; FAX: 732-752-1531; E-mail: reh004@aol.com

SEPTEMBER 2004

- **OLD TIMERS PICNIC** — For over 25 years, the Mobile Chapter of the Chief Petty Officers Association has held an

AUGUST 2004

- **COAST GUARD DAY 2004** — Is Wednesday, Aug. 4! What is your unit planning for the USCG’s 214 birthday?
- **CPOA NATIONAL CONVENTION** — 36th annual, Aug. 23-27, Imperial Palace Hotel/Casino, Las Vegas, Nev. For info, contact CPO Association, 5520-G Hempstead Way, Springfield, VA 22151-4009; 703-941-0395; E-mail: cgcpoa@aol.com Web: www.uscgcpoa.org

SEPTEMBER 2004

- **OLD TIMERS PICNIC** — For over 25 years, the Mobile Chapter of the Chief Petty Officers Association has held an annual picnic in Mobile, Ala. The 2004 “Old Timers” picnic is set for Saturday, Sept. 4, beginning at 8 a.m. at Walters Park adjacent to the Coast Guard Aviation Training Center. The Mobile Chapter is holding a fundraiser to help with its community projects. The winner will receive a 2004 Yamaha ATV, \$500, or a \$200 U.S. Savings Bond. You need not be present to win. If you need any further information on the picnic or fundraiser, please contact BMCS Jack Crowley, USCG(Ret.), 2500 Melanie Court West, Semmes, AL 36575; Phone: 251-649-8800; E-mail: jjccc99@mchsi.com
- **COAST GUARDSMEN OF YESTERYEAR BREAKFAST** — 5th annual, Saturday, Sept. 4, doors open at 7 a.m. for coffee with breakfast to follow at 9 a.m. at Chincoteague, Va. High School gymnasium. Contact BMC Wayne Merritt, Station Chincoteague, 3823 Main St., Chincoteague, VA 23336-1809; Phone: 757-336-2874; E-mail: jtarr@stachincoteague.uscg.mil
- **FLEET WEEK SAN DIEGO** — Eighth annual, Sept. 25-Oct. 23. For info, call 619-858-1545; Web: www.fleetweeksandiego.org

OCTOBER 2004

- **RESERVE SERVICEWIDE EXAM** — This year’s annual RSWE test date is Saturday, Oct. 16. Study hard and make your shipmates proud! For more information or if you have questions, contact YNC Pamela Harris, HRSIC (adv); Phone: 785-339-3410; E-mail: pharris@hrsic.uscg.mil

annual picnic in Mobile, Ala. The 2004 “Old Timers” picnic is set for Saturday, Sept. 4, beginning at 8 a.m. at Walters Park adjacent to the Coast Guard Aviation Training Center. The Mobile Chapter is holding a fundraiser to help with its community projects. The winner will receive a 2004 Yamaha ATV, \$500, or a \$200 U.S. Savings Bond. You need not be present to win but the raffle will be held at 2 p.m. If you need any further information on the picnic or fundraiser, please contact BMCS Jack Crowley, USCG(Ret.), 2500 Melanie Court West, Semmes, AL 36575; Phone: 251-649-8800; E-mail: jjccc99@mchsi.com

- **CGC WESTWIND ASSOCIATION** — Third annual reunion, Sept. 17-19, 2004, Wyndham Hotel, 101 West Fayette St., Baltimore, MD 21201; Phone: 410-385-6700; Special room rate \$99 per night (mention Westwind Association when reserving your room with reservation deadline of Aug. 18, 2004). For more info, contact Alex Mavica, Chairman, Phone: 845-352-7040; E-mail: amavica@optonline.net
- **USS LST 767 (WWII)** — Fourth reunion, Sept. 27-30, 2004, Muskegon, Mich. Contact Dave Ramsay, One Utah St., Beverly Hills, FL 34465-4378; Phone: 352-527-2869; E-mail: ramshorn@xtalwind.net

Expanded Health Care Benefits for Reservists

From TRICARE Web Site Release, No. 04-08, March 19, 2004

Last year, the president signed legislation for Fiscal Year 2004 that authorized three new temporary provisions to enhance access to TRICARE medical and dental benefits for eligible Reserve Component sponsors and their family members. Recently, the Department of Defense announced plans to implement the new provisions under its "2004 Temporary Reserve Health Benefit Program." Eligibility for some of the new temporary TRICARE enhancements began Nov. 6, 2003, and ends for all on Dec. 31, 2004.

Eligibility for two of the temporary provisions (sections 703 and 704) was effective Nov. 6, 2003, but TRICARE

policy, data and contract changes were needed before either could be implemented and claims paid. The 704 provision, which was implemented by TRICARE

Management Activity (TMA) in mid-March 2004, temporarily extends TRICARE eligibility under the Transitional Assistance Management Program (TAMP) from 60 or 120 days to 180 days for Reserve Component sponsors who separate from active duty federal service Nov. 6, 2003, through Dec. 31, 2004. Effective March 17, 2004, TAMP-eligible sponsors and family members who were saving their receipts may apply for TRICARE reimbursement by submitting a TRICARE claim form, a copy of their itemized bill, an explanation of benefits and proof of payment if

the bill was already paid to their TRICARE regional claims processor. Contacts and additional information on claims processing are available on the TRICARE Web site at <http://www.tricare.osd.mil/claims/default.cfm>

TMA will soon be able to implement the second temporary provision (703). This provision authorizes TRICARE medical and dental benefits for Reserve Component

sponsors activated in support of a contingency operation for more than 30 days

and for their family members. TRICARE eligibility under this provision begins the day the sponsor receives delayed effective date active duty orders or 90 days before the date the active duty period begins, whichever is later.

The effective date for benefits under this program was Nov. 6, 2003.

However, until TRICARE is able to make payments for claims under this provision, Reserve Component sponsors and eligible family members who receive medical and dental care from Nov. 6, 2003, to the present, are encouraged to pay those bills and save their receipts. Beneficiaries may apply for TRICARE reimbursement once implementation begins and claims filing procedures are announced by TMA.

The third and final temporary provision (702) is under development. This provision is limited to Reserve

Component sponsors who are either unemployed or employed but not eligible for employer-sponsored health coverage and their family members. This provision will pay for medical care only. Claims under this benefit are not eligible for payment retroactive to Nov. 6, 2003. This provision, when it is implemented, will require an enrollment application and payment of a premium. TRICARE is working now to develop this provision, which requires many contract and personnel system changes. TRICARE anticipates this effort cannot be completed for several months. The authority for this temporary provision expires on Dec. 31, 2004.

Sponsors and family members who need help understanding their TRICARE benefits or processing TRICARE claims, may contact their regional TRICARE beneficiary

counseling and assistance coordinator for assistance. A list of names and telephone numbers for assistance is available at <http://www.tricare.osd.mil/bcaacdirectory.cfm>.

Future updates on the three temporary programs for Reserve Component families will be posted to the TRICARE Web site at <http://www.tricare.osd.mil> and the Reserve Affairs Web site at <http://www.defenselink.mil/ra/>

See ALCOAST 177/04 (R 121913 Z MAR 04), "Expanded Health Care Benefits For Reservists." Coast Guard Reservists with questions can also contact the USCG Health Benefits Advisor at 1-800-9-HBA-HBA (1-800-942-2422) and/or CWO4 (MED) James Roberts, 202-267-2448, jroberts@comdt.uscg.mil

Last year, the president signed legislation for Fiscal Year 2004 that authorized three new temporary provisions to enhance access to TRICARE medical and dental benefits for eligible Reserve Component sponsors and their family members.

USS Duluth Awarded CG Meritorious Unit Commendation

RADM Mary P. O'Donnell, USCGR, left, presents the Coast Guard Meritorious Unit Commendation Pennant to CDR Charles G. "Gene" Emmert, Commanding Officer, USS Duluth (LPD 6) Feb. 27, while CAPT John S. Leyerle, USCGR, center, reads the award citation from the podium. Duluth and her crew were awarded the honor for supporting Coast Guard port security units during Operation Iraqi Freedom from March to May 2003. See the October 2003 Reservist for "CGR Admiral thanks USS Duluth Crew."



Photo courtesy CAPT John S. Leyerle, USCGR



Photo courtesy LT Andrew J. Niemann, USCGR

PSU 313 Awarded CG Unit Commendation

Members of Port Security Unit 313 display a Coast Guard Unit Commendation pennant March 13 in Tacoma, Wash. PSU 313 received the award for its seven-month deployment to Kuwait in 2003 during Operations Enduring Freedom and Iraqi Freedom in support of U.S. Central Command.

Medals & Awards

Joint Service Commendation Medal

YNC Gail E. Owens, Group Mayport (NDU)

Coast Guard Commendation Medal

CDR John E. Minitier, FIST New York

Army Achievement Medal

LT Thomas A. Sidener, Jr., MSO Jacksonville
LTJG Todd A. Remusat, MSO Jacksonville
BM1 Thomas M. Wietecha, MSO Paducah
MST1 John M. Cynkar, MSO Jacksonville
PS1 George K. Juaristic, MSO Jacksonville
PS1 Thomas M. Walker, MSO Jacksonville
PS1 Stephen D. Wilder, MSO Jacksonville
PS2 Richard S. Bleicken, MSO Jacksonville
MST3 Michael F. Shuster, MSO Jacksonville

Coast Guard Achievement Medal

LT Nicholas S. Cucinelli, MSO Detroit
CWO2 Robert A. Hill, MSO Memphis
MKC John S. Koch, MSO Memphis
PSC William L. Ashton, MSO Memphis
BM1 Robert V. Sessions, MSO Memphis

Commandant's Letter of Commendation

CWO2 Andrea E. Innaimo, Group Detroit
MSTC Don A. Ball, MSO Detroit
BM1 William P. Cole, Station New Haven
BM1 Casey Johnson, MSO Jacksonville
BM1 Kenneth R. Knutsen, Station New Haven
MK1 Alan L. Owen, Station New Haven
MST1 James C. Rachwal, MSO Detroit
BM2 Donald G. Corey, Station New Haven
BM2 Barry du Moulin, MSO Boston
BM2 Lee L. McMillan, Group Corpus Christi
BM2 Eric J. Pimer, Station New Haven
PS2 Christopher J. Reidy, MSO Buffalo
BM3 Todd S. Mather, Station New Haven
MK3 Thomas W. Verity, Station New Haven

Meritorious Team Commendation Ribbon

BM1 Tom Wietecha, MSO Paducah Security Team

Reserve Good Conduct Medal

YN1 Dorothy A. Button (5th), Group Buffalo

Boat Force Operations Insignia

BM2 Barry du Moulin, MSO Boston

Army Certificate of Achievement

LTJG John Fitzgerald, MSO Jacksonville
MSTC Shawn Taber, MSO Savannah
MSTI John M. Cynkar, MSO Jacksonville
PS1 Thomas Walker, MSO Jacksonville

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

Advancements

Effective April 1, 2004

From Enlisted Reserve Advancement
Announcement (ERAA) No. 04-04

FS1 S JONES
FS1 S CHICHEST
FS1 C FOSKETT
FS1 J HERR
FS1 R DELFINO
FS1 W WILLIS
FS1 J GREGORIO
FS1 H WENDERSKI

This list is taken directly from ERAA No. 04-04, ALCGPERSCOM 021/04 (R 241526 MAR 04). Questions should be directed to YNC P. Harris, pharris@hrsic.uscg.mil or 785-339-3410.

Appointments

PY04 Reserve Enlisted to CWO Appointment Board Results

From ALCGPERSCOM 014/04 (R 191932Z FEB 04)

The Secretary has approved the report of the Selection Board convened Nov. 5, 2003, which recommended the following personnel for appointment to the grade of Chief Warrant Officer (W-2). They are listed by specialty, and within specialty in precedence order. These eligibility lists are effective from June 1, 2004 through May 31, 2005. The final date selectees may be appointed off this list is May 1, 2005.

BOSN

1. LAIN, STEPHEN R. CG PSU 309

COMM

1. WALKER, STEPHEN A. CG PACAREA

PERS

1. AQUININGOC, MANUEL A. SECTOR MARIANAS
2. HUTCHINSON, BRIAN W. CG PSU 308

PSS

1. JONES, JAMES K. SECTOR HONOLULU
2. MURPHY, DONALD R. SECTOR LA/LB
3. ARBOGAST, JOHN A. SECTOR LA/LB
4. JONES, BRUCE L. CG MSO SAVANNAH
5. SPANN, RAYMOND L. CG MSO LOUISVILLE
6. BALDWIN, OAKLEY D. CG MSO WILMINGTON
7. DAVIS, BLEVIN C. CG PSU 308
8. CATE, MICHAEL H. CG ISC SEATTLE

Promotions

PY04 Reserve CWO In-Grade Selection Board Results

From ALCGPERSCOM 019/04 (R
042045Z MAR 04)

PROMOTION TO W-4:

1. DECROSTA, STEPHEN J.
CGD ONE
2. HETT, WILLIAM F.
STA GLOUCESTER
3. WILSON, JAMES M.
HDCU 113
4. BORRIES, DONALD R.
ESU ST LOUIS
5. KENTCH, EUGENE S.
CGRU JTRU US TRANSCOM
6. CONDY, ANTHONY J.
GP LOWER MISSISSIPPI
7. GRADEL, JEFFREY G.
MSO ST LOUIS
8. ROZIER, WALTER F.
MSO JACKSONVILLE
9. MAUTER, WILLIAM E.
ISC MIAMI
10. DEMPSEY, JOHN
GP WOODS HOLE
11. HUNTON, GREGORY P.
CG ACADEMY
12. NEUHARTH, KELLI A.
ISC ALAMEDA
13. CALDWELL, STEPHEN A.
ISC SAN PEDRO
14. ATCHISON, LOUIE M.
LANTAREA
15. SALVA, EDWARD D.
MSU BATON ROUGE
16. GREGOIRE, STEPHEN R.
CGIS DET ST LOUIS
17. MORIARTY, JOHN M.
CG SECTOR NEW YORK
18. WOOLARD, LEONARD C.
MSO SAN FRAN
19. PRITCHARD, THOMAS V.
CG SECTOR SAN DIEGO
20. MCCORMICK, MICHAEL H.
CG SECTOR SAN DIEGO
21. SHIELDS, STANLEY L.
MSO ANCHORAGE
22. MUELLER, MICHAEL J.
MSO TAMPA
23. SIMPSON, JOHN M.
MSO CORPUS CHRISTI
24. HOORNSTRA, DALE R.
CG SECTOR SAULT ST MARIE
25. KIESEL, FREDERICK G.
NESU MIAMI
26. MCINTOSH, CLAUDE S.
GP FORT MACON
27. BROWN, JOHN J.
NCWGRU TWO
28. DOGGETT, SHARON D.
MSO HAMPTON ROADS
29. COLLINS, MATTHEW D.
GP PORTLAND ME
30. GIAMETTA, CURTIS A.
AVTRACEN MOBILE
31. BUCALA, MATTHEW J.
PACIFIC STRIKE TEAM
4. JENKINS, MARK E.
CGD THIRTEEN
5. LYNESS, WILLIAM F.
CG SECTOR NEW YORK
6. WHITAKER, GEORGE B.
MSO LOUISVILLE
7. DUPONT, MARK R.
CG SECTOR BOSTON
8. INNAIMO, JOHN J.
CG SECTOR DETROIT
9. JOHNSON, PAUL R.
MSO LOUISVILLE
10. LEE, TOMMIE A.
GP CORPUS CHRISTI
11. SWOPE, DONNIE R.
MSO CLEVELAND
12. ALEXANDER, MAUREEN E.
CG SECTOR NEW YORK
13. PADGETT, DAVID C.
NCWGRU TWO
14. WALL, JAMES A.
MSO CHICAGO
15. RIFKIN, DONALD J.
CGIS SOUTHEAST REG
16. DUCOTE, RUFUS H.
CG SECTOR MOBILE
17. MCCALL, BRUCE H.
CG GULF STRIKE TEAM
18. GUEST, RODGER L.
CG SECTOR LONG ISL SOUND
19. LACAVA, DIANNE S.
ISC MIAMI
20. YOUNG, GEORGE W.
CG ICC

PROMOTION TO W-3:

1. GULITTI, STEVEN J.
CG SECTOR NEW YORK
2. HETZEL, HARRY F.
LANTAREA
3. NEHRING, UWE
CG SECTOR PUGET SOUND



Photo courtesy MSTC James E. Burton, USCGR

My Boss is a Patriot

MSTC James E. Burton, right, presents his supervisor, Ed Ferrell, with the "My Boss is a Patriot" certificate Dec. 18, 2003. The award is sponsored by the Employer Support of Guard and Reserve (www.esgr.org) and recognizes deserving employers whose support the Guard and Reserve. Burton is employed with Booz Allen Hamilton in Atlanta as an environmental, safety and health consultant.



Photo courtesy LTJG Gary Thiel, USCGR

Movin' On Up...

Gary Thiel, USCGR, center, is pinned a lieutenant junior grade by LT Dwight Campbell, USCGR, and LCDR Chris Palmer, USCG, while CAPT Daniel Ryan looks on. The ceremony was held at the Eighth District's Port Security Branch in New Orleans Feb. 2. Thiel has been on Title 10 recall orders there since February 2003.

Retirement List

RET-1 (Retired With Pay)

MARCH 2004

CAPT Larry D. Hice, D13
 CAPT Jon W. Minor, D9
 CDR Neal M. Doherty, D1
 CDR Edward Richardson, D1
 CDR Robert H. Savage, D13
 CDR Douglas G. Wales, D1
 LCDR John D. Girard, D8
 LCDR Arthur F. Kirwan, D5
 LCDR Joseph H. Owsiak, D5
 LCDR Ken E. Reid, D11
 LT Gary H. Swatt, D7
 CWO4 Edward Chapman, D1
 CWO4 Richter L. Tipton, D8
 MKCS Peter Phillips, D5
 BMC George B. Benson, D13
 BMC James McDairmant, D7
 MKC Ronald J. Johnson, D1
 MSTC James R. Pearce, D5

OSC Stanley F. Gutt, D1
 PSC Gary A. Foote, D1
 BM1 John F. Robinson, D1
 DC1 Richard A. Flaig, D13
 PS1 Johnny Gibson, D13
 PS1 Isaiah Williams, D7
 IV2 Felito Laboy, D14
 PS2 Eliezer Sosa, D1
 BM3 Jay D. Kaufman, D14

APRIL 2004

CDR Richard P. Paton, D1
 CDR David B. Predmore, D13
 CDR Charles W. Turner, D11
 LT William J. Reisa, D8
 CWO4 John W. Kulma, D9
 CWO4 David Ozier, HQ
 HSCM Edward I. Matz, D7
 OSCM Wm. Burlingame, D9
 SKCM Paul G. Furlinger, D13
 MSTC Ronald Anderson, D7
 OSC Joseph M. Long, D1
 PSC Dennis Bishop, PAC

PSC Randy L. Plain, D13
 DC1 Eric Kienitz, PACAREA
 PS1 Joseph A. Rios, D7
 SK1 John W. Haney, D11
 MK2 Raymond D. Knaus, D9
 OS2 Ronald J. Burns, D1

BM1 Gary M. Tolbert, D8
 EM1 Leslie W. Grubbs, D5
 PS1 Richard E. Ingram, D8
 IT2 Jack F. Dickey, D13
 MK2 Mark P. Blair, D1
 EM3 Robert C. Corley, D7

RET-2 (Retired Awaiting Pay)

MARCH 2004

LCDR Bryan A. Cobble, D8
 LT Matthew R. May, D7
 IVCN Dain C. Webster, D13
 BMC David McLaughlin, D1
 FSC Allen L. Miller, D5
 IVC David B. Pileggi, D8
 MKC Christopher Fiddes, D1
 MKC John E. Gunderson, D8
 MKC Brian L. Siperly, D14
 PSC Frank N. Kaveski, D5

APRIL 2004

CAPT Salvatore Brillante, D1
 OSCS Lori E. Cook, D17
 BMC Jerome A. Diliberto, D1
 ETC Satchel P. Tucker, D11
 IVC Jerald T. Sumida, D14
 SKC Mary Livingston, D13
 BM1 Daniel E. Wowak, D7
 IV1 Russell G. Parry, D7
 SK1 John Kirk, D7
 SK2 Robert M. Rehmer, D7

Source: PO Bobby Dees,
 PO Kelli Gonzales, Personnel
 Service Center (ras)

Taps

- **CDR Redmond G. Fitzgerald**, USCGR(Ret.), March 9, 2004, in Poway, Calif. Survived by spouse, Gertrude Fitzgerald. Interment El Cumino Memorial Gardens, San Diego, Calif.

- **CDR William B. Fox, Jr.**, USCGR(Ret.), Feb. 21, 2004, in Lebanon, Tenn. Interment Auburndale, Fla.

- **CDR Mendes A. Nepote**, USCGR(Ret.), Feb. 12, 2004, in Lodi, Calif. Interment Lodi, Calif.

- **LCDR John D. Strauss**, USCGR(Ret.), Feb. 26, 2004, in Palm Harbor, Fla. Survived by wife, Jeanne D. Strauss.

- **LT Eugenia Lawrence Hartman**, 92, USCGR(Women's Reserve), Jan. 19, 2004, Stephens City, Va. Born Sept. 1, 1911, she was known to many SPARs of the World War II-era as "Miss Lawrence," and was still referred to by that name much later in life, even after she had celebrated her 50th wedding anniversary. Miss Lawrence made quite an impression as commanding officer of SPAR Barracks, Washington, D.C. She was responsible for the barracks, SPAR drum and bugle



corps, SPAR rifle team and the stupendous anniversary extravaganza on the National Mall which was noted in detail by first lady, Mrs. Eleanor Roosevelt, in her column in *The New York Times*. Survived by her daughter, Louise Miller. A service was held Jan. 24, 2004 at Clarendon United Methodist Church, Arlington, Va. Interment National Memorial Park Cemetery, Falls Church, Va.

- **LT Richard R. Parks**, USCGR(Ret.), Feb. 13, 2004, in Miami, Fla. Interment Miami, Fla.

- **CWO4 Kenneth E. Lyon**, USCGR(Ret.), Feb. 13, 2004, in Duncanville, Texas. Survived by wife, Patricia.

- **CSC Paul V. Roos**, USCGR(Ret.), March 27, 2004, in Superior, Mont.

- **ENC Harold W. Portz**, USCGR(Ret.), March 10, 2004, in St. Louis, Mo., Interment Shiloh, Ill.

- **QMC Boyce Azbill**, USCGR(Ret.), March 26, 2004, in Tucson, Ariz. Interment Phoenix, Ariz.

The Value of Perseverance

"With ordinary talent and extraordinary perseverance, all things are attainable."

— Thomas Foxwell Buxton

A few months ago, I called Cape May and put in an order for a new set of service stripes. The petty officer on the other end of the phone was quite pleased because they had not sold a set with nine stripes in some time, and wanted to clear out their stock. It was a moment of quiet reflection on my part. The realization that I am "the old guy" finally hit home. As I considered a topic for this article, I thought perhaps a view from the mountaintop before I start my journey down the other side would be of greatest value. What is the single most relevant thing I could pass on from my years of experience?

Many folks can relate to the days prior to integration and e-mails. In those days, the weekend drill for a yeoman would start casually on Saturday morning, then steadily accelerate through Sunday. Sunday afternoons consisted of frantically typing the Plan of the Weekend and stuffing envelopes. Interruptions were not unusual and I think were even one of the practical factors for YN. Well, each spring for several years, there was a petty officer that would test my patience and attitude by bringing in his application for a direct commission late Sunday afternoon for an endorsement. For whatever reason, he was not selected for Officer Candidate School. The process became an annual pilgrimage, and year after year, the undaunted and persistent petty officer applied for this program. I tried to be receptive and accommodating, but after several attempts, I asked myself, "Why doesn't he just give it up?" Well, his determination finally paid off, and after the fourth time, he was selected. In a recent edition of *The Reservist*, I saw that he retired as a lieutenant commander.

"Nothing in the world can take the place of persistence. Talent will not; nothing is more common than unsuccessful men with talent. Genius will not; unrewarded genius is almost a proverb. Education will not; the world is full of educated derelicts. Persistence and determination are omnipotent. The slogan 'press on' has solved and always will solve the problems of the human race."

— Calvin Coolidge

If there is any bit of advice to pass on to the young women and men of the Coast Guard, it is to persist in their career objectives. I have seen many cycles during the years — times in which we streamlined our forces only to frantically rebuild a few years later, and

advancements wide open, then tighter than a dogged hatch. I have found that when opportunity and effort intersect, you have success. Opportunity may be cyclical, but your part is to provide the effort.

So many times in my career, I have seen individuals with unlimited talent and God-given abilities, only to see them sadly squandered because they did not take the time to invest those assets by completing their courses or enlisted performance qualifications (EPQs), or even giving up a Saturday morning in October to take the Reserve Service Wide Examination. As they, too, sew on more and more service stripes, many have lamented to me they wish they had it to do over again. By setting goals and fueling a consistent effort, you position yourself to succeed when a window of opportunity opens. The advancement pyramid becomes more pointed as you climb the ranks, and it is purposely designed to allow the most motivated women and men to work their way to the top. Notice I did not say the most talented. I believe we are all blessed with certain talents and attributes, but not everyone is created equal. Some of us have to work much harder to achieve the same results, and harder yet to achieve even greater results.

"I find that the harder I work, the more luck I seem to have."

— Thomas Jefferson

When we try something new, it is common to fail, perhaps repeatedly; that's how we learn what doesn't work and what does. Probably the most common cause of failure is we stop attempting, and so never get past the errors and into the winning actions. While advancement and promotion are not the only steps on the ladder of success, I would encourage each of you to take advantage of the experiences you have gathered over the years and put your best effort forward to attain career fulfillment. Set a long-term goal with benchmarks along the way so you are consistently moving upward. Instead of finishing your career asking, "What if?" why not reach the top of the mountain and say, "I Did It!"

"Big shots are only little shots who keep shooting."

— Christopher Morley



By MCPO James J. Connolly, USCGR
PACAREA Reserve Command Master Chief
jconnolly@cgalaska.uscg.mil

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