

*The WWII
Beach Patrol*

The *Coast Guard*
Reservist

July 1997

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On the Covers

Front: Coast Guardsmen and their dogs played an important part in watching America's shores during World War II.

Back: A Coast Guardsman looks out over the California coastline during World War II. U.S. Coast Guard photos.

Inside Cover, This Page: A Coast Guardsman on beach patrol duty walks on a stormy night with his dog. Photo courtesy of J. Baylor Roberts.

May issue feedback

CG Reservist PSCM Gary Petty told me he would try to get that colorful flood photo in *The Reservist* somewhere, so it was great to see it on the front of the May issue! I had found it a few days earlier at the CGR Web site, but it looks better "in person."

— CDR Keith D. Cameron
CO, MSO Paducah, Ky.

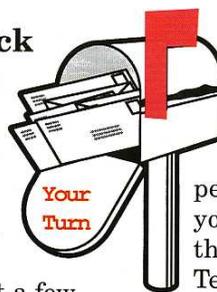
The May issue was great, particularly the flood coverage. I spoke with PSCM Gary Petty and offered some kudos for the great pictures and good write up. He always does a good job for the Coast Guard in this area.

— CWO3 William T. Siler
Hixson, Tenn.

I am impressed with the direction the magazine has taken in recent months. As head of admin for my unit, I appreciate the latest word on changes to policies and procedures. Too often a message comes out with changes without outlining present policy and how the changes can be applied to future needs. I also appreciate having CG manuals "on line" so I can refer to them in between drills. Since our unit deals with "real time" issues such as mandatory recall and OCONUS deployments, I need a reliable source of information that can be accessed daily, if necessary. With the new *Reserve Policy Manual* available on the web, I can have information immediately.

— LT Joan A. Dodds
PSU 311, Long Beach, Calif.

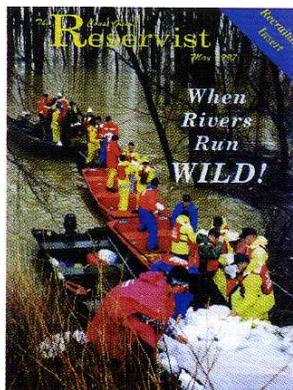
In reference to the CG recreational facilities listed in the May issue, they are really neat, *if* you can get into one! Many have an active duty preferred policy that makes getting a weekend slot impossible to obtain. The typical policy is reservations 90 days in advance for all active duty people (who get 30 days leave a year) and 30 days in advance for reservists (who typically get 10 days a year). By the time the 30-day window comes, everything desirable is taken. In many cases, reservists repair, maintain and have furnished these rec areas on their weekend drills, but are essentially



shut out of a fair reservation process for using them. Especially galling is when you call on day 30 and find your desired slot has already been lost to an active duty person from another service, who beat you to the punch over a month ago. If there ever is to be a truly integrated Team Coast Guard, we might want to start by looking at policies like these.

— LCDR Timothy Aines
Kenosha, Wis.

Editor's note: LCDR Aines, BM1 John Perrin and CAPT Doug Clapp have taken seats at the "Integration Roundtable" concerning the recent recruiting article. See Page 18.



Signing CPCs

The picture of the Commissary Privilege Card (CPC) in the *February Reservist* on Page 20 shows

the signature of the individual who is issued the card in the signature area at the bottom of the card. The signature area at the bottom of the card says "Issuing Authority" which is not the same as the picture shown in the article (signed "Semp R. Paratus"). It also appears that I do not need to sign the card which is different from the card shown in the magazine. When I received mine, it was not signed by the Issuing Authority and it was difficult to find someone on a drill weekend who had the authority to sign it. Any delay in being able to use it because of a signature causes individuals to incur a cost that could be avoided. It would greatly improve the process if the individual who is issued the card could sign the card, too. This would be consistent with the artwork shown in the February issue.

— DPCM Arthur P. Briscoe
Doylestown, Pa.

Editor's note: The illustration in *The Reservist* was misleading. Mr. Dale F. Hosman, Chief, Military Accounts Support at HRSIC says that for security and accountability purposes, the regulations require all CPCs to be signed by the unit commanding officer or his/her designee (COMDTINST 1001.31C). With the Team Coast Guard merger last year, there was some confusion by active duty commands concerning signing and issuance of CPCs. However, the process is expected to be smoother during 1998.



A View From the Bridge

"Port Wing"

Rear Admiral J. Timothy Riker, USCGR

Senior Reserve Officer, Pacific Area



By the time you read this column, the Coast Guard Reserve Policy Board (RPB) for 1997 will have completed its first two-day session at the Harry S. Truman Library in Independence, Mo. The Truman Library seems to be an appropriate place for the RPB to meet since President Truman was a citizen-soldier himself, having served for a number of years in the Missouri Army National Guard. In his later years, the president spoke fondly of the friendships formed during his days in the Guard. This is not unlike sentiments I hear expressed often from fellow reservists during my travels. Current income or retirement pay is seldom the primary incentive for reservists. Rather, the firm friendships and the opportunity to work with thoroughly competent, dedicated people performing an interesting mission seems to be the sustaining motivator for most.

But, return to the RPB. This Board will have two distinctions that may be without precedent. It will have not only a senior enlisted representative, but a junior representative as well. When discussing policy issues, it is important to consider the **practical effect** which the Board's recommendations might have on the field, if implemented. A junior enlisted perspective will, I think, offer Board members an additional glimpse into the possible consequences of what it proposes. Active Duty and Reserve junior and senior officers are already on the Board.

Additionally, a member of the Coast Guard Auxiliary will be a member. Even though the official title of the Board includes the word "Reserve," this Board will be about *Team Coast Guard*. As we have seen during the last two to three years, *Team Coast Guard* has come to mean much more than simply Active Duty and Reserve. The Coast Guard Auxiliary and its dedicated members provide a kind of citizen expertise not available to any other branch of the military. A continuing challenge for *Team Coast Guard* is to develop a mindset which considers the unique capabilities and availability of all our personnel: full time, part time and auxiliary.

I foresee at least three items which are likely to command the Board's attention: recruiting, senior officer and enlisted assignments, and awareness of the tools available to administer Reserve assignment and training.

With regard to recruiting, there is no more fundamental measure of the health of an organization than whether it has the personnel necessary to perform the job. In the civilian community, this is called "staffing the store." Currently, the Coast Guard store needs more staff. This is true not only on the Reserve side, but the Active side as well. The RPB is likely to direct some of its attention toward practical advice and counsel on recruiting issues.

As to senior officer and enlisted assignments, the previous RPB chaired by RADM Richard Schneider, Senior Reserve Officer, Atlantic Area, focused much of its time and effort toward development of enlisted and officer career paths. This included careful consideration of rewarding assignments for senior personnel. This issue continues to need attention. Almost without exception, senior officer and enlisted personnel are highly successful people in their individual vocations. Our challenge is to continue to offer them — most of whom have many other demands or requests for their time — the kind of assignments with appropriate stature and responsibility which encourage them to make the Coast Guard a primary focus of their efforts when away from family and work responsibilities. Furthermore, unless junior personnel see seniors performing rewarding work, they are not likely to want to commit themselves to the program in the long term.

Finally, the Board may very well discuss ways to assist Active Duty personnel understand the tools to administer the Reserve Component which, until the advent of *Team Coast Guard*, were chiefly used by the Reserve unit administrative structure. Regardless of where the Board's deliberations take it, the focus of my next column — about four months hence — will be to report on the Board's deliberations and chosen agenda.

Reserve Officers Association photo



Harry S. Truman, U.S. President from 1945-53, also served in the Missouri Army National Guard.

1997-98 Reserve Policy Board Members

RADM J. Timothy Riker, USCGR (Board President)	PACAREA
CAPT John K. Kirkpatrick USCG	D1
CAPT Jon W. Minor, USCGR (SELRES)	D8
CDR Donald E. Bunn, USCGR (RPA)	HQ
CDR Richard R. Houck, USCG	CNA
CDR Ruby J. Walker, USCGR (SELRES)	D17
CDR Richard R. Kelly, USCG (Counsel/Non-Voting)	HQ
LCDR David P. Roundy, USCGR (SELRES/Recorder)	D8
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LT Linda K. Ingram, USCGR (RPA)	MLCPAC
LT Kristen J. Arnold, USCGR (SELRES)	D5
BMCN Jan C. Kielpinski, USCGR (SELRES)	D13
PS2 Jose Escanuela, USCGR (SELRES)	D8
Dr. John C. Gibson, USCG Auxiliary	CGACAD

ALDIST 147/97 announced selections to the RPB.
ALDIST 099/97 solicited candidates for the RPB.



The World War II Beach Patrol

USCG Historian

When the Japanese attacked Pearl Harbor Dec. 7, 1941, it shocked and panicked many Americans. The fear on the West Coast was so great that as late as February 1942, a weather balloon detected over Los Angeles by Army radar, became the target of an anti-aircraft barrage that showered hot metal onto the blacked-out city and caused one fatality — a civilian died of a heart attack. Meanwhile, on the Eastern seaboard, German U-boats began a devastating attack on U.S. merchant shipping. Along the coast, numerous ships sank within sight of the beach, causing a

great deal of fear among many Americans.

Since the war now seemed to be on America's doorstep, many Americans feared invasion. The Coast Guard undertook two little-known, but important roles to protect the nation during this period of uncertainty. One role was to protect shipping off the East Coast and another was to prevent enemy infiltration from the sea.

With the threat of war hanging over America, the Coast Guard had the foresight to form an Auxiliary and Reserve in 1939 and 1941, respectively. Using many auxil-

iarists and reservists, the Corsair Fleet or picket patrol made up of small craft, was formed in May 1941 to protect east coast shipping and prevent enemy infiltration. It was disbanded in October 1943 when the threat along the coast abated although larger yachts still patrolled until the war's end. The Corsair Fleet will be featured in an upcoming future issue.

Meanwhile, the USCG Beach Patrol was another means to carry out the aforementioned roles. This article deals specifically with our Coast Guard's Beach Patrol, formed 55 years ago this month, July 1942.

During the early years of World War II, fears that German submarines could easily surface and land agents along the many deserted stretches of America's Eastern coastline prompted a need for coastal patrols. Along the West Coast, there were numerous reports of Japanese submarines being sighted.

At least four cases of Japanese shelling or bombings along the coasts of Oregon and California were reported. J. Edgar Hoover, Director of the Federal Bureau of Investigation, helped fuel already vivid imaginations. He noted that Americanism was on trial: "The spy, the saboteur, the subverter must be met and conquered."

The basic structure of the wartime beach patrol was set into motion even prior to Pearl Harbor. On Feb. 3, 1941, all coastal areas of the United States were organized into defense divisions known as

Naval Coastal Frontiers. Then, on Nov. 1, 1941, under Executive Order 8929, the Coast Guard was transferred to the Navy for the duration of what would soon become, for the U.S., World War II. Naval Coastal Frontiers became Sea Frontiers after Feb. 6, 1942 with Army and Navy personnel in each area to guard the coast and prevent invasion. The Army was charged with the defense of the land areas, while the Navy would maintain inshore and offshore patrols. The Coast Guard, as a part of the Navy, was the logical choice to work along the beaches. With an already long proud tradition of beach patrols dating back to the days of the nineteenth century Life-Saving Service, the Coast Guard organized the beach patrol. Its members were quickly dubbed the **sand pounders**.

These beach patrols were primarily security forces and had three basic functions:

- To detect and observe enemy vessels operating in coastal waters and

to transmit information on these craft to the appropriate Navy and Army commands;

- To report attempts of landings by the enemy and to assist in preventing landings;
- Prevent communication between persons on shore and the enemy at sea.

The patrols also functioned as a rescue agency and policed restricted areas of the coast. Just the rescue function alone more than justified the operation of the patrol.

In the first hectic and confused months of the United States' participation in the war, patrols were conducted in much the same way they were during peacetime. That is, one man, armed only with flares, would patrol the beach. The responsibility for this work was placed under the local Captain of the Port.

Meanwhile, the FBI continued issuing warnings about the possibility of enemy landings. But the work of the beach patrol was not taken seriously until one key incident occurred in June 1942. →

Manual of the U.S. Coast Guard Beach Patrol

R E S T R I C T E D

M A N U A L

of the

U. S. COAST GUARD

B E A C H P A T R O L

Sixth Naval District

Charleston, S. C.

Compiled and Illustrated
by
A. E. PORTER, JR., Specialist, USCGR

The World War II manual shown here was a 42-page booklet prepared to train Coast Guardsmen in their beach patrol duties. It included such information as the importance of the Mounted Beach Patrol (reprinted at right), caring for the horses and dogs, weapons, and military courtesies. It was compiled and illustrated by A.E. Porter, Jr. Specialist, USCGR. Although this manual was compiled for the Sixth Naval District, it was typical of all beach patrol manuals. It is not known exactly how many of the beach patrol members were reservists. However, five out of every six Coast Guardsmen in World War II were reservists (including Temporary Reservists), so their contribution to the beach patrol was sizeable.



The Importance of the Mounted Beach Patrol

THE MOUNTED BEACH PATROL is the eyes and ears of a chain of defenses established to protect the United States front lines against the enemy.

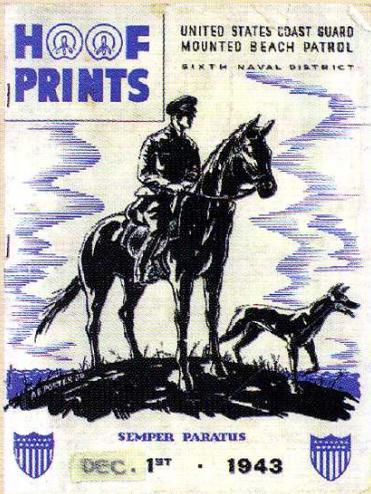
Large areas of shore line can be patrolled most effectively by a mounted man, as a horse enables him to cover a maximum of distance with a minimum of effort, and gives him a visibility advantage.

The importance of this duty cannot be too strongly stressed, as it is well known that enemy agents have been well trained for invasion of our shores. To counteract them, we must employ every physical and mental aid, maintaining a constant watch day and night.

The presence of the Mounted Beach Patrolman alone will discourage submarine crews from coming ashore for rests after long periods of confinement. The Axis concentration of submarines against Allied shipping is our greatest menace of the sea. The accurate report of the sighting of a periscope or submarine is one of the most important duties of the Mounted Patrolman. Sea and Air forces can then be directed to the attack.

Reporting all foreign matter washed ashore, such as mines, torpedoes, wreckage of ships and survivors, is all part of the Mounted Patrolman's job.

Numerous other situations may well arise along the coastlines that will need the swift and intelligent action of this protector of American shores—THE COAST GUARD MOUNTED BEACH PATROLMAN.



"Hoof Prints:" a morale booster

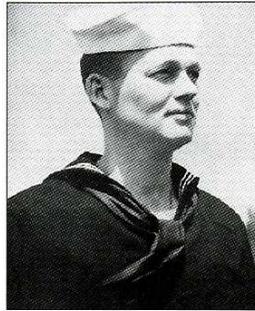
Hoof Prints was published twice monthly by the office of the USCG Mounted Beach Patrol, Fort Sumter Hotel, Charleston, S.C. and was distributed free to members of the organization. The above issue is from Dec. 1, 1943. The Editor and Art Director was A.E. Porter, Jr., Spec. 2/c, USCGR.

The forward inside this issue said that *Hoof Prints* was "dedicated to the men of the Mounted Beach Patrol, and that *Hoof Prints* carries on, endeavoring always to keep the morale of every Guardsman in the District at the high peak to which it has climbed." It also said that, "To afford a little pleasure to those who must make their homes on the lonely Atlantic beaches where duty has called them; to tie together the far-flung posts and to inform each one of the activities of the other — these are the purposes behind each issue of *Hoof Prints*."

On the foggy night of June 13, 1942, the *U-202* surfaced off the coast of Long Island, N.Y. near Amagansett. Led by George J. Dasch, four Nazi agents were brought ashore in a rubber raft. They were part of Operation Pastorious, with a mission to strike key U.S. factories and railroads to promote panic and disrupt transportation. Reaching the beach, the Nazi agents quickly changed from German fatigue uniforms to civilian clothing and began burying their uniforms.

At the same time, 21-year-old John Cullen, Seaman 2nd Class, was making his six-mile patrol from the Amagansett Station. Out of the fog, Cullen suddenly saw someone approaching him. When the Coast Guardsman challenged the stranger to identify himself, the stranger (Dasch), said he was George Davis and said, "We're fishermen from Southampton and ran aground here."

The other agents could be seen dimly in the heavy fog. One of them came closer and shouted something in a foreign language. Cullen thought it sounded like German, and becoming suspicious, he suggested the men return with him to the Coast Guard station. Davis refused and then began to threaten



SN 2c John C. Cullen

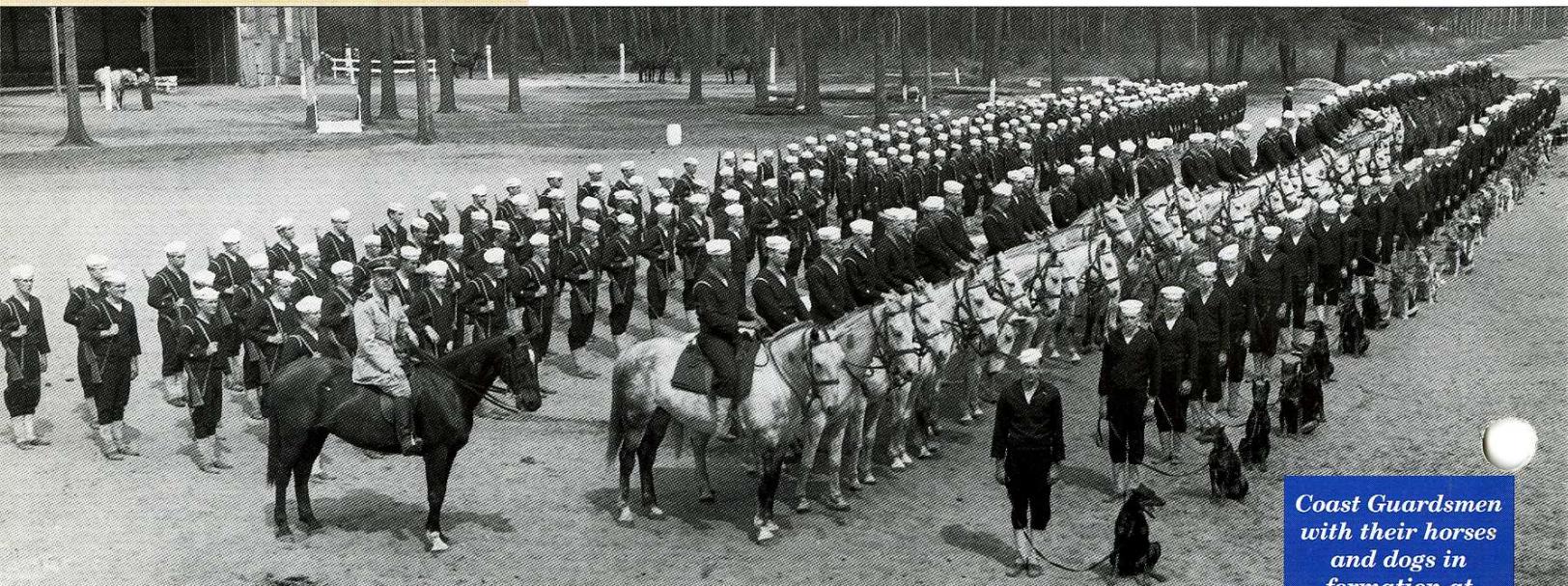
Cullen, saying "I don't want to kill you." Davis then offered Cullen \$300 to forget he had seen anything. Outnumbered, and possibly facing weapons, the unarmed Coast Guardsman accepted the money, thinking that perhaps he could get out of this situation alive. As soon as Cullen was out of sight,

he began to run, making it back to the Coast Guard station in record time. Years later Cullen recalled, "I had no weapon more dangerous than a flashlight and a flare gun." Furthermore, he said, "no one would believe the story unless I had evidence to prove it."

Back at the station, Boatswain's Mate Carl R. Jenette listened incredulously to Cullen's story. Then he saw the evidence of the money and quickly called Warrant Officer Warren Baines, the commanding officer of the Amagansett Station. Jenette then armed Cullen and three other Coast Guardsmen and the group returned to the scene of the encounter.

The Nazi agents were gone, but the Coast Guardsmen could smell diesel fuel and hear the throbbing of an engine offshore. Through the fog they could dimly make out the superstructure of the *U-202*, which had run aground and was now trying to free itself.

"She had a blinker light," said



Coast Guardsmen with their horses and dogs in formation at training camp.

Cullen. "We ducked behind a dune, not wanting to get shelled, until she slid away."

A morning search of the beach area uncovered explosives and incendiary devices. The Coast Guard notified the FBI, who captured Dasch the next day. For his work, John Cullen received a promotion to Petty Officer 2nd Class and the Legion of Merit medal.

Four nights later, another German landing took place near the resort of Ponte Vedra, Fla. Arriving on shore, four Nazi agents tossed their jackets and caps into the boat and dug four holes. They deposited boxes filled with explosives and covered them with sand. They then walked toward Jacksonville carrying three canvas bags

The next morning, local fishermen found the incriminating evidence — small bombs, and incendiary devices. The objectives of the proposed sabotage were found in the papers buried in both New York and Florida. The New York group was to attack the aluminum plants in Tennessee, Illinois and New York, the cryolite works in Philadelphia and blow up the locks in the Ohio River between Pittsburgh and Louisville. The Florida team was scheduled to blow up New York's Hell Gate Bridge over the East River, the Horseshoe Curve of the Pennsylvania Railroad at Altoona, Pa. and destroy New York's water-supply system.

After Dasch revealed the story to the FBI, all saboteurs in New York and Jacksonville were immediately arrested. By June 25, 1942, all the would be Nazi saboteurs had been captured. The two naturalized Americans, Dasch and Ernest Peter Burger, and the other six, who had all called America "home" at one point or another, were all found guilty! Six were executed by electric chair at the District of Columbia Jail Aug. 8, 1942. Dasch was sentenced to 30 years at hard labor while Burger was sentenced to life imprisonment at hard labor.

The landings in New York and Florida quickly dispelled any further questions about the need for a beach patrol.

USCG Historian



A lone Coast Guardsman on the lookout.

On July 25, 1942, Coast Guard Headquarters authorized all Naval Districts that were adjacent to the coast to organize a well-armed and maintained beach patrol, with proper communication equipment to relay messages. Five days later, the vice chief of staff for naval operations informed commanders of the Sea Frontiers that the, "...beaches and inlets of the Atlantic, Gulf, and Pacific Coast would be patrolled by the Coast Guard whenever and wherever possible."

Because the patrol activities were intertwined with the activities of the FBI, Army and Navy, Coast Guard Headquarters defined the specific functions of the patrol. "The beach patrols are not intended as a military protection of our coastline, as this is a function of the Army. The beach patrols are more in the nature of outposts to report activities along the coastline and are not to repel hostile armed units. The functions of the Army in this connection is [sic] not to guard against surreptitious acts, but rather to furnish the armed forces required to resist any attempt by armed enemy forces or parties to penetrate the coastline by force."

In short, the beach patrol acted as a coastal information system. It was operated under a national Beach Patrol Division in Headquarters under the command of CAPT Raymond J. Mauerman. Each district established its own patrol organization and its own beach patrol officer and operated as a part of port security. Ten districts operated patrols, made up of

approximately 24,000 officers and men. The area covered by the sand pounders was about 3,700 miles. The varying nature of America's coastline prevented complete coverage of all beaches. On the Gulf Coast, for example, swamps created obstacles. Where the sand pounders could not walk, boat and motor patrols were established.

Normal foot patrol procedures required men to travel in pairs. The patrolmen were armed with rifles, or sidearms and flare pistols. The pairing of the patrols allowed one man to hold a suspect, while the other went for assistance. Usual distances covered were two miles or less, with the Coast Guardsmen required to report in by special telephone boxes placed along the beaches at about quarter-mile lengths. These phones were obviously not available at every location, especially in isolated regions. In some locales, the men conducted the patrols only at night. In those areas of potential invasion or sabotage activities, around-the-clock vigils were maintained.

The routine of foot patrols was far from exciting or glamorous. A walk along a beach on a bright moonlit June night might seem pleasurable, but the same beach could also be 20 degrees below zero when the patrolman was plodding it in February. In some areas, steep descents onto the beach could be extremely hazardous on dark, rainy nights. One Coast Guardsman at Duxbury, Mass. said the beach there was usually "covered with round, slippery rocks concealed by slimy kelp, flotsam, jetsam and just plain →

This canine member of the Coast Guard Dog Patrol symbolizes fighting spirit.



sludge." In some parts of the south, Coast Guardsmen had to face obstacles like alligators, blood-sucking insects, and poisonous snakes.

But Coast Guardsmen also found some interesting things while patrolling that had washed ashore: life preservers, life jackets, sometimes with bullet holes which bore witness to the fury of the Battle of the Atlantic, messages-in-the-bottle, and, sometimes, even bodies.

In 1942, the Coast Guard recognized that the use of dogs, with their keen sense of smell and their ability to be trained for guard duty, would help enhance the patrols. The Coast Guard eventually received about 2,000 dogs for patrol duties. The dogs and their trainers were schooled on the 300-acre estate of P.A.B. Widener, at the Elkin Park Training Station in Pennsylvania. Others trained at Hilton Head, S.C. The first dog patrols began at Brigantine Park, N.J. in August 1942. The dogs were so successful, that within a year, the animals and their handlers were on duty in all the districts.

Dog patrols were usually conducted at night and consisted of a dog and dog handler. The patrol length was about one mile. Where canine patrols were in effect, the two-man foot patrols were replaced, thus reducing personnel requirements. The animals showed great alertness and were formidable as attackers. A 50-to-75-pound snarling dog could be more frightening than a man with a pistol. They also even acted as protection for Coast Guardsmen themselves. In one case, near Plymouth, Mass. a patrolman was prevented from walking off a cliff on a dark night when his dog refused to advance further. At Oregon Inlet, N.C., CG dog Nora actually saved the life of a Coast Guardsman (see box at left). Sometimes, however, they were not quite as helpful. On three occasions, in the same area, the dogs led their handlers on what appeared to be the trail of suspicious persons only to find skunks instead!

"Nora" saves Coastie's life

Dogs were very valuable assets for the USCG Beach Patrol. Just ask Evans E. Mitchell of Chicago. Mitchell was patrolling the coast near Oregon Inlet, N.C. one cold dark night during November 1943 when he fainted in an isolated spot. Nora, a Coast Guard dog, found Mitchell unconscious, grabbed his cap and ran to the station with it. After arousing help there, the shepherd raced ahead to another Coast Guardsman patrolling the beach and led him to Mitchell, who by that time was in danger of dying from exposure. According to the photo's 1943 caption, he was taken to the Marine hospital in Norfolk, Va., where he recuperated. Nora, shown re-enacting her rescue in the photo above, had been purchased by an Oregon Inlet Coastie for 50 cents seven months prior to the incident.



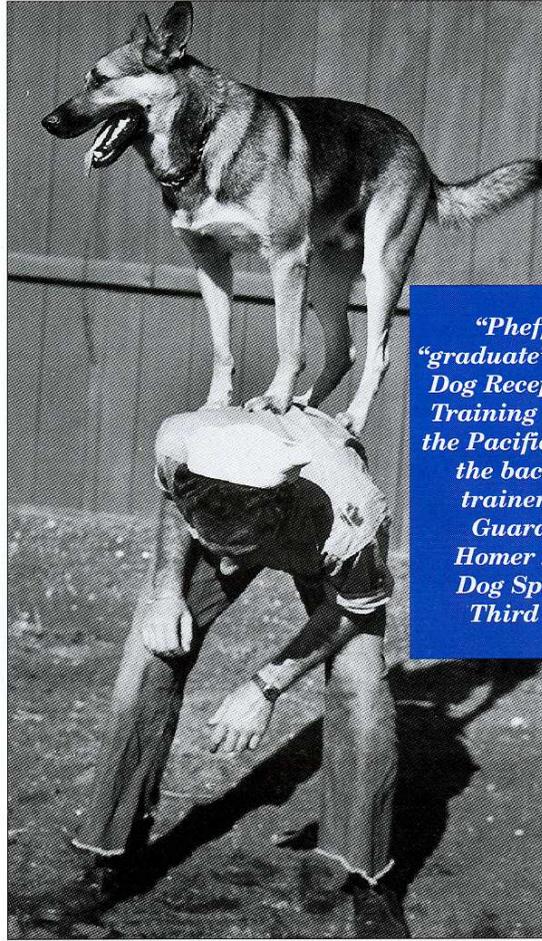
Coast Guard dog Nora re-enacts her rescue at Oregon Inlet, N.C.

A year after its inception, with the threat of invasion diminishing, Headquarters ordered a reduction of the dog patrols. Even though the program was reduced 75 percent, many dogs and their handlers were placed on special guard duties.

Because they could cover much larger stretches of beach very quickly, horses were authorized for use by the beach patrol in September 1942. By October 1942, the first sailors on horseback were patrolling a stretch of eastern Florida. The mounted portion of the patrol soon became the largest segment of the patrol. For example, one year after orders were given to use horses, there were 3,222 of the animals assigned to the Coast Guard. All came from the Army and the Army Remount Service provided all the riding gear required, while the Coast Guard provided the uniforms for the riders. East Coast horses came from the Army Remount Station in Front Royal, Va.; the Gulf Coast horses came from Fort Reno, Okla. and the Pacific Coast supply originated in Fort Robinson, Neb.

At the start of the operation, Army cavalry officers instructed the sailors-turned-riders in equitation basics. Army veterinarians cared for the horses' health needs, and the Fort Reno Remount Station trained a group of Coast Guardsmen as farriers and saddlers before their assignment to duty stations around the country.

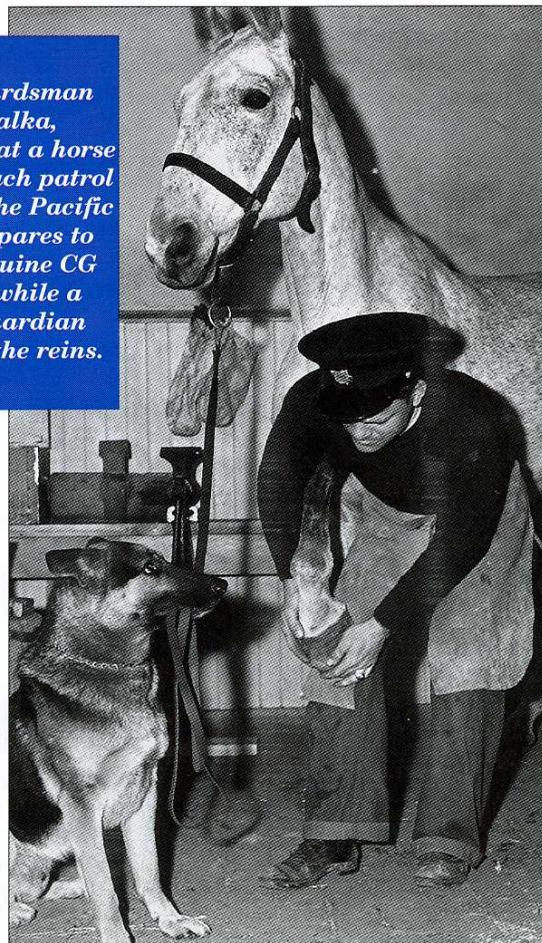
When a call went out for personnel, a mixed bag of people responded including polo players, cowboys, former sheriffs, horse trainers, Army Reserve cavalymen, jockeys, farm boys, rodeo riders and stunt men. The age range was from 17 to 73! Much of the mounted training took place at the sites of the dog



"Pheffer," a "graduate" of the CG Dog Reception and Training Center in the Pacific, leaps on the back of his trainer, Coast Guardsman Homer K. Hoff, Dog Specialist Third Class.

USCG Historian

Coast Guardsman Joe Opalka, blacksmith at a horse and dog beach patrol station on the Pacific Coast, prepares to shoe an equine CG member, while a canine guardian holds fast the reins.



training schools, Elkins Park Training Station, Pa., Hilton Head, S.C. and Santa Rosa, Calif.

Horse patrols were not used along the rocky beaches of New England, but from New Jersey south, coastal residents were treated to the rare sight of sailors on

horseback. Patrols were conducted with at least two mounted riders and they were usually armed with rifles and sidearms. In some cases, dogs and horses patrolled together. The use of two animals sensitive to strangers added to the ability of the patrol to detect suspects. In addition to covering ground quicker, the

use of horses allowed patrols to easily carry the bulky 35-pound radios of the day, an important factor in isolated areas. The patrols were on duty for four hours at a time, two hours on the beach and two hours in lookout towers.

The Coast Guard spent about \$20 per month in feed and bedding for every ten horses. Each horse's daily ration consisted of 18 pounds of timothy, five pounds of alfalfa, 10 pounds of oats, two pounds of bran and as much salt as needed. His bedding allotment was five pounds of straw.

Augmenting the foot, horse and dog patrols, but still considered part of the beach patrol, were other means of coastal surveillance. The jeep was used along with trucks to cover isolated regions. Small boats were used in regions where swamps and other obstacles made passage on foot extremely difficult. The boats were also used to transport foot and dog patrols. Throughout the war, Coast Guardsmen stood watch in lookout towers scanning the beach areas and water for suspicious activities. The tower watches were kept 24 hours a day.

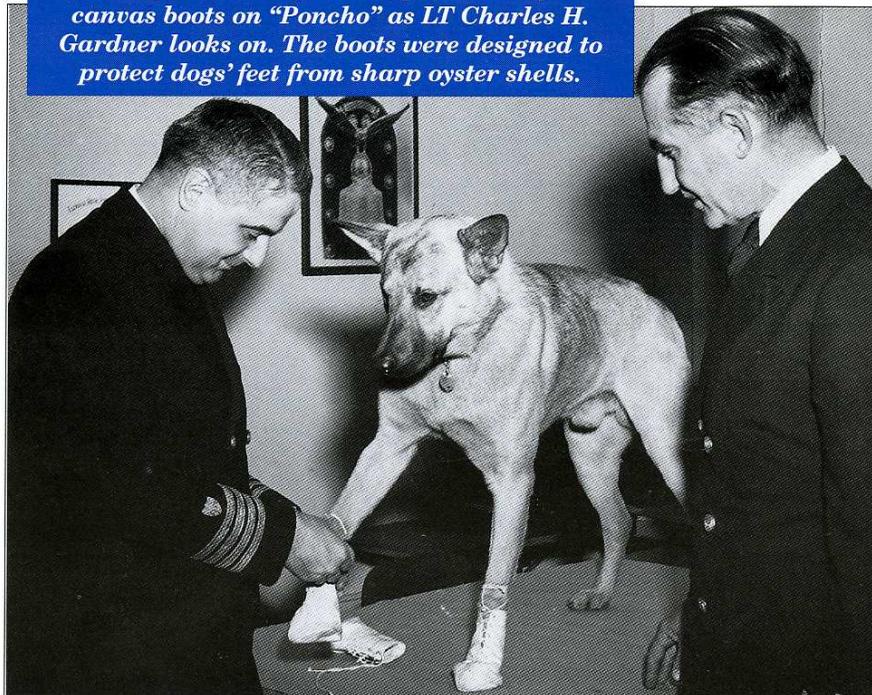
Housing conditions for the patrols ranged from tents to the luxury of seaside estates and

hotels leased for the duration by the Coast Guard. Along the Georgia coast, for example, the mounted units were billeted in private estates and resorts that had previously served McCormicks and Morgans, Pulitzers and Carnegies, Rockefellers and Vanderbilts. At the other extreme were abandoned Civilian Conservation Corps barracks and machinery sheds converted to stables along the Gulf Coast.

Probably the most unusual and daring rescue undertaken by the Coast Guard beach patrol took place March 31, 1943 in the isolated Lake Ozette, Wash. area. The Soviet freighter *Lamut* lost its bearings during a severe gale and struck ground near Teahwhit Head, Wash., south of Cape Flattery. The ship was driven hard against the rocky shore and it slowly settled on its side.

The early morning beach patrol from the LaPush Beach Patrol Station came upon debris and the

CAPT Raymond J. Mauerman, left, chief training officer of the CG Dog Patrol, puts a set of new canvas boots on "Poncho" as LT Charles H. Gardner looks on. The boots were designed to protect dogs' feet from sharp oyster shells.



USCG Historian

body of a woman from *Lamut*. Foot and boat search parties were dispatched and a small boat from Station Quillayute, Wash. spotted the hapless *Lamut*. This occurred in the same general area that took the lives of three Coast Guardsmen during a February 1997 rescue operation (see March 1997 *Reservist*). In the 1943 rescue, Coast Guardsmen on foot could get no closer than a rocky ledge far above the ship, but heaved lines made longer by bandages from their first aid kits. The Soviet seamen grabbed the makeshift lines and bent on a heavier line, allowing the beach patrolmen

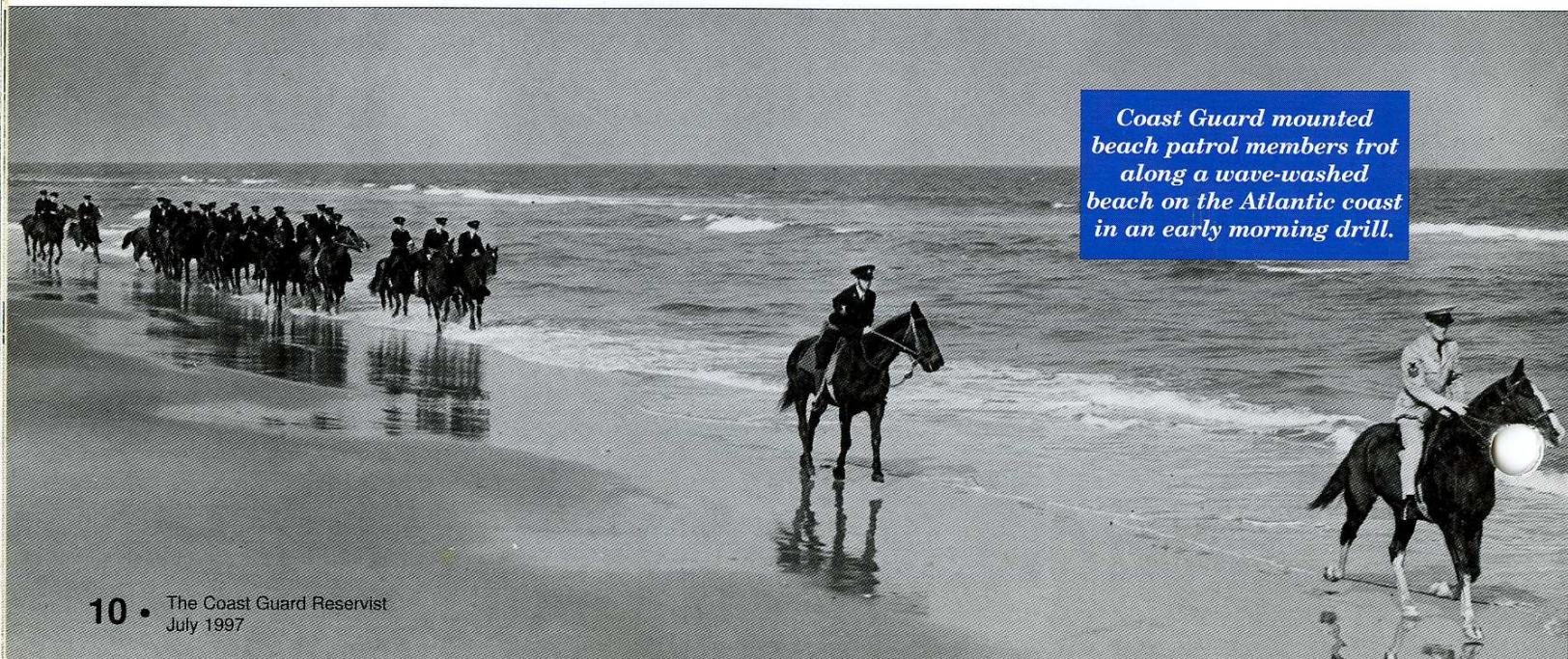
to haul them up. The Coast Guardsmen saved 52 lives from the *Lamut* that day alone.

Though the Army, Navy and Coast Guard practiced invasion maneuvers repeatedly, both to test the beach patrols' readiness and as drills to prepare servicemen headed overseas, the feared enemy onslaught never came.

By the second year of the United States' participation in World War II, there was a need for more men for sea duty. At the same

time, the danger from seaborne invasion was diminishing, especially along the East Coast. So, on Feb. 18, 1944, ADM Russell R. Waesche, Commandant of the Coast Guard, announced that a 50 percent reduction in beach patrols would be ordered for the West Coast. Dog patrols had already been cut back in the autumn of 1943. By July 1944, only the West Coast had an active patrol, which amounted to only 800 men. Eventually, the mounted division was disbanded, and the horses were sold at local auctions for prices averaging \$65 per head on the East Coast and \$117 on the West Coast.

Coast Guard mounted beach patrol members trot along a wave-washed beach on the Atlantic coast in an early morning drill.



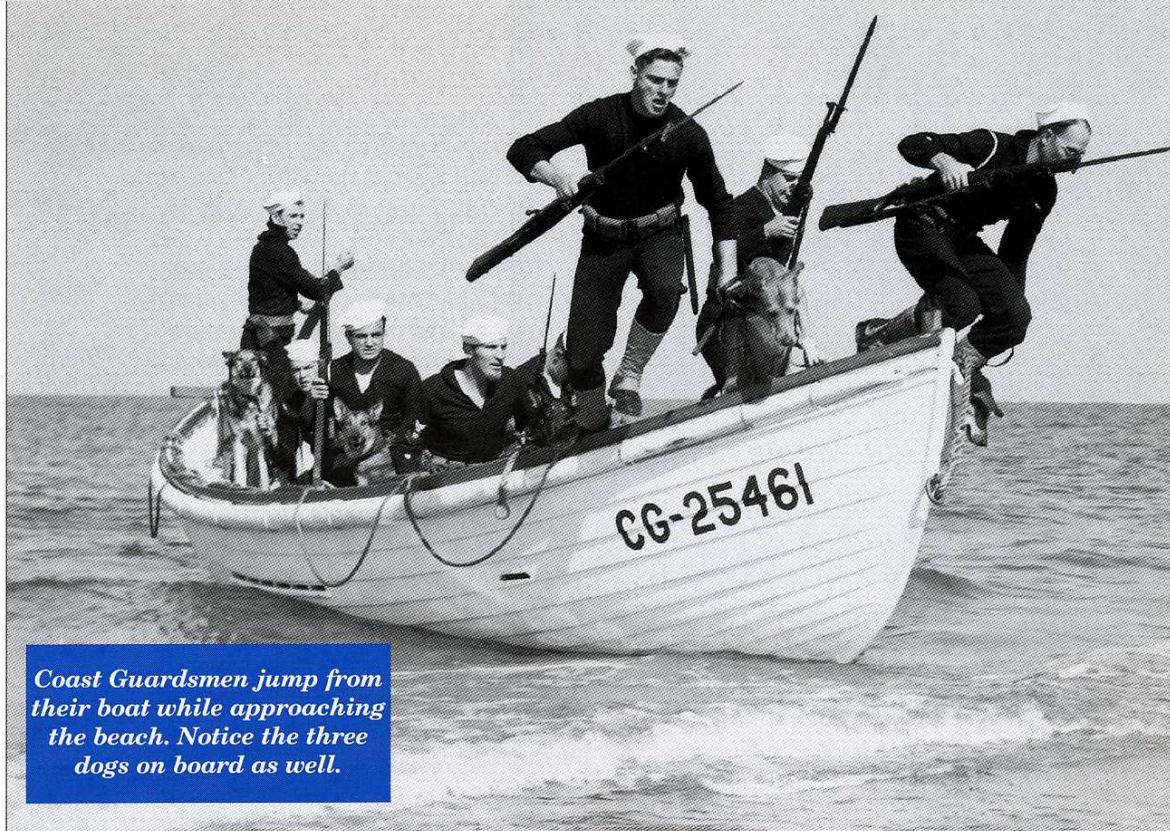
Eventually, the Army returned to many of the West Coast's beaches, especially in California. Throughout the remainder of the war, however, Coast Guardsmen continued to man beach lookouts and to carry out some traditional beach patrol activities.

The record clearly shows that in surprise drills, Coast Guard patrolmen inevitably located and reported the enemy. On the other hand, as the service's official history very correctly notes, "there is no way of knowing how many spies, despite all possible precautions, eluded the patrols by slipping into the country via the route of the eight apprehended saboteurs of 1942." We will probably never know whether the beach patrols actually made Germany rethink its plans on putting spies into the United States.

Eleanor C. Bishop, in her book, *Prints in the Sand: The U.S. Coast Guard Beach Patrol During World War II*, says that "two years after the patrol was founded to prevent a repeat of the landings at Long Island and Florida, the achievements [of the Beach Patrol] were measured, not by major incidents which occurred, but by no record of a major incident. The Coast Guard Beach Patrol had been a great success...and this success was achieved because the men who manned the patrol did their job well."

Fifty-five years after they were first officially organized, the sand pounders are gray, and the horses and dogs are long gone. Yet, for a brief, tense period of our nation's history, these Coast Guardsmen guarded the very edges of American soil, linking two defensive strategies that put Coast Guardsmen on horseback and dogs by their sides.

Editor's note: The following symbol is believed to be the rating badge insignia of beach patrol members although this could not be confirmed in our research. Does anyone know?



Coast Guardsmen jump from their boat while approaching the beach. Notice the three dogs on board as well.

Beach Patrol Bibliography

The bulk of this article is a reprint of Dennis L. Noble's *The Beach Patrol and Corsair Fleet*. Sources consulted for this article are also listed below.

- *The Beach Patrol and Corsair Fleet: The U.S. Coast Guard in World War II*, by Dennis L. Noble, Coast Guard Historian's Office, March 1992.

To obtain a copy, write to the Coast Guard Historian at:

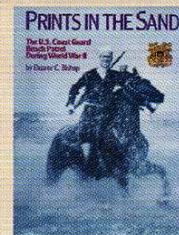
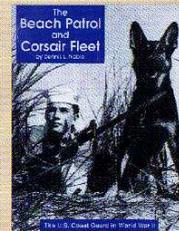
Commandant (G-CP-4)
USCG Headquarters
2100 Second Street
Washington, D.C. 20593-0001

- *Prints in the Sand*, by Eleanor C. Bishop, Pictorial Histories Publishing Co., Missoula, MT, 1989. 92 pages, 100 illustrations.

The second edition has just been released. To obtain a copy, send a check for \$12.95 (\$9.95 plus \$3 shipping and handling) to:

Pictorial Histories Publishing Co.
713 South Third Street
Missoula, MT 59801
888-763-8350 (phone orders, Visa/MC)

- "Sailors on Horseback," by Mary Beth de Ribeaux, *Equus* magazine, June 1995, pp. 38-45.
- "Seamen on horseback protected Humboldt coast in WWII," by Dan Hoff, *The Humboldt Historian*, Vol XXX No. 2, March-April 1983, pp. 11-14.
- *Silent Siege-II: Japanese Attacks on North America in World War II*, by Bert Webber, Medford, or Webb Research Group, 1988.
- "Submarine Attacks on the Pacific Coast, 1942," by Clark G. Reynolds, *Pacific Historical Review*, May 1964, pp. 183-193.
- *They Came to Kill: The Story of Eight Nazi Saboteurs in America*, by Eugene Rachlis, Random House, New York, 1961.



Team Coast Guard

News From Around Our Nation

Salt Lake unit disestablished after 40 years service

SALT LAKE CITY, Utah — A disestablishment ceremony at the Stephen A. Douglas Reserve Center June 8 ended 40 years of Coast Guard Reserve activity here. The disestablishment was a result of changes in the Reserve program over the last few years and the move to integration and Team Coast Guard.

RADM J. Timothy Riker, Senior Reserve Officer, PACAREA, addressed the unit and guests, including several past commanders. Riker presented the unit with a Meritorious Unit Commendation for its support of the National Strike Force, citing successful completion of 29 national pollution response exercises. The unit was also recognized for its contribution to the establishment and commissioning of the Atlantic Strike Team, the design and construction of the Pacific Strike Team's mobile command and communication facility and administrative support for



Salt Lake Commanding Officer CDR John C. Kimble inspects SK1 Colleen Brogna during the unit's final muster. Below: First Salt Lake CO, LCDR George E. Bourne, inspects during a 1958 muster.



numerous oil spills and hurricane relief efforts. The reserve unit hosted the EPA's Inland Oil Spills course, providing the first ever opportunity for this training to occur in Salt Lake City.

Additionally, due to their expertise in scripting and developing exercises, they were specifically requested to plan and execute the Navy's industry-led exercise in San Diego, for which they received national recognition.

The Coast Guard Reservists who dedicated years of service to their country here have a proud history.

Unit members have gathered a collection of memorabilia which will be displayed at the Fort Douglas Military Museum.

The unit was originally commissioned as an Organized Reserve Training Unit "Port Security" (ORTUPS 12-923) on March 5, 1957. In 1965, a second Reserve unit was commissioned in Ogden, Utah, 30 miles north of Salt Lake City. It merged with Salt Lake in the early 1970s. RU Salt Lake became part of

the National Strike Force in 1991. At the time of disestablishment, there were 39 members actively drilling under CDR John C.

Kimble, Commanding Officer. While many unit members have opted to retire or leave the Reserve program,

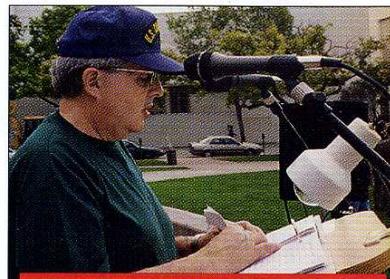
others are switching to alternate military service while some will continue affiliating with the CGR by commuting to coastal units.

— By CDR John Kimble, USCGR and PAC Thomas Cowan, USCGR

Editor's note: Awards given to unit members are listed on Page 19.

Reservist participates in 'traveling' Wall ceremony

BERKELEY, Calif. — A traveling replica of the Vietnam Veteran's Memorial Wall in Washington, D.C. was here for a three-day exhibit in late March. Entitled "The Wall That Heals," the memorial, a half-size reproduction of the original, was displayed at Berkeley's Civic Center Park, site of turbulent and oftentimes violent war protests during the late 1960s and early 1970s.



CG Reservist PAC Ron Cabral reads names from the Vietnam Wall Memorial in Berkeley.

While on display, the wall was viewed by several thousand people during which time the inscribed names of the 58,212 American men and women who lost their lives during the war were read aloud by volunteers on an around-the-clock basis for 72 hours. Among those reading the names was Coast Guard Reservist PAC Ron Cabral from PACAREA.

"It was a great honor to have been a part of the name reading," said Cabral. "After reading the names for 30 minutes, I felt as if I was getting into a sort of trance," he added.

Ironically, one of the organizers responsible for bringing the wall to Berkeley was Country Joe MacDonald, former leader of Country Joe and the Fish, Vietnam-era vet and a former Navy pal of Cabral's.

"It's great for Berkeley to host the exhibit considering the volume of anti-war sentiments attributed to the city during the war," said MacDonald. "It's a positive feeling for all of us to reflect on the war and those who died fighting." Also present at the event was an organization representing the 44 merchant seamen killed in Vietnam. A movement is afoot to try and add their names to the Vietnam Memorial in Washington, D.C.

— By PAC Marshall Berman, USCGR

NATO exercise Linked Seas 97 sends reservists to Portugal

TROIA, Portugal — The Coast Guard and its Reserve participated in NATO's Linked Seas 97 in May. The two-week exercise is a routinely scheduled maritime event that focuses on maintaining and improving the readiness and effectiveness of NATO member forces. Conducted primarily in Portugal and Spain, it was under the control of NATO's CINCIBERLANT and included over 80 ships, 75 aircraft, and over 1500 land forces and marines. Included to play in this exercise were several U.S. Naval Coastal Warfare commands assigned by Commander, Maritime Defense Zone Atlantic (MARDEZLANT), Portsmouth, Va.

So what is "Logistics" and why was the USCG Reserve involved in a NATO exercise in Portugal? The answer is that the Coast Guard's Maintenance and Logistics Command Atlantic (MLCLANT) located in Norfolk, Va., is the logistics arm of the USCG east of the Rocky Mountains. In addition, it is also the Logistics Directorate of Commander, MARDEZLANT. The Logistic Directorate of MLCLANT operates to maintain readiness for surge operations of the USCG, and to provide logistical sup-

port to commands in its Area of Responsibility.

Logistics then comes into play in the scheduling of the commands' personnel and hardware that make up the Naval Coastal Warfare (NCW) organization participating in the exercise. The "Reserve" was involved due to the use of PSU 309, one of five reserve commands of NCW. Their duty was to protect the harbor of Setubal from a base in Troia during a two-week ADT period.

From the beginning, Coast Guard members of the Logistics Directorate coordinated requirements for the exercise, and then interfaced with CINC US Transportation Command and three of its components, the Air Mobility Command (USAF), the Military Sealift Command (USN), Military Traffic Management Command (USA).

Linked Seas was planned and executed using knowledge of the U.S. military's logistics and transportation commands and the systems that they employ. The success of the deployment logistics used in Linked Seas 97 has set a baseline for future exercises.

— By LCDR A.J. Cappeto, USCGR



Two members of PSU 309 work port security during the NATO exercise Linked Seas 97 at Troia's pier beside a British mine sweeper.

SAR case ends in ultimate sacrifice

EUREKA, Calif. — Four Coast Guardsmen from CG Air Station Humboldt Bay paid the ultimate sacrifice when their helicopter went down in rough seas near Cape Mendocino June 8. CG6549 was attempting to rescue five imperiled sailors aboard a 37-foot sailboat. The four Coast Guardsmen are **LT Jeffrey Crane**, 35, of Marshfield, Mass.; **LTJG Charles Thigpen**, 26, of Riverside, Calif.; **ASM3 James G. Caines**, 26, of Hinesville, Ga.; and **AD3 Richard L. Hughes**, 33, of Black Canyon, Ariz. An "In Memoriam" is on the back cover of this issue.

In the news...

■ **Coast Guard**, the two-year old television series, will be produced for a third season. The shows producer, Tam Communications, says it has episodes planned for Alaska and Hawaii, of North Dakota flood coverage and drug patrols in the Caribbean under *Operation Frontier Shield*. *Coast Guard* airs internationally under the name *Sea Rescue*.

■ A monument honoring **Franklin Delano Roosevelt** is now open in Washington, D.C. following the May 2 dedication. FDR was president when the Coast Guard Reserve was formed Feb. 19, 1941.

■ **Florence Pfalzgraf Kern**, 95, author of several Coast Guard histories, including one on the revenue cutters, passed away April 29. One of her stories was turned into a script for a Shirley Temple movie, "Our Little Girl."

Red River flood stats

GRAND FORKS, N.D. — The Red River flood was a devastating event, with 90,000 people driven from their homes. It ravaged the valley, doing over \$1 billion damage. The Coast Guard responded with 157 personnel (103 active, 29 reserve and 25 auxiliary). Coast Guard costs exceeded \$1 million. Team Coast Guard efforts assisted or directly rescued 916 flood stranded victims in Minnesota and North Dakota.

— LCDR Dave Roundy, USCGR



CWO Bill Perkins of MSO St. Louis plying the flood waters of Grand Forks, N.D. in late April. Over 150 Coast Guardsmen assisted during flood ops.

Sea Partners

Marine Environmental Education Program funded through FY 1997

By SKCM Linda Reid, USCGR
OFFICE OF RESPONSE (G-MOR-1)

It's a typical sunny summer day at the marina and boaters are fueling up, getting ready to take to the water. A boater spills some fuel into the water and reaches for a bottle of liquid dishwashing soap to pour on the spill. But then he remembers a sign he saw near the fuel pump warning against the use of dispersants — a sign placed at the marina by a Sea Partners team.

Using soap to disperse a small fuel spill can actually cause more environmental damage than leaving the spill untouched and is illegal under 33 CFR 153.305. The correct way to clean up such a spill is to use sorbent material, which is typically available at a marine supply store. This is just one of many facts Sea Partners brings to the public.

The issues of marine environmental protection are tenacious and the many laws and regulations designed to protect the marine environment are complex. The Sea Partners Campaign is the Marine Safety and Environmental Protection program's ongoing effort to educate the public about these issues and bring about improved compliance with the regulations.

The Sea Partners Campaign has been in operation at Marine Safety Offices since 1994. Over 300 reservists attended formal training sessions given during the first two years of the program. About 200 are still active in Sea Partners

work. New people have been brought into the program through on-the job or formal training at the MSOs.

Over the past three years, Sea Partners teams have reached out to 1.2 million people during 5,400 events involving 24,000 hours with the public. In addition, the program has enabled units to establish working relationships with more community and local government groups, such as the North Carolina Big Sweep, the Dade County, Fla. Department of Environmental Resource Management and the Pacific Oil Spill Prevention Education Team.

The Marine Plastic Pollution Research and Control Act, enacted by Congress in 1987, contained authority for the Coast Guard to conduct an outreach program to help combat a growing marine debris problem along the nation's shores. Sea Partners also encompasses information about oil, chemical and sewage pollution and advertises use of the National Response Center's 800 number for making pollution reports.

The Department of Defense has provided the majority of funding for the Sea Partners Campaign through the Innovative Readiness Training program (successor to the Civil-Military program). The IRT program funds reserve training activities which also provide a benefit to the community. Reservists working in the Sea Partners program have

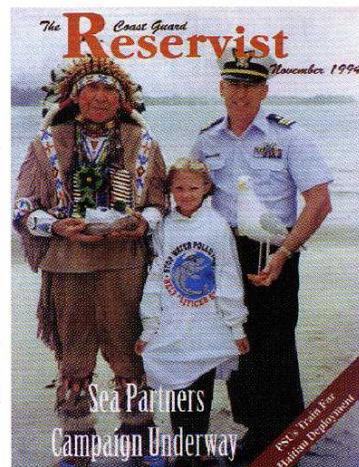


Photo by LTJG J. Whine



Above: *The Reservist* featured Chief William Depoe of the Siletz Indian Nation, student Tresa Loucks and reservist LCDR Rand Wintermute on the magazine's November 1994 cover, the year the program began. Chief Depoe has since passed on.

Left: Students from Santa Rosa Elementary, Calif. team up with Sea Partner and Coast Guard Reservist PS1 Andy Aguilar of MSO San Francisco Bay to make a difference in keeping their local area clean.

ers Update

learned the intricacies of many marine pollution laws, regulations and international agreements the Coast Guard is responsible for enforcing, and in turn are charged with explaining how these laws affect various waterways users in their audiences.

Originally intended as a three-year pilot project, the campaign received one additional year of funding for FY1997 due to changes in the scope of the program, consisting primarily of a newly devised training program for Coast Guard Auxiliarists. Reservists active within the program this year are drawing on their experiences to train auxiliarists in many locations. This initiative has two goals: (1) provide additional resources to the MSOs to do Sea Partners work and (2) incorporate environmental protection messages into public education work the Auxiliary is already doing — boating safety classes, courtesy marine exams and marine dealer visits. Reservists in Sea Partners often find themselves training active duty people in outreach techniques and dealing with the public.

The Sea Partners program uses a variety of methods to get its message to the public. Formal lectures, often accompanied by a slide show or video, are effective for presentations at yacht clubs, community centers and classrooms. Marina visits bring Sea Partners in direct contact with marina owners and boaters. Many teams have participated in boat shows, waterfront festivals and other such events to reach large audiences. During the first six months of this fiscal year, teams reported attending 28 boat shows or similar events.

New issues have arisen since the campaign started that lend themselves to public education. The zebra mussel, an aquatic nuisance species that has been a problem in the Great Lakes for several years, is now spreading throughout the Mississippi River system and to other lakes. Informing boaters to avoid transporting this pest in ballast water or bait buckets helps prevent further spread. The fate of some endangered species, such as the right whale off the Atlantic coast and sea turtles in the Gulf of Mexico, can be improved through public education.

No doubt other issues which may be influenced by a public outreach campaign will arise in the future. As the DOD funding draws to an end, the future of Sea Partners rests with the Marine Safety Offices. The program will continue to be one of the many tools the MSO commander has on hand to run an effective compliance program, drawing on all the resources of Team Coast Guard — active, auxiliary and reserve.

For More Information

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Sea Partners Web Address:
<http://www.dot.gov/dotinfo/uscg/hq/g-m/nmc/seapart.html>

Sea Partners' Cartoon Characters

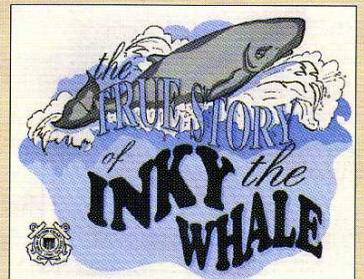
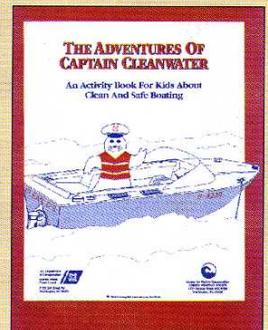
A collection of cartoon characters assist the Sea Partners in bringing pollution prevention messages to children.

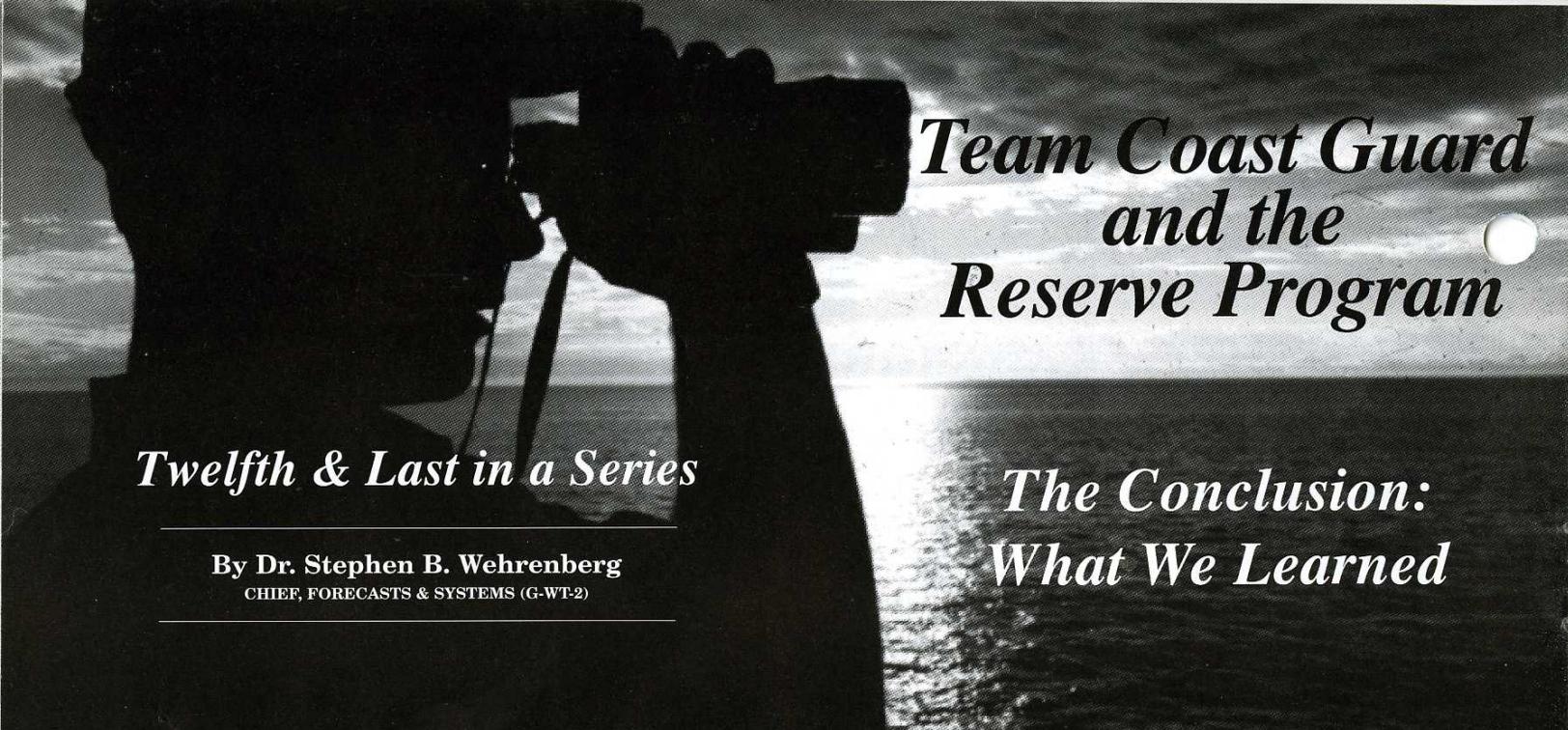
Officer Snook, a popular Florida fish, wears a hat with a badge and urges children to protect the marine environment from pollution by oil, chemicals and garbage. The Officer Snook program, developed by Jennifer Sevin of Miami while still a student in high school, has educated over 400,000 children on preventing marine pollution. Sevin has worked with the Miami, Jacksonville and Tampa teams on a number of Sea Partners events and has won many public service recognition awards for her work.

Captain Cleanwater is a seal who teaches kids about boating safety and protection of the marine environment through a variety of activities. In Captain Cleanwater's activity book, kids learn about how boaters can take responsibility for keeping the water clean.

Inky the Whale appears as a cartoon figure in her own coloring book, but is based on the real-life whale which washed up on a New Jersey beach. The Coast Guard provided an airlift, and the whale was taken to the National Aquarium in Baltimore. A documentary video shows scientists at the aquarium reaching into the whale's stomach with an instrument to retrieve plastic, which had kept her from digesting food. Inky brings a powerful marine debris message to kids and adults alike.

Although it would seem that the "payback" on children's programs is many years down the road, children often take what they have learned home to family members who may be boaters or work in coastal industries. Kids' thank-you letters to Sea Partners presenters often express messages such as "I will tell my parents never to pollute!" Education is a solution to pollution.





Team Coast Guard and the Reserve Program

Twelfth & Last in a Series

By Dr. Stephen B. Wehrenberg
CHIEF, FORECASTS & SYSTEMS (G-WT-2)

The Conclusion: What We Learned

Well, when this series began in August 1996, we said it would be a year long, and here it is, a year later. What have we learned this year? Of what practical use was this series? How could you, assessing your own career options, put this information to use?

We began with a discussion of where the RPAL came from, and the fact that all of our personnel processes (recruiting, training, assignment, advancement, etc.) are linked to the *demand* for people to do work. That demand originates as missions undertaken by the Coast Guard in the interests of our nation, and results in *billets* (people-sized units of work). Demand is determined by program managers (SAR, ATON, Readiness, Marine Inspection, etc.) working with units Coast Guard-wide in a long process of analysis and prioritization. These are the customers of the Reserve Program, and the RPAL serves as their purchase order.

We spent some time discussing the characteristics of billets, and the idea of a match between those characteristics and the skills and other attributes of our people. The implications for recruiting, training, and assignment are clear — we recruit reservists where we need them, generally with a specific billet identified; then we train people to have at least the entry-level skills needed to do the job implied by the billet; and we assign and reassign based on the match of people to billets as they become more senior. This means we advance people when there are openings to fill, and we don't advance them when there are no openings to fill.

One of the challenges we discussed was the conflict between a decentralized (geographic) assignment system and a centralized (for equity's sake) advancement system. The inevitable result is we sometimes have vacant billets that allow us to advance people, but if they aren't located near the vacancies, we haven't solved our problem. At the more junior end of the enlisted and officer pyramids, this isn't a huge problem, since there is enough movement to wash out the mismatches. As one becomes more senior, the sheer number of assignment options decreases (billets) and they are less likely to be where you are. In fact, if we were

at authorized strength, it would be quite possible to be promoted into the IRR! The fourth article in this series (November 1996) discussed the Reserve Policy Board's attempt to deal with this challenge. The bottom line was "...today...each member must take greater responsibility for his or her own career."

But ... that requires you have the information you need to make logical career choices. That was the whole point of this series, to introduce you to some (not all) of the information you need, point you to more, and make it possible for you to begin to take charge of your career — if you haven't already, of course. But what does this mean? What is career development? What is career planning?

What is career planning?

The discussion here is geared primarily toward enlisted people, but the principles apply equally well to officers (and anyone, for that matter). Most management texts would tell us career development is "the orderly progression through a series of jobs and experiences, with increased challenge, autonomy, and responsibility — each building on experience gained in the previous assignment." Career planning, then, is a process where you make some decisions about what a career means to you, then take some action to head down that path. In order to do that you need to do some homework; this isn't a course in career planning, but....

Goals: You have to understand what you want from your association with the Coast Guard. As a reservist, this is not your primary career, so you might be getting a very different set of *satisfiers* from the Coast Guard — we know it's not always the money! Advancement may be much less important than the opportunity to help the nation; just being able to drive a boat on weekends might be exactly what you are looking for. On the other hand, perhaps increasing levels of responsibility is your thing, implying a desire to advance through a variety of challenging positions. Maybe it's the camaraderie you experience with friends and colleagues when you drill. Maybe

the most important thing to your career is the fact that you can walk from your house to your unit! Take a serious look and identify the important factors in your relationship with the Coast Guard.

Options: Given your goals, you will choose a path from among a number of options. More on this below.

Action plan: What does it take to pursue the option you have chosen? What do you have (skills, opportunity, etc.) compared to what it takes? If there is a difference, how can you overcome it? The answers to these questions serve as the basis for a personal action plan.

So what information do you have available to you, and how can you make use of it in your career planning? Assuming you have assessed your goals and capabilities....

The first place to look is the **RPAL**. For your chosen rating, where are the billets, how are they distributed across grades (to determine advancement opportunities), which are filled, which are empty? What kinds of units need your kind of people? Are any of those units near enough to where you live? Are there billets nearby all the way up to your advancement goal? If not, where are the billets you'd like to serve in? We're exploring the idea of making this information available on the World Wide Web, or the Coast Guard's intranet, but in the meantime, your local Integrated Support Command has a good idea of the RPAL billets in its AOR, and soon every unit will have that information available.

If advancement is important, you have to consider **current strength**. If a rating is over-staffed, advancement may be slow for a while until normal attrition and laterals balance things out. If a rating is under-staffed, it looks like getting that advancement course work done would be prudent! Even if a billet you want is filled, you can get some idea about when it might be available by **networking**. Every reservist should have a network of colleagues, contacts, and other sources, and should tap that network frequently to find out things like who is retiring, who is moving to Albuquerque, and whether the local recruiters think they are going to be able to fill their RPAL billet allocations.

Advancement lists and the **projections for advancements** are a good source of information to find out how fast a rating is moving and which billets are likely to be filled.

All this leads you to a path of assignments in your future

for which you can then position yourself. Obviously, you want to be the most attractive candidate for a billet when it becomes available, so how can you get the **skills you need for your next assignment**? That's a real key point...when I was in high school, my driving instructor told me to always be aware of safe havens...if a car darts across the median toward you, where can you go? The implication is that you should be planning for your next two assignments right now. Chess Grand Masters are known for their ability to look ahead as many as 20 or 30 moves to see what could happen and how they can position themselves for success. Seems to me a career with the Coast Guard is more important than a chess game! The art is balancing the need for current skills with the need to prepare yourself for a different job in the future. To chart this course, you should work with your: unit training officer, chain-of-command, Career Information Specialist, Command Enlisted Advisor, and Integrated Support Command. The Coast Guard cannot do this for you...this is a choice you have to make on your own!

What about risks and uncertainties? Sure, they're always there. Right now, there are uncertainties about what the PS, IV, and DP ratings will look like in the future. There are uncertainties about when LORAN stations will close, so the future of the ET rating is uncertain (there will be one, just how big and doing what is a question). There are uncertainties about commissioning some new port security units. The perennial question about reserve support of major cutters remains as unclear now as it ever was. But issues like these, though not trivial, just point out the dynamic nature of the Coast Guard. Needs are always changing, and the qualifications of those who must do the work are dynamic as well. If your career goal is certainty, absolute security, and assurances that you can drill at Station Umptysquat for the next 20 years, you may have chosen the wrong company — and may never find the company that can offer that degree of certainty in this turbulent world!

Instead of waiting for the Coast Guard to hand you a career, use the information we have offered to decide what kind of a career you want, and make it happen.

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<u>Issue</u>	<u>Article Title</u>	<u>Author</u>
August 1996 (I)	A Panoramic View	Dr. Stephen Wehrenberg
September 1996 (II)	What's A Billet?	Dr. Stephen Wehrenberg
October 1996 (III)	Always a Military Force	Dr. Stephen Wehrenberg
November 1996 (IV)	New Career Paths for Senior Reservists	CAPT Douglas Clapp
December 1996 (V)	Meeting the Challenge of Team Coast Guard	CDR Michael Price
January 1997 (VI)	Enlisted Rating Reviews: BM, QM, ET	Enlisted Force Managers
February 1997 (VII)	Enlisted Rating Reviews: MK, DC, TC	Enlisted Force Managers
March 1997 (VIII)	Enlisted Rating Reviews: GM, HS, RD	Enlisted Force Managers
April 1997 (IX)	Enlisted Rating Reviews: FT, EM, IV	Enlisted Force Managers
May 1997 (X)	Enlisted Rating Reviews: YN, SK, FS	Enlisted Force Managers
June 1997 (XI)	Enlisted Rating Reviews: PS, TT, PA, DP	Enlisted Force Managers
July 1997 (XII)	Conclusion of the Series	Dr. Stephen Wehrenberg

Want to review one of these articles but lost the hard copy of the magazine?

These are all posted on the Internet at: <http://www.dot.gov/dotinfo/uscg/hq/reserve/reshmpg.html>

Integration Roundtable began with the February issue and is published when the need arises to provide a forum for Integration-related issues. Such is the case with the recruiting insert published in the May 1997 Reservist which generated two letters from readers. CAPT Doug Clapp responds.

I feel I must speak for some of us in response to the article "We Need More People," published as part of the Recruiting Insert in the May 1997 issue. To some of us, it could be an "I told you so" story. Three or four years ago, when the CG Reserve "dumped" people like excess baggage, a few hundred good qualified people, both enlisted and officers, found themselves with no billets and in some cases no unit to report to almost overnight. Yes, there were those who needed to go for many reasons, but the "baby was tossed out with the bath water," and now they're saying "oops!?" It's a classic case of the right hand not knowing what the left hand is doing. I just retired in June after 29 years service, and I guess it's a love-hate relationship I have with the Coast Guard. I've seen the old and the new, the good and the bad. However, the slash and burn system hurt a lot of fine people and it should never be used again.



— BM1 John A. Perrin, USCGR (Ret.)
Sebastian, Fla.

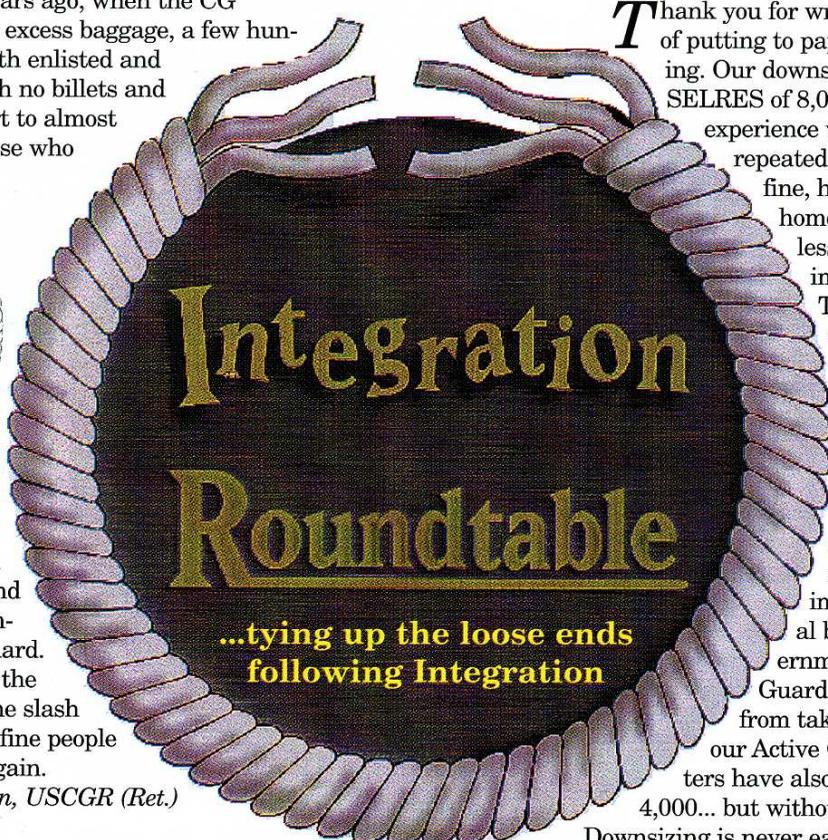
In the May issue, you unknowingly brought up an issue that is a real sore spot among the Reserve force, and I cannot let it slide by without comment. Let me speak for those who will not or cannot. First, this hue and cry to get everyone involved in recruiting really rubs salt in the wounds of those of us who remember the ceaseless RIFs of the early 1990s. This is still some very recent history.

Through our policies at the time, we let go an unbelievable number of reservists with qualifications and credentials that were just eye-watering to behold. I remember telling reservist after reservist standing in front of me that, essentially, we didn't need them anymore and we were going to have to let them go. For the most part, these were reservists who could build boat engines in their sleep, navigate by sixth sense on the darkest nights, repair radars with paperclips, or sense a vessel carrying contraband through sheer instinct. Guess what? We sent them all home...thousands of them. **Now** you want them back **and**, their sons and daughters. These multi-generation Coast Guard friendly families used to be our richest recruiting source, especially on the coasts and in the Great Lakes. Instead, in order to make some short-term budgetary gains in the early 1990s, we prematurely sacrificed an entire generation of the best people anywhere in the

Coast Guard, active or reserve. These people are, in turn, not very inclined to steer their sons and daughters onto the same path. It will take us a generation to recover from this personnel debacle, and our current abysmal recruiting numbers show it.



— LCDR Timothy Aines
Kenosha, Wis.



Thank you for writing. You've done a great job of putting to paper something many are feeling. Our downsizing by over one-third to a SELRES of 8,000 was drastic and painful, an experience we all hope will never be repeated. We sent a large number of fine, highly qualified reservists home and, although we tried to lessen the personal financial impact by offering Reserve Transition Benefits, it was still a sad time for our Component. Many of those we lost, we sure could use back on duty right now!

Why did this happen? It was a grim political reality that we had to take a huge cut in our numbers in a very short period of time. The imperative to balance the federal budget required massive government cutbacks, and the Coast Guard Reserve was not immune from taking its share. The ranks of our Active Component brothers and sisters have also been thinned by almost 4,000... but without giving up any missions.



Downsizing is never easy nor always equitable, particularly when there are political, structural and time constraints to cope with. At the time, we deliberately chose to minimize the number of people we forced out by taking the very drastic step of completely shutting down our recruiting efforts. Only people coming off active duty (RELADs) were allowed into the Reserve. This policy did allow us to "lay off" fewer people (a good thing), but, as you both point out, it sowed the seeds of our present recruiting problem...and a myriad of related long-term force management problems.

Recruiting hasn't been as easy to restart as it was to shut down. Last year we met 65 percent of our recruiting goal. This year we expect to get 80-90 percent. The Coast Guard needs and values its reservists more today than at any time since World War II. Reservists are more and more in demand and contribute more than ever to Team Coast Guard. To use your words, please don't throw the baby out with the bathwater. I ask for your understanding and help to keep the Coast Guard Reserve strong by supporting and contributing to our recruiting efforts. We want reach full funded strength as quickly as possible, that we may better share the burden and relieve the stress on a proud "can do" but smaller Coast Guard workforce.

— CAPT Douglas E. Clapp
Chief, Office of Reserve Affairs

Front & Center

Best USCG chow...

Ever wonder who makes the best chow in the Coast Guard? Recipients at the third annual *Coast Guard Excellence in Food Service Awards* may be one indicator. The awards were presented March 14 at Albuquerque, N.M. by RADM Alan M. Steinman, USPHS, Director of Health and Safety. **Small Dining Facility Afloat** CGC *Point Warde* (WPB 82368) Wrightsville Beach, N.C. **Small Dining Facility Ashore** Coast Station Cape Cod Canal Sandwich, Mass. **Medium Dining Facility Afloat** CGC *Vigorous*, Cape May, N.J. **Medium Dining Facility Ashore** CG Group Key West, Fla. **Large Dining Facility Afloat** CGC *Polar Star* (WAGB 110) Seattle, Wash. **Large Dining Facility Ashore** CG Air Station Cape Cod Otis ANGB, Mass.

Officer Promotions

TO CAPTAIN

Name	ISC	Date of Rank
Thomas J. Falvey	HQ	1 Jun 97

TO COMMANDER

Wayne C. Hill	Seattle	1 Jun 97
Steven E. Ohms		1 Jun 97

As per Reserve Officer Promotion Authorization Listing (ROPAL) No. 06-97.ALCGPERSCOM 035/97 (221845Z May 97).

"M" Device for PSU 311



PSU 311 members were recently awarded the Armed Forces Reserve Medal "M" device for mobilization for the Persian Gulf War, Uphold Democracy and Restore Hope. On dock, left to right: CDR Michael Seward, Commanding Officer, PSU 311; LT Robert Hanley, PS2 Gregory Roberts, EM1 Stephen Trebaol and SK2 Donald E. Orrantia. On boat, front row, l to r: BM1 James Guttko, LT Robert Branc and BM3 Allen White. Second row, l to r: PS1 Kevin Shaughnessy, LCDR Robert Sandoval, MKCS Larry Bull, DCC Jeffrey Fullard and PS2 Alexander Gayson. Not pictured: MK1 Thomas Chatfield and SK2 Judith Hall.

TWA 800 Awards

The following First District Reserve personnel received awards for their participation in the TWA Flight 800 recovery ops. Special thanks to BMCS Al Johnson, USCGR, who compiled this list.

COAST GUARD COMMENDATION MEDAL

CDR Arthur Olsen
LCDR Peter R. Sammis
HSC John E. Phillips
QM1 Joseph Klobus
MK1 Nicholas C. Liss
QM1 Kenneth J. Roche
PS2 Brian W. McCarrick
PS2 Timothy Morley
MK3 James D. Rizzitello

COAST GUARD ACHIEVEMENT MEDAL

CWO2 Gregory P. Hunton
PACM Norman T. Deragon
BMCS Alfred E. Johnson
YN1 Ann L. DeCoursey
EM1 Gerald Shea
PA3 Kevin Miller

COMMANDANT'S LETTER OF COMMENDATION

CWO3 Charles H. Obermeyer
PSC Thomas F. Mandel
MKC Robert D. Navratil
YNC Frances O'Connor
YN1 Anne Priestman
QM1 Steven P. Wade
YN2 Antonio Alexio
BM2 Robert C. Breaker
YN2 George Frank
PS2 James M. Fucito
YN2 Richard P. Maher
PA2 Gary Rives
YN2 Wendy L. Snediker
PA2 Zachary Zubricki
BM3 Duane A. Davis
FS3 R. Healy
BM3 S. Heithaus
PA3 Linda O'Brien
YN3 Mary S. Jenkins
BM3 Benjamin W. Johnson
BM3 Zachary L. Johnson
PA3 Linda O'Brien
MK3 Erik C. Rider
MK3 Eric Sobek
SK3 Manny L. Vaz
SA Scott A. Lancaster

Awards

The following reservists received awards at the June 8 decommissioning ceremony of RU National Strike Force, Salt Lake City, Utah. The unit was commissioned in 1958.

COAST GUARD COMMENDATION MEDAL

CDR John Kimble

COAST GUARD ACHIEVEMENT MEDAL

LCDR Craig Sattergren
LT Brennan Fernelius
LT William Hardesty
BMC Ted Cooley
PAC Thomas Cowan
SKC Larry Smith
SK1 Colleen Brogna
SK3 Mary Christensen

COMMANDANT'S LETTER OF COMMENDATION

PS2 Connie Grimsby
PS2 Michael Grimsby
YNC Gary Beutler
BMI Eugene Riddle

OCS Selections

ALCGPERSCOM 026/97 (101313Z Apr 97) announced the following Temporary Commission Selectees for Officer Candidate School (OCS)

Primary Selectees for 19 May 97 Class

Name	Rate	Unit
Ralph P. Anguiano	YN2	COMDT (G-C)
Diana J. Cranston	SK2	CG MLCPC
Robert T. Griffin	HS1	CGC Har. Lane
Brian G. Knapf	MST2	MSO Tampa
Andrew A. Lawrence	QM1	PACAREA
Teresa A. McTear	YN2	RTC Yorktown
Kenneth V. Mills	QM1	Group Mobile
Jon H. Nordling	AD2	CG TISCOM
Keith J. Pierre	YN2	LANTAREA
David B. Salcido	TT1	ESD Mobile
Steven M. Stewart	TC2	RUITOFF Phenix
Kurt M. Van Hauter	MST1	MSO Philadelphia
Sandra J. Waller	TC2	Group Seattle

Primary Selectees for 25 Aug 97 Class

Name	Rate	Unit
Tamara L. Floodine	YN2	CG Academy
Darren A. Hopper	BMI	CGC Assateague
Victor F. Rivera	YN2	Group Miami Beh.
Daniel J. Silvestro	AD2	AIRSTA Clearwtr
Douglas K. Stark	SK2	Group Fort Macon

Alternates

Name	Rate	Unit
1. Holly L. Shaffner	FT1	RUITOFF Seattle
2. Erik LaSalle (NMN)	SK2	NESU Boston
3. Miguel A. Lumbago	YN2	COMDT (G-OX)
4. Francis J. Delrosso	BMI	MSO Miami
5. Richard F. Freed	MK1	MSD Cincinnati
6. Michael L. Herring	AT1	AIRSTA Borinquen
7. Joseph T. Lally	MST1	TRACEN Cp May
8. Vickie J. Neblcock	QM1	CGC Madrona
9. Jason L. Menapace	TC2	JIAITF East
10. Antonio R. Soliz	TC1	ACT Baltimore

Here's How...

If you recently retired or received an award and have not seen your name published in the Front & Center section of this publication, mail or fax a hard copy of your retirement letter and /or award citation and it will be published in a future issue, provided it has not already been published in a previous issue. See Page 2 for address and fax number.

Taps

■ **CAPT Robert Boole Legge**, USCGR (Ret.), 64, of Los Altos, Calif., passed away March 28, 1997.



Born May 8, 1932 in San Francisco, he joined the CG Reserve during the 1950s while earning an electrical engineering degree at Stanford University. He also earned an MBA in finance from Harvard School of Business. In 1975, he accepted a USCG opportunity to help build an Omega radio-navigation station in Monrovia, Liberia, West Africa. He retired from the CGR after 36 years service, and was then employed by Optivision Inc. of Palo Alto as Director of Finance. He is survived by his wife, Frankie Harrington Legge; sons Robert, Devon and Larry; daughters Katharine and Amanda; three grandchildren. A memorial service with full military honors was held April 4, 1997 at Treasure Island Chapel, Calif. with scattering of ashes at sea off San Francisco. Donations in his memory may be made to One World Montessori School, 20220 Suisun Dr., Cupertino, CA 95014.

■ **CAPT Thomas J. Travers**, USCGR (Ret.), 65, of West Chester, Pa. passed away Jan. 13, 1997.



Born Sept. 7, 1931 in Brooklyn, N.Y. he entered the U.S. Navy in 1949 and advanced to BMI before receiving a commission as Ensign in the CG Reserve in 1958. CAPT Travers graduated from St. John's University in New York City with a degree in management. Among his many

CGR assignments were Commanding Officer of CGRU Gloucester II, N.J.; Commander, Reserve Group Cape May, N.J. and Commander, Reserve Group Base Gloucester. He was also an instructor at RTC Yorktown, Va. and was a driving force behind the recent RTC Yorktown reunions. He retired from the CGR June 30, 1982 with over 33 years service. As a civilian, he worked many years for The Crozer Chester Medical Center in Harrisburg, Pa. and for the State of Pennsylvania. He was SE Pennsylvania coordinator for ESGR and a member of TROA. He is survived by his wife Joan; children Tom, Mary, Ed, Roseanne, Margaret and Gerard; five grandchildren. Mass of Christian Burial was held Jan. 16, 1997 at St. Simon & Jude Catholic Church in West Town, Pa. Internment St. Agnes Cemetery, Westchester, Pa. with military honors. Coast Guard Reservists served as pallbearers.

■ **LCDR William (Bill) O. Averett**, USCGR, 58, passed away May 12, 1997 at his home in Odenville, Ala. He entered the Coast Guard on Sept. 19, 1962 after serving in the U.S. Army for three years. At the time of his passing, he was a member of MSO Morgan City, La. assigned to the



Investigation Department where he served as the Department's Fire Casualty Training Officer and a fully qualified Investigating Officer. A member of Bethel Baptist Church in Moody, Ala., he was also a Supervisor for the Jefferson County Youth Detention Center and a retired fire inspector for the City of Birmingham. He is survived by his wife, Judith; daughter, Lisa; son, William O Jr.; three grandchildren and two sisters. Services were held May 13, 1997 at the Jefferson Memorial Gardens East, Trussville, Ala. Memorial contributions may be made to the American Heart Assoc.

■ **CWO4 Robert G. Cross**, USCGR, 59, of Millville, N.J. passed away May 30, 1997 at Our



Lady of Lourdes Medical Center, Camden, N.J. A veteran of the U.S. Coast Guard and Reserve, he was the purchasing agent for the USCG Electronics Center, Wildwood, N.J. until retiring in 1994. He is survived by his wife, Donna; a daughter, Sheryle Musarra; stepson Brian Ligi; stepdaughter, Michelle Ligi; a sister, Nancy Ruhl; and one grandchild. Services were held June 3, 1997 with interment at Greenwood Memorial Park, Millville. Donations may be made to Shriners Hospital, c/o Shekinah Lodge, Milton Moroz, Treasurer, 1806 E. Main Street, Millville, N.J. 08332.

Upcoming Events

JULY 1997

- **Boy Scout National Jamboree** — July 28-Aug. 5 at the U.S. Army Base, Fort A.P. Hill, Va. Coast Guard volunteers are needed for one to two weeks. Contact: PSCS Douglas E. Yeckley, 1426 Crabhouse Road, Lusby, MD 20657. 410-326-4291. E-mail: dey1@erols.com
- **National Naval Officers Association Conference** — July 20-25, 1997, at Loews Annapolis in Annapolis, Md. Rooms \$86/night, 1-800-526-2593 for reservations. Contact: USCG rep. LCDR Sharon Donald-Baynes, 202-267-2882 or NNOA office at 216-261-2941. Web Address: www.nnoa.org
- **Coast Guard Festival** — July 25-Aug. 3 in Grand Haven, Mich. Parade and fireworks, Saturday, Aug. 2. The entire Coast Guard family is welcome! Contact: U.S. Coast Guard Festival, P.O. Box 694, Grand Haven, MI 49417. 616-846-5940. Web Address: <http://www.grandhaven.com/uscgfest>

AUGUST 1997

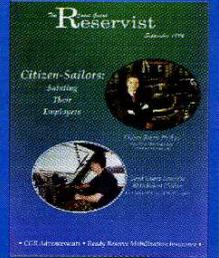
- **Coast Guard Day** — Is Monday, Aug. 4. Most units schedule activities for the nearest Saturday, this year Aug. 2. Get involved in your local CG day activities. Have fun and Semper Paratus!!
- **Chief Petty Officers Association Convention 97** — Aug. 25-29, 1997, Downtown Sheraton (next to CGD9 office), Cleveland, Ohio. Contact: CPOA, 5520-G Hempstead Way, Springfield, VA 22151. 703-941-0395. FAX: 703-941-0397. Web Address: <http://www.skylink.net/~delia> E-mail: cgcpoa@aol.com
- **Reservist Magazine Annual Planning Meeting** — Each year in late summer, *The Reservist* magazine editorial board holds a planning meeting for the upcoming fiscal year. Story ideas and themes are discussed and the meeting helps set a course for the entire year. If you have input for this meeting, now is your chance to speak! Jot down your ideas by Aug. 15 and e-mail to ekruska@comdt.uscg.mil, FAX 202-267-4325 or send via snail mail to Commandant (G-WTR-2).

THROUGH SEPTEMBER 1997

- **Titanic: The Exhibition** — Running through Sept. 30, 1997 at Memphis, Tenn. Pyramid. Includes artifacts, displays, history, models. Call 800-263-6744 or 901-576-1290. Web Address: www.wonders.org
- **WIMSA Memorial Dedication** — Located at the main gateway to Arlington National Cemetery, Arlington, Va., this unique memorial honoring women who served in the Armed Forces will be dedicated Saturday, Oct. 18, 1997, 12 noon. For more information, call 1-800-222-2294. E-mail: wimsa@aol.com Web Address: <http://www.wimsa.org/pub/wimsa>
- **Servicewide Exam 1997** — SWEs for reservists in all ratings, E-5 through E-9 will be administered on Saturday, Oct. 18, so keep your calendar clear. See ALCGENL 036/97.
- **Naval Enlisted Reserve Association Conference** — Oct. 21-25, 1997, at Hilton Hotel, Charleston, S.C. Contact: NERA, 6703 Farragut Ave., Falls Church, VA 22042-2189. 703-534-1329; FAX: 703-534-3617. E-mail: NERABOB@aol.com

1997 Citizen-Sailor Issue

The fourth annual Citizen-Sailor issue is set for September. The 1997 theme is "Volunteer Community Involvement." Write a short blurb of 100 words or less (with photo if you have one) of how you and/or your family have contributed to your community as a volunteer(s) (i.e., civic associations, schools, clubs, organizations etc.). Open to everyone in the Coast Guard family. Deadline is Aug. 1.



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

Governors Island Memories

As the Coast Guard closes out its 30-plus years on Governors Island this year, it's time to document those memories! In an issue later this fall, *The Reservist* will feature "Governors Island Memories." But this will not happen unless we hear from you! If you were ever stationed on the island on active duty, did Reserve drills or even just visited, write 250 words or less (photos would be great, too) of your memories. *The Reservist's* address is on Page 2. Deadline Oct. 1, 1997.



ALCOASTs / ALDISTs / COMDTINSTs

DTG	NUMBER	SUBJECT
192000Z JUN 97	ALCOAST 043/97	COAST GUARD AUXILIARY'S 58 TH ANNIVERSARY
191330Z JUN 97	ALCGPERSCOM 44/97	DIRECT COMMISSION AVIATOR (DCA SELECTION) BOARD RESULTS
181300Z JUN 97	ALCGPERSCOM 043/97	RESERVE OFFICER PROMOTION AUTHORIZATION LISTING (ROPAL) NO. 07-97
171505Z JUN 97		MISSION CRITICAL SOLICITATION: QMOW TAD TO CGC DURABLE
171352Z JUN 97		SOLICITATION FOR VOLUNTEERS: VARIOUS PACAREA UNITS
161417Z JUN 97	ALCGPERSCOM 042/97 COMDTNOTE 1427	INACTIVE DUTY RESERVE OFFICER SELECTION BOARDS
161405Z JUN 97	ALCGPERSCOM 041/97 COMDTNOTE 1401	INACTIVE DUTY REAR ADMIRAL SELECTION & CAPTAIN RETENTION BOARDS
131907Z JUN 97		RESERVE SUPPORT TO FILL SPEAR 97 BILLET VACANCIES
131800Z JUN 97		DOMESTIC EMERGENCY REPORT (RCS-P-5100) FOR SAIL 200
121947Z JUN 97	ALDIST 147/97COMDTNOTE 5420	RESERVE POLICY BOARD, MEMBERSHIP SELECTIONS
051620Z JUN 97	ALDIST 135/97COMDTNOTE 7220	SELECTIVE REENLISTMENT BONUS (SRB)/OPEN RATE LIST (ORL)
041930Z JUN 97	n/a	CONGRATULATIONS TO BM2 PAUL KOHL
042105Z JUN 97	ALDIST 131/97, COMDTNOTE 1650	CHANGES TO THE COAST GUARD RESERVE EXTERNAL AWARDS PROGRAM
031916Z JUN 97	ALCGPERSCOM 037/97	SUBJ: FY98 SCHEDULE OF COAST GUARD RECRUITING CENTER BOARDS FOR OFFICER ACCESSION PROGRAMS
021801Z JUN 97	ALCOAST 039/97COMDTNOTE 1326	CHIEF PETTY OFFICERS ASSOCIATION (CPOA) CONVENTION
021250Z JUN 97	ALDIST 128/97	COMDTNOTE 16201 ENFORCEMENT GUIDANCE FOR RECREATIONAL INFLATABLE PFDS
301649Z MAY 97	LANT AREA UNITS LANTAREA	SENIOR RESERVE OFFICER ASSIGNMENT
301158Z MAY 97	ALLISCNOLAUNITS 010/97	SOLICITATION FOR SELRES ASSIGNMENT TO PSU 308; GULFPORT, MS
301151Z MAY 97	ALDIST 127/97COMDTNOTE 5351	OFFICER CAREER DEVELOPMENT GUIDEBOOK
281133Z MAY 97	ALCGENL 036/97	OCT 1997 RESERVE SERVICEWIDE EXAMINATION (SWE) COMPETITION
271840Z MAY 97	n/a	RECORD MESSAGES ON WORLD WIDE WEB (WWW) HOME PAGES
271450Z MAY 97	ALDIST 125/97, COMDTNOTE 1001	PUBLICATION OF THE RESERVE POLICY MANUAL
271500Z MAY 97	Various ISC PORTSMOUTH units	RESERVE OFFICER TRANSFERS, EXTENSIONS, PAY CATEGORIES
221845Z MAY 97	ALCGPERSCOM 035/97	RESERVE OFFICER PROMOTION AUTHORIZATION LISTING (ROPAL) NO. 06-97

SGLI Premium Reduction

Yes, you read that headline correctly! The Department of Veterans Affairs (DVA) has announced their decision to lower the SGLI premium for each \$1,000 of coverage from nine cents to 8.5 cents. This reduction is effective July 1, 1997. The new monthly premium for the \$200,000 automatic coverage will be reduced from \$18 to \$17. This reduction is the result of program management efficiencies achieved by the Office of Servicemember's Group Life Insurance (OSGLI) and the continuing low death rates among active duty members and Ready Reservists.

The Coast Guard Human Resources Service & Information Center (HRSIC) will make the appropriate adjustment to deduct the new premium from all active duty and Selected Reserve members (paid drilling status).

Termination: Reservists who are currently making direct remittance of premiums to DVA must ensure their premiums do not fall 60 days in arrears, or their coverage will be terminated by DVA.

— *LT Ruby Collins*
Commandant (G-WTR-1), 202-267-0629
E-mail: rcollins@comdt.uscg.mil

Important RIK program information...READ NOW!

The Reserve Clothing Maintenance Allowance (RCMA) initiative for enlisted members of the Selected Reserves (SELRES) has been approved, and is scheduled to go on-line beginning in FY1998. Enlisted reservists who need to get their seabags up to par should take advantage of the Replacement-in-Kind (RIK) program while they can! Since we are nearing the end of this fiscal year, the Uniform Distribution Center (UDC) at Cape May **MUST** have your **approved Multi-Use Standard Requisitioning/Issue System Document (SF-344) no later than (NLT) 1 Aug. 1997**. To expedite these RIK orders, the standard ordering procedures have been revised. The unit commanding officer can approve, sign and forward the SF-344 directly to UDC Cape May. UDC Cape May will place the necessary accounting data on each approved SF-344.

Therefore, to obtain items which are eligible for replacement under RIK, you must contact your unit immediately to begin the necessary paperwork (SF-344). If uniform orders have not been received within four weeks after being placed, reservists may follow up directly with UDC Cape May at toll-free 1-800-874-6841 or direct dial 609-898-6252/53/54. If UDC Cape May does not have your paperwork for processing, reservists should contact their unit to request a tracer. The RIK program replaces uniform articles on an item-for-item basis when they become worn out and unserviceable. Worn items are surrendered, item-for-item, at time of replacement. The following items are **EXCLUDED** from the RIK program: shoes, personal clothing items, towels, gloves, handbags, insignia and collar devices, group rate/rating badges and service stripes when

required due to change in rate or increase in longevity period.

— *LT Ruby Collins*
Commandant (G-WTR-1), 202-267-0629
E-mail: rcollins@comdt.uscg.mil

Attention N.C. Coasties!

A reunion for **all** North Carolina Coast Guardsmen is set for Saturday, Oct. 25 from 11 a.m. - 3 p.m. at Hugh McCrae Park in Wilmington, N.C. Past and present, active and reserve N.C. Coast Guardsmen are invited. Contact:

NC USCG Reserve Reunion
c/o **LT Frank Roberts / CDR Art Davis**
115 Carl Seitter Drive
Wilmington, NC 28401
Phone: 910-686-7745 Fax: 910-343-8045
E-mail: davisaa@wilmington.net

Attention Chiefs...

The Chief Petty Officer Academy Reserve course application deadline is Oct. 1, 1997. Refer to COMDTINST 1500.15E for guidance or contact YNC Alex Keenan, G-WTL for course information at 202-267-2441 ; FAX 202-267-4610. Applications should be sent to Commandant (G-WTL), USCG Headquarters, 2100 Second Street, Washington, D.C. 20593-0001.



Coast Guard Day Aug. 4



"Semper Paratus"
Always Ready!

Coast Guard Reserve Hotline: 1-800-283-8724 (USCG)

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

Nationwide ADSW & EAD

As of 7/1/97

Place	Duration	Rate/Rank	Quals	Point of Contact/Phone/E-mail/Message
■ CGC <i>Sweetgum</i> , Mobile, Ala	12 days ADSW-AC	QM1-3	Qualified QMOW	Your ISC(pf) or MCPJO Johnson, 504-942-4071
■ CGHQ (G-A-1a), Washington, D.C.	100 days ADSW-AC	E7-O4	Advanced word processing, spreadsheets, training/acquisition exp.	LCDR Lloyd, 202-267-4279 E-mail: cloyd@comdr.uscg.mil
■ CGC <i>Durable</i> , St. Petersburg, Fla.	52 days ADSW-AC, report 8/7/97	QM1-3	Major cutter qualified QMOW	Your ISC(pf) or LTJG Whealton, 757-628-4495 E-mail: wwhealton@mlca.uscg.mil
■ Group Southwest Harbor, Maine	54 days ADSW-AC	FS1-3	Rate-related experience	CWO Walters, 207-244-4220 (SW Harbor) Your ISC(pf) or YNC Borge, 617-223-3463
■ Various PACAREA units	30-90 days ADSW-AC	YN, DC, EM, SK F&S, BM, RD, EM, O2-O5	Call for more info. of see chart on Internet (CGR Home Page)	Your ISC(pf) or YN2 Brown, 510-437-3423; YNCS Harvey, 510-437-3257
■ CG Recruiting Center, Arlington, Va.	60 days ADSW-AC	E5-O3	Advanced word processing skills, knowledge of CG Directives System	Your ISC(pf) or LTJG Whealton, 757-628-4495 E-mail: wwhealton@mlca.uscg.mil
■ CGHQ (G-MOR), Washington, D.C.	90 days ADSW-AC	MST2-3	Rate-related experience	ENS A. Long, 202-267-2616 E-mail: along@comdt.uscg.mil
■ CGC <i>Courageous</i> , Panama City, Fla.	21 days ADSW-AC	HS1-2	Rate-related experience, depart 8-8-97	Your ISC(pf) or LTJG Whealton, 757-628-4495 E-mail: wwhealton@mlca.uscg.mil
■ CGHQ (Info & Tech), Washington, D.C.	90 days ADSW-AC	O2-O4	HTML and database (Access) design/programming experience	LCDR Chris Alexander, 202-267-1206 E-mail: calexander@comdt.uscg.mil
■ CGC <i>Seneca</i> , Boston, Mass.	58 days ADSW-AC	QM1-2; TT1-2 (males only)	QM: Major cutter qualified QMOW; TT: Mitel phone experience	Your ISC(pf) or LTJG Whealton, 757-628-4495 E-mail: wwhealton@mlca.uscg.mil
■ DOT Headquarters, Washington, D.C.	110 days ADSW-AC	O4-O5	Readiness planning/response planning and crisis management	Your ISC(pf) or LTJG Whealton, 757-628-4495 E-mail: wwhealton@mlca.uscg.mil
■ CGC <i>Rush</i> , Honolulu, Hawaii	62 days ADSW-AC	EM1, FS1-2, ET1-2, QM1-3, RD2-3, TT1-3	Rating-specific skills	PO Brown, 510-437-3423 E-mail: kbrown@D11.uscg.mil
■ ISC St. Louis, Mo.	110 days ADSW-AC	DC2-C	Rating-specific skills (various welding projects)	Your ISC(pf) or LTJG Whealton, 757-628-4495 E-mail: wwhealton@mlca.uscg.mil
■ CGHQ, Washington, D.C.	42 days ADSW-AC	O3-O5	Local DC area, no per diem available, good comms. skills	CDR Mark Blace, 202-267-2360 E-mail: mblace@comdt.uscg.mil
■ PACAREA ops, Alameda, Calif.	125 days ADSW-AC	O3-O4	Operational/planning background, excellent writing skills	LCDR T. Bickham, 510-437-3559 E-mail: TBickham@D11.uscg.mil
■ ISC Alameda Transportation Office, Calif.	90 days ADSW-AC	E5-E7	General administration and customer service abilities	Josianne Stokes, 510-437-3050-3683/3652 E-mail: Josianne Stokes/ISCAlaTrans@internet.uscg.mil
■ PACAREA, Alameda, Calif.	125 days ADSW-AC	O3	Aviator preferred with operational planning/scheduling experience	LT S. Crothers, 510-437-3490 E-mail: scothers@D11.uscg.mil
■ Activities San Diego, Calif.	125 days ADSW-AC	O2-O3	Operational and logistics background required	LT S. Crothers, 510-437-3490 E-mail: scothers@D11.uscg.mil
■ Haiti (possible project)	ADSW not yet authorized	O3-O5 but negotiable	Port and Critical Transportation Infrastructure development in Haiti Internet version has more details on this possible position	CAPT R. Ross, 202-267-0731 E-mail: rross@comdt.uscg.mil
■ Corpus Christi, Texas, then as directed	125 days ADSW-AC	E7-O3, GM1/2/C, E4-E6 Spanish speakers	Secret clearance required, command ctr & op exp. desired	Your ISC(pf) or LTJG Whealton, 757-628-4495 E-mail: wwhealton@mlca.uscg.mil
■ CGC <i>Northland</i> , Portsmouth, Va.	24 days ADSW-AC	HS1/2	Independent duty quals for D-7 deployment	Your ISC(pf) or LTJG Whealton, 757-628-4495 E-mail: wwhealton@mlca.uscg.mil
■ LANTAREA, Portsmouth, Va.	60-120 days ADSW-AC	O2-O4	Research/writing skills, secret clearance, some TAD travel	LT Ferguson, 757-391-8141 E-mail: jferguson@lantd5.uscg.mil
■ LANTAREA, Portsmouth, Va.	90 days ADSW-AC	O2-O4	Project management skills	Your ISC(pf) or LTJG Whealton, 757-628-4495 E-mail: wwhealton@mlca.uscg.mil
■ PACAREA/D11 (Pof-1), Alameda, Calif.	Up to 545 days ADSW-AC	O3-O4	Cutter & HQ exp. desired but not required; WHEC/technology	LT Rob Tarantino, 510-437-3833 E-mail: lt r tarantino@pacprea@internet.uscg.mil
■ D8 Area of Responsibility (AOR)	30-60 days ADSW-AC	E3-O3 (including CWO)	Variety of assignments for Operation Gulf Shield	PO Jeff Smith, 504-942-4072 Call for details
■ SPEAR 97 backfills	Up to 90 days ADSW-AC	YN, BM, TC, QM, RD, MK, MST, DC, FN	Projected vacancies only, call for more information	Your ISC(pf) or LTJG Whealton, 757-628-4495 E-mail: wwhealton@mlca.uscg.mil http://www.dot.gov/dotinfo/uscg/hq/reserve/spear97.htm

Nationwide RPAL Billet Vacancies

Unit/Place	Duration	Rate/Rank	Quals	Point of Contact/Phone/E-mail/Message
■ PSU TRADET, Camp Perry, Ohio	Regular IDT drills	BM1-2	Radarboat coxswain experience	LCDR Bob Stohman, 419-635-2577 E-mail: r.stohman@psutradetoh (SWS II)
■ PSU 308, Gulfport, Miss.	SELRES assignments	Various	See ALLISCNOLAUNITS 010/97 DTG: 301158Z May 97	LT Andy Liske, 504-942-4068 CWO Becky Livingston, 504-942-4068

- TEMAC is now ADSW-AC; SADT is now ADSW-RC. See March 1997 *Reservist* for other new Reserve terminology.
- For those advertising ADSW/EAD openings, please contact LCDR Bill Edgar at 202-267-6235 or e-mail to bedgar@comdt.uscg.mil
- For more up-to-date listings, check the Worldwide Web at: <http://www.dot.gov/dotinfo/uscg/hq/reserve/temac.html>
- If you are interested in having your name/resume in a holding file to fill special LANTAREA vacancies that may arise in the future, please contact LCDR Weber or LTJG Whealton at 757-628-4495/4507.

On Deck

By MCPO William C. Phillips

Command Enlisted Advisor
Coast Guard Reserve



Questions or comments? Write or call:
COMMANDANT (G-WT CEA), USCG, 2100 2ND ST SW, WASHINGTON DC 20593 -0001
Phone: (202) 267-6844 Fax: (202) 267-4243 E-mail: wphillips@comdt.uscg.mil

The vacation season is here and I was able to see many old friends during the month of June. The 1997 Rose Festival in my hometown of Portland, Ore. was absolutely wonderful. We traveled up the Columbia River on the CGC *Boutwell* (WHEC-719) and attended many ceremonies throughout the week. *Boutwell* was the lead ship for the Festival's fleet and for the 10-hour trip up the Columbia. A big thank you to the CO, CAPT Ken Ward and the crew of CGC *Boutwell* for their hospitality. I would also like to thank 13th District Commander RADM J. David Spade for honoring the Portland, Ore. Chief of Police, Mr. Charles Moose. He was recognized for his support of the Guard and Reserve members that are employed by the City of Portland Police Bureau. I was also pleasantly surprised to see some of our long time Coast Guard friends at our daughter Julie's wedding June 21. Thank you for all your support.

While I was on the west coast, I also visited some of the units in the San Francisco Bay Area. MCPO Steve Spencer, D11 CEA and MCPO Dave Abbott, D11 Reserve CEA, accompanied me. MCPO Abbott, who just retired, has been a great contributor to Reserve integration in D11. His June 29 retirement ceremony, at Station Golden Gate, was appropriate and well deserved for the many, many hours he spent there as the Reserve OinC prior to integration. Congratulations, master chief!

Master Chief Abbott's retirement ceremony is a good example for all of us to follow. He communicated to his command that he wished to retire from the Coast Guard Reserve in RET-2 status (retire awaiting pay at age 60) with a retirement ceremony. He made his request known, submitted the retirement request (paper work) via his command and Human Resources Services and Information Center (HRSIC). He had a very nice ceremony. Please remember that keeping your command informed is your responsibility

and takes the guess work out of your retirement. You must communicate to your command what your wishes are when it comes time for a retirement ceremony. (See Chapter 8, Section C of the *Reserve Policy Manual*).

The Chief Petty Officers Academy Reserve Class 5 members were working very hard alongside Class 43 at TRACEN Petaluma when I addressed the class July 2. RADM J. Timothy Riker, Senior Reserve Officer Pacific Area, was the keynote graduation speaker July 3. After visiting with the ropes instructor and remembering my experience at the Academy, I came up with a new definition of TEAM:

Together Everyone Achieves More. Students and instructors were learning, experiencing and stressing teamwork. I truly am impressed with the people that we have on our Coast Guard team.

Now for some updates. First, the *Uniform Regulations* COMDTINST M1020.6D are being printed and look good. I saw an advance copy of these regs and they are very user-friendly...I like them. Thanks to those who have worked so hard

at Commandant (G-W) on those updates. As most of you know by now, the new *Reserve Policy Manual* (COMDTINST M1001.28) is out and is also on the CGR home page. It is a very useful tool and I have been using it a lot. You should too!

Next month, I will be at the U.S. Coast Guard Chief Petty Officers Association national convention in Cleveland, Aug. 25-29. If you are attending the convention, please look me up. I always enjoy receiving feedback from the field as to how we are doing.

At the end of July, my wife and I will be traveling up to the Coast Guard Festival in Grand Haven, Mich. and visiting some of the Summer Stock units. With all the missions that the Coast Guard is involved with, I have such an easy time bragging about what the Coast Guard does when I am over at the Pentagon. To each and every one of you, thank you for all the things you do for our Nation. I am very proud of our Citizen Coasties. Have a safe boating summer.

“ ...I came up with a new definition of TEAM: Together Everyone Achieves More! ”



PA3 Tim Thompson, USCGR

Welcomed to Waterfront Park during the Rose Festival in Portland, Ore. are left to right, MCPO-CG Rick Trent, Linda Trent, Ann Phillips and MCPO William Phillips, USCGR.



IN MEMORIAM

Crew Members of CG6549

CG Air Station Humboldt Bay, McKinleyville, Calif.

June 8, 1997

The Coast Guard Hymn

*Eternal Father, Lord of hosts,
Watch o'er all those who guard our coasts.
Protect them from the raging seas,
And give them light and life and peace.
Grant them from thy great throne above,
The shield and shelter of thy love.*

— By John B. Dykes

*LT Jeffrey F. Crane
Marshfield, Mass.*

*LTJG Charles W. Thigpen IV
Riverside, Calif.*

*ASM3 James G. Caines
Hinesville, Ga.*

*AD3 Richard L. Hughes
Blanch Canyon, Ariz.*

*The crew's helicopter went down off of
Cape Mendocino in northern California while
attempting to rescue the crew of the 37-foot
sailboat *Ezra II*. Fortunately, CGC *Edisto*
(WPB-1313) was later able to move in and
rescue the five sailors off the *Ezra II*.*

Commandant (G-WTR-2)
United States Coast Guard
2100 Second Street, SW
Washington, D.C. 20593-0001

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