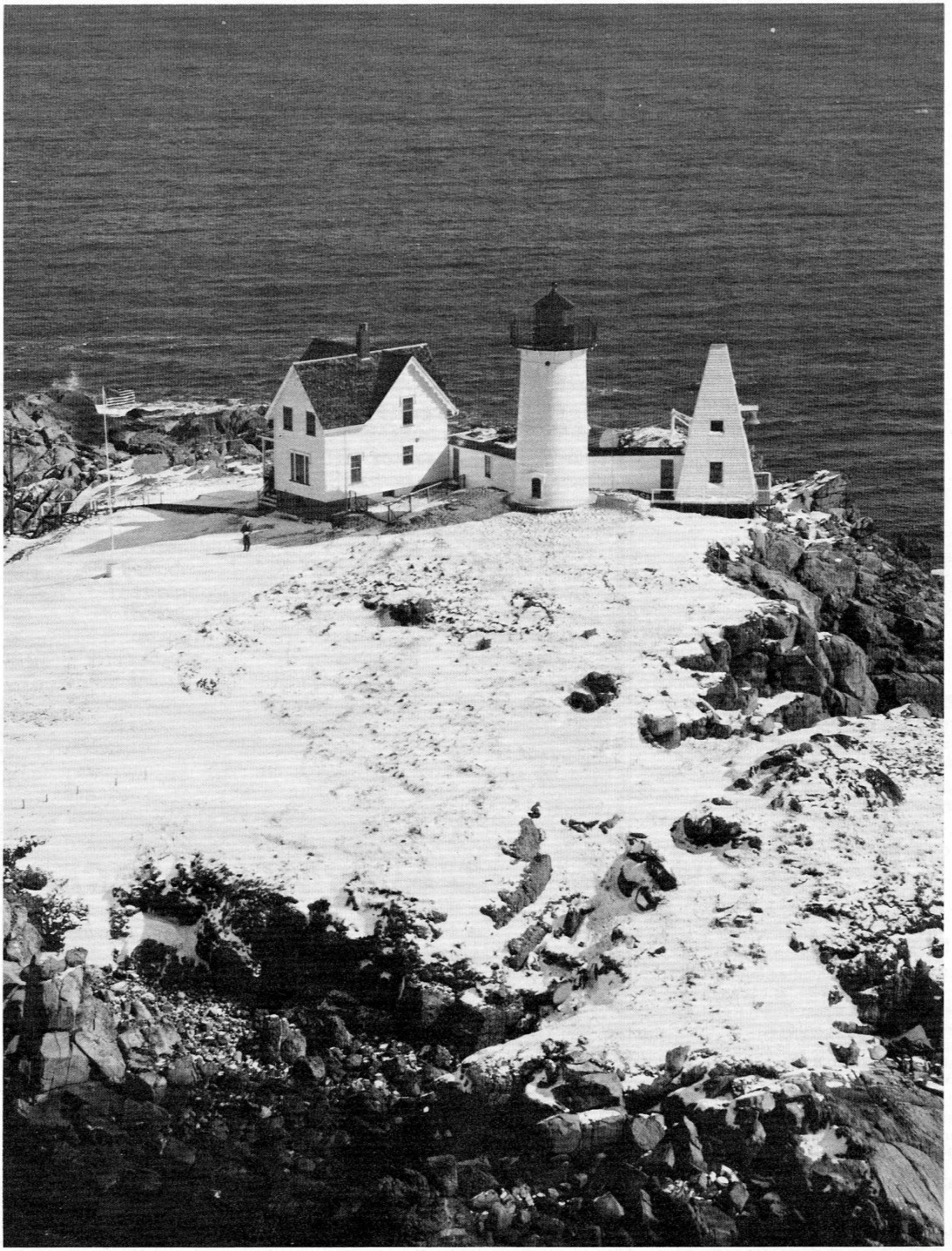
The Coast Guard RESERVIST

May - June 1985



The
COAST GUARD
RESERVIST

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May - June 1985

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Members of the Coast Guard Reserve are invited to submit articles, photographs and artwork to the editor for possible publication. By-lines will be given.

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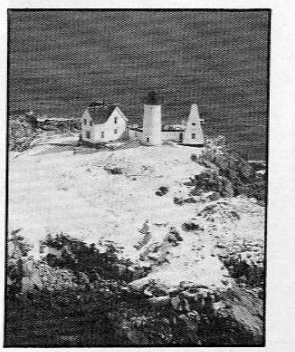
May 18

ARMED FORCES DAY



Cover - Cape Neddick Light Station, at Cape Neddick Point, ME, unofficially known as "Nubble Light".

The Admiral's Corner

A reduction in government spending is an idea that's time has come. It is not something that will happen next year ... It is happening now! ... It's happening to us (all of us)!

One action that is having a major impact on the Reserve Training Program is the Deficit Reduction Act of 1984. Passed by the Congress last year, this Act requires governmental entities to reduce spending in Fiscal Year 1985 and beyond, and thus partially offset the growing Federal budget deficit. Several types of spending were targeted for reductions. They include: printing, advertising, consultant services, and travel ... among others. Unlike other, more familiar "budget reductions" of the past, the Act specifically precludes reprogramming of remaining monies back into the targeted accounts. In effect a "cap" was placed on the cited expense accounts. The requirement that we reduce our FY85 travel expenditures to about 82% of FY84 would, by itself, be significant. But, because of our Selected Reserve growth to 12,500 and increased emphasis on readiness exercises, we had planned to increase FY85 travel expenses by about 25% over our FY84 actual expenses. The net effect then, from a planned FY85 travel fund of 25% over FY84 to one 18% under FY84, is a cumulative "reduction" of up to 43% in planned FY85 travel money. Clearly, many plans have to be altered.

Many of you will be directly affected by the changes. Several formal training schools have been cancelled, and reservists formerly assigned to those schools will now perform OJT at a local site. Annual Training away from home, where no quarters or messing are available, will be severely curtailed to reduce payment of per diem (which counts against the travel account). Reservists who would have gone to locations requiring per diem will perform local OJT. Some Selected Reservists may have their annual training waived entirely. We are taking action at all administrative levels to minimize the adverse impact ... but there will be some.

My message to the field has been a difficult one. Using secondary training sites in lieu of the preferred sites will be disruptive. However, the alternative of giving only a few people full training and providing no training to the remainder is not acceptable. A second alternative of permitting some Selected Reservists to waive per diem and perform Annual Training at the scheduled site was considered and rejected. I am unwilling to make the waiving of an entitlement a "condition of employment". It sends the wrong message.

So, we have more difficult times to weather. We have been tested before and we will be tested again. Being the professionals we are, I have no doubt but that we will press on, and get the job done!

J. A. McDonough, Jr.

RADM J. A. McDonough, Jr.
Chief, Office of Readiness and Reserve

UNCLAS

Reserve Awards

Three highly prized Coast Guard Reserve Awards were presented at a reception on 17 February, at the Reserve Officers Association building in Washington, DC.

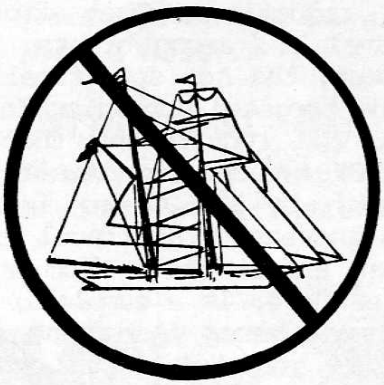
The Admiral Russell R. Waesche Award, presented to the outstanding Coast Guard District, with regard to Reserve Affairs, was won for the third year in a row by the 13th District. Runner-up was the 5th. Districts are judged by the Coast Guard Affairs Committee of the ROA in the following areas: readiness evaluation, augmentation, formal training, strength management, and non-resident courses.

The ROA Congressional Award, presented to the outstanding Reserve Unit or Group, was won by Reserve Unit Milwaukee, commanded by CDR J.R. Olson, USCGR. Nominees are evaluated on readiness-enhancing training activities, augmentation, and accomplishments in public and community activities promoting the "citizen sailor" concept.

Winning the ROA Outstanding Coast Guard Reserve Junior Officer Award was LT Ray T. Burke, Executive Officer of CGRU Air Station Savannah, GA. Nominees are evaluated on performance and accomplishments in the following areas: active duty, inactive duty, ADT, civil accomplishments, leadership, and notable contributions to the Coast Guard. (For more on LT Burke, see page 5).

Uniform Phase-out

The men's gabardine uniform is being replaced by the serge dress uniform. Gabardine blouses and trousers will not be available in the supply system after 1 April 1985. However, gabardine rating badges, group rate marks, service stripes, garrison caps, and gold shields will continue to be available by mail order from Cape May, so long as demand and supplies exist. Gabardine dress uniforms may be worn as authorized uniforms for as long as they are serviceable in appearance and fit.



Abstract of Operations Boat Reports should not be submitted to Commandant (G-OP),(G-RSP), or (G-RST). All operation Boat Reports will be submitted in accordance with paragraph 9-J-8.b. of the Reserve Training Manual, COMDTINST M1500.12A

> ***"I have yet to find the man, however exalted his station, who did not do better work and put forth greater effort under a spirit of approval, than under a spirit of criticism."***
>
> —Charles Schwab, industrialist

Interservice Training

The reservists of CGRU Birmingham, AL have found that certain mobilization training, taught by other services, is available at no expense to the Coast Guard.

The Naval Reserve provides damage control and underway (CIC and Bridge) training through the Navy's Shipboard Simulator (SBS), and the Marine Corps provides training on the M60 and .50 caliber machine guns, as well as refresher training for the M16 rifle.

All reservists owe it to their service to absorb as much training prior to mobilization as is available. We all must aggressively seek training and render training assistance to others.

If there are other reserve or active units in your area with practical mobilization skill training - ask them. You will be pleasantly surprised. They are as proud of their service skills as we are of ours, and all services benefit from this distribution of knowledge. Interservice training promotes cooperation, and provides an increased opportunity to complete practical factors. So look around - your unit has nothing to lose; in fact, there may be a lot to gain, for free.

More Trenchcoat News

Having heard all the recent scuttlebutt concerning the replacement of our present all-weather coat, namely the new Coast Guard trenchcoat, you may be wondering when one is going to show up in your mailbox. To answer some questions about this item, before you

Rear Admiral Joseph A. McDonough, Jr.

November 9, 1930 – April 27, 1985

It is with deepest regret that we must report the death of RADM Joseph A. McDonough, Jr., USCG, Chief, Office of Readiness and Reserve, U.S. Coast Guard Headquarters, while this issue of the Coast Guard Reservist was being printed.

rush out to buy one, you may want to consider the following:

The Coast Guard has requested supplemental funding to provide the new trenchcoat to all enlisted Reserve personnel during Fiscal Year 87 (1 Oct 86 - 30 Sep 87). If funding is approved as requested, the new trenchcoats will be issued to all Reserve enlisted personnel as stock becomes available during FY 87.

Presently, the new coat is available through the Coast Guard supply system for cash purchase for personnel desiring to replace their all-weather coats. All new uniform issues now contain the new style coat. Also, for enlisted reservists, replacement-in-kind issues of the all-weather coat will be made with the new style coat.

Due to limited trenchcoat supply, reserve unit COs should use discretion in authorizing replacement of the present all-weather coat. Excessive replacement issues could result in the unavailability of the new coat for initial issues, or delay total enlisted Reserve issues during FY 86.

Commissary Test Program

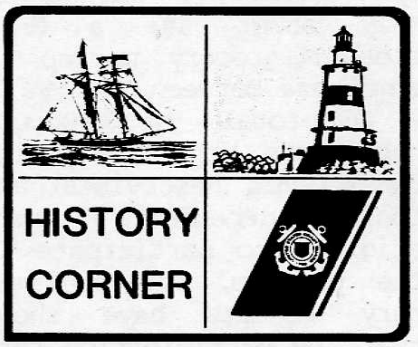
Part of the 1984 Defense Authorization Act (PL 98-94) directed the Department of Defense (DOD) to conduct a commissary store test program in several locations throughout the country. Selected Reservists were permitted to use DOD commissary stores over a one-year period on a non-consecutive eligibility basis, similar to current exchange privileges. Present Reserve commissary entitlement is earned only when a reservist is on active duty longer than 72 hours.

Under the test program, participating reservists were permitted one day's commissary use for each day of annual training (ADT) performed. The participating Reserve units issued admission cards and patron survey forms to eligible unit members, and maintained issue records. Admission to a commissary under this program required presentation of an admission card, and Reserve ID card or dependent driver's license. The use of each day's commissary eligibility was at the discretion of the member or authorized dependent at any time during the year. Only those reservists in a pay status and their authorized dependents were eligible.

The test period ran from 1 Jan - 31 Dec 84, and included 47 RESGPs/CGRUs in New England (less Vermont), San Antonio, TX and Los Angeles, CA. Only those DOD commissaries in these areas were part of the project. Neither of the two Coast Guard commissaries (at Governors Island and Kodiak) were involved. Also, the program did not involve the retail grocery stores of any Armed Service exchange systems. The difference is that commissaries are staffed by government employees, paid by appropriated funds. An exchange grocery store is part of the Non-Appropriated Fund Activity (NAFA) system, and its employees are paid by NAFA. Prices in the two types of stores are different as well. Since commissary employees are on the U.S. Government payroll, the commissary markup is only about 5%; a NAFA store's grocery markup is somewhere between 5 - 15%.

A total of 100,000 reservists (2,000 being Coast Guard Reservists) and their dependents were eligible to participate in the program. The preliminary results have shown that the participation rate was much lower than expected during the first eight months of the program. On the average, reservists used only eight percent of their possible commissary visits. They were authorized between 12-14 days annual training, and thus the same number of commissary use days. Reservists who used the commissary spent an average of $140 per visit, as opposed to the $40 per visit usually spent by an Active Duty patron.

While the results ease the concern of many that additional Reserve patronage might overcrowd existing commissary facilities, or compete excessively with civilian food retailers, no final decision has been made on the outcome of the program. DOD has sent an interim report to Congress, and the test program has been continued through calendar year 85. The Coast Guard has recommended expansion of the program to include all Selected Reservists, but a final decision from Congress and DOD is not expected until FY 1986.



The Lighthouse Service

Providing and maintaining aids to navigation is one of the Coast Guard's most important, and well known, missions. Its roots lie in the oldest maritime service of our nation, the United States Lighthouse Service. Since Boston Light was constructed on Little Brewster Island in 1716, the friendly beacon of the lighthouse has been a symbol of guidance.

Initially, lighthouses were erected and maintained by local concerns, usually near important ports of trade. The actions of a group of local merchants, who petitioned the General Court of Massachusetts in 1713, led to the establishment of Boston Light. For thirty years, this was the nation's only lighthouse. Between 1746 and 1771, ten more beacons were constructed around the East Coast. These colonial lighthouses were all controlled by the individual states in which they stood.

Recognizing, however, that aids to navigation were more of a national concern, Congress passed an act on 7 August 1789, which transferred all responsibility for lighthouses to the Treasury Department. As the young nation grew, so did its aids-to-navigation system. By 1842, the tremendous increase included 256 lighthouses, 30 floating lights, and numerous buoys.

Administration of this growing system was a difficult task, as was ensuring compliance to standards of quality, efficiency, and lighthouse placement. After complaints from seaman and other sources had mounted, Congress in 1851 ordered an investigation into the entire lighthouse establisment. The investigating board found many discrepancies in the system of navigational aids, both in administration and operations. Most importantly, they found the lack of an organized plan for regulating the system with regard to construction and quality.

This investigation led to the creation of the Lighthouse Board by Congress on 9 October 1852. Under the administration of this board, the U.S. system of aids to navigation improved tremendously. Very strict inspections were held, and standards were enforced. Many light structures were raised in height to increase their range. Under the colonial system, lights were centered near populated areas; but thanks to the new board, many new lighthouses were constructed on isolated, though no less dangerous, parts of the coast. Two major introductions were the annual Light List, which listed and described all U.S. aids to navigation, and the Notice to Mariners, which provided ongoing updates and corrections for the former. These publications still guide prudent mariners along our coasts today.

Technology had improved the means of illumination for the beacons as well. All the early lights were based on flame, with varying fuels. Wood, candles, coal, and a variety of oils, such as fish oil, sperm oil, lard oil, mineral oil, and kerosene, were all used before the introduction of electricity. Reflectors were used to intensify the beacon until the introduction of the Fresnel lens, first used in this country at Navesink Lighthouse, New Jersey, in 1841. Invented by the French physicist Augustin Fresnel, the lens was a system of prisms, along with a central magnifying glass, which surrounded the lamp and greatly concentrated the light. These beautiful and efficient lenses are still in wide use.

In 1910, the Lighthouse Board was replaced by the Bureau of Lighthouses. The Lighthouse Service then included 51 lightships, and was also responsible for all the aids along our country's rivers.

Finally, on 7 July 1939, the Coast Guard assumed all responsibility for U.S. aids to navigation. Members of the Lighthouse Service were given the option of integrating into the Coast Guard in a military status, or remaining civilians. The service split almost evenly down the middle. But the Lighthouse Service isn't completely gone yet: the country's last civilian lighthouse keeper is Frank Schubert, keeper of Coney Island Light.

(Based in part on information from AMERICA'S LIGHTHOUSES, by F. R. Holland, Jr.)

NEW RESERVE

COMMODORE

CAPT Bennett S. Sparks

Commodore-Select Sparks was born on 10 Oct 1925 in Pittsburg, PA. He enlisted in December 1942, and served in ratings from seaman apprentice through chief aviation electronicsman. During World War II, he saw Coast Guard service flying anti-submarine missions. In 1957, he was commissioned as an Ensign in the Coast Guard Reserve. Currently, he is serving as both the Reserve District Inspector of the 11th Coast Guard District, and the Commanding Officer of VTU Long Beach, CA, a Coast Guard Reserve Unit responsible for military exercise planning and execution. Since 1967, he has held six commands: three Coast Guard Reserve Units, and three Coast Guard Reserve Groups.

His military training includes completion of Reserve courses at the National War College, Naval War College, Army War College, National Defense University, and Industrial College of the Armed Forces. His sixteen military decorations include the Coast Guard Commendation Medal, Coast Guard Achievement Medal, Commandant's Letter of Commendation Ribbon, and Combat Air Crew Wings. In 1983 he was awarded both the Navy Distinguished Public Service Medal, and the Coast Guard Distinguished Public Service Medal.

In civilian life, he is the president of a California giftware distribution corporation. He also serves on the Board of the Bank of Hollywood. He is a licensed pilot with commercial and instrument, single and multiengine, and land and sea ratings. He flew in Alaska for 12 years on a mapping mission for the Coast and Geodetic Survey (1946-1957) as both a Coast Guard and civilian flyer. Recently he served as the first Coast Guard president of the Reserve Officers Association of the United States.

Of his four sons and two daughters, two sons have served in the Coast Guard, one has served in the Navy, and one daughter is currently serving in the Army.

RESERVE OFFICERS ASSOCIATION'S

COAST GUARD RESERVE JO of the YEAR

LT Ray T. Burke

The winner of ROA's Outstanding Coast Guard Reserve Junior Officer Award for 1985 is Lieutenant Ray T. Burke, of Coast Guard Reserve Unit Air Station Savannah, Georgia.

LT Burke received a direct commission as an Ensign in the Coast Guard Reserve in 1978, having had prior enlisted service in the Army Reserve. He is a triply qualified Duty Officer: in Port Security and Marine Safety, as a Deck Officer, and as an Aviation Operations Officer. He achieved these qualifications by completing 13 correspondence courses, and standing watches at the Marine Safety Office, Air Station, and on the cutter Cape Upright. He has advanced from Administrative Officer to Mobilization and Military Readiness Officer, to Executive Officer of his Reserve Unit.

Perhaps LT Burke's strongest mark has been his continuing stress on mobilization readiness. Besides serving two periods of active duty in connection with the Cuban exodus, he has participated in joint-service exercises REFORGER, BOLD EAGLE, LIFE LINE, and GALLANT EAGLE, and served as planning officer for the Coast Guard interdistrict mobilization exercise, OPERATION ROTORWASH. He has received the Armed Forces Reserve Medal, the Humanitarian Service Medal, and the Coast Guard Meritorious Unit Commendation.

In civilian life, LT Burke is a chemical engineer for the Savannah Sugar Refinery. He has been honored by the Savannah Council of the Navy League of the United States for his contributions to the Coast Guard and Coast Guard Reserve.

As a recently promoted lieutenant, LT Burke has made a truly noteworthy record in a brief time. His achievements, leadership, dedication, and professional judgement exemplify the readiness of the Coast Guard Reserve to meet the needs of the active Coast Guard whenever and wherever needed.

NON COMMISSIONED OFFICERS ASSOCIATION ANNOUNCES

MILITARY VANGUARD AWARD WINNERS

The Coast Guard Recipient: BM3 Lyle D. Robinson, USCGR

Since 1983, the Non Commissioned Officers Association of the United States (NCOA), has annually recognized a non-commissioned or petty officer from each of the uniformed services for acts of heroism. The recognition is made to honor those individuals who have performed a particularly heroic act that resulted in the saving of life or the prevention of serious injury. The winner from each service, Air Force, Army, Coast Guard, Marine Corps, and Navy, receives the NCOA Military Vanguard Award, named in the memory and honor of a noncommissioned or petty officer recipient of the Congressional Medal of Honor from their respective service. The Coast Guard winner this year is BM3 Lyle D. Robinson, USCGR, of CGRU Mare Island. This award is named for Signalman First Class Douglas A. Munro, the Coast Guard's Congressional Medal of Honor winner.

Petty Officer Robinson was selected from a field of 14 nominees from throughout the entire Coast Guard. For his actions on 21 August 1982, he was awarded the Coast Guard Medal with Operational Device, and cited for extraordinary heroism.

On the afternoon of 21 August 1982, a call was received at CGSTA Mare Island via land line from CG Group San Francisco, indicating that a man was trapped below decks in a gas filled compartment on the Panamanian registered oil tanker GO GO RACER, tied up at the Pacifica Pier. The ready boat from Station Mare Island was dispatched immediately with SN Stagnaro as Coxswain, MK3 Caliguire as Engineer, and a crew consisting of BM3 Robinson and MK3 Archambeau.

Arriving on scene nine minutes after receipt of the initial call, they boarded the vessel and determined the location of the victim. He was the vessel's First Mate, and after having gone three levels below decks to investigate a gasoline leak, was not responding to calls from the main deck.

MK3 Archambeau donned the unit's Biopack SCBA and entered the compartment, which was filled with gasoline fumes and had gasoline dripping from the overhead as the fumes condensed. He was able to make it down three ladders and was within sight of the victim, but had to return immediately to the main deck and exit the compartment because the alarm sounded on his SCBA, indicating that his air tank was almost depleted.

BM3 Robinson donned a Scott air pack SCBA, supplied by the vessel, and entered the compartment with a tending line held by MK3 Archambeau. The tending line wasn't long enough to reach all the way to the victim, and had to be abandoned halfway through his descent. Robinson located the victim lying face up in the bottom of the compartment, with his foot caught at the bottom of the ladder.

Reaching the victim, Robinson checked for a pulse, and couldn't find one. He removed his air mask and placed it over the victim's face for approximately 40 seconds. After 20 seconds, the victim started moving his arms and legs, and showed signs of life. Robinson then put his air mask back on, cleared the victim's foot from the ladder, and attempted a fireman's carry. At this point, his SCBA showed signs of running out of air, and he had to quickly exit the compartment. By the time he reached the last ladder, his SCBA was completely out of air, and he had to climb the last 20 feet to the main deck with the air mask removed.

After regaining his breath on the main deck, Robinson found that their own biopack SCBA had 500 pounds of air remaining, and decided to put it on the victim

The only Coast Guard Congressional Medal of Honor recipient to date is Signalman First Class Douglas Albert Munro, USCG. He was cited for extraordinary heroism and conspicuous gallantry in action above and beyond the call of duty as Petty Officer in Charge of a group of 24 Higgins boats, engaged in the evacuation of a battalion of Marines trapped by enemy Japanese forces at Point Cruz, Guadalcanal, on 27 September 1942. After making preliminary plans for the evacuation of nearly 500 beleaguered Marines, Munro, under constant strafing by enemy machine guns on the island, and at great risk to his life, daringly led five of his small craft toward the shore. As he closed the beach, he signalled the others to land, and then in order to draw the enemy's fire and protect the heavily loaded boats, he valiantly placed his craft with its two small guns as a shield between the beachhead and the Japanese. When the perilous task of evacuation was nearly completed, Munro was instantly killed by enemy fire, but his crew, two of whom were wounded, carried on until the last boat had landed and cleared the beach. By his outstanding leadership, expert planning, and dauntless devotion to duty, he and his courageous comrades undoubtedly saved the lives of many who otherwise would have perished. He gallantly gave his life for his country.

until additional air bottles arrived. He re-entered the compartment, wearing the SCBA, and upon reaching the victim, transferred it to him. At that time, the tank had approximately 450 pounds of air remaining. Then, with no air for himself, and at great risk to his own life, he reclimbed the ladders to the main deck. He was just barely able to do this without being overcome by the strong gasoline fumes himself.

During the time that BM3 Robinson was attempting the rescue, the station OOD was coordinating assistance from the Mare Island Fire Department, the CHP Medevac Helo, and the other Mare Island ready boat. About five minutes after Robinson placed the SCBA on the victim, another boat arrived on scene with two EMTs and fresh air supplies. They entered the compartment, and with the help of MK3 Archambeau and MK3 Caliguire, were able to get the victim to the main deck.

The victim was transported aboard the UTB to Station Mare Island, where he was transferred to the Medevac Helo and flown to Brookside Hospital, treated for inhalation of raw gas fumes, and released. The heroic actions on the part of BM3 Robinson, were clearly responsible for saving the man's life.

As an NCOA Military Vanguard Award Winner, Petty Officer Robinson has brought great credit to himself, and the Coast Guard Reserve. His heroics are a vivid example of the integral part played by reservists in Coast Guard operations, and readily demonstrate the "One Coast Guard" concept in practice. He will receive the award at the NCOA Annual International Convention this July in Washington. He and one family member will be the guests of the NCOA, and all expenses will be paid by the Coast Guard and NCOA.

The past Coast Guard winners are BM2 Kevin J. Galvin, in 1983, and BM3 Glenn H. Mincey, in 1984.

50th PRESIDENTIAL INAUGURATION - Some highs and lows for CG Reservists

Parade Cancellation

The Coast Guard's opportunity to participate in the Presidential Inaugural parade street cordon was spoiled when sub-zero temperatures in Washington forced cancellation of the parade.

Seventy-nine volunteers from Reserve Group Baltimore, Reserve Group Headquarters, and CGRU Richmond were ready to line the parade route on Constitution and Pennsylvania Avenues in a joint service cordon with members of the Army, Navy, Air Force and Marine Corps. Nevertheless, no one foresaw the role Mother Nature would play in the 50th Presidential Inaugural ceremonies. With a wind chill factor of 15 - 25 degrees below zero predicted for the morning of 21 January, President Reagan and the Presidential Inaugural Committee decided to call off the parade.

LT COL Jack Little, USAF, officer in charge of the street cordon, explained its purpose: "The Reserves will lend a military presence to the parade, and will render honors to the President and the colors as they pass by." Parade security was to be provided by the Secret Service and local police.

Even though there was no parade cordon, reservists still managed to participate in Inaugural planning and events. CAPT Martin Baskin was the senior Coast Guard representative to the Armed Forces Inaugural Committee, assisted by SK1 Linda Reid of Reserve Group Headquarters. LT Thomas Ducote, Eighth District, and LTJG William Rooney, CG Station Cape Cod Canal, worked on the committee. LCDR Russ Cherry, CGRU Headquarters, served as a military aide at one of the Inaugural balls.

Several of the volunteers for this event gained their first cordon experience at Memorial Day ceremonies for the Vietnam unknown soldier. "I enjoyed participating in that occasion very much," said PA3 Gary Butler. "I'd be proud to volunteer again." They may have the chance - four years from now.

- by SK1 Linda Reid

FI1 Mass Attends Inaugural Luncheon

The second inauguration of President Reagan was a special occasion for FI1 Ernest A. "Bud" Mass, USCGR. A veteran fireman for the city of San Antonio, and a member of CGRU San Antonio, FI1 Mass was one of the lucky few to be chosen to attend the 50th Inaugural luncheon. The idea of including people of different walks of life from around the country on the luncheon guest list was presented by Sen. Charles Mathias (R-MD), chairman of the Joint Congressional Committee on Inaugural Ceremonies. Mass was one of six citizens selected from around the country to attend.

FI1 Mass said that upon notification of his invitation, he and his wife couldn't quite believe it. "It was completely unexpected," he said. However, after the initial shock and numerous calls from friends and relatives, they soon anticipated the event with excitement.

Upon reaching Washington, Mass said they met some "very fine people from Sen. Mathias' office, who took very good care of us throughout our entire stay in Washington." Although disappointed that the weather caused cancellation of the Inaugural parade and other activities, the Inaugural luncheon proved very enjoyable. "It was much different from what we had expected," Mass said. "We thought it would be a very formal affair, but it was down to earth, and the people were very friendly." Besides shaking hands with the President, Mass met the Librarian of Congress, and several other dignitaries.

Mass expressed great pride in his involvement with the Coast Guard Reserve and the San Antonio Unit, and undoubtedly was a great spokesman and representative for the Reserve during his stay in the Capital.

River Rescue

The afternoon of Sunday, 16 December was cold and dreary, with light rain forming patches of ice on roads and shorelines. Upon receiving a complaint about some abandoned dogs left on a river island, Marine Safety Office Memphis dispatched the duty boat crew, consisting of CGRU Memphis reservists BM1 Robert Cox, BM2 Robert Sessions, and BM3 Curtis Woodward, to accompany a representative of the Memphis Humane Society to investigate. Although the assignment was a little out of the ordinary, the events that followed resulted in a rescue mission that saved the lives of two hunters whose boat had overturned in the Mississippi River.

While the team was launching the 17ft utility boat at McKellar Lake, a 16ft jonboat carrying four hunters and two dogs was being swamped just over 8 miles away. When the jonboat overturned, one of the hunters was able to swim to shore and safety, two were left stranded in the swift, cold current of the river, and the fourth drowned almost immediately. One of the hunters in the water clung to the overturned boat, while the other drifted nearby. Both began to experience hypothermia and soon were unable to help themselves or each other.

As BM2 Sessions parked the launching vehicle, after completing launching and check-out procedures, a call came from Group Lower Mississippi River instructing them to abort the mission and proceed "at all possible speed" to an area just south of the port of West Memphis, Ark. Immediately BM1 Cox, BM3 Woodward, and the humane society representative left at full speed for the scene.

As the rescuers left McKellar Lake and entered the Mississippi River, they saw the overturned boat. At first it appeared that there was only one survivor, clinging to the boat and hugging his life preserver, as hypothermia had progressed to the point where he was unable to put it on properly. But, as they approached the scene, they noticed a second man in the water, with only his face above the surface. Upon reaching him, it took both crew members to pull the helpless man from the frigid waters. After administering first aid to both, BM1 Cox called for an ambulance to meet them at the port of West Memphis. While enroute, BM3 Woodward questioned the men and determined that four men had been in the ill-fated craft. After the men were transferred to the ambulance, the crew headed back to the scene to search for the missing man.

While the rescue was underway, a second 32-foot Coast Guard boat had been dispatched by the MSO. The crew members, all reservists, BMC Dan Bradley, BM1 Jerry Culpepper, BM2 Michael Tucker, and MK2 John Westbrook, arrived at the scene. Both boats continued to search the area until nightfall, with no sign of the other man. His body has not yet been recovered.

As fate would have it, it was later discovered that the victims were the same hunters who had lost their dogs on the island. For their superior performance during the rescue operation, BM1 Cox and BM3 Woodward have both been approved to receive the Coast Guard Achievement Medal.

- by PS3 James T. C. Santoro

Achievement Medals

U. S. Coast Guard Achievement Medals were recently awarded to two Coast Guard reservists in a ceremony held at MSO Savannah, GA on 18 January. The medals were presented to CDR Lewis H. Strickland, and LT William W. Hitchins, Jr., by CAPT G.T. Willis, Commanding Officer of MSO Savannah.

They received their awards for outstanding work in the area of military readiness planning. CDR Strickland and LT Hitchins are members of the Seventh Coast Guard District Reserve Readiness Planning Unit (RPU), and augment MSO Savannah's readiness planning staff. They have been involved in eight military exercises at Savannah since the inception of the RPU in September, 1982. They have also been involved with the origination and revision of MSO Savannah's OPLAN 9700. As a direct result of their efforts, MSO Savannah has received recognition for the status of its military readiness planning.

HEARING STATEMENT

On March 12th, RADM McDonough gave a statement before the Senate Committee on Armed Services' Subcommittee on Manpower and Personnel. The statement is printed here in its entirety. This should be very interesting reading for all members of the Coast Guard Reserve.

Mr. Chairman and members of the subcommittee: I am RADM Joseph A. McDonough, Jr., Chief of the Office of Readiness and Reserve, United States Coast Guard. I appreciate this opportunity to speak to you today on behalf of the Coast Guard's Selected Reserve, and present to you our plans for the Coast Guard Reserve program in FY 1986.

The legislation before this subcommittee requests an average annual end strength of 12,500 in FY 1986. Our intention is to focus existing resources on the quality and scope of training in FY 1986. By way of introduction, let me review for you the mission of the Coast Guard Reserve.

We are, as one of the seven Reserve components of the Armed Services, a full partner in the organized defense of this nation. From time to time the issue is raised before you that Title 10 U.S. Code, Section 262 directs us "...to provide trained units and qualified persons available for active duty in the Armed Forces, in time of war or national emergency and at such other times as the national security requires..." It is my belief that this statement does not express the sense of immediacy of the missions of the Reserve components. It does not address the totality of preparation that precedes the employment of Reserve forces. Our immediate mission, Mr. Chairman, is more accurately the preparation of Reserve forces to augment and sustain the active services in the conduct of their national security missions. As a frame of reference for understanding the role of the Coast Guard Reserve, let me provide you with some background on the overall significance of the Coast Guard's role in our nation's security.

PEACETIME MISSIONS

The Coast Guard's efforts to ensure the safety of maritime transportation are essential to a strong national economy. In particular, Coast Guard aids to navigation are used for safe operation of the U.S. Armed Forces around the world. The Coast Guard's port safety and security programs minimize potential losses of critical military or civilian cargoes as they traverse the nation's port areas. The everyday presence of Coast Guard patrols in ports and harbors reduces the potential for disruption or destruction by terrorists. Similarly, the routine operations of cutters, small boats, and aircraft in the littoral approaches to the U.S. coastline provide an umbrella of surveillance capability. The operations of Coast Guard cutters and aircraft in maritime law enforcement, particularly in the reduction of drug traffic, have immense national security implications, both today ... and in the event of mobilization.

In the international arena, the Coast Guard's frequent contacts with other nations help establish and maintain communications and improved understanding. Coast Guard training teams, which often include reservists, work to help establish or improve the capability of foreign Coast Guards and/or Navies in many of the developing nations of the world. In 1983, Coast Guard cutters were involved in the search for wreckage of the downed Korean KAL 007 airliner and the return of the crew of an Alaskan fishing vessel seized by the Russians in the Bering Sea. Coast Guard cutters and aircraft were also involved as backups in Grenada, and since that time have been helping to maintain maritime surveillance, and training local forces so that a peaceful reconstruction of civil government can occur. In 1984, you may recall that the Coast Guard was first to come to the rescue of a disabled United States registered survey vessel drifting into Cuban waters.

WARTIME TRANSITION

Upon transition to a wartime scenario, Coast Guard operations keep pace. There is a significant requirement for a Coast Guard presence at both ends of the sea-lines-of-communications to support the overseas deployment of military forces and their logistical needs. In addition, Coast Guard forces would facilitate the continued flow of maritime traffic carrying cargoes essential to the proper functioning of this nation's economy and industrial base, as well as those of our many allies. Many of the Coast Guard's peacetime missions have parallels in wartime requirements, and most Coast Guard forces would employ their unique skills and capabilities to satisfy new assignments once transferred to the Department of the Navy.

Examples of the alteration of Coast Guard missions and expansion of forces from peacetime to wartime operations include:

- Major cutters involved in law enforcement and drug interdiction become assets of Navy Fleet Commanders for use in the Maritime Defense Zone.
- Less sophisticated cutters and aircraft shift emphasis from law enforcement to coastal patrols providing surveillance and interdiction as required.
- Search-and-Rescue as a mission takes on new overtones as emphasis shifts from private and commercial vessels in distress to damaged naval and merchant vessels and support of naval operations.
- The Aids-to-Navigation and Merchant Vessel Safety programs, including certification and licensing of crews, take on new importance as safe navigation and operation of vessels become vulnerable during the crisis environment of rapid deployment, increased traffic, and the expected effort to "cut corners" to speed up operations.
- Port safety and security expand many times over as increased emphasis is placed on preventing the disruption of maritime traffic in U.S. ports, through either accident or intentional efforts of our adversaries. Continuation of this maritime traffic is essential to support overseas deployment and resupply of military forces and to sustain our national economy and our wartime industrial base.
- The newly established U.S. Maritime Defense Zone Commanders, responsible for the coastal defense of the United States within the Atlantic and Pacific Fleet Command organizations, will provide a logical focal point for Naval and Coast Guard operations in the littoral regions of the United States.
- Also, some Coast Guard missions will have applicability in overseas theaters of operations, protecting the landing/transshipping of equipment and supplies or supporting Naval operations, and providing for safe navigation.

It is in this expansion of Coast Guard forces upon transition from a peacetime to wartime setting that the Coast Guard Reserve plays its vital role. Most of the Coast Guard's Selected Reserve units are organized and trained to provide an almost tenfold increase in port security forces with boat crews, shoreside port security teams, and associated command, control, and support elements. Other Coast Guard Reserve units provide the augmentation personnel required to bring Coast Guard cutters to their full wartime complement, so that they are able to sustain high-tempo, naval warfare operations. Some units provide essential skilled personnel to flesh out command and control staffs, and provide logistics and maintenance support for operational units involved in the immediately increased activities. Other units provide personnel needed to begin the expansion of the training and logistics support base necessary for sustained wartime operations. In addition, Coast Guard Reserve forces are tasked in various unified command contingency plans for operations at home and overseas. It becomes my responsibility then, in light of the Coast Guard's statutory responsibility, to provide and maintain a trained force in readiness. Simply stated, we have three objectives for the Coast Guard Reserve training program:

STRENGTH First: the development and maintenance of a Ready Reserve to meet early response Reserve mobilization personnel requirements and interim contingency requirements;

TRAINING Second: to conduct a training program that prepares reservists for their mobilization, domestic emergency, and augmentation assignments; and

ADMINISTRATION Third: to provide efficient and effective administration and management of our ongoing Reserve training program.

Since 1979 we have been embarked upon a program to provide for a Coast Guard Selected Reserve appropriately sized to ensure our capability to meet our minimum early response mobilization requirements. Our progress in this effort is reflected in the increases from 11,700 in FY 1981 to 12,000 in FY 1982 and to our present authorized Selected Reserve strength of 12,500 in FY 1985.

Over that same period of time we have focused management attention upon the quality of training within the Reserve program. We have dedicated resources to the systematic development of formal training courses, the embedment of Reserve schools with Active Service schools, and the modernization of Reserve training facilities. Empahasis has been placed on improving course practicality and curriculum standardization. Afloat training has been evaluated for potential enhancement through selective use of ships of opportunity performing active Coast Guard missions. Augmentation activities have been directed to a greater Reserve involvement in, and contribution to, peacetime Coast Guard missions.... with the qualifying criterion that such training duty will enhance skills re-

quired in the individual reservist's mobilization billet. Greater emphasis has been placed on the collocation of Reserve units with Active Coast Guard units whenever possible. The key, however, must remain the Coast Guard's ability to meet the Navy/JCS tasking for mobilization. That is the only justification for the maintenance of any Reserve organization.

PROGRAM ACTIVITY IN FY 1984

Let me once again use the three areas of strength, training, and administration to relate to you what transpired in the Coast Guard Reserve in FY 1984.

STRENGTH

My predecessor conveyed to you that we were in the process of reviewing Coast Guard mobilization plans to ensure they were current and responsive. This past year has been spent in an intensive revalidation of our planning procedures, tasking, and assumptions. Significant work has been done in identifying the total mobilization requirements of the Coast Guard, and our planning is completed. In the mean time we are experiencing some success in our Coast Guard Reserve strength objectives. During FY 1984 we attained an average annual Selected Reserve strength of 12,317, which was 103% of our authorized floor of 12,000. As a result, I have every confidence that we will easily achieve our new FY 1985 Selected Reserve authorized strength of 12,500.

I would like to offer the subcommitte some illuminating examples of the diversity of peacetime activities in which our Coast Guard reservists participate. Each has a direct relationship to the skills required of them upon mobilization. These representative FY 1984 accomplishments include:

1. Participation in an emergency response to the coastal freighter MV BLUE MAGPIE when she ran aground near Newport, Oregon. In that instance, reservists assisted in the containment and cleanup of 85,000 gallons of fuel oil and 9,000 gallons of diesel fuel - averting significant damage to the environment.

2. In New Orleans, 50 reservists participated in round-the-clock safety and security patrols on the Mississippi River during the Louisiana World Exposition.

3. In Los Angeles, 300 reservists were a critical part of the Coast Guard waterfront safety and security forces for the Summer Olympics.

4. Operation Summerstock, the program in which reservists augment Search and Rescue stations on the Great Lakes, completed its 12th consecutive year with 59 reservists performing over 6,535 days of active duty; and

5. About 80 reservists provided waterside security patrol at each of NASA's five scheduled space shuttle launches from Cape Canaveral, Florida. These security zones are designed to protect each shuttle launch from potential disruption and to ensure the safety of civilians in the vicinity.

For this latter activity, the Coast Guard Reserve is the primary source of personnel for establishing waterside security zones. Uniquely, it is our Active force that is called upon to backfill vacancies that may occur if launch delays require reservists to return to their civilian occupations. These activities are representative of Coast Guard Reserve augmentation of Active Service peacetime missions amounting to over 1.6 million duty hours in FY 1984.

TRAINING

I just referred to the Coast Guard Reserve's augmentation of our active force. As the 1.6 million hours of augmentation suggest, this is an important facet of our Reserve training program. It is on-the-job training in required mobilization skills. This training mode is targeted at 65% of available training time, both during inactive duty training (drills), and active duty for training. It provides valuable hands-on experience for reservists who simultaneously become an additional resource for the Active Coast Guard both in routine operations and in emergencies. It is not unusual to find Active Service units with seasonal workloads staffed almost entirely by reservists at times during those peakload operations (such as Operation Summerstock mentioned earlier).

The complement to augmentation training is our formal training program conducted mainly at two locations: Yorktown, VA, and Alameda, CA. With our major mission orientation in the area of port security, the primary emphasis is on training in related skills such as Boatswain's Mate, Engineman, Boat Crew Qualifications, small arms, and explosives loading.

Perhaps the best example of our response to formal training needs in FY 1984 is in explosives loading. During a major military operation, upon mobilization reservists provide the bulk of personnel to assure the safe handling of military explosives. Until 1984, training for this task had been conducted at Coast Guard Port Safety Station, Concord, CA, where actual cargo operations had provided practical experience. However, the dramatic post-Vietnam decrease in West Coast outloading rendered continued training at Concord impractical. The proximity of our Reserve Training Center at Yorktown, VA, to the Navy's combat stevedores at the Cheatham Annex, VA, and the Army Transportation Center, Fort Eustis, VA, provided the unique opportunity to forge a new course of instruction. A formal course there would afford not only the needed training in explosives loading supervision, but the added advantage of interplay with those elements of the Army and Navy with whom we will be working upon mobilization. Consequently, in FY 1984 a resident training course for explosives loading supervision was established at Coast Guard Reserve Training Center, Yorktown, VA. The first class convening was in December, 1984. This new course of instruction has authentic merchant ships or full-scale land mock-ups available for training. This implementation is representative of an extensive evaluation and rewrite of several qualification tasks and course curricula initiated in FY 1984 - conducted in large part by reservists on special active duty for training.

ADMINISTRATION

Several positive management actions in administering our Reserve training program were effected in FY 1984. Most significant was the establishment of the Office of Readiness and Reserve within our Headquarters structure. In this reorganization, the functions of the former Office of Reserve continued without change, but wartime planning and mobilization resources and responsibilities were added. I, as Chief of the Office, am now dual-hatted, with the Deputies for the Reserve and Readiness programs responsive to me. I believe that this organizational change has been most beneficial to the Coast Guard Reserve. Improved coordination of the planning resources available to us has enabled a greater focus on the issues of Reserve sizing and utilization.

At the same time, we have initiated Coast Guard participation with the Department of Defense in their Wartime Manpower Planning System (WARMAPS). Our input will compare the Coast Guard's available and projected forces to the personnel requirements derived from a prescribed conflict scenario. Deficiencies or overages will be highlighted for corrective action.

Also significant for the Coast Guard and Coast Guard Reserve is the establishment of the new Maritime Defense Zone (MDZ). An agreement last spring between the Secretary of Transportation and the Secretary of the Navy established the MDZ as a mechanism for planning, exercising, and, if required, conducting coastal defense. Under that agreement, the Atlantic and Pacific Coast Guard Area Commanders, based in New York and San Francisco respectively, become commanders of the Atlantic and Pacific MDZs. Their peacetime functions would include contingency planning and conducting exercises related to coastal defense. The MDZ forces, which will be augmented significantly by reservists ... both USNR and USCGR ... will consist of Active and Reserve personnel from all services as required and will fill a void in effective port, harbor, and coastal defense.

A final accomplishment worthy of note is the culmination of five years of effort to change a statute (37 USC 402) to provide commuted rations for enlisted reservists. As a result of this change, the 800 plus Coast Guard reservists who perform drills remote from their parent activities will no longer have to pay for meals out of their own pockets.

FY 1986

Let me now turn to our plans for FY 1986. As noted earlier, we have not asked for an increase in Selected Reserve strength. I view FY 1986 as a year of consolidation in the Reserve training program. I have detailed for you some significant accomplishments of our reservists in FY 1984. These are clearly reflective of the high caliber of personnel serving in the Coast Guard Reserve. In return for their dedicated professionalism it is incumbent upon me to ensure that they receive the very best training available.

Implementation of the MDZs will require increased training and much greater participation in exercises with the other armed services. An adjunct to this is to ensure that our Coast Guard Reserve forces are properly equipped to carry out their assigned missions.

These, Mr. Chairman, very briefly, are the areas that will be the focus of attention for the Coast Guard Reserve training program in FY 1986. I stated earlier that it is a year of consolidation. We have outstanding men and women in our Reserve. I could regale you with their accomplishments at length. Suffice it to say I am proud to serve with them. They are deserving of the best leadership and training we can provide. With your continued interest and support they will receive just that.

☆ ☆

CGRU SPOKANE BUILDS NEW FACILITY FOR ACTIVE DUTY UNIT

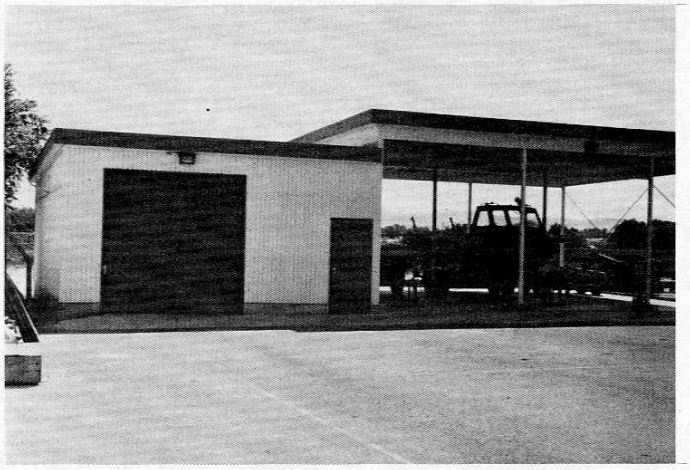
Seeking additional augmentation experience, CGRU Spokane surveyed its members and found a significant number of people with various skills related to construction. Through the joint efforts of the 13th District Reserve and Civil Engineering branches, a Maintenance and Repair (M&R) team was formed, headed by DCCM Austin Pagnotto.

The first project for the team was the construction of an Aids to Navigation storage building at Station Kennewick, 140 miles to the south of Spokane on the Columbia River. Discussions were held with the 13th District civil engineering branch chief and the commanding officer of Station Kennewick, whose people were enthusiastic about obtaining a building they had long awaited. The proposed building would provide covered storage for the Station's SAR boats, a heated work space, and a storage area for the numerous aids maintained by the ATON teams up and down the rivers of the inland northwest.

Thirteenth District staff engineers completed design drawings in September '83. By early October, a backhoe was digging up the station's volleyball court to make room for the foundations of the new building. Once the trenches were dug, the M&R team began work. To keep expenses as low as possible, the forms were constructed from plywood and 2x4 lumber. Later, this material served as rough framing and sheathing. With work proceeding only on weekends, it was mid-November before the concrete was poured. When the forms were stripped a few days later, the first real evidence of progress stood as testimony to the perseverance of the new M&R team.

Shortly after the foundation had cured, winter set in, freezing the soil and suspending construction efforts until the following February. Over the winter the team detailed the various tasks necessary in order to meet its goal of completing the building by early summer.

Spring came early, and by late February the ground had thawed enough to backfill and level the area. From that point on, DCCM Pagnotto, relying on house building experience from an earlier civilian job, directed the framing crews. After a few weeks of diligent effort, the building had progressed far enough to bring in the specialty trades. By June the building had lights, running water, vent fans, a garage door, and a paint job. Station Kennewick personnel occupied the building that summer. The extra space gained from the new building allowed the station to reorganize and better use the space in its main building, and significantly enhanced the performance of their SAR and ATON missions.



Above - The new building, with both enclosed and covered storage.

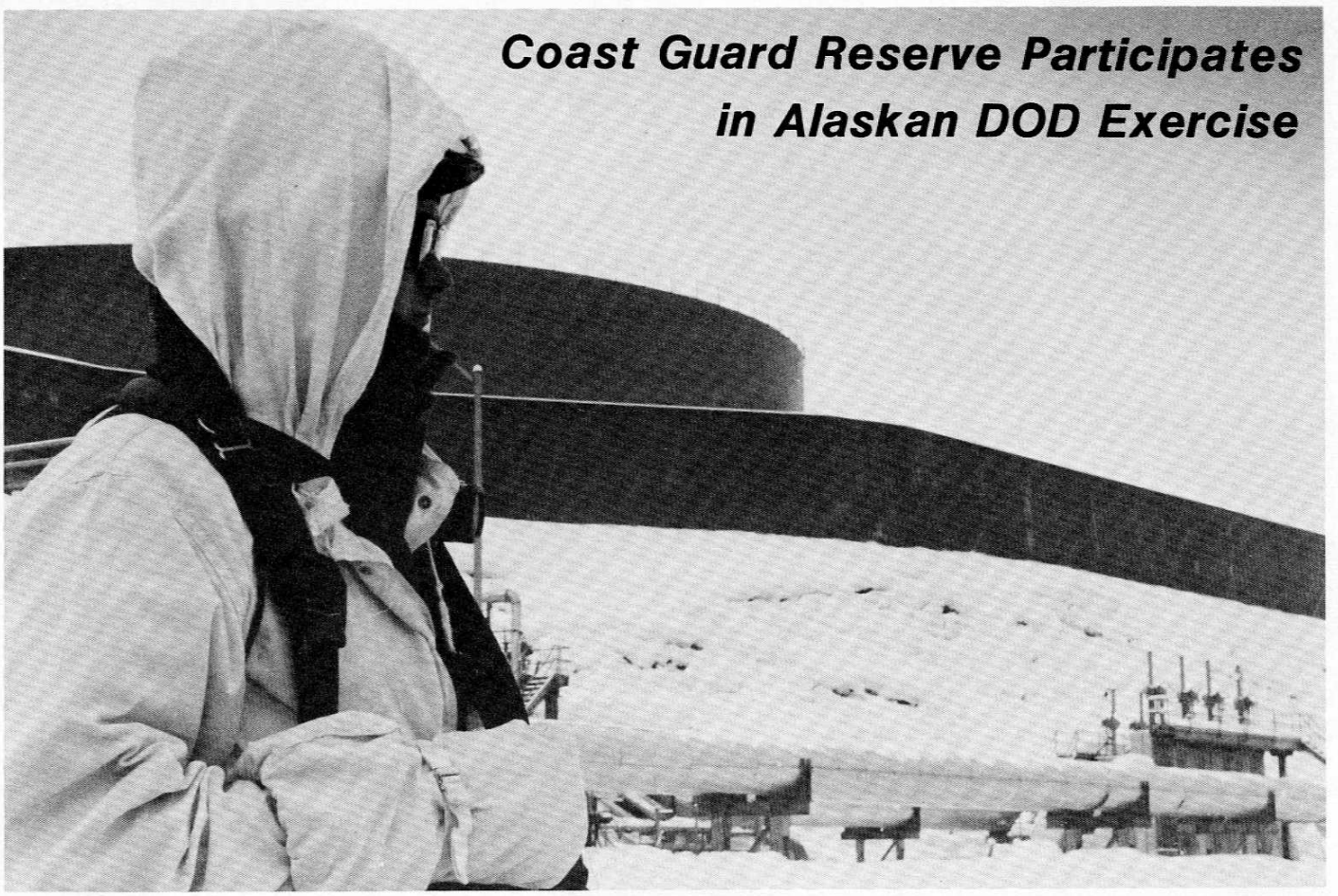
The final construction cost was $18,000, as opposed to an estimated $50,000, had they used the normal contracting process. The benefits of the project were many - Station Kennewick received a building several years ahead of schedule, the M&R team gained a valuable, even if unusual, augmentation experience, and the Coast Guard saved precious budget dollars. The cooperation and effort involved was a real tribute to the "Can Do" attitude of both the Regular and Reserve personnel in the district.

In appreciation for his dedication and leadership skill, DCCM Pagnotto was awarded a Letter of Commendation by the 13th District Commander.

- by CDR Mark Longmeier

BRIMFROST '85

Coast Guard Reserve Participates in Alaskan DOD Exercise



Coast Guard personnel in Alaska were recently a part of a massive military readiness exercise known as BRIMFROST'85. One of the largest DOD exercises according to officials, BRIMFROST exercised approximately 18,000 military personnel, including 1200 Coast Guardsmen, in the unforgiving Alaskan environment. Coast Guard personnel tested their abilities to secure ports, provide communications and logistics support, and guard sensitive areas on their own bases. Though tasked with tightening security and protecting sensitive areas from terrorism, the Coast Guard was still able to perform day-to-day activities such as SAR, marine inspections, and law enforcement patrols. This was accomplished through the help of reservists who augmented various units in the 17th District.

In the first Reserve mobilization, 19 people flew to Valdez by C-130. Their job was to secure the port of Valdez from sabotage and terrorism. Valdez is where the Alaskan Pipeline ends, and tankers load crude oil for shipment to the "lower 48." If the loading terminal, or pipeline were sabotaged, it could stop the flow of oil to the continental United States.

MSO Valdez coordinated troop movements and supported the Army's 172nd Light Infantry Brigade in their efforts to protect the pipeline on land. To guard the waters near the terminal and port, the MSO used their 32-foot patrol boats. With the aid of MSO and Vessel Traffic Service intelligence reports, one of the 32-footers captured part of the opposing forces, played by a Navy SEAL team. The team was apprehended while trying to leave the Port of Valdez in a rubber inflatable boat. With the help of a cook provided by the Army, the MSO also provided one hot meal a day to the Army troops.

In Anchorage, Coast Guard officials joined the Joint Task Force (JTF), which served as the command of the operation. Headquartered at the Alaskan Air Command at Elmendorf Air Force Base in Anchorage, the JTF directed troop movements, collat-

Previous page - BM2 Bob Garland, aboard a 32ft Patrol Boat. Above - A soldier stands guard at the Valdez pipeline terminal.

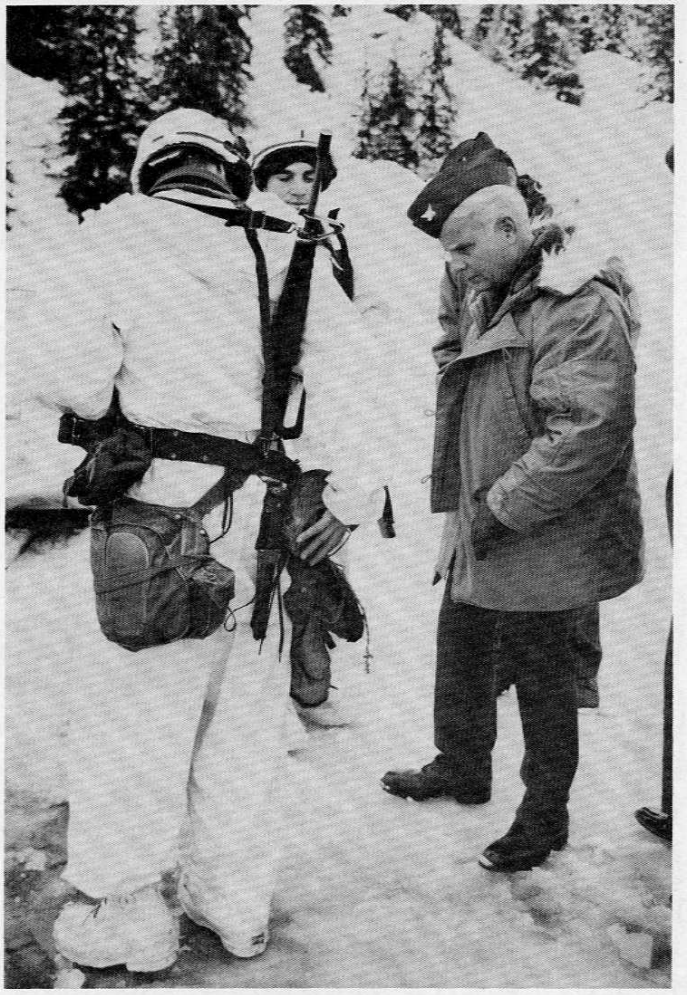
STORY AND PHOTOS BY PA2 MICHAEL V. HILLEY

ed intelligence, and acted as mission coordinator. The Coast Guard gathered intelligence information using 17th district cutters and aircraft. "The JTF was impressed with what we could do," commented CDR Jim Sepel, one of the Coast Guard's representatives (to the JTF). "I think we showed them some capabilities they didn't know we had."

At Kodiak, the Anchorage Coast Guard Reserve Unit augmented personnel at all commands at Base Kodiak. The Army, Navy, Marine Corps, and Air Force, as well as Canadian units, all had equipment and personnel on base, and Support Center Kodiak provided some berthing and messing for the 600 troops there. Coast Guard personnel guarded the Air Force A-10 jet aircraft, communications sites, and the Hawk Missile Battery, located at Spruce Cape outside the base.

The Air Station provided C-130 logistics support, and maintained a constant security surveillance from the air, while providing equipment and personnel support for the visiting Air Force units. The other services used the Air Station hangar to store parts, vehicles, and the other items necessary in supporting operations in the Kodiak portion of the exercise.

"The inter-service cooperation of all personnel was an asset to future training," according to RADM Lipscomb, Senior Reserve Officer, Pacific Area. RADM Lipscomb observed the exercise from the beginning, and traveled throughout Alaska watching the troops perform. He added, "During a real wartime situation, each service would have to depend on the others to support communications, transportation, and logistics in protecting a sensitive port or area."



Above- RADM Lipscomb, who was impressed by the preparation of the 172nd Light Infantry Brigade, checks a soldier's gear.
Left- RM3 Mark Piel on watch at the Vessel Traffic Center.

Farewell to the old "56"

After 47 years of service to the Coast Guard, WYTL CG-56306 has finally been retired. Known around Alameda as the "56," the vessel was originally commissioned in 1937 as a harbor tug in the Eleventh District, where she served for 30 years. In 1962, she was decommissioned from active service and transferred to Base Terminal Island. There she was a floating classroom for Reserve training.

In 1967 she was towed to Training Center Alameda in the Twelfth District. Used during summer Reserve training, the "56" provided an underway training platform for Boatswain's Mates, Quartermasters and advanced Port Security classes. In addition, she was also used to support the basic recruit seamanship and small boat training program. Many a boot, both active duty and reserve, will recall those memorable watches while underway on the "56".

Because of continual use, however, the "56" began to show signs of aging. In 1975, and later 1978, major repairs and replacements were made on the tug to slow her decline. In 1982 the Boot Camp shut down due to budgetary constraints; as a result, the "56" was transferred to the newly formed Reserve Schools Alameda. Due to a lack of both support funds and actual use, her appearance rapidly deteriorated.

In late fall of 1983, a final effort was made to spruce up the old boat. Fresh paint and minor restorations improved her appearance, causing many admirers on the Island and in the Bay area to hope she could be saved. Unfortunately, this was not to be. In April 1984, after reviewing the results of a marine survey, the Commandant determined the cost of keeping her seaworthy to be too high.

Nevertheless, after being transferred to General Services Administration last June, the "56" has begun a new life. In March, she was acquired by the Silverado Council of the Boy Scouts of America for use by an all-female Sea Scout troop! So after all, she will continue to ply the familiar waters of the Bay Area.

The crew at Reserve Schools Alameda is looking forward to seeing her again at the annual Ancient Mariner Regatta on Memorial Day, when they will host over 1000 Sea Scouts at Government Island.

- by LTJG Michael Price

The last issue of the Coast Guard RESERVIST carried an article about the Commandant Notice (ALDIST 054/85), regarding the Selected Reserve Assignment Limitation Program. Early response from the field indicates a fear of forced retirement.

It is important to understand that members transferred out of the Selected Reserve by this program may continue their Reserve careers as Individual Ready Reservists until age 60, and are strongly encouraged to serve in this capacity. Their leadership, expertise, and dedication are still needed and appreciated. A transfer to the IRR, which means continuing on Active Status, should not be viewed as termination or retirement, but as a reallignment of resources.

Why this reallignment? Personnel hitting the 30-year mark are definitely not thought to be unfit professionally or physically. District Commanders have separate authority for handling problem cases that arise due to unsatisfactory performance or medical reasons. The intent of the program is to improve advancement opportunity for lower-grade personnel in the Selected Reserve. If room is not made for the younger people to progress, they will not receive the professional exposure needed for mobilization. The resultant younger Selected Reserve force is a by-product, not a primary goal, and in the opinion of Headquarters Legal Staff, is not a violation of age discrimination laws.

Individual Ready Reservists are assigned to mobilization billets and may train through non-pay drills and Active Duty Training. They may request assignment to a Volunteer Training Unit (VTU), where their particular military and civilian talents will be put to use in special projects.

To repeat, a transfer out of the Selected Reserve to the IRR does not mean unwanted retirement. In the IRR, performance of non-pay drills and ADT earns the member retirement points and therefore a higher pension entitlement. Members may still advance, if meeting the eligibility requirements of Chapter 7, Reserve Administrative Manual, COMDTINST M1001.26. These advancement vacancies are computed separately from those in the Selected Reserve.

This should lay to rest the fears of Selected Reservists coming up on 30 years service that they are soon to be "put out to pasture." They will merely undergo a change in role, while continuing on in an Active Status in the Coast Guard Reserve.

Summer Duty Overseas

MK3 Edward G. Bernius, of CGRU Station Rockaway, NY had an interesting, and out-of-the-ordinary, tour of duty last summer. Bernius, who is a construction superintendant for the city of New York, applied for, and was awarded the temporary position of Construction Inspector for Coast Guard Activities Europe. The 60 day job entailed the rehabilitation of living quarters for Coast Guard personnel at Loran Station Lampedusa, Italy.

The island of Lampedusa is seven miles long and one mile wide, and lies about 90 miles off the coast of North Africa, in the Mediterranean Sea. After completing the interview process with the civil engineering branch of the Third District, and gaining approval from Activities Europe, Bernius was on his way in July for two months of summer duty.

As the Contracting Officer's Technical Representative (COTR), Bernius was responsible for assuring compliance with the terms and conditions of the contract. Maintaining close contact with the contracting officer for Activities Europe, he was responsible for conducting tests, making inspections, and ensuring that work was done to specifications.

For his efforts, Bernius received a Letter of Appreciation from Commander, Coast Guard Activities Europe. It stated in part: "I am pleased you could be available for the duration of the contract despite several changes in the contract schedule. I have received several reports praising your hard work. I have seen first hand your strong job interest and I am happy with the high quality of workmanship it produced ... In performing your work you overcame the inherent language and cultural barriers involved. You not only ensured contract specification compliance, you also succeeded in educating the contractor on what he must do to properly perform a government contract ... It was only with your help that we were able to successfully complete the job on time and with a minimum number of contract modifications."

Congratulations to Petty Officer Bernius. This service is a good example of the "One Coast Guard" concept in practice, and the broad range of opportunities available in the Coast Guard Reserve.

ADT Courses Explained : THE CONTINUATION OF A SERIES

BASIC MINOR AIDS TO NAVIGATION MAINTENANCE (ANC-3)
Formerly AIDS TO NAVIGATION MAINTENANCE
(NUN of you CAN do without it)

This course has recently been revised in length. ANC-3 IS NOW A ONE-WEEK COURSE. Anyone who anticipates attending this course should keep in mind that they will have to obtain one week of OJT to reinforce the knowledge they gain.

Eligibility is still open to anyone who is assigned to ATON teams, buoy boats, construction tenders, buoy tenders, Groups, Bases, and District Offices, where they are currently assigned to Minor Aids to Navigation maintenance duties. Successful completion of this course will satisfy the requirements for the enlisted AX Qualification Code.

The course consists of lectures and lab periods on how to troubleshoot, repair, and install selected equipment. It will also teach you how to perform basic equipment installation and maintenance, necessary in the operation of the Coast Guard Minor Aids to Navigation system. The one-week OJT following the course will be the best possible time to positively lock this newly acquired knowledge into your mind. The bottom line is, as a training environment, you now have the best of both worlds: efficient classroom studies coupled with immediate field experience.

The course is held at the Coast Guard Training Center, Governor's Island, New York. We are sure you will enjoy this new (old) course.

BOATSWAIN'S MATE ADVANCED (BM Adv)
(An examination into the philosophy of holystoning)

The BM Advanced course provides both classroom and practical exercise training in the three primary professional areas. These are small unit administration, personnel management, and advanced BM deck skills. The course was specifically designed for senior Boatswain's Mates. Eligibility is limited to Boatswain's Mates, E-5 or above, who have completed BM Basic or had equivalent courses or experience. Interested E-5s must be eligible to compete in the servicewide examination for BM1 within six months of the course completion.

The course will greatly assist the trainee in meeting the many requirements for BM1 and BMC, and in addition, the student can have many BM practical factors signed off. Students that successfully complete the BM Advanced course will be prepared for assignment as Executive Petty Officer, or Officer in Charge of small Coast Guard units.

SUBSISTENCE SPECIALIST INTERMEDIATE AND ADVANCED (SSI & SSA)
OR SUBSISTENCE SPECIALIST CLASS C SCHOOL
(Intermediate Galloping Gourmet)

The SS Class C School was substantially revised in October of 1983. The single four-week course was replaced by two two-week courses (independent duty and management). During the summers of 83, 84, and 85 the SSI ADT course at Reserve Training Center Yorktown contained essentially the same material as the SS Class C School for independent duty, and SSA covered the same material as the SS Class C School for management. Beginning with Fiscal Year 86, Reserve SS personnel who need resident training in their specialty will attend the Class C School at Training Center Petaluma, CA, and the SSI and SSA ADT courses will be discontinued.

The SS C School (Independent Duty) is designed for the SS3/SS2 assigned to

independent duty. The course trains Subsistence Specialists in the management functions and administrative procedures to be used at independent duty stations in all phases of Coast Guard food service operations.

The SS C School (Management) is designed for the SS1 through SSCM who is being assigned to a large dining facility, Loran Station, or Subsistence Advisory Team. The course trains senior Subsistence Specialists in the management functions and administrative procedures to be used in all phases of Coast Guard food service operations.

WHAT are the requirements to attend the SS Class C Schools? Independent Duty is for SS3 and SS2. Management is for SS1 through SSCM. BOTH courses require the successful completion of a math test PRIOR to attending the course. Details for the ordering and administration of the math test are being worked on now. However, you can anticipate that the test will be administered by the unit, returned to Training Center Petaluma for scoring, and that you will be advised of your eligibility to attend if you pass. As soon as the details have been worked out, District Commanders and Unit Commanding Officers will be advised.

HOW do you get a quota for one of the SS Class C Schools? Quotas are obtained by submitting a CG-3453 from the unit to the District Commander. If you are eligible to attend the course, the District Commander will ask Commandant (G-RST) to obtain a quota (the same procedure for ALL Class C Schools). Two quotas are available for inactive duty reservists for each SS Class C course convening in FY 1986. The class convening dates are:

Independent Duty - 7 Oct 85, 18 Nov 85, 13 Jan 86, 24 Feb 86, 7 Apr 86, 19 May 86, 30 Jun 86, and 11 Aug 86.

Management - 28 Oct 85, 9 Dec 85, 3 Feb 86, 17 Mar 86, 28 Apr 86, 9 Jun 86, 21 Jul 86, 15 Sep 86.

For ANC-3 and BM Adv Courses - Refer to CG Reserve Training Manual, COMDTINST M1500.12A for class convening and quota control information.

Coast Guard LAM School

Anyone who has attended the Coast Guard Leadership and Management School, whether enlisted or officer, will agree that it is an outstanding program: effective, informative, and practical.

After attending the school in Petaluma last Fall, LCDR Roger Middaugh, Executive Officer, USCGRU Dallas, was so impressed with the program that he wanted somehow to share it with his entire unit. He eventually arranged to have three of the program's leaders and instructors visit the Dallas unit. Six different workshops were presented during the two-day seminar, to the benefit and enjoyment of the 100-plus members of the unit.

On the first day, the workshops focused on background material, and an overview of what is happening in today's workplace and the world of management. Topics such as management needs, demands, technical skills, and changes in the work environment were covered. On the second day, the focus was on training: specific things that effective managers can do to get the job done. These workshops included career planning, situational leadership styles, and positive work controls.

LTJG William Eastman, Director of Research, Evaluation, and Design, USCG Leadership and Management Program, Yorktown, VA, first became involved in the program in 1975. He hopes the visit to Dallas will provide an opportunity for program members to visit other Reserve units, and offer similar seminars to reservists who would not otherwise be able to profit from them. Considerations include the availability of instructor staff, and the costs involved. Some units might be willing to cover the cost of sponsoring their own seminars should training funds not be available. The benefits that unit members would derive from these workshops, which would be applicable to both their military and civilian careers, would well warrant such an expenditure from participants.

LTJG Eastman welcomes inquiries from units interested in sponsoring a workshop or seminar from their members. Contact him at the Leadership and Management Program, Reserve Training Center, Yorktown, VA.

- by PA1 Judith A. Wilson

COMPOSITION OF THE COAST GUARD RESERVE

PRIORITY FOR MOBILIZATION
(and peacetime disasters)

The Selected Reserve has highest priority for funds for training and equipment. Members are pre-ordered to fill highest priority early response mobilization billets and required to report within three days following a directed mobilization.

Members of the IRR are needed to fill billets that do not require the refresher training provided Selected Reservists. Plans call for the IRR to fill billets after m+30 days or backfill shortfall that appear in the combined Active and Selected Reserve Force after M-day.

Members of the Standby Reserve may be activated by the Secretary in time of war or national emergency declared by the Congress.

Members in the ISL and Retired Reserve may be activated in time of war or national emergency declared by Congress if sufficient numbers of Reservists in an active status are not available.

		EXTENDED ACTIVE DUTY - Reservists serving on full time active duty.	Not normally included in Reserve strength totals since these members are already filling active service billets.
READY RESERVE	ACTIVE STATUS	SELECTED RESERVE - Reservists serving in a paid Training Status, specifically those assigned to Reserve units or groups with pay authorized and those undergoing initial active duty for training.	
READY RESERVE	ACTIVE STATUS	INDIVIDUAL READY RESERVE (IRR) - Reservists who are not required to drill or perform ADT. They may continue to train voluntarily.	Can participate in training, earn retirement points, and are eligible for consideration for promotion. All except members of the Standby Reserve, Active Status, can be paid when authorized.
STANDBY RESERVE	ACTIVE STATUS	ACTIVE STATUS - Non-paid, not required to train, but may participate voluntarily in training to earn retirement points -- eligible for consideration for promotion. A Category largely reserved for members whose Civilian jobs are critical for national defense.	
STANDBY RESERVE	INACTIVE STATUS	INACTIVE STATUS (ISL) - Non-paid, cannot earn retirement points or be promoted--officers only.	Cannot participate in training cannot earn retirement points, and are not eligible for consideration for promotion.
RETIRED RESERVE	INACTIVE STATUS	RETIRED WITH PAY (RET-1) - After 20 or + years active duty or 20 or + years combined active duty and satisfactory inactive duty and attainment of age 60. RETIRED WITHOUT PAY (RET-2) - Qualified to receive retired pay but awaiting attainment of age 60. RETIRED, NOT QUALIFIED TO RECEIVED RETIRED PAY (RET-3) - "honorary" retirement based on wartime/emergency service and/or other service & age requirements.	

The Secretary of Transportation may order to active duty without the consent of the member:

--In time of war nor national emergency declared by Congress, all Reservists -- Ready Reserves first.

--In time of national emergency declared by the President, not more than 1 million Ready Reserve for up to 24 months.

-- Other than during declared war or national emergency, when authorized by the President to augment active forces for any operational mission (not including serious natural or manmade disasters), not more than 100,000 Selected Reserves for not more than 90 days.

-- During serious natural or manmade disasters, with approval of the President for emergency augmentation of the Regular CG, an unlimited number of CG Ready Reserves for not more than 14 or 30 days during and 4 or 12 month period, respectively.

COMMANDANT PRESENTS COAST GUARD RESERVE AWARDS

Top - The Commandant of the Coast Guard, ADM James S. Gracey, with CDR John R. Olson, Commanding Officer of Reserve Unit Milwaukee, winner of the ROA Congressional Award.

Left - ADM Gracey with CDR John Jacobs, Chief of the Reserve Division, 13th District, winner of the ADM Russell R. Waesche Award.

For more information on these awards, see Page 2.

PHOTOS BY CDR GARY J. AUSMAN

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of Transportation

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