

*The Coast Guard*  
**Reservist**

*April 1996*

*Exploring & Using  
New Technologies*

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*"Pursue and exploit new technologies to achieve gains  
in productivity and enhance mission performance."*

*— Commandant's Direction, Goal 8*

# The Coast Guard Reservist

April 1996  
Vol. XLIII, No. 4

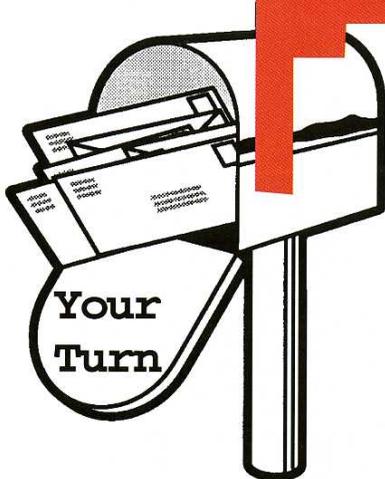
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## “View” hit mark and Cutterman’s question

The *Reservist* is always a highlight of my month and is read in one sitting immediately upon receipt. Thank you for your efforts, especially now that the passing of information formerly done within our reserve units has passed, at least partially, into your capable hands.

February’s “A View From the Bridge” by CAPT David V. Edling, USCGR, really hit the mark for those of us “part-time” Coast Guard employees. You can bet that the first thing our ship’s newest reserve member, a fresh “boot” SA due to arrive this spring, will receive is a copy of the captain’s guide to the new reality of our service.

Lastly, it would be helpful if you could amplify one of the CGR history timeline items in the February issue. Specifically, would you provide details on the requirements for a reservist to qualify for the Cutterman’s Insignia (March/April 1983)?

— *BM1 Timothy M. Jasina, USCGR Reserve Supervisor, CGC Sumac Elseh, III.*

*Editor’s note: Reservists assigned to a cutter may earn temporary entitlement to wear the Cutterman Insignia after six (6) months of continuous satisfactory service (IDT over a*

*six-month period). Reservists may also earn permanent entitlement to the Insignia after completing the requirements — including five (5) years in an inactive duty status — assigned to a Coast Guard cutter. The particulars are outlined in the Cutter Training and Qualification Manual, COMSTINST M3502.4D, Sections 6-G through 6-I.*

## CG Reserve aviation ahead of its time

CAPT Edling’s article on today’s stature of the Coast Guard proved very interesting (“View” guest columnist, February 1996). Over 20 years ago, we established what is being

talked about today in the form of a reserve aviation unit at Clearwater, Fla.

As far as comprehension and competency, our aviation rates were all prior military trained, and qualified in the field of aviation maintenance.

Approximately 90 percent were prior active Coast Guard-rated, with recent hands-on experience, prior to joining the Reserve.

As for augmentation, we augmented the “regulars” and, in October 1976, helped open the U.S. Coast Guard Air Station at Clearwater. When segregated from Group St. Pete, we established our own unit. We became part of the regulars and our administrative members drilled on weekends, utilizing all of the regulars’ facilities and equipment. Furthermore, our officers were prior Coast Guard (except one Navy) and all our pilots worked for major airlines. Talk about being qualified — we were overly qualified in many areas. We even had a yeoman with a doctorate! I am not only talking about reserve aviation at Clearwater, but at Miami, Sacramento and others that were once a part of Reserve aviation. When it came to professionalism and talent, we had it!



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## Check Out This Issue



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## On the Cover

**Front:** Coast Guard Webmaster LCDR Bill Edgar, left, explains the Internet to onlookers at the ROA Mid-Winter Conference, including CG Reservist CDR Jon Minor, center, and Coast Guard Commandant ADM Robert E. Kramek, right. Photo by PACS Rich Muller, CGHQ Photo Team.

**Back:** As part of streamlining, D2 will be merged with D8 on May 31, 1996, while CWRO and ISC stood up April 2. Some past and present scenes from D2’s Spruce Street office in St. Louis are shown here. Office photos by PA2 Harry C. Craft III, D2(dpa); President Clinton photo by PA2 R. Raskiewicz, D2 (dpa); outside photos by LCDR C.E. Polk III, G-HTR-2.

All this really reflects on our character in regards to professionalism. We were already "downsized and streamlined" with our unit having fewer than 50 members.

As for work-life relationship, we had an excellent rapport. We were a part of base activities, functions, initiations, open houses, club and sport activities. We were not out in left-field when it came to reserve-regular activities.

My aviation career with the CGR ended in January 1995. Being aviation-rated, when my unit was disestablished, I was left with no choice but to retire and become a part of Coast Guard history. Since it's a disestablished dream team, I now feel the rest of the Reserve is now trying to establish what we accomplished some two decades ago. I hope others may follow in our footsteps, but that their trail won't end like ours did.

—ADC Pete Cuipenski, USCGR(Ret.)  
New Port Richey, Fla.

## Texas reservists commended

On Oct. 14, 1995, I set out from Freeport, Texas in the Intercoastal Waterway in my 31-foot sloop, intending to proceed to Galveston. Gale force winds developed and my 16-horsepower engine was not able to make headway against the winds. About 15 miles out of Freeport, my engine died and my boat went against the south bank of the Intercoastal Waterway.

I was able to call on my cellular telephone for assistance. The Coast Guard station in Freeport sent their boat to assist. The boat arrived rather promptly, and I was taken in tow alongside and was transported back to the marina in Freeport from which I had set out earlier in the day.

I wish to highly commend the Coast Guard Reservists who were aboard the vessel which rendered me assistance: BM3 Summerlatte, BM2 Maldonado, MK2 Herschman and DC3 Sethna. These people had all served on active duty with the Coast Guard but were currently in the Reserve and were spending their weekend relieving the regular personnel at Freeport. They were very courteous, very patient, and I cannot be

too high in my praise for their performance.

As a World War II veteran of the United States Navy and an active sailor along the Texas Gulf Coast, I have always had the highest regard for the United States Coast Guard. However, the performance of these particular Coast Guardsmen simply confirm my opinions of the efficiency and helpfulness of the United States Coast Guard in my area.

—Frank G. Harmon  
Freeport, Texas

*Ed's note: In light of Mr. Harmon's use of a cellular phone, don't miss the story on Page 13.*

## Yes, USCG was in Korea!

After reading your "Penny For Your Thoughts and Words" in the November 1995 issue concerning the U.S. Coast Guard having virtually no involvement in the Korean War, I am afraid your sources do not know what they are talking about. As a member of the Coast Guard assigned to LORAN Station Pusan, Korea in 1953, the Air Force was glad we were

there. They would have had no navigational capabilities without our LORAN station, since we had no satellites back then.

This base was opened about November 1951, had one officer and 32 enlisted men at the time I was stationed there. I remember coming home and joining a reserve unit, and the chiefs told me that I was not authorized to wear my Korean ribbons. I had them check into my records so they could see that I was indeed authorized to wear them.

My own service to the Coast Guard was a fascinating experience, entering the Florida National Guard in April 1951, the Coast Guard in August 1951 and the Reserve program in 1954. I retired in May 1994 having served 43 years, two months. I am not sure how many reservists are still participating as they finish their careers in a great outfit such as ours. I have had the opportunity to meet many fascinating people over this time. I finished my Coast Guard career at Port Canaveral, Fla. where I was given one heck of a retirement party by CW03 Karl Willis May 13, 1994.

—CW04 H.H. LePrell, USCGR(Ret.)  
Melrose, Fla.

## Satisfied and proud to be part of best

In 1947, I came from Yugoslavia when I was 11 years old. On April 3, 1996, I will be 60 years old and will be retiring from the USCGR after 22 years and four months of service. I also have six years of active and reserve service in the U.S. Army. I am glad and proud to have had the privilege to serve, not only in the U.S. Army, but most of all, in the USCGR. The Coast Guard always has done and is doing a critical and positive job not only for the nation but for all humanity.

I am leaving with a feeling of sadness but also with a feeling of satisfaction to have been a small part of the best. God bless my family, the U.S.A., and the United States Coast Guard. Thank you all and Semper Paratus!

—PSCS Mario Nacinovich, USCGR  
Westmont, N.Y.

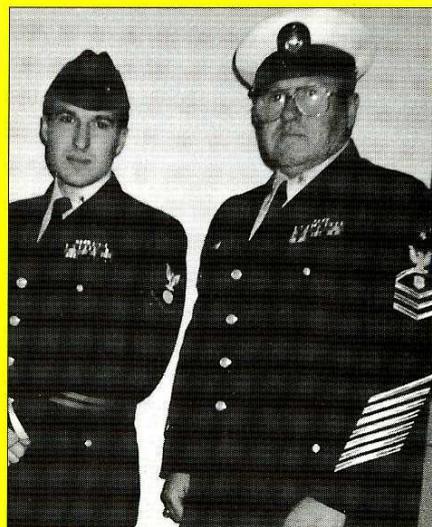


Photo courtesy PSCS Mario Nacinovich, USCGR

**PSCS Mario Nacinovich, right, with his son, Mario, an EM3.**

More Retirement Letters

## Retirement form letter doesn't suffice

The article written on CW03 Dalton Woods (September 1995) was well-deserved. I also read the letter by BMCM C.S. Glidden (October 1995) and feel as he does. I, too, spent 42 years and two months of my life in the Reserve, and, on my retirement, my wife and I received a form letter of congratulations. This was not what I expected for the hours and extra time we spent at home preparing to teach classes for the unit, and the loyalty I had to the CG Reserve.

Although I did not expect any fanfare, I did expect a hand shake and a thank you. That would have sufficed, while a form letter without any heart or feeling does not.

For the most part, I have enjoyed my tour of service. I had many more good experiences than bad and met many friends. Even now, I still assist in firearms training. But upon retirement, we were shortchanged. Yet, I also understand that sometimes some are missed and fall through the cracks. From my conversations with other retirees and Glidden's letter, the cracks are larger than the deck.

— PSCS Donald C. Scott  
Virginia Beach, Va.

## Despite disappointments, remains supportive of CG

Reading the October 1995 issue of *The Reservist* and in particular an article by BMCM Charles Glidden got my "fur up" as I had experienced the same indignities as he upon retirement. When I left my unit, no official ceremony marked my retirement, no congratulations from the Commanding Officer, no presentation of awards or medals were made, nor reviewing of stations company was planned.

I asked myself, after spending three years in combat in Vietnam and most of my adult life in the Coast Guard and CGR, continuing to make personal and family sacrifices for the good of the service, always giving 110 percent and providing

leadership and direction to junior members all along the way, is this how they treat senior NCOs who dedicated themselves so completely? To add insult to injury, when I received my retirement documents in the mail, to my disbelief, several glaring discrepancies existed on the most important documents of my career — misspelling of my name in several places on the forms and my rate stated

incorrectly, as well. Retirement left a bitter taste with me. If not for my wife, shipmates, family and friends hosting an unforgettable retirement ceremony on-board USS

Constitution several months later, I would have faded into the sunset, with hardly a notice, as many Coast Guard men and women unfortunately do.

Retirement procedures as well as recognition of individual and unit performance is an area Coast Guard units need to work on. We need to do a better job recognizing the outstanding achievements and contributions being made everyday by Coast Guard men and women who remain on watch all over the world. However, I remain optimistic, as there is more good than bad about the USCG and it has my continued support. I will work diligently to see my Coast Guard family flourish until my dying day.

— MKC John O'Neil, Jr., USCGR (Ret.)  
Watertown, Mass.

## Never saw name published

I enjoy *The Reservist*, especially reading about reservists I have served with. I retired from the CGR Sept. 1, 1991, after serving a total of 35 years and one month continuous Coast Guard service with no broken service periods. I watched the retirement listings in *The Reservist* and retiree newsletter for several months to see if my name would be listed as a retiree but it never was. I let the issue drop until I decided to pursue the issue again after reading of other reserve retirees who complained that they never saw their name(s) listed in the publications that would normally list such information. Perhaps when

D11 and D12 were combined during the late 1980's, mine and other's retirements were overlooked in the transition. I request that the Coast Guard take the time to insert a simple form in the next *Reservist* so that retirees who were missed during that period can submit their name for future publication.

— YNCM Eugene A. Gimelli, USCGR  
San Jose, Calif.

*Ed's note: Thank you for the suggestion. As we have mentioned several times in the past, retirees who have not seen their names published and wish to do so can simply submit a copy of their retirement letter received from Commandant (G-RSM-3), now CG Personnel Command in Washington, D.C. and we'll see that it is published.*

## OJO article interesting

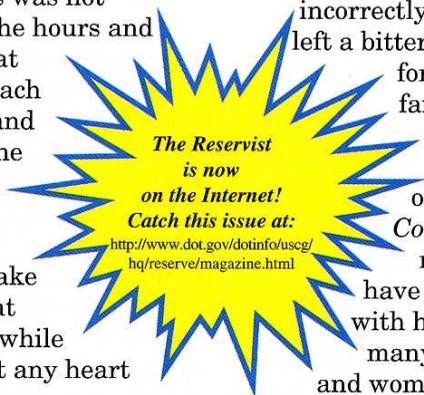


**Gonzales**

This letter is in reference to the article on Page 13 of the January 1996 issue ("Gonzales named 1995 ROA Outstanding Junior Officer"). I found the piece interesting and informative, but I believe the readers would like to know more about Gonzales' background — especially in relation to his many ribbons and what seemed to be a set of wings. We all like to hear about individuals who show the initiative to succeed.

— PACM John Heaphy  
Daytona Beach, Fla.

*Ed's note: There was much more that could have been published on Gonzales but we have space constraints. Gonzales earned his wings in 1984 during a five-year active duty tour. He served as an Aviation Electrician's Mate and HH52/65 Flight Mechanic, winning the Sikorski Helicopter Rescue Award as an HH-52 crewmember that rescued 13 people at sea involving 26 hoists. Also while enlisted, he received the CG Achievement Medal, Commandant's Letter of Commendation and several unit awards, among others.*



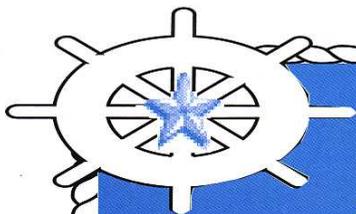
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# *Exploring & Using New Technologies*

*The Commandant's eighth goal states that the Coast Guard will "pursue and exploit new technologies to achieve gains in productivity and enhance mission performance." In this issue, we're covering a few of the many things the Coast Guard is pursuing in the area of technology including the Internet, Global Positioning System, Standard Workstation III and cellular phones. It is indeed an exciting time for the Coast Guard as the 21st century approaches....*

The Cross Sound Ferry follows a laser-generated range light toward New London, Conn. Harbor and Ledge Point Lighthouse. Photo by PAC Keith A. Spangler, USCG.

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April 1996



# A View From the Bridge

By Rear Admiral Richard M. Larrabee, III, USCG

Director of Reserve & Training (G-HT)



**T**he *Reservist* is one of the most widely read publications in the Coast Guard today. With this issue, focused on technology, we are making a historical leap. Many of you are reading this issue from the screen on your home computer as *The Reservist* can now be received via the Internet.

The Coast Guard Reserve has become a leader in providing Internet access to both internal and external customers. After being on line only 11 months, the Coast Guard's home page is now "visited" by over 27,000 customers and generating over 225,000 "hits" per month, and it's growing! The Coast Guard's Web presence, pioneered by Coast Guard Webmaster LCDR Bill Edgar, is the recipient of a number of awards and honored as one of the top five percent of all World Wide Web sites.

Will Internet access increase readership? My guess is that it will. Over the past year, as I've visited Coast Guard units and talked to both active duty and reserve personnel, I found a large percentage of our people who have access to and use the Internet. It creates tremendous opportunities for our program.

Improved access to information creates better communications. Use of the Internet will allow reservists to keep plugged into what is going on in the Coast

Guard, perhaps even down to the unit level. It will allow us to maintain proficiency in qualification programs and provide for more of the reservist's time to directly support the missions of the Coast Guard.

Another technological development is Standard Workstation III. Over the next two years, this new standard work station will be installed throughout the Coast Guard. It will be a vast improvement in capability and far more user-friendly.

In my new position as Director of Reserve and Training, I'm learning a great deal about how technology is being used to improve both the effectiveness and efficiency of training. If you haven't kept up with what CDR Bill Baker and his people are doing at the Coast Guard Institute in Oklahoma City, you owe it to yourself to visit with your education officer. Get the details on the Institute's work with "distance learning." It's exciting to think that we can now bring graduate as well as undergraduate degree programs to the kitchen tables of Coast Guard people, no matter where they are stationed.

We live in challenging but exciting times. Technology is making tremendous improvements in our daily lives and in the performance of the Coast Guard. New cutters, with greater capability are replacing their predecessors and requiring smaller crews.

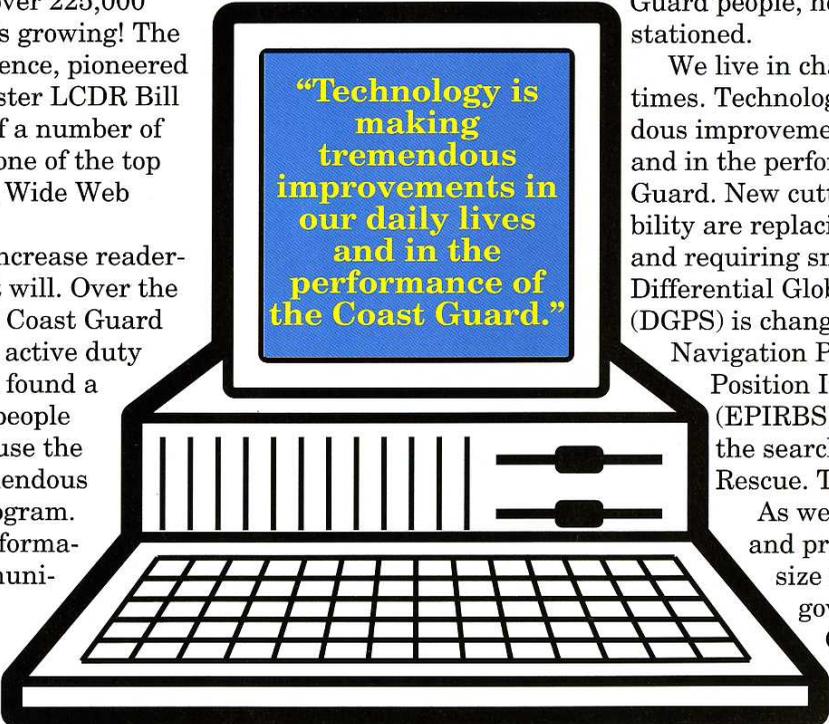
Differential Global Positioning Satellite (DGPS) is changing the Aids to Navigation Program. Electronic Position Indicator Beacons (EPIRBs) have started to take the search out of Search and Rescue. There is more to come!

As we face tighter budgets and pressures to reduce the size and cost of the federal government, the Coast

Guard will continue to look to technology for many of our answers. In the Commandant's

Direction, ADM Kramek established eight strategic goals to move the Coast Guard closer to his vision of the organization. Goal Eight states that we will "pursue and exploit new technologies to achieve gains in productivity and enhance mission performance."

This issue of *The Reservist* highlights many of these technological efforts I have mentioned. I am proud of the accomplishments of the Reserve Program to leverage technology and contribute to being "Semper Paratus."



**"Technology is making tremendous improvements in our daily lives and in the performance of the Coast Guard."**



# USCG Webmaster vocal disciple of Internet & Web



By Lois Fecteau

REPRINTED WITH PERMISSION  
FROM SOUNDINGS, OCTOBER 1995

**L**CDR Bill Edgar says he became the Coast Guard's Internet

Webmaster almost by serendipity. Edgar, a Reserve Program Administrator, is a communications specialist and self-described "computer weenie," who pioneered and manages the Coast Guard pages on the World Wide Web.

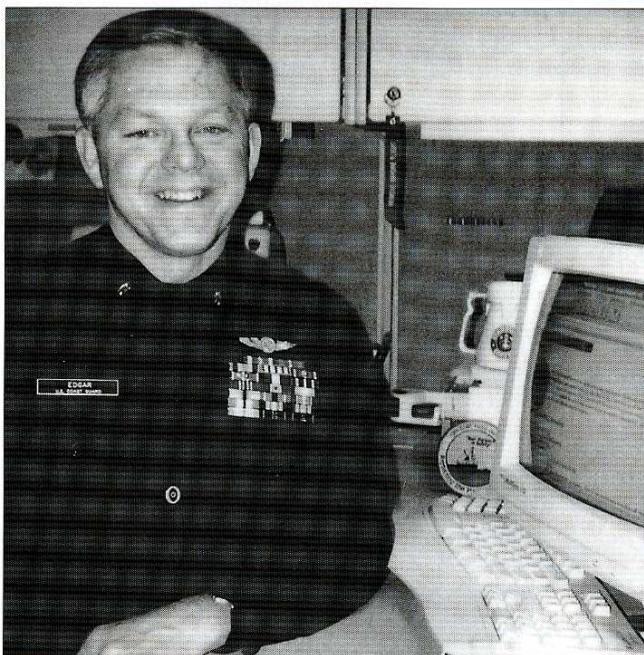
The seed for the Coast Guard home page was planted in early 1993 when Edgar, then stationed at MSO Puget Sound in Seattle, realized an easy and inexpensive way to distribute a 500-page oil spill response plan was through a computer bulletin board system.

"We combined the spill response plans of three states and three federal jurisdictions and brought all these people to the table and managed to have a single document come out of that which everybody signed," said Edgar. "I had such a big audience of people who were interested in getting the plan that I had to come up with a method of distributing it and this just made more sense than stuffing it in a big old envelope," said Edgar.

Once on the Internet, Edgar started exploring the World Wide Web.

"I turned into a pod person and, just like everybody in the world is doing now, I said this is the medium through which we must and should be distributing these plans and a lot of other information."

Edgar then started building pages for the Coast Guard toward the end of 1994. His first pages were for the 13th District and the MSO. He then built the Coast Guard home



**LCDR Bill Edgar, USCGR, USCG Webmaster.**

## Acting as a clearinghouse

Edgar's primary job as the Coast Guard's Webmaster is to act as a kind of clearinghouse for all information relating to the maritime service that is, or should be, on the Internet.

"I need to unify the effort without stifling the creativity of the people out there from the Coast Guard who want to be out on the net and want to do creative new things on the net," said Edgar. "We can't just go out and throw things up here and there. We have to make it a uniform effort."

Even so, you can do amazing things right now on the Internet. Want to know more about the history of the Coast Guard, read a bio of the Commandant, catch up on district news, learn boating safety tips or read local

notices to mariners?

All that and more is easily found through the Coast Guard home page on the World Wide Web of the Internet (address at end of article). Users who tap into the Coast Guard page can call up a color photograph or read the bio of Coast Guard ADM Robert E. Kramek, the 20th Commandant. Kramek's vision statement, which outlines his goals for the maritime service, also is on line. There is information on each Coast Guard district on the Web and it is even possible to download a version of the Coast Guard song, *Semper Paratus*, which can be played on a home or office computer.

Edgar says his goal is to make information on Coast Guard missions and activities available nationwide.

"Coast Guard information pages are always under construction and

page and added a couple of support pages, including the Commandant's biography and a history of the Coast Guard. The Coast Guard home page, linking all Coast Guard information on the Web, went on line April 1, 1995 and is constantly being updated and expanded.

"The Coast Guard, as a whole, is very committed to this project," said Edgar. "But how it came about is almost serendipity. It was one of those 'thank God for the oil spill project' kind of things."

Last September, Edgar transferred to Coast Guard Headquarters where he serves as Technology Manager for the newly-reorganized Reserve and Training directorate (G-HT).

"I'm still managing the Web," said Edgar. "A fairly significant piece of my time, 40 to 50 percent, can be Internet management."

Photo by PAI Ed Kraska, The Reservist

**Exploring  
&  
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New  
Technologies**

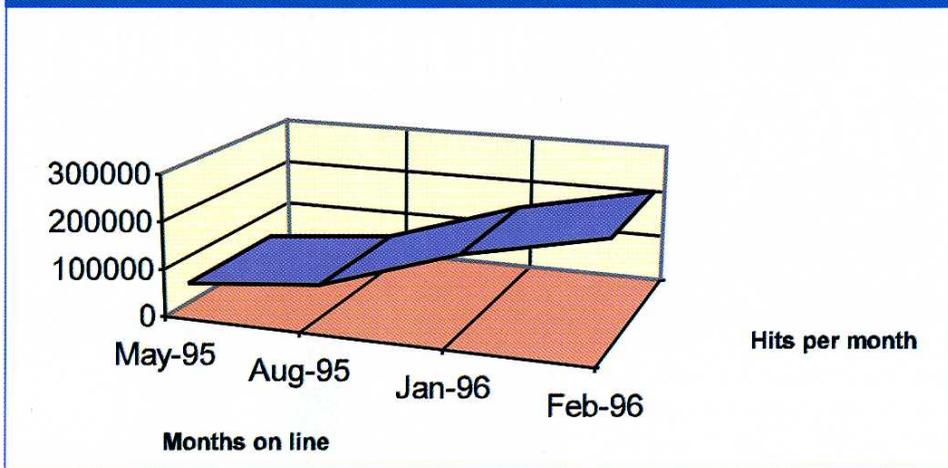
being updated and links to new pages are added all the time," said Edgar. "You come into the home page for the Coast Guard and then from there you can pop off to different subordinate districts and then from there to the units that reside under those districts."

The Coast Guard home page also is connected to other pages on Coast Guard programs and issues like boating safety tips and navigation information. "All of this is still developing," he said.

The available information on the Web includes statistics about the Coast Guard. For example, according to the on-line information, in an average day of Coast Guard operations, the maritime service saves 14 lives, assists 328 people and saves \$2.49 million in property. Through a heading entitled, "Flags, Logos, Images and Audio," it is possible to look at photographs of Coast Guard cutters and of drug enforcement missions, among other visuals. The home page also has links to the Coast Guard Academy and Coast Guard Academy Alumni Association Web sites and other U.S. military pages.

Of particular interest to recreational boaters are more than 60

## Coast Guard World Wide Web Access Statistics



LCDR Bill Edgar, USCGR

links to other marine-related Web sites, including a link to the U.S. Power Squadrons. Edgar adds new links all the time. One of the most popular links is to "Fred's Place," a page for retired and active duty Coasties, managed by retired CWO Fred Siegel of Bartow, Fla., which helps old shipmates keep in touch (See sidebar on Page 9)

A number of maritime related pages out on the Internet also have links to the Coast Guard home page, including the Merchant Marine and Maritime page (<http://www.pacifier.com/~rboggs/>). The maritime page calls the Coast Guard page "the best government

site on the web...a rich source of information for anyone with an interest in marine operations."

An independent ratings group rated the Coast Guard home page among the top five percent of all Web sites. In addition, *Government Computer News* rated it among the top seven outstanding government Web sites.

### Internet still in its infancy

The response to the Coast Guard home page has been very positive, which Edgar says is gratifying. "I get tons of e-mail a day from both inside and outside the Coast Guard," he said. "I also get all sorts of international e-mails."

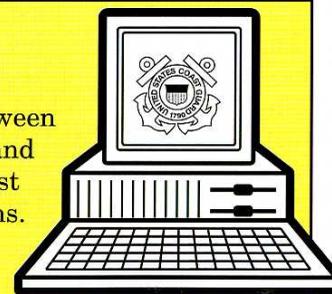
## So what's this 'INTRA-NET?'

O.K., so you have a pretty good idea what the Internet is. The Internet has made distributing large volumes of information to customers easy. It allows "links" to other related information from within the text of what you're reading. It presents information in a variety of ways and allows "searches" using plain language. But what's an "Intranet?"

A lot of folks started to realize that the technology for distributing information to customers outside an organization might just be the easiest and best way to also get information to their inside customers too. The Coast Guard is looking at ways to use Web technology to make information available on every desktop. Using the same browsers (like Netscape, Internet Explorer or Mosaic) as you do on the Internet, you may soon be able to click on a button to view the latest promotion lists, ALDISTs, or billet openings. And since all the information already developed for the Internet is the same "for-

mat," you'll be able to move between the Coast Guard Photos Index and the latest swap shop lists or most recent Commandant Instructions.

The Coast Guard is trying to make sure it gets everything out that could be of use to its external customers via the Internet, but there are some things that, because of Privacy Act issues, can't be made available to the general public. But, the Coast Guard is working on ways to give Reserve and Auxiliary personnel access to what might be considered "internal" information. Eventually, the Coast Guard will host most of the more employee-related information on the 'Intranet.'



— Lcdr Bill Edgar  
USCG Webmaster



*Where old shipmates meet*

# Fred's Place

Among the international electronic queries Edgar has received was one from a master of a Danish container ship. "He wanted to know the regulations governing bunkering in U.S. waters," Edgar said.

After first checking the House of Representatives Code of Federal Regulations (CFR), which are on line, Edgar sent the Danish sailor, via e-mail, the address of the specific passage in the federal regulations regarding bunkering in U.S. waters.

"So he could just go to our CFR on line and see what the Coast Guard enforced," Edgar said. "We're trying to give the public as much information as they can possibly use and we haven't even scratched the surface yet."

Edgar believes the Coast Guard's Web site eventually will be a great time and money saver when it comes to fulfilling Freedom of Information requests.

"If you could purge any one of our Freedom of Information Act request documents to the point where you would release it to the public, you could just do the job once," said Edgar. "Put it on line and index it. And we would save millions of dollars over the course of a few years in staff time photocopying and purging these things of sensitive information."

Edgar stresses the Internet is still in its infancy. "What we're doing is probably the equivalent of television when it started," Edgar said. "We're looking at a black and white fuzzy picture of what in just a few years will be a 36-inch-wide, full color, beautiful image of the world."

As of February 1996, the Coast Guard Web site was generating over 225,000 "hits" per month representing a conservative estimate of over 27,000 individual monthly customers (see chart on opposite page). The Uniform Resource Locator for the Coast Guard home page is <http://www.dot.gov/dotinfo/uscg/> and Edgar can be contacted via e-mail at [bedgar@mailstorm.dot.gov](mailto:bedgar@mailstorm.dot.gov) or by telephone at (202) 267-6235.

**D**uring Christmas 1994, retired Coast Guard Chief Warrant Officer Fred Siegel was contacted by an old shipmate who had been trying to locate him for months.

"He contacted me through regular U.S. mail, snail mail, which had been routed through Topeka," said Siegel, who lives in Bartow, Fla. "After we got together, we found out we both have e-mail addresses, which is quicker and easier, and I thought, 'Gee, wouldn't it be a great idea if someone had an e-mail directory on line where old shipmates could get together.'"

As it happened, Siegel, a computer specialist, was considering starting a Web page of his own. So, he just decided to combine the two ideas, which led to the creation of "Fred's Place— The place to meet old shipmates." (<http://www.cris.com/~fsiegel/home.html>).

"I started this in mid-April 1995 with one name on it — mine," said Siegel. "By mid-May, I had 26 names and then the first part of June, I hit the 100 mark and 16 days later, I had 200."

Fred's list is still growing!

"It really has spread and up until recently it's all been word of keyboard," said Siegel.

In addition to the directory, Siegel also manages a bulletin board system on which Coasties can post information on upcoming reunions or "trying to locate" notices. "It makes me feel great whenever I get a note from the guys saying, 'Hey, I met someone I haven't seen in 20 years and we got together,' and that type of thing," said Siegel. "So, it's really working out for some of the shipmates."

Along the way, Siegel came into contact with LCDR Bill Edgar, the Coast Guard's Webmaster, who manages the Coast Guard home page on the Internet, which has a link to "Fred's Place."

"Fred's done things as a private citizen that I can't do," said Edgar. "He's just been a terrific service to us. And I love reading the announcements people post about reunions and all that."

Siegel, whose specialty was communications in the Coast Guard, says he is just doing what comes naturally. "I'm doing what old communicators do best and that's just shoot the breeze all day long," said Siegel, who retired in 1984.

To "shoot the breeze" with Siegel, send your e-mail to: [fsiegel@cris.com](mailto:fsiegel@cris.com)

— *By Lois Fecteau*  
*Soundings, October 1995*  
*Reprinted with permission*



## Coast Guard Reserve Web Page

<http://www.dot.gov/dotinfo/uscg/hq/reserve/reshmpg.html>

## TEMAC listings on Worldwide Web

<http://www.dot.gov/dotinfo/uscg/hq/reserve/temac.html>

## Coast Guard TV Series Home Page

<http://www.tamcomm.com/CGTV.HTML>

## Coast Guard Reservist Magazine

<http://www.dot.gov/dotinfo/uscg/hq/reserve/magazine.html>

Exploring  
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New  
Technologies

# UNDERSTANDING DGPS

## Differential Global Positioning System

By LT George Pazak, USCGR  
MARINE SAFETY OFFICE MILWAUKEE

*Editor's note: During his two weeks on ADT last year, Coast Guard Reservist LT George Pazak of Dyer, Ind., had an opportunity to assist, consult and learn about the Global Positioning System (GPS) and Differential Global Positioning System (DGPS) project the USCG recently implemented. As a civilian, Pazak works for Hewlett-Packard as a medical customer engineer installing, repairing and instructing customers on H-P's medical equipment. So, during his two weeks, he contributed some of his knowledge of computers to*



LT Pazak

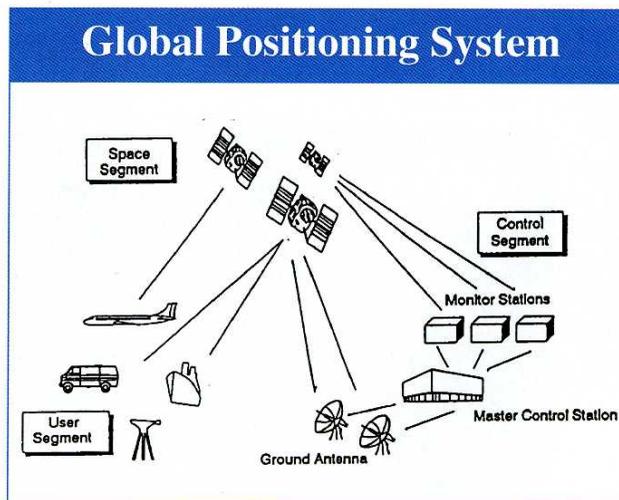
*the GPS/DGPS project at Electronics Engineering Center (EECEN) in Wildwood, N.J. Here, Pazak shares some of his knowledge on GPS/DGPS with the Reserve community.*

**W**hat is the Differential Global Positioning System (DGPS)? How does it work and why is the U.S. Coast Guard involved? To understand DGPS, you first have to understand the Global Positioning System (GPS). GPS is a space-based positioning, navigation, and time distribution system designed for worldwide military use.

GPS consists of three segments: **Space, Control** and **User**.

■ **SPACE** — Consists of 24 satellites (21 operational plus three in-orbit spares) in six circular orbits, 20,200 km (10,900 nautical miles) above the earth. The satellites are spaced in orbit so that at any time, a minimum of five satellites will be in view to users anywhere in the world.

■ **CONTROL** — Consists of a master control station in Colorado Springs, Colo. with five monitor stations and three ground antennas located throughout the world. The monitor stations track all GPS satellites in view and collect ranging information from the satellite broadcasts. The monitor stations send the information they collect from each of the master control stations, which compute extremely precise satellite orbits. The information is then formatted into updated navigation messages for each satellite.



## Predictable Radionavigation Accuracies (Signal-In-Space)

Method of Positioning	Positioning Accuracy
Loran-C	460 meters
GPS (SPS* with Selective Availability)	100 meters
GPS (SPS* w/o Selective Availability)	40 meters
Transit (Dual Frequency)**	25 meters
GPS Precise Positioning Service (PPS)	18 meters
Differential GPS	10 meters

\* SPS = Standard Positioning Service

\*\* The Navy will discontinue after December 1996.

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■ **USER** — Consists of the receivers, processors and antennas that allow land, sea and/or airborne operations to receive the GPS satellite broadcasts and compute their precise position, velocity and time.

GPS has special capabilities of particular interest to the Department of Defense and, although designed for military use, GPS is available for civilian use at the highest accuracy consistent with U.S. national security interests.

What, then, is DGPS? By definition, DGPS is a radio navigation system that receives satellite-generated positioning information for GPS. This system calculates real-time corrections to that information based on its known position, and then transmits those corrections using Minimum Shift Keying (MSK) over select marine radio beacon transmitters to users located in the transmitter's coverage area. MSK is an advanced, spectrally-efficient form of digital modulation.

The Coast Guard provides DGPS service in all U.S. harbors and harbor approach areas. Forty-eight operational DGPS broadcast sites are located on the East, West and Gulf Coasts, the Great Lakes, in Puerto Rico, most of Alaska and Hawaii. The system provides navigational accuracy within 10 meters as called for by the Federal Radio Navigation Plan. GPS standard positioning service accuracy is 100 meters, without differential corrections. DGPS will serve a number of other needs including:

- Integration of precise navigational information
- Positioning aids to navigation
- Dredging operations by the U.S. Army Corps of Engineers
- Hydrographic surveying by the Coast and Geologic Survey
- Assisting Vessel Traffic Services
- Assisting underwater mine disposal teams
- Vectoring search & rescue units to distressed vessels
- Assisting with icebreaking activities
- Assisting with environmental assessments and cleaning efforts

DGPS can be broken down into its system elements (see diagram at

right). DGPS is based upon knowledge of the accurate geographic location of a **reference station**, which is used to compute corrections to GPS parameters, error sources, and/or resultant positions. The reference station measures errors contained in GPS signals and generates corrections. The **broadcast transmitter** is a marine radio beacon that has been modified to accept MSK modulation. Real time differential GPS correction data is input and broadcast to all users capable of receiving the signal.

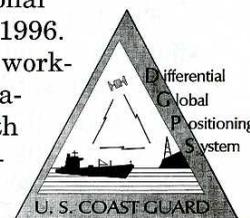
An **integrity monitor** consists of both a DGPS and a GPS receiver. The integrity monitor checks the truthfulness of the broadcast. The integrity monitor is connected to the reference station through a one-way port and continuously informs it of the status of its broadcast.

Two computerized **control stations** operated by live watchstanders have been established, one on the East Coast (Navigation Center,

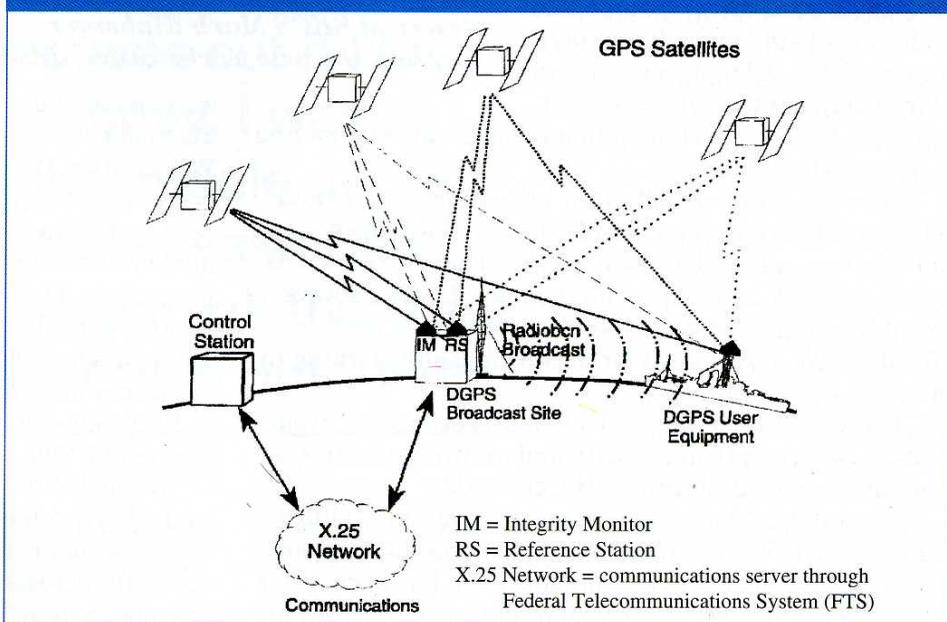
Alexandria, Va.) and the other on the West Coast (Navigation Center Detachment, Petaluma, Calif.). These control stations perform system-level monitoring and configuration control of the data communications network and equipment at the individual sites. Each station is capable of handling the entire network in an emergency or for maintenance purposes.

The DGPS receiver is a GPS receiver that is capable of incorporating DGPS correction data. As for **shipboard equipment**, integrated DGPS receivers are commercially available and currently cost about \$1,000 (prices are dropping rapidly).

The DGPS system was declared IOC (initial operational capability) Jan. 30, 1996. The Coast Guard is working toward full operational capability with a program of technical upgrades.



## DGPS System Elements





# SWS III

## Standard Workstation III

The Coast Guard's new standard terminal, called Standard Workstation III, is coming soon! The Coast Guard plans to purchase up to 25,800 portable computers, servers and workstations during the five-year contract. The Coast Guard originally planned to purchase workstations with a 486 Intel chip. However, that has been upgraded and the new standard workstations will be at least Pentium 75s.

"The Pentium chip is now more affordable," said John Hargett of the Coast Guard's Computing Technology Division. "We also felt that in the long run, we might have problems supporting the 486 chip."

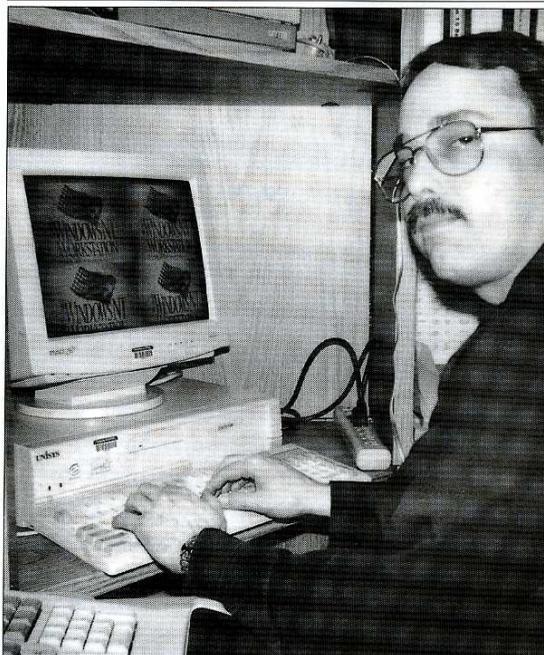
Each workstation will be equipped with a high-resolution 15-inch color monitor, 16 megabytes of random access memory and a 540-megabyte hard drive. Though individual workstations will not have compact-disc (CD) players as standard equipment, each server will have a CD player and an optional box capable of holding several CDs.

Microsoft Windows NT is the operating system, and Microsoft Office Professional is the standard office automation suite. The Microsoft Windows NT system is similar in look and feel to the regular DOS/Windows system. The major difference between the two is that Windows NT is designed for networking and working in a business environment.

"It is one of the industry leaders in client/server computing, with excellent security and exciting remote system-management abilities," Hargett said.

The standard software package is Microsoft's Office Professional. The package contains Microsoft Word for word processing, Excel for spreadsheets, PowerPoint for graphics presentations, Access for data-base operations,

By CWO3 Paul Powers, USCG  
COMMANDANT'S BULLETIN



*Reservist SKCS Mark Ripberger displays the new workstation at CGHQ.*

and Exchange Mail for e-mail. Inform will be used to handle large data bases.

"One of the nice things about the program is that it is very easy to move something created in one program into another," said Hargett. "You can create a document in Excel, for example, and move it into Word. The whole program is linked."

The USCG is not going to allow installation of nonstandard programs on individual workstations. If a nonstandard program is needed, it will have to be approved and installed on the server. "This is an open system and we must watch out for viruses and other security problems," Hargett said.

The contract allows the Coast Guard to upgrade the servers, workstations and software as technology evolves. It also provides for training, documentation and

conversion of data and forms from the Convergent Technologies Operating System on the current Standard Workstation II. Installation of the new computers has begun at Headquarters. Eighty servers have been delivered and 750 workstations are being staged in Baltimore and will be brought down to Washington as installation progresses. The first workstations will be on-line at HQ June 1, with the entire building completed by Jan. 31, 1997. The maintenance and logistics commands, districts, areas and headquarters units will start receiving SWS III in FY97. Operational units will begin receiving their computers in FY98.

"We had three objectives with this purchase," Hargett said. "We wanted to have standardized hardware and software, use mainstream technology, and have a powerful tool that will increase efficiency. We have this with the new system."

Photo by PAI E. Kruska, Reservist Magazine





# Cellular Phones

## They're reaching out and touching our boating public

BY JEANNE ROONEY, D5

REPRINTED AND UPDATED FROM  
THE COAST GUARD RESERVIST, OCTOBER/NOVEMBER 1993

**I**ncreasing numbers of boaters are carrying cellular telephones on their boats as standard equipment. An onboard cellular telephone offers many advantages. It is transportable and can be used from your car, boat, home or carried on your person. Everyone knows how to dial a phone. You can call your home when you decide to fish a little longer.

No longer will certain excuses cut it like, "Honey, I was in the middle of the Chesapeake Bay. Do you think there are phone booths out there?"

Radios, on the other hand, are (or seem) more complicated. Not many homes have a VHF-FM radio on-line waiting for spousal updates. Besides, you don't need a license for a cellular phone.

Cellular telephone companies have been very enthusiastic in working with the Coast Guard "\*CG" program. In many locations where the Coast Guard operates, anyone with a cellular phone who needs Coast Guard assistance can key in "\*CG." This connects the boater to the nearest Coast Guard group operations or command center.

Boaters often rely on cellular telephones as their only means of reporting distress, instead of VHF-FM radios. This is not the recommendation of the Coast Guard. VHF-FM radio is recommended as the **primary** means for contacting the Coast Guard for boating assistance.

For now, Commandant's position on the use of cellular phones is, "they are not a replacement for VHF-FM radio; rather, they are a **secondary** means by which to contact the Coast Guard."

There are some drawbacks for boaters who rely on cellular phones as their only

reporting method. Unlike VHF-FM, cellular telephone conversations cannot be heard by others who may be able to aid a boater in trouble. Furthermore, the Coast Guard currently has no means to home in on a cellular telephone signal. Also, off-shore coverage is not guaranteed by the cellular phone companies.

Cellular technology has come a long way since its inception and all of these issues can and will be resolved in the future. Once considered high-tech toys, cellular phones are rapidly

becoming necessities for the active person and are now impacting the boating public.

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**"No longer will certain excuses cut it like, 'Honey, I was in the middle of the Chesapeake Bay. Do you think there are phone booths out there?'"**

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Exploring  
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# R Research & Development



Since the Coast Guard was founded in 1790, it has used the most current, state-of-the-art technology to achieve its missions. The Coast Guard's Research & Development Center's mission is to conduct research, development, tests and evaluations in support of the Coast Guard's four major roles (Maritime Safety, Maritime Law Enforcement, Marine Environmental Protection and National Defense). The R&D Center is located on the grounds of the University of Connecticut's Southeastern Branch at Avery Point, in Groton, Conn.

The R&D Center, under the direction of the CGHQ Systems Directorate, consists of approximately 120 civilian and military personnel. The budget for the Coast Guard's R&D program has been in the \$20-million range during the 1990s. The Center stretches its research dollars by leveraging the work of other agencies and industry through cooperative agreements. The R&D Center also operates a remote Fire and Safety Test Detachment in Mobile, Ala. It is the only facility in the world using actual ships for full-scale fire testing.

Despite its relatively small size, the R&D Program has the large task of bringing the most recent advances in science and technology to the attention of potential R&D customers. Ultimately, the R&D Program conducts research and

development requested by operating and support program managers.

The pursuit of new technology has been a core value of the Coast Guard's R&D Program since its inception. The R&D Program has improved mission performance and productivity through some better-

known efforts that led to the Laptop Automated Aid Positioning System (LAAPS), Differential Global Positioning System (DGPS), Computer Assisted Search Planning (CASP), IONSCAN, adaptation of the APS-137 Radar for shipboard use and the Cutter Scheduling Assistance Program (CSAP), as well as many smaller scale deliverables that have been developed to address particular needs.

The R&D Program is well-along on the development of the Operations Information System (OIS), Advanced Lighting Technologies for Lighted Aids to Navigation and the Electronic Chart Display Information System (ECDIS). If successful, the results of these projects will be implemented in the next few years.

RADM E.J. Barrett, Chief, Systems Directorate, recently stated in *CG Engineer' Digest* that, "It is only through the employment of new technology that we can retain our status as the world's premier maritime service. If we are going to maintain our high level of service to the American public, and we are, then we have to support our people by staying on the 'cutting edge' of the latest technology. Productive applications of this technology will enable our professionals to work "smarter" and advance our reputation as lifesavers and guardians of the sea.... Research and Development is poised to ensure that the Coast Guard remains "the world's premier maritime service" for the 21st century."

## R&D's Major Projects

- Improvements of Search & Rescue Capabilities (ISARC)
- Advanced NAVSTAR GPS R&D
- Waterways Management Analysis
- Short Range ATON Research
- Integrated Navigation Systems
- Naval Architecture & Marine Engineering Support
- Human Factors in Marine Safety
- Marine Inspection/Inspector Support
- Operations Research for Marine Safety
- Fire Safety for Commercial Vessels
- CG Fire Safety Engineering Technology
- Comprehensive Marine Environmental Response
- Non-indigenous Species Research
- Hazardous Waste Minimization
- Human Resource Management
- Engineering Support
- Operations Analysis
- Decision Support
- Information System Technology & Development (IST&D)
- Advanced Communications Technology
- CG Vessel Loss Exposure and Risk Analysis Method
- Vessel Traffic System Test & Evaluation
- Comprehensive Law Enforcement Improvements
- Mission Analysis Support
- New Training Technologies



# Front & Center

## Medals & Awards

### Gold Lifesaving Medal

USLSS Pea Island, N.C. \*

\* Awarded posthumously to seven men for rescue of nine people from schooner *E.S. Newman* Oct. 11, 1896. See *ALCOAST* 019/96 for details. The Reservist will publish an article on their heroics later this fall.

### Meritorious Service Medal

CDR Clifford L. Samuel, D9

### Joint Service Commendation Medal

LTJG John J. Garofolo, D11

### Coast Guard Achievement Medal

LT Annette M. Tomkins, D13

### Commandant's Letter of Commendation

CDR John D. Hooper, D1

LT Paula J. Tutein, D1

LT Kenneth B. Hines, D2

MK1 Peter A. Gonzalez, D7

YN1 George Paidousis, D2 (earned two)

### CG Meritorious Unit Commendation

CG Station Manistee, Mich., (includes 18 CG Reservists)

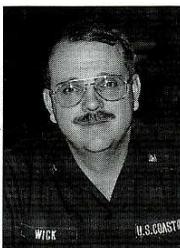
### CG Meritorious Team Commendation\*

D9 Team CG Implementation Project Team  
Commercial Fishing Vessel Safety Team, MSO Tampa  
CG Station St. Joseph, Mich., Port Duty Section  
MSO Puget Sound Sea Partners Team

## Making a difference...

• **BM3 David Wick**, a reservist stationed at Beach Haven, N.J. was recently named Teacher of the Year by New Jersey's Cable Television News. Wick, who served during the Persian Gulf War in Saudi Arabia and a teacher for 23

years, was nominated for "The Golden Apple Award," by his students "because he cares about his students as people." The Lindenwold, N.J. resident teaches history at Deptford Senior High School, Deptford, N.J. and recently appeared on a 60-second Public Service Announcement with his students.



PA3 Frank Bari, USCGR

**BM3 Wick**

## Taps

■ **MK2 Simi Toloumu**, 52, of Honolulu, Hawaii, passed away Dec. 30, 1995. He retired from the CG Reserve in February 1988 after serving 20 years. In civilian life, he served as an inspector for the Navy Public Works Center (Water Dept.) at Pearl Harbor. He is survived by his wife, Pepe Mauga; five children, Onosai, Jimmy, Loreh, Mary Henry and Brenda; and father, Tolomu. Interment at Hawaii State Veteran's Cemetery, Kaneohe, Jan. 8, 1996.

## Retirements

### OCTOBER 1994

PS2 William F. Berwick, D1\*\*

### DECEMBER 1995

CDR Robert Gudknecht, D5\*

### FEBRUARY 1996

CDR Franklin L. Bradham, D5\*\*

LCDR Henry D. Manwell, D1\*

YN1 Kornelia W. Sweetman, D8\*

EM1 Herbert C. Tomer, Jr., D5\*\*

### MARCH 1996

LCDR Gregory W. Knauer, D2\*\*

LT Robert W. Deprat, D11\*\*

LT Charles L. Reynolds, D7\*\*

PSCS James C. Bourquin, D8\*\*

PSC Avis C. Lawrence, D5\*\*

YNC Wesley A. Thomas, D2\*\*

YN1 Linda C. Johnson, D2\*\*

AM1 Michael A. Corpe, D7\*\*

PS2 Robert G. Flynn, D2\*\*

### APRIL 1996

CAPT William C. Beal, D11\*

CAPT Stephen J. Corcoran, PC-rpm\*

CDR Michael C. McIntyre, D1\*

CWO4 Robert K. Wiegert, D11\*

ADCM Forrest L. Henderson, D7\*

MKCS John L. Warfield, D2\*\*

PSCS Mario Nacinovich, D1\*

SSCS Glenn R. Hauge, D9\*

PS1 James R. Mallette, D9\*

\* *RET-1 (Retired With Pay)*

\*\* *RET-2 (Retired Awaiting Pay)*

• Earn Good Salary

• Earn Retirement Benefits

• Complete Your ADT Requirements

## Operation Summerstock 96 needs you now!

Each Coast Guard station listed at right is available from 13 May 1996 through 7 Sept. 1996. Orders are authorized for continuous periods of 30 days or more. Boat Crew qualified E-4's, who are willing to perform station work, may be assigned to SN/FN/SA billets in limited numbers. Personnel with previous Summerstock experience are particularly desired and will be placed at the Station where previously served, if possible.

Interested personnel should submit a Request for Reserve Orders (CG-3453) via the chain of command to arrive at CGD Nine (osr) ASAP. Ensure that the following information is listed on your CG-3453: Qualification Codes, Pay Base Date, Marital Status, Servicing PERSRU, and Date of Rank. Ninth District point of contact is "The Summerstock Yeoman" at (216) 522-3983.

Please respond now! It is imperative that we know as early as possible that you are able to serve. While we prefer applicants to be fully qualified in the various specialties needed (coxswains, engineers, radio watchstanders, etc.), we will gladly consider applicants who have completed the majority of requirements leading toward full qualifications.

### Summerstock Stations/Billets

Alexandria Bay, N.Y. (4)	Harbor Beach, Mich. (3)	Niagara, N.Y. (4)	Muskegon, Mich. (4)
BM2 (COX)	BM2 (COX)	BM2 (COX)	BM2 (COX)
BM3 (COX)	BM3 (COX)	BM3 (COX)	BM3 (COX)
BM3 (COX)	MK3 (ENG)	MK3 (ENG)	SN/FN (CREW/WATCH)
MK3 (ENG)		SS2 (COOK)	SN/FN (CREW/WATCH)
Washington Island, Wis. (6)	Manistee, Mich. (6)	Marquette, Mich. (5)	Holland, Mich. (4)
BM1 (COX)	BM2 (COX)	BM2 (COX)	BM2 (COX)
BM2 (COX)	BM2 (COX)	BM3 (COX)	BM3 (COX)
BM3 (COX)	BM3 (COX)	MK2 (ENG)	SN/FN (CREW/WATCH)
MK2 (ENG)	MK2 (ENG)	MK3 (ENG)	SN/FN (CREW/WATCH)
MK3 (ENG)	MK3 (ENG)	SN/FN (CREW/WATCH)	
MK3 (ENG)	MK3 (ENG)		
Alpena, Mich. (1)	Sackets Harbor, N.Y. (1)	Sodus Point, N.Y. (1)	Frankfort, Mich. (2)
MK3 (ENG) OR BM3 (COX)	MK3 (ENG) OR BM3 (COX)	MK3 (ENG) OR BM3 (COX)	BM2 (COX)
			BM3 (COX)
	Portage, Mich. (2)	Ludington, Mich. (2)	
	BM2 (COX)	BM1 (COX)	
	MK3 (ENG)	BM3 (COX)	

# Enlisted Rating Managers

*Editor's note: This article is directed to quartermasters. However, reservists of all ratings can benefit from this article as it explains what rating managers do and how they effect you!*



**QMCM Tom Hall**

**By QMCM Tom Hall, USCG**  
QM RATING MANAGER

Manual, COMDTINST M1414.8B):

**The individual within a program manager's organization responsible for the oversight of an enlisted rating. This oversight includes structural concerns for the rating's size and performance standards, and the content of performance qualifications.**

I would like to introduce myself to the reserve quartermaster community. My name is MCPO Tom Hall, and I have been the Quartermaster Rating Manager since September 1995. I have been in the Coast Guard for 24 years and have thoroughly enjoyed it. I've enjoyed working with both reserve and active QMs. Although my tour is ending earlier than usual (June 1996, my replacement is QMCM J. Parks), the following information applies to all rates. So, what does a rating manager do? Here is an excerpt taken from the *Enlisted Qualifications*

It's a big job being an Enlisted Rating Manager. Just the QM rating alone has 897 active duty and 156 Selected Reservists. Numbers aside though, managers are challenged to meet the needs of all those assigned within their rating.

With many changes taking place in our Coast Guard, one of my top priorities is communications, which I feel is more critical than ever.

Therefore, as an example of keeping our QMs informed, I send out *QMFORCENOTES*. Much of the information will pertain to active duty members; however, with Reserve Integration and Team Coast Guard initiatives nearly complete, our reserve quartermasters are now an even more important asset in carrying out our various missions. If you haven't done so already, please contact your active duty counterparts and read *QMFORCENOTES*. I would like to know that the information I am passing along is getting to you and is useful as well.

The box below lists all of the Enlisted Rating Managers in the Coast Guard, including myself, with staff symbols, phone numbers, and e-mail addresses. The mailing address at CGHQ is:

**COMMANDANT (staff symbol)  
U.S. COAST GUARD HQ  
2100 2ND STREET, SW  
WASHINGTON, DC 20593  
ATTN: Rating Manager's Name**

## USCG Enlisted Rating Managers

<u>RATE</u>	<u>FORCE MANAGER</u>	<u>STAFF SYMBOL</u>	<u>PHONE</u>	<u>E-MAIL</u>
AVI	CWO2 C. Harris	G-EAE	(202) 267-0182	CWOC HARRIS/G-EAE
BM	CWO G. Wright	G-NRS	(202) 267-2868	CWO G WRIGHT/G-NRS
DC	DCCM D. Hauser	G-ENE	(202) 267-1993	MCPO D HAUSER/G-ENE
DP	MCPO Hanley	G-TPR	(202) 267-1372	MCPO HANLEY/G-TPR
EM	EMCM J. Bigelow	G-ENE	(202) 267-1997	MCPO J BIGELOW/G-ENE
ET	ETCM D. Pier	G-TP-2	(202) 267-6995	MCPO D PIER/G-T
FT	FTCS J. McMahan	G-ODO	(202) 267-1524	SCPO J MCMAHAN/G-ODO
GM	GMCM N. Oxendine	G-ODO	(202) 267-1523	MCPO N OXENDINE/G-ODO
HS	CWO M. Reagan	G-KOM	(202) 267-0846	CWO M REAGAN/G-K
IV	YNC M. Jackson	G-OIS	(202) 267-1871	CPO M JACKSON/G-O
MK	CWO2 R. White	G-ENE	(202) 267-1812	CWO R WHITE/G-ENE
MST	MSTCM B. Peters	G-MPR-3	(202) 267-0453	MCPO B PETERS/G-M
PA	MCPO R. Wehn	G-CP	(202) 267-0944	MCPO R WEHN/G-CP
PS	MSTCM B. Peters	G-MPR-3	(202) 267-0453	MCPO B PETERS/G-M
QM	QMCM T. Hall*	G-NSR	(202) 267-0336	MCPO T HALL/G-NSR
RD	RDCM D. Bunch	G-ODO	(202) 267-1517	MCPO R BUNCH/G-ODO
SK	SKCM T. Keller	G-ELM	(202) 267-0689	MCPO T KELLER/G-ELM
SS	SSCM M. Zabal	G-KOM	(202) 267-2556	MCPO M ZABAL/G-KOM
TC	TCCM T. Hanly	G-TP-2	(202) 267-1372	MCPO T HANLY/G-T
TT	TTCM G. Syth	G-TP-2	(202) 267-2819	MCPO G SYTH/G-T

\* QMCM J. Parks after 1 June 1996



**Rating Badges / BM, QM Descriptions**

<http://www.dot.gov/dotinfo/uscg/cgrates.html>



# The *Coast Guard* Reservist

*Magazine Announces A*

# Team Coast Guard Essay Contest!

**The date is 1 June 2006...**

...and you have been sent to interview the Coast Guard's 23rd Commandant who has just assumed the top position. What is the new Commandant's opinion of the current Team Coast Guard and where he or she will take our Service from 2006 to 2010? Any or all aspects of current or potential Coast Guard roles, missions and its culture are fair game.

**SUBMISSIONS:** Should be original (not previously published), no more than 1,000 words, double-spaced typed or legibly printed. FAX entries acceptable, but hard copy via mail preferred. E-mail entries not accepted. All members of Team Coast Guard eligible to enter; one entry per person. **Entries must be postmarked no later than Saturday, 1 June 1996.** Mail to:

**Commandant (G-HTR-2)  
USCG Headquarters  
2100 Second Street, S.W.  
Washington, D.C. 20593  
ATTN: Team Coast Guard Essay Contest**

**JUDGING:** Will be done by a diverse board comprised of officers, enlisted and civilian staff members. Contestant's names will be omitted during judging to avoid bias.

**WINNERS:** *First-place winner will receive a \$500 savings bond, courtesy of the Reserve Officers Association (this is an additional prize/incentive since this ad first ran in March 1996).* Top three finishers will receive an attractive plaque and their essays will be published in the August 1996 issue of *The Coast Guard Reservist* (to coincide with Coast Guard Day).

## Nationwide TEMAC/SADT/EAD\*

As of 3/15/96

Place	Duration	Rate/Rank	Quals	Point of Contact
D9 Summerstock Stations	May 15-Sept. 8	BM, MK, SS	See ad on page 12	LT Lawrence, (216) 522-3919/3983
MLCPAC(t), ESU Alameda, Calif.	ASAP, up to 90 days	SK	Expenditures, logistics, budget	LTJG Rausch, (510) 437-3921
CGC Barque Eagle, New London	May 12-Aug. 18	DC, ET, MK, QM, RD, SS, TC	Cadet training cruise	YNC McIlvain, (212) 668-6449/6372
CGC Barque Eagle, New London	Aug. 18-Sep. 21	QM, SS, TC	Cadet training cruise	YNC McIlvain, (212) 668-6449/6372
Various Cutters	Within LANTAREA	FT, GM, HS, QM, RD, TC, SS		YNC McIlvain, (212) 668-6449/6372
Base Miami Beach, Fla.	90 days	CPO (rating not critical)	Good CG Standard Terminal skills Y	YNC McIlvain, (212) 668-6449/6372
Gov. Island, NY [MLCLANT (pp)]	90 days	O1-O3 or CWO	Cutter / Shore unit TAD support	YNC McIlvain, (212) 668-6449/6372

\* For SADT/TEMAC positions, members need an endorsement from their command (see ALDIST 020/95)

\*\* For those advertising TEMAC/SADT/EAD openings, please contact LCDR Bill Edgar at (202) 267-6235 if positions are filled or changes to information are desired.



**TEMAC listings on Worldwide Web**

<http://www.dot.gov/dotinfo/uscg/hq/reserve/temac.html>

Check this Web page often as these listings are constantly updated.

## Take Charge

The Coast Guard Reserve currently needs prior-service and non-prior service men and women for reserve duty at units throughout the nation. You'll be a member of an active-reserve team that saves lives, protects the environment and enforces federal law, right in your own community. Your commitment is two days a month and two weeks a year. For more information, call 1-800-Get-USCG or check out our internet web pages at: <http://www.dot.gov/dotinfo/uscg/cg.htm>

**U.S. COAST GUARD**  
BE PART OF THE ACTION



## Recruiting Update

As of Feb. 29, 1996, we are still considerably short of our authorized strength of 8,000 reservists. Coast Guard Recruiting is doing its part by targeting print ads (like the one to the left of this page) to Reserve needs and by putting increased emphasis on Reserve recruiting. There is also a large recruiting campaign being mounted through the Internet. We need your help to steer prospective recruits into our Reserve. A call to 1-800-Get-USCG puts you in direct contact with your local recruiters. They can give you recruiting brochures and other helpful information. They, in turn, need names and phone numbers of people interested in our service.

— LCDR Neil Hurley, G-HTR-1

*The Reservist is now on the Internet! Catch this issue at:*  
<http://www.dot.gov/dotinfo/uscg/hq/reserve/magazine.html>

## Payment of COMRATS

Currently enlisted reservists performing IDT are provided subsistence in one of four methods:

- 1) *Military Galley*
- 2) *Contract/SF44 with commercial restaurant*
- 3) *Use of an IMPAC credit card*
- 4) *Commuted rations (COMRATS)*

37 USC 402 provides that when an enlisted reservist serves on IDT for eight or more hours per day, and rations-in-kind are not available, the reservist may be paid a commutation of rations (COMRATS). Enlisted reservists who perform IDT at units where there is no galley may be switched to COMRATS effective immediately, subject to the following conditions:

- Applies to enlisted personnel in a pay status only.
- The entitlement is only for the duty period prescribed in the inactive duty drill orders and must be at least eight hours. Reservists are not entitled to COMRATS for periods of travel to or from the drill site.
- COMRATS are paid per meal based on time periods during which a member is on duty.
- Reservists who live in the local commuting area (i.e., within 50 miles of the drill site) and perform a multiple drill, and are in a pay status, are authorized the noon meal.
- Reservists who commute in excess of 50 miles one-way between their permanent (normal) residence and their regular drill site, are authorized the noon and evening meals on the first day of IDT and the morning and noon meals on the second day of IDT if they remain overnight at or near the IDT site rather than commute to and from their residence.
- Reservists who commute less than 50 miles are authorized the noon and evening meals on the first day of IDT, and morning and noon meals of the second day of IDT, if they must remain overnight at or near the IDT site at a location other than their home due to special ops or the nature of assigned augmentation.
- If the distance a reservist must travel is such that he/she must travel on evening prior, the morning, noon and evening meals are authorized on the first day of drill. The morning and noon meals are authorized on the second day of drill.
- If the nature of IDT duty requires that a reservist work past 1800, and the period of duty is at least eight hours, the evening meal is to be provided in addition to any other meals authorized for the day.

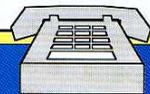
Payment will be included with the monthly IDT drill pay. IDT order/drill verification forms should indicate meals which member is eligible for reimbursement. The Unit Attendance Record (UAR) will be used to document COMRATS entitlements. For UAR entry codes and rates, please refer to ALCOAST 023/96. The *Reserve Administration and Training Manual COMDTINST M1001.27A*, Art 20-A-3 and *Coast Guard Pay Manual, COMDTINST M7220.9* will be amended to reflect these changes. PPC will be issuing an ALPERSRU message providing procedures for entering the appropriate transactions in PMIS/JUMPS.

*Only the major points of this new COMRATS policy are outlined here. Please see ALCOAST 023/96 more information and details.*

## Attention

If you are ever called up for active duty in the future, Federal law guarantees that your job will be there when you come home. However, Federal law does not afford activated members enrolled in schools, colleges and universities similar rights. In other words, it does not guarantee student members refunds of tuition and fees paid for a semester they cannot complete, partial course credit, or the right to return to the college or university upon completion of active service. If a member is called up and experiences problems such as mentioned here, a representative from the Servicemembers Opportunity Colleges (SOC) will work with you to help resolve the issue. Call 1-800-368-5622 or write:

**Servicemembers Opportunity Colleges**  
**One DuPont Circle, N.W., Suite 680**  
**Washington, DC 20036**



# Letin Board

## Upcoming Events

- **American Legion (Coast Guard Post 1529)** — This "all Coast Guard" Post will celebrate 50 years this June since its founding in 1946. LCDR Jack Dempsey, USCGR, Heavyweight Boxing Champion, was a member during the 1950's. The Post currently has 60 members, all USCG veterans. Contact: CWO4 Theodore S. Golda, USCGR(Ret.), P.O. Box 1255, Tonawanda, NY 14151. (716) 773-2874.
- **Chief Petty Officers Association Convention 96** — Aug. 18-23, 1996 at Monte Carlo Hotel in Las Vegas, Nev. Contact: CPOA, 5520-G Hempstead Way, Springfield, VA 22151. (703) 941-0395. FAX (703) 941-0397.
- **Chief Warrant Officers Association Annual Meeting** — April 25-26, 1996, in Washington, D.C. Contact CWO G. Matoon at (202) 267-0661. Also see ALDIST 068/96 for more information.
- **Inter-Service E-9 Golf Tournament** — Each summer, this tourney is held near Washington, D.C. The Army is hosting the 1996 event at Fort Meade, Md. Each service's team is made up of 20 active, reserve and retired E-9's. Interested Coast Guard members should submit their name and address requesting E-9 golf tourney info. to: Commandant (G-CMCPO), USCG HQ, 2100 2nd Street, S.W., Washington, D.C. 20593-0001. Entry forms will be mailed when available and CG Team will be filled on a first come basis.
- **Mount Tom B-17 Memorial Service** — On July 9, 1946, a B-17 Bomber with 25 servicemen returning from WWII crashed into Mt. Tom in Holyoke, Mass. All aboard perished, including 16 Coast Guardsmen. A permanent memorial is being established at the crash site to mark this tragic event. Donations are still needed to ensure completion of the memorial by the 50th anniversary July 9, 1996. A 50th memorial service and monument dedication is scheduled for Saturday, July 6, 1996, 11 a.m. at Mt. Tom, Holyoke, Mass. To make a donation or for more information, contact: Robert P. Cahillane, Veterans' Services Agent, City of Northampton, B-17 Memorial Committee, 240 Main St., Northampton, MA 01060-3113. (413) 586-6950. FAX (413) 586-3726.
- **National Naval Officers Association** — July 16-21, 1996, at Omni Richardson Hotel, Richardson, Texas. Registration deadline is June 30. For information, call 1-800-772-NNOA or (216) 261-2941.
- **Reserve Officers Association Annual Conference** — July 3-6, 1996 at Hyatt Regency, Chicago. Contact: ROA, 1 Constitution Ave., N.E., Washington, D.C. 20002. 1-800-809-9448 or (202) 479-2200.
- **U.S. Naval Institute Annual Meeting** — April 24-25, 1996, at U.S. Naval Academy, Annapolis, Md. Contact: USNI, 118 Maryland Ave., Annapolis, MD 21402-5035. (410) 268-6110. FAX (410) 269-7940.

## ALDISTs / ALCOASTs / COMDTINSTs

Payment of Commuted Rations For Enlisted Reservists .....	ALCOAST	023/96
Outstanding Performance During Operation Escort 1-96 .....	ALCOAST	022/96
Participation in Earth Day Events .....	ALCOAST	020/96
Award of Gold Lifesaving Medal to Pea Island Crew .....	ALCOAST	019/96
Revision to the Servicewide Examination (SWE) Final Multiple .....	ALCOAST	010/96
Coast Guard Enlisted Person of the Year (EPOY) Program .....	ALCOAST	009/96
<b>Men's Service Dress Blue Trousers Recall (Deadline 31 May 1996) .....</b>	<b>ALDIST</b>	<b>079/96</b>
Reconvening of Contingency Preparedness School Courses .....	ALDIST	071/96
Chief Warrant & Warrant Officers Association, USCG Annual Meeting ..	ALDIST	068/96
CPO Academy and DOD Senior Enlisted Academy Application Requirements	ALDIST	062/96
Personnel Support Cost For Reservists (PSCR) .....	ALDIST	057/96
Establishment of the Headquarters Support Command .....	ALDIST	056/96
Establishment of the Directorate of Reserve and Training .....	ALDIST	053/96
Recipient of Second Annual Captain John G. Witherspoon Award For Inspirational Leadership .....	ALDIST	052/96
Amendment To PY96 Reserve Enlisted-To-Warrant Officer Selections (ALDIST 011/96) .....	ALDIST	051/96
Standing Rules of Engagement For U.S. Forces .....	ALDIST	050/96
NATO Medal .....	ALDIST	049/96
Joint Meritorious Unit Award .....	ALDIST	048/96
1996 U.S. Savings Bond Program .....	ALDIST	047/96
Streamlining of the Office of the Chief of Staff .....	ALDIST	045/96
Establishment of the Acquisition Directorate .....	ALDIST	044/96
PY97 Reserve Enlisted-To-Warrant Officer Appointment Board .....	ALDIST	043/96
Reserve Officer Promotion Authorization Listing (ROPAL) No. 3-96 ..	ALDIST	042/96
Armed Forces Expeditionary Medal For Operation Southern Watch .....	ALDIST	041/96
Establishment of the Human Resources Directorate (G-HR) .....	ALDIST	039/96
Interim Records Backup Procedures/Other Records Issues .....	ALDIST	037/96
1996 Academy Introduction Mission (AIM) Program .....	ALDIST	035/96
FY96 Department of Defense Authorization Bill .....	ALDIST	033/96
Establishment of the Systems Directorate .....	ALDIST	028/96
Reserve Program Administrator (RPA) Designation Board .....	ACGPERSCOM	008/96
Reserve Personnel Management .....	ACGPERSCOM	007/96

## Correction

■ From time to time, a photo will be reversed by our printer inadvertently, as was the case with MCPO Phillips' photo on his "On Deck" column in the March issue. Thanks to CDR Frank Buckley for being the first to point this out to us. We regret the error.

## FY 96 DoD Authorization Bill: changes to SGLI, military pay raise

In case you missed it in the March 1996 issue, ALDIST 033/96 outlines the principal military compensation issues affected by the FY96 DoD Authorization Bill. Effective 1 April 1996, Servicemembers Group Life Insurance (SGLI) coverage at the maximum rate of \$200,000 will be automatic. To opt out or choose a lesser insurable rate, members must submit an SGLI Election and Certificate (SGLV-8286) to their PERSRU. The Bill also fully implements the planned CY96 pay raise of 2.4 percent for Basic Pay and BAS, and 5.2 percent for BAQ. The ALDIST also discusses Family Separation Allowance (FSA) and BAQ/VHA for members without dependents.

## OLYMPICS '96 COUNTDOWN SCOREBOARD

103

Months to Go Until The Games Begin in Atlanta.  
USCG will be there...

## The Coast Guard Reservist Magazine

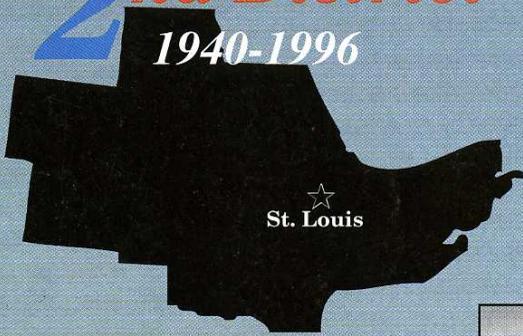
### Deadlines for FY96

Submission Deadline	For Issue
Wednesday, May 1 .....	July 1996
Monday, June 3 .....	August 1996
Monday, July 1 .....	September 1996

## Reunions

- **CGC Burton Island (WAGB-283)** — Operation Deep Freeze support ship, tentative May 1997 reunion. Contact: Greg Reel, 4900 N.E. Park Lane, Kansas City, MO 64118-5928. (816) 454-7991.
- **CGC Campbell (W-32)** — May 19-22, 1996 in New London, Conn. at Radisson New London Hotel. Contact: David A. Blum, CGC Campbell Assoc., 8341 Sands Point Blvd., Tamarac, FL 33321. (954) 722-8161.
- **CGC Casco (WAVP-370)** — For those who served from 1949-1969, Sept. 21-22, 1996 in Boston, Mass. Contact: Gordon C. Kelley, P.O. Box 141, Lyons, WI 53148. (414) 425-1889.
- **CGC Courier (W-410)** — Courier Association reunion, Sept. 17-22, 1996 at Plymouth, Mass. Contact: Dave Newell, President, USCGC Courier Assoc., P.O. Box 1319, Pepperell, MA 01463-3319. (508) 433-2856.
- **Coast Guard Festival** — The 1996 Festival's theme is "Welcome Home" and will include a special reunion/salute to former Group Commanders from 1946-1996. Festival dates are July 26-Aug. 4, 1996. All Coast Guard active, reserve, retired and reunion groups welcome. Contact: Coast Guard Festival, P.O. Box 694, Grand Haven, MI 49417. (616) 846-5940.
- **Escort Division 27** — Bering Sea 1944-45, USCG patrol frigates, Sept. 5-8, 1996, Boston, Mass. Contact: Roberta Shotwell, Ch PFRA, 622 Southgate Ave., Daly City, CA 94015. (415) 756-7931.
- **Greenland Patrol** — Reunion of 47 USCG, six USN ships, shore stations, aircraft and U.S. Army 500th AAA Battalion of WWII Greenland Patrol. Contact: Richard J. Bissette, 8241 Lombra Ave., North Port, FL 34287. (813) 426-4806.
- **USS Callaway (APA-35)** — 30th reunion, Aug. 5-9, 1996 at Radisson Hotel Columbus North in Columbus, Ohio. Contact: Wallace E. Shipp, 5319 Manning Place NW, Washington, D.C. 20016-5311. (202) 363-3663.
- **USS Champlin (DD-601)** — Oct. 2-5, 1996 in Mystic, Conn. Contact: George Styles, 45 Oak Ave., Smithtown, N.Y. 11787. (516) 265-2155.
- **USS LeJeune (AP-74) WW2** — Summer of '96 reunion planned for Salt Lake City, Utah. Contact: Thomas J. Foster, 230 Andover Road, Billerica, MA 01821. (508) 663-6896.

# 2<sup>nd</sup> District 1940-1996



# So Long, Second District!

# Hello Eighth District!



A worker reconfigures D2 office spaces for future ISC use.



While D2 disappears May 31, ISC has now joined this famous St. Louis landmark!



Soon to read...  
"Integrated Support Command St. Louis."

## Second District Commanders

- CAPT William F. Towle.....1940-1941
- CAPT Stephen S. Yeandle.....1941-1943
- CAPT Roger C. Helmer .....1944-1945
- COMO Beckwith Jordan\* .....1945-1947
- COMO Louis W. Perkins\* .....1947-1951
- CAPT Charles W. Thomas .....1951-1953
- CAPT George C. Carlstedt .....1953-1956
- CAPT Dwight A. Chase .....1956-1957
- CAPT Fred P. Vetterick .....1957-1960
- CAPT Oliver A. Peterson .....1960-1961
- RADM Oscar C. Rohnke.....1961-1962
- CAPT Oscar C.B. Wev .....1962-1963
- RADM Albert J. Carpenter .....1963-1966
- RADM Chester I. Steele .....1966-1967
- RADM Russell R. Waesche, Jr. 1968-1971
- RADM Owen W. Siler\*\* .....1971-1974
- RADM G.H. Bursley .....1974-1976
- RADM Wayne E. Caldwell .....1976-1979
- RADM Norman C. Venzke .....1979-1982
- RADM Sidney B. Vaughn, Jr. ...1982-1984
- RADM Bobby F. Hollingsworth.1984-1986
- RADM Robert T. Nelson.....1986-1988
- RADM William P. Leahy.....1988-1989
- RADM William J. Ecker.....1989-1991
- RADM Norman T. Saunders.....1991-1993
- RADM Paul M. Blayney .....1993-1996

\* COMO = Commodore  
\*\* RADM Siler served as Commandant from 1974-1978.

# Welcome: Director Western Rivers Operations ISC St. Louis



President Clinton visited D2 during the Great Flood of 1993.



Portraits of past D2 commanders remind one of days gone by....

United States Coast Guard  
Commandant (G-HTR-2)  
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