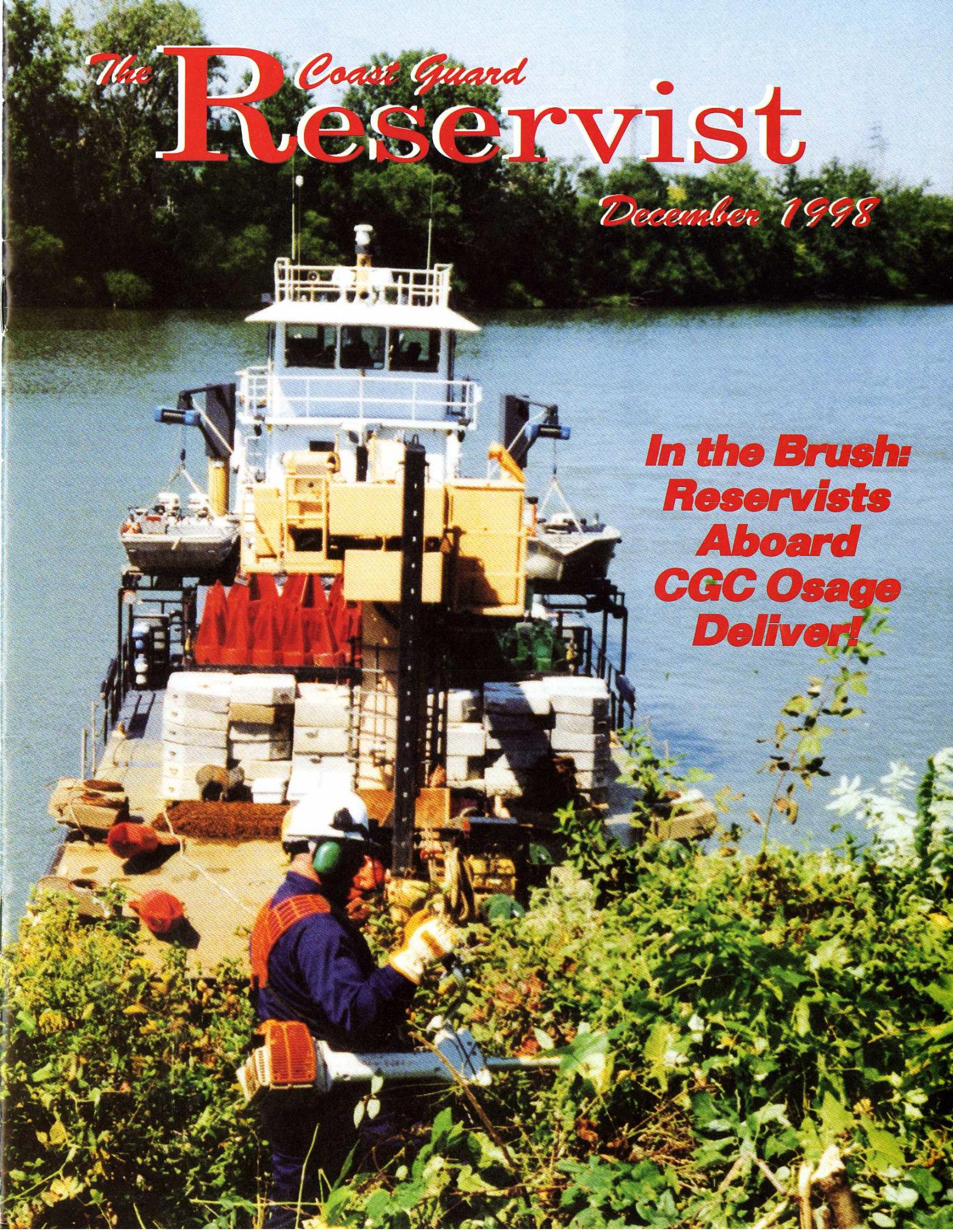


*The* Coast Guard  
**Reservist**

*December 1998*

***In the Brush:  
Reservists  
Aboard  
CGC Osage  
Deliver!***



# The Coast Guard Reservist

December 1998

Vol. XLV, No. 9

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## On the Covers

**Front:** A CG Reservist attached to CGC Osage clears brush along the banks of the Monongahela River near Pittsburgh. Photo by BMC Mark Allen, USCGR.

**Back:** Holiday lights give Cape Neddick Lighthouse (Nubble Point) in York, Maine a festive look and perfect backdrop for nautical lines from Dickens' Christmas Carol. Photo courtesy of York Parks & Recreation Dept.

## "30-and-out" rule

That was a great article on BMCS Antonio Gambale retiring after 42 years ("Reflections of a Retiring Reservist," June *Reservist*). Congratulations and a job well done. But, I have one question: How did the senior chief serve 42 years when USCG Headquarters put a directive out in the 1980s that all reservists with 30 years of service were to be released? My time came up after 33 years with seven years remaining on my reenlistment contract. I wanted to complete and honor my contract, but I could not. I know some of my shipmates got extensions, but they were released anyway after six months. When I was released in 1987, I was not a very happy Coastie. Now, I am happily retired but this has bugged me. Hope you can enlighten me.

— MKC James Wolynetz, USCGR(Ret.)  
Hartly, Del.

*Ed's note: Under the "30 and out rule," members with 30 or more years in the Selected Reserve were normally either retired or transferred to the Individual Ready Reserve (IRR). For special cases, such as Service needs and/or for members desiring to continue, there are several options that could allow members to continue service past 30 years for retirement purposes including:*

- 1) Continued drilling without pay (Training Pay Category "H"/IRR),
- 2) Accumulated 50 or more points for a satisfactory retirement year through other means while in the IRR, such as completion of correspondence courses and/or performance of ADSW-RC or ADSW-AC, and/or
- 3) Been granted an annual waiver(s) from either the district or HQ levels, allowing the member to continue drilling in a paid SELRES status.

*As long as reservists stayed active in these ways and accumulated the satisfactory year minimum points, they, too, could have conceivably reached BMCS Gambale's total.*

## Recruiting: We need new ideas

As a reservist since 1981, I've noticed not as many young people are joining the Reserve, many are leaving and not reenlisting, and RELADs are not joining the Reserve either like they were. Being a detective in the police department, I did



some checking. According to those reservists I have spoken with, they feel there's no incentive to stay in, and many do not wish to stay in the Reserve program past 20 years. They begin to realize that waiting until age 60 to draw some sort of benefit is too long down the road.

I joined the Reserve program because of family duty and for the honor of serving my country. Now it seems that is not the driving force for joining — it's money and benefits. I feel that if a reservist could draw some sort of entitlement (immediately) upon completion of 20 years or more, that would help retention and recruiting. It's time for new ideas and changes in the Reserve program to help in these areas.

— PS2 Patrick L. Queen, USCGR  
Port Arthur, Texas

*Ed's note: Apparently, we haven't done a good enough job advertising the dozens of changes implemented over the last year or so. For example, during Fiscal Year 1998, the CGR began offering enlistment, reenlistment and affiliation bonuses for the first time ever (see the SELRES bonus chart in the November 1998 issue on Page 15). SELRES Montgomery GI Bill benefits were increased 20 percent for FY99. Commissary benefits have been doubled to 24 visits per year. We began offering tuition assistance during FY98, and have increased that benefit level during FY99 to \$750 per year. The CGR also participates with DOD Reserve Components in considering other benefits and compensation issues that will encourage recruiting and retention.*

## Reprint from Reserve Forum

Has *The Reservist* considered reprinting some of the questions and answers from the Reserve Forum? There are periodically good questions about Reserve policies and procedures that elicit authoritative answers. Reprinting these discussions would accomplish the following:

1. Let people who do not have access to the forum take advantage of the information exchange
2. Further advertise the forum (if this information is there, I wonder what else I can find?)
3. Assist you with an ongoing self-writing column

— LT William J. Rogers, USCGR  
ISC Alameda, Calif.

*Ed's note: This is an excellent idea! Watch for something on this during 1999.*



# Editor & Chief's Turn for a "three-hour tour"

"Where were you? We needed you!" asked Dawn Wells jokingly when I told her I was in the Coast Guard. Wells played Mary Ann on the television sitcom *Gilligan's Island* featuring seven of America's most beloved castaways.

Had the Coast Guard's SAR system been successful, that would've put an abrupt end to the show, which originally aired from 1964 to 1967. A total of 98 episodes were produced — 36 in black and white and 62 in color — along with three movies. It has never been off the air and is the longest running syndicated show in TV history, surpassing even *I Love Lucy*. The impact of *Gilligan's Island* is worldwide as it airs in over 30 languages.

My wife and I were aboard the dinner cruise ship *Odyssey* along with 250 other Gilligan fans for, of course, a three-hour tour on the Potomac River Oct. 20. It was the first "underway" reunion of the four remaining cast members including: **Russell Johnson** (the Professor), **Bob Denver** (Gilligan), **Tina Louise** (Ginger) and **Dawn Wells** (Mary Ann). **Alan Hale Jr.** (the Skipper), **Jim Backus** (Thurston J. Howell III) and **Natalie Schaefer** (Lovey Howell) are deceased. The four actors were presented with American Icon Awards by the non-profit group Women in Film and Video, who hosted the event.

When the show ended, Wells said she tried to break the Mary Ann typecast. "But I have



PAC Edward J. Kruska, USCGR

The cast of *Gilligan's Island* display their American Icon awards during a "three-hour tour" aboard *Odyssey* in Washington, D.C. Oct. 20. Left to right are Dawn Wells (Mary Ann), Bob Denver (Gilligan), Andrea Sims, president of Women in Film & Video, Tina Louise (Ginger), and Russell Johnson (the Professor).

been met with such love around the world that I love being Mary Ann," she said.

Denver (Gilligan), 63, is amazed at the show's longevity. "If I had a dime for every parent who asked, 'Why don't they make shows like that for kids to watch at 8 p.m.?'"

Johnson (the Professor) served in the Army Air Corps during World War II, and earned a Purple Heart when his B-25 was shot down on a mission over the Philippines. He now lives near Seattle and does voice-overs and *Gilligan's Island* personal appearances. Johnson's wife, **Connie**, told us that while producing *Gilligan's Island*, it was "just

a job but one they needed." They had no idea of the show's long-range impact.

"I started to see that these characters had entertained three generations," said Johnson.

And so, with the holidays here and 1998 winding down, I think of our Coast Guard men and women out there everyday serving across the nation. I think of our auxiliaries and reservists with both civilian and Coast Guard jobs. Like *Gilligan's Island*, what may seem like "just a job" today can have a big impact on people's lives tomorrow.

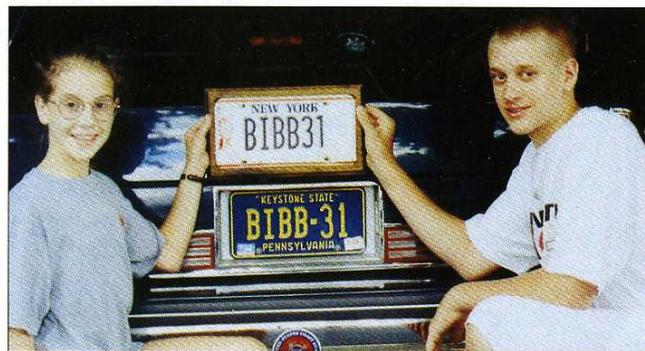
— PAC Edward J. Kruska, USCGR

## USCG License Plate of the Month

"The Keystone State" of Pennsylvania

Pennsylvania was admitted to the Union just before Christmas, on Dec. 12, 1787, and we're featuring *CGC Osage* homeported in Sewickly, Pa., in this issue. So we salute "The Keystone State" during this Holiday season along with **Wellington E. Cudlipp** of Palmyra, Pa. When Cudlipp saw **BMI Gary Pettit's** "USCG31" New York license plate in the April 1998 *Reservist*, he not only called Pettit on the telephone, but just had to send in his "Bibb-31" plate, too! Cudlipp, who served aboard the *CGC Bibb* (WHEC 31) in the Atlantic from December 1942 until June 1944, originally had Bibb-31 on his New York plate. When he moved to Pennsylvania in July 1989, he registered his vehicle in the Keystone State and Bibb-31 moved along with him. He then donated the New York plate to *The Filling Station Restaurant* in Palmyra for a wall display, but "borrowed" it for the photo at right. Cudlipp's grandchildren, **Katie**, 10, and **Matthew Craig**, 15, are shown displaying both plates on the back of grandpa's 1989 Olds Regency. Despite serving 17 years in and retiring from the Army Reserve as a captain (O-3), that's a Coast Guard bumper sticker shown below the plate as Cudlipp served five years in the Coast Guard. Cudlipp was aboard on Feb. 7, 1943, when

*CGC Bibb* rescued 202 survivors from the sunken freighter *Henry R. Mallory* and later that day took on board 33 victims from the torpedoed Greek ship *Kalliopi*. *Bibb*, decommissioned Sept. 30, 1985, was also involved in one of the Coast Guard's most dramatic rescues on Oct. 14, 1947. During a gale, *Bibb* saved 69 in the mid-Atlantic from the downed commercial aircraft, the *Bermuda Sky Queen*.



Wellington E. Cudlipp, USAR(Ret.)

Katie Craig, left, and her brother, Matthew.

# A View From the Bridge

By RADM  
Thomas J. Barrett,  
USCG

Director of  
Reserve & Training



**W**e all know being busy makes time fly. I suspect that for all of us, 1998 flew by for we have all been exceptionally busy. From my viewpoint, the accomplishments of 1998 have been many. The individual and team efforts that brought them about have been extraordinary, and the spirit remarkable.

Now, think for a moment about what has occurred over the course of the last year. At the heart of why the Coast Guard Reserve exists — to add peacetime augmentation and military capability for our Service and our nation — reservists proudly stood the Coast Guard watch. They stepped up daily to augment SAR stations, cutters and strike teams with over 267,000 days of support. They provided special help for routine surge events like space shuttle launches and extraordinary ones like hurricanes (including involuntary recalls for hurricanes *Bonnie* and *Georges*). Late last winter, reservists were part of a Presidential Selected Reserve Callup (PSRC) for potential U.S. military response in the Persian Gulf. PSU 305 stood (and still stands) ready for such a contingency. Other PSUs participated in overseas readiness exercises.

PSUs 308 and 313 were commissioned. In a major new partnership for the Coast Guard, the PSU TRADET relocated from Camp Perry, Ohio, to Camp LeJeune, N.C., where it is now working with the U.S. Marine Special Operations Training Group. Annual drill limits were increased for units such as PSUs with higher than normal training requirements. New trucks, trailers, and 25-foot *Guardian* boats were purchased for the PSUs while individual gear was purchased for hundreds of SELRES members.

Personnel worked hard to bring about significant program improvements. Various aviation ratings and Marine Science Technicians (MSTs) were brought back into the Reserve. The reserve-only Date Processing Specialist (DP) rating was merged with the Telecommunications Specialist (TC) rating, while the Port Securityman (PS) rating is being realigned.

At a time when the Coast Guard was short of active duty personnel, over 160 enlisted and officers from both the SELRES and the IRR came on extended active duty in a wide variety of billets to augment expanded counter-narcotics and other missions. Due to these personnel shortages, we focused on multiple recruiting and retention initiatives to improve our numbers — our greatest challenge. We added mobile recruiters and gave them and other Reserve recruiters improved training, admin and advertising support. We added both affiliation and enlistment bonuses and asked for help from our best potential recruiters, personnel already in the SELRES and IRR (and their response has been gratifying). We're attempting to let everyone leaving the active duty

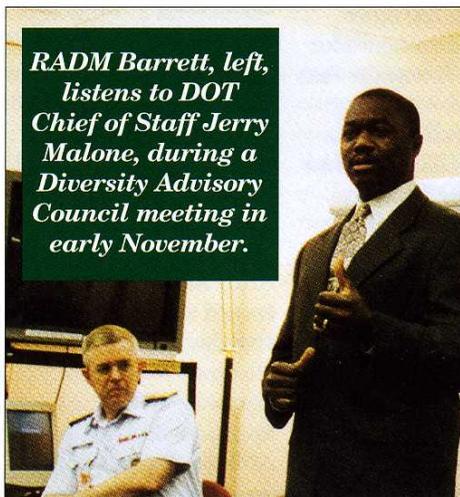
Coast Guard know that there is still a vital place for them in the Coast Guard family in the SELRES. To get the message out, we printed new benefit brochures and mailed RELAD tool kits to every active duty unit. We are concentrating on retention of current SELRES members as well — adding tuition assistance, getting the word out about improved commissary, dental and travel benefits, and more uniformity of medical benefits for those injured while drilling. An internal admin study group recommended multiple procedures to provide simplification and reduction of admin headaches.

To assist with employer support, we added a senior RPAL billet to Employer Support of Guard and Reserve (ESGR). To improve the ability of active duty commands to fill their shortfalls from the Reserve population, we recently created a new interactive web site, called the Reserve Availability Pool (see "Hot Items" on the *USCGR Bulletin Board*, Page 19). Other initiatives currently underway include a study

of Reserve officer and senior enlisted career paths, and a reexamination of domestic port security missions in light of homeland defense requirements (including the threats posed by weapons of mass destruction, i.e., chemical, biological, radiological, nuclear). Now, a few predictions for what's coming next year. First, we'll have more reservists. The recent trend is up and I expect our numbers to continue to grow and likely approach our authorized strength as we maintain emphasis on our three key "R's" of *Recruiting*,

*RELADs* and *Retention*. Next, we'll have more and better training. I expect greater emphasis on training and education in all the Reserve components, including the Coast Guard. If America is going to rely more on reservists as a ready force, they will have to, in fact, be ready forces. Finally, there will be more attention paid to Reserve family and employer concerns that are so important to ones ability to do the work the Coast Guard depends on. It amounts to continued emphasis on the people side of readiness, and holds out the promise for all of us that 1999 will be just as busy and go by just as quickly as 1998.

It has been a great privilege to serve this year as Director of the Coast Guard Reserve. I was repeatedly awed by your extraordinary talents, exceptional dedication and remarkable spirit. I thank you for all you have done and continue to do. I look forward to meeting and talking with as many of you and your families as I can in the months to come (and I do read and appreciate the e-mails). This holiday season, my wish is that God may bless you and yours, and that you all enjoy a healthy New Year. With your help, our Reserve will remain *Semper Paratus* for our Coast Guard and our country.



PAC E.J. Kruska, USCGR



## PSU 308 commissioned

GULFPORT, Miss. — **Rep. Gene Taylor** (D-Miss.) was the guest speaker at PSU 308's commissioning ceremony here Sept. 19.

**CAPT John Acton** assumed command of the Coast Guard Reserve's newest PSU during the ceremony at the Naval Construction Battalion Center Gulfport. **RADM J. Timothy Riker**, Senior Reserve Officer, Atlantic Area, represented LANTAREA. Others in attendance included **RADM Thomas J. Barrett**, Director of Reserve & Training, **MCPO George Ingraham**, CMC Reserve Forces and **MCPO Patricia Stolle**, CMC Eighth District. PSU 308's Executive Officer, **LCDR Jay Ellis**, was Master of Ceremonies for the event attended by approximately 100 people.

"I look forward to working with such a dedicated crew," said Ellis.

Rep. Taylor, who represents Mississippi's fifth congressional district in the southeast part of the state, served 13 years in the CG Reserve (1971-84). For 10 years, Taylor served as a qualified coxswain, and so his remarks were particularly meaningful and applicable to the Coast Guard audience.

Though now commissioned, PSU 308 is still looking for new members. If you are interested in a SELRES billet with PSU 308, contact either **LT Chuck Ellis** at 228-871-3508, via e-mail at: [psu308@digiscape.com](mailto:psu308@digiscape.com) or your local ISC (pf). Commissioning of the Coast Guard Reserve's other newest unit, PSU 313 in Tacoma, Wash., was slated for Dec. 12.

## PSU TRADET relocates to Camp Lejeune

CAMP LEJEUNE, N.C. — The port security unit training detachment (TRADET) has relocated from Camp Perry, Ohio, to Camp LeJeune Marine Corps Base, N.C. A formal ribbon-cutting establishing the relocated unit was held the morning of Nov. 20.

"We wanted a closer tie to the Marines and the Riverine Center of Excellence located at Camp LeJeune," said **RADM Tom Barrett**, Director of Reserve & Training who attended the ceremony. "Plus, our PSUs work with small boats and Marines work with small boat assault operations, so we think the co-location with the Marines will have many advantages."



**CAPT John Acton**, CO of PSU 308, left, and **RADM J. Timothy Riker**, center, inspect PSU 308 at their commissioning ceremony Sept. 19 in Gulfport, Miss.

Also in attendance were **Maj. Gen. Ray Smith**, Commanding General of Camp Lejeune and **Maj. Gen. Wayne E. Rollings**, Commanding General, II Marine Expeditionary Force, Camp Lejeune, and **MCPO George Ingraham**, CMC Reserve Force. **TRADET** supervisor **CDR Michael Price** read the unit's orders while **TRADET** Assistant Supervisor **LCDR Robert Stohlman** served as Master of Ceremonies.

Another advantage that LeJeune offers is a milder climate that lends itself to year-round training versus that of Camp Perry's harsher winter weather. Camp LeJeune is located in southeastern North Carolina on the Atlantic Ocean and Onslow Bay. Camp Perry will remain the home of PSU 309.

The PSU TRADET was established by RTC Yorktown in 1996. The TRADET is tasked with improving the mission effectiveness of the OCONUS deployable PSUs. It is staffed with 12 active duty members and 25 reservists.

## Hurricane recalls

Reservists were involuntarily recalled for both Hurricanes *Bonnie* and *Georges* earlier this fall. For *Bonnie*, 110 reservists were authorized with actually 20 being recalled in D5 for a total of 61 total workdays. For *Georges*, 350 were authorized with 103 recalled by D7 and D8 for a total of 1,429 workdays.

## Reservists on Diversity Advisory Council

WASHINGTON, D.C. — When the Commandant's Diversity Advisory Council (DAC) convened its first meeting at Headquarters the week of Nov. 2-6, two reservists were among the 24-member council. Reservists included **CDR Dave Roundy** and **YN1 Marion Mulligan**. Also on the DAC from the Office of Reserve Affairs is **LTJG Simone Moore**. The Minority Advisory Council (MAC) and Women's Advisory Council (WAC) were consolidated this year to form the DAC. Council members are responsible for keeping their fingers on the pulse and climate of the CG environment in their geographic areas and bringing concerns to the DAC and Commandant. The DAC meets twice a year and then reports to the Commandant. The council is comprised of a diverse group of Team CG representatives, officers, enlisted, civilians, reservists and auxiliaryists.

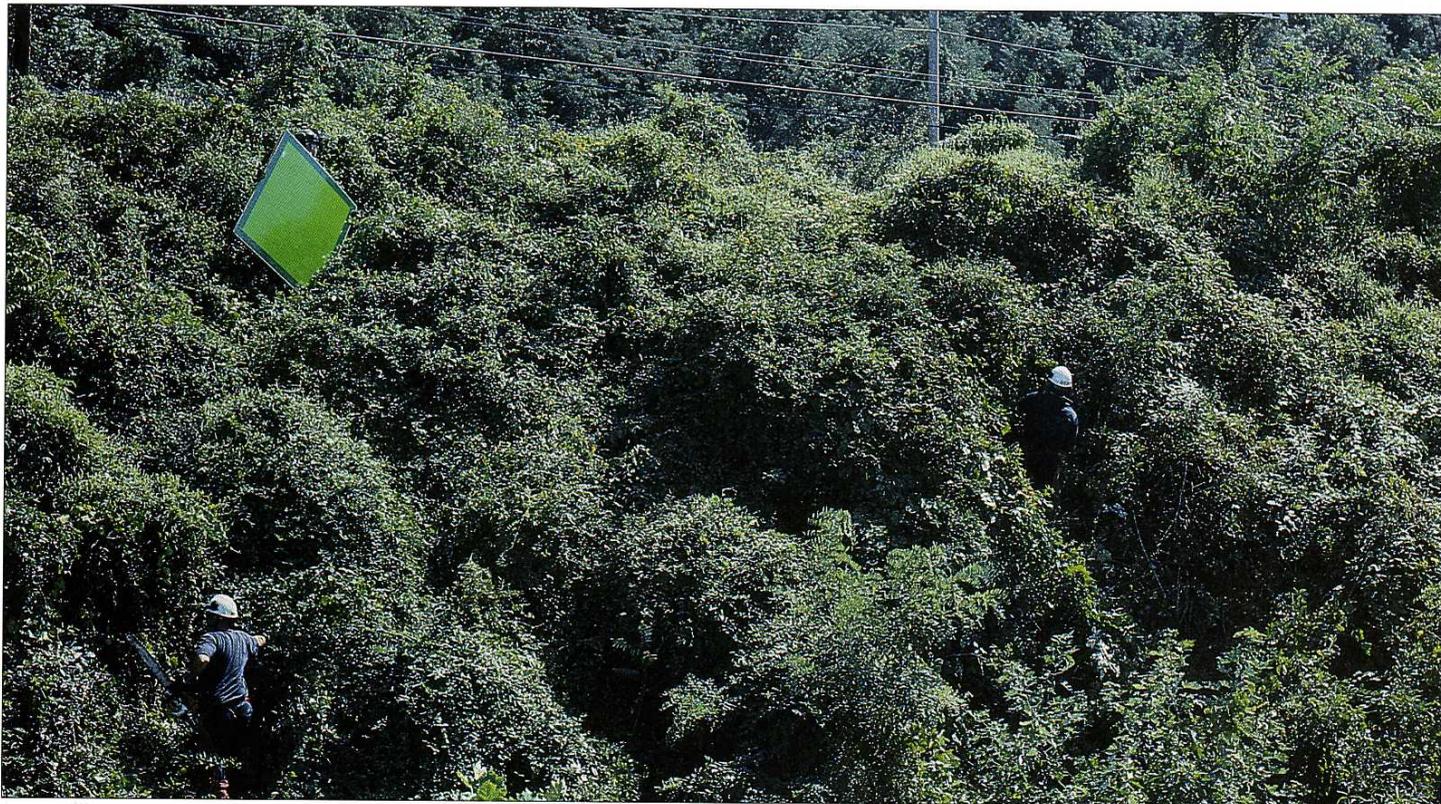
Reservists in the field are encouraged to contact their Reserve representatives for input at the following numbers/e-mails:

- **CDR Dave Roundy**, 202-267-1275  
E-mail: [droundy@comdt.uscg.mil](mailto:droundy@comdt.uscg.mil)
- **YN1 Marion Mulligan**, 202-267-2200  
E-mail: [mmulligan@comdt.uscg.mil](mailto:mmulligan@comdt.uscg.mil)
- **LTJG Simone Moore**, 202-267-1919  
E-mail: [smoore@comdt.uscg.mil](mailto:smoore@comdt.uscg.mil)
- **Mr. David Benton**, Commandant (G-WT), 202-267-6240. E-mail: [dbenton@comdt.uscg.mil](mailto:dbenton@comdt.uscg.mil)

# IN THE BUOYS RESERVE WILL DELIVER!

FROM WORKING  
BUOYS TO BRUSHING,  
RESERVISTS ABOARD  
CGC OSAGE  
WILL DELIVER!

Story and Photos by  
BMC Mark Allen, USCGR  
and  
PAC Ed Kruska, USCGR



**Above:** Reservists clear brush with chain saws as they climb the banks of the Monongahela River at the light at Mile Marker 13.2. • **Opposite page:** BM2 Chad Matthews

**works in the light tower at Mile Marker 13.2 while other reservists prepare to replace the old day board with a new one.**

**T**ucked neatly into the woods between Pennsylvania's Highway 65 and the Ohio River stands Sewickley Moorings, the home of *CGC Osage* (WLR 65505). Pittsburgh, the nation's largest inland port, bustles a mere 15 miles upriver. But up here, on this Saturday morning in mid-September, the area is quiet, interrupted only by an occasional train that runs adjacent to the Coast Guard buildings overlooking the Ohio.

Despite the early morning calm, a lot is going on here at Sewickley, home to 13 active duty Coast Guardsmen and nine reservists. **BMCS Roccie Mancuso**, *Osage* Officer In Charge, **BM1 Rick Clark**, Executive Petty Officer, and **SN Larry Thames** are the only active duty Coasties getting underway today with 10 fully-qualified reservists (one is visiting from MSO Cleveland). All are undertaking last minute preparations for their quarterly Reserve cruise. The two-day excursion, which has been planned for months, will take them up the Ohio River, past Pittsburgh, and further "up" the Monongahela River to Mile Marker 34.0. The Monongahela is one of only a few rivers that run north, so *Osage* will be going "upstream" the first day even though they'll be going south out of Pittsburgh.

It's going to be a productive trip. On tap is scheduled buoy maintenance and then the clearing of brush, also known as "brushing" at the day beacon located at Mile Marker 13.2. Though working Aids to Navigation (ATON) is their primary mission, one never knows what a river trip may bring — a SAR case, perhaps? But, this is the Coast Guard — they're ready for whatever this trip may bring.

## 400 plus aids in AOR

Altogether, 19 river tenders operate on the Eighth District's

western rivers and account for 101 billets on the Reserve Personnel Allowance List (RPAL). *Osage* accounts for nine of those RPAL billets and is one of six 65-foot river tenders built between 1960-62. *Osage* has a beam of 21 feet 1 inch, a draft of five feet and displacement of 139 tons. With 750 horsepower, it can do 12 miles per hour maximum while pushing its 99-foot barge. Built by Gibbs Corporation in Jacksonville, Fla., *Osage* was commissioned May 15, 1962.

A quick check in any dictionary reveals that the Osage were a tribe of Siouan-speaking Native Americans who inhabited the region between the Missouri and Arkansas Rivers. Named for them is the Osage River, which flows east for 500 miles through eastern Kansas before joining the Missouri River in Central Missouri. The five other Coast Guard cutters in the 65-foot class are also named for rivers: *Ouachita* (WLR 65501); *Cimmarron* (WLR 65502); *Obion* (WLR 65503); *Scioto* (WLR 65504); and *Sangamon* (WLR 65506). These six 65-footers are home to 34 RPAL billets. *Sumac* (WLR 311), homeported in St. Louis, is the longest river tender at 115-feet, and has six RPAL billets. Twelve 75-foot river tenders spread along D8's rivers and homeported in nine different states account for the remaining 61 RPAL billets.

As for *Osage*, its Area of Responsibility (AOR) covers three rivers and a total of 445 miles: the *Ohio River* from mile 0.0 to 265.0, Pittsburgh to Point Pleasant, W.Va.; *Monongahela River* from mile 0.0 to 128.0, Pittsburgh to Fairmont, W.Va.; and the *Allegheny River* from mile 0.0 to 52.0, Pittsburgh to Kittanning, Pa.

Once underway, it's not long before *Osage* is plying the waters near Pittsburgh, passing the downtown area, including Three Rivers Stadium and Point State Park. **MKCM Ron Lucas**, *Osage's* Reserve supervisor, gives a quick history lesson pointing out the sites of Fort Pitt (built by the British) and Fort

Duquesne (built by the French). Pittsburgh's history dates from 18th-century disputes over claims to the Ohio Valley by the English and French. A young George Washington, then a major in the Colonial Army, selected a site now known as the "Golden Triangle" — the point where the Monongahela, Allegheny form the Ohio River — for Fort Pitt, named for British statesman William Pitt.

"And now, there are over 600 bridges in and around the Pittsburgh area," said Lucas.

Once out of Pittsburgh, the landscape turns from concrete grey to forest green, despite abandoned steel mills that occasionally dot the river bank. But reservists here don't really notice. They're busy working on replacing several buoys that need maintenance. They're assisted by **SN Larry Thames**, an active duty buoy deck supervisor who lends a hand as needed.

Altogether, *Osage* is responsible for over 400 aids. During this two-day trip, they plan to service about three lights and 15-20 buoys. It takes time and patience to get it right, setting a fourth class (2,000 pound) or sixth class (1,500 pound) sinker on the dump board with the *Osage's* crane prior to placing the buoy (red ones are called "nuns," green ones are "cans").

Working those buoys on deck of *Osage* is reservist **BM1 Pete Steele**, with the river tender since 1995.

"It's taken me a while to get up to speed," said Steele, who joined the Reserve in May 1989 as a yeoman but lateralled to boatswain's mate. "But I love being a BM," said the 40-year-old resident of Venetia, Pa. "My dad was in the military, and it was something I wanted to do. The Coast Guard is unique and small and working on *Osage* has truly been great Coast Guard work," said Steele, who helped out during the Midwestern flood ops of 1993 because he "wanted to get his hands dirty."

"And BMCS Mancuso is a teacher and I like that," added Steele, who also credits MKCM Lucas with the success of the program. But Steele also enjoys working with and sees how the active duty crew benefits greatly from the reservists.

Mancuso agrees with Steele on both counts. "Master Chief Lucas is the finest reservist I've ever met," said Mancuso. "He works hard by providing the *Osage* with both admin and engineering technical support of both the Active and Reserve component."

As for Lucas, he was preparing for this trip last year.

"The guys do all the work and deserve the credit," said Lucas. "The hardest part for me is lining up the sailing schedule. We're still growing here and learning every day."

Lucas says that *Osage* reservists have also performed numerous projects from the overhauling of the bridge of

*Osage* to various building projects at the moorings. Another crew member, reservist **MK1 Bill Robinson** says that working aboard *Osage* is rewarding.

"Everyone thinks of the exciting stuff like Search and Rescue and Maritime Law Enforcement when they think of the Coast Guard, but this (maintaining buoys) is important, too," said Robinson, who drives to *Osage* each month from Warren, located in eastern Ohio. "This is more of a day-to-day job where we will see results today. I don't think the other branches [of the military] really have that. That's one of the biggest reasons why I joined the Coast Guard."

## Brushing at 13.2

While the buoys are being worked on deck, a lot is going on "behind the scenes" as well. **FS1 Al Miller** and **FS2 Bob Newton, Jr.** have already served breakfast and then it's on to lunch to feed this hungry crew. They'll need the fuel when they turn their attention to "brushing."

"We have a very good group of reservists," said Miller, who has served aboard *Osage* since 1994 as a drilling reservist and does his annual two weeks' active duty to substitute for **FS1 Mike Platt** each year.

"The active duty crew has been very patient and helpful," said Newton, from Grove City, Pa. "I never really found a true Coast Guard home until I came aboard *Osage* seven or eight years ago."

While reservists **MK1 Jim Schellhammer**, **MK1 Bill Robinson** and **MK1 Mike O'Neill, Jr.** tend to their engine room duties, reservist **CWO2 John Greiner** is on the bridge, steering *Osage* up the Monongahela. He now drills with MSO Cleveland, but came back to his old unit to help out on this trip.

"There's nothing I like more than driving this boat," said Greiner, who served with the Reserve unit here from 1990-93 before Integration. Greiner says that prior to Integration, the Reserve unit took care of Aids to Navigation on the Allegheny River up to mile 50. They would drive vehicles to each shore marker to check and work on them if necessary. "We should've been doing Team Coast Guard all along," said Greiner.

Shortly after midday, Greiner pulls *Osage* up to the light at Mile Marker 13.2. The brush here is wild-

ly overgrown and the day board needs changing out. Soon, most of the reservists are on the river bank, clearing the thick brush with well-maintained chain saws, protective clothing, and gloves. This goes on for a half-hour, perhaps more.

Once he makes his way to the top of the river bank, **BM2 Chad Matthews** of Connellsville, Pa., climbs his way to the top of the light tower. Brush and weeds have grown and wrapped



**Manning the side of CGC *Osage* during the mid-September cruise are, 02 (top) deck, left to right, BM1 Rick Clark, CWO2 John Greiner, MKCM Ron Lucas, BMCS Roccie Mancuso. 01 (center) deck, l to r: DC1 Mike O'Neill, MK1 Mike O'Neill, Jr., MK1 Bill Robinson, MK1 Jim Schellhammer. Main (lower) deck, l to r: BM2 Chad Matthews, FS2 Bob Newton, Jr., FS1 Al Miller, and BM1 Pete Steele.**



*Above: CGC Osage (WLR 65505) plies the waters of the Monongahela. • Below left to right: DC1 Mike O'Neill helps out*

*with a water pump. • BM2 Chad Matthews clears away brush with a chain saw. • BM1 Pete Steele guides a buoy sinker.*

their prickly vines around the light tower's supporting steel structure as well. Matthews struggles to rid the structure of all of it. Once that challenge is overcome, he changes the day board with the assistance of several other reservists. During their work here at 13.2, a train rumbles by heading toward Pittsburgh. On the side of one of the Union Pacific train cars, it says, "We Will Deliver" (note photo on Page 6). It's obvious that reservists aboard *Osage* feel the same. The fruits of their labor are evident as they leave the freshly-cleared area of the light, but that's not the last remembrance they'll have of their brushing episode. Poison ivy usually breaks out on one or more members despite preventive measures.

"It [poison ivy] is a big problem," said Mancuso, "but we have to deal with it."

## "We will deliver"

Back aboard *Osage* and underway again, the reservists settle back in for more training on small boats after lowering *Osage 1* and *Osage 2* into the water.

As the sun sets, *Osage* pulls up for the night at Monongahela, Pa., population 4,928. Townspeople sit in the town's riverfront bleachers looking on curiously as the tender ties up. It's the last Reserve cruise for **DC1 Mike O'Neill** of Irwin, Pa., and the FSSs have prepared a retirement cake for him, which they present to him in the galley. O'Neill has served 29 years in the CGR plus four years active duty from 1962-66 (see photo on Page 17). His son, **MK1 Mike O'Neill, Jr.** will carry on the family *Osage* tradition.

"My dad and I have done three or four trips together," said the younger O'Neill, who checked out and qualified on the *Osage's* crane during the trip. I've learned a lot from my dad. He has a lot of time in the Coast Guard Reserve."

The younger O'Neill, with 13 years in the Reserve, also says that he's learned a lot more since Integration. "Before Integration, we never interfaced with the regulars," said O'Neill. "We were the Reserve ATON team. I think it's good how we augment now — I've learned a lot more this way and have also learned a lot faster. It was tough at first...different people had to qualify in various areas so it kept us busy. But now, even though the boat's [personnel] constantly changes, our major quals are done."

Mancuso is a big believer in his reservists and, with another Reserve trip now completed, it's another example of why he has such great faith in them.

"Any cutter in the Coast Guard can do what we're doing here," said Mancuso. "It can be done. There is no reason why a fully-qualified Reserve crew can't do it (augment)."

Greiner agrees.

"There's a willingness here from the active duty command to make it work," said Greiner. "Some commands probably don't understand the benefit. It can work at any unit but you have to make the initial investment and commitment. The crew here, with hard work, proved they can take over. We can do whatever they ask us."

Like the train car said, "We Will Deliver!"



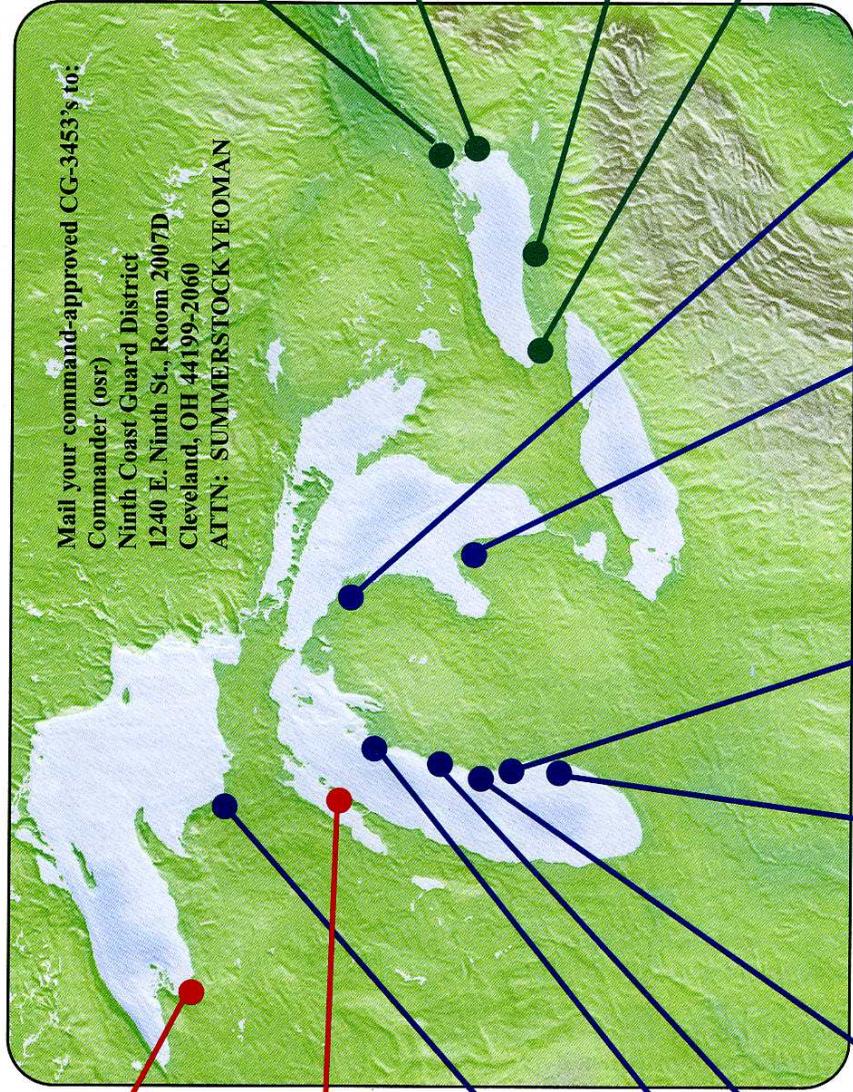
# SUMMER STOCKS

Summer Stock is an excellent opportunity for fully qualified boat crew members. It is ideal for full-time students and teachers seeking full-time summer employment. Each Coast Guard billet listed below is available from May 24, 1999 through Sept. 10, 1999. Orders are normally authorized for continuous periods of 60 days or more. Personnel with previous Summer Stock experience are particularly desired and will be placed at the station where previously served, if possible.

**Please respond as soon as possible!** It is imperative that the Summer Stock planners know as early as possible that you are willing to serve. Interested personnel should submit a

Request for Reserve Orders (CG-3453) via the chain of command and forward to CCGD9 (osr). Applications will be accepted through the end of April. Advance copies of your CG-3453 are encouraged for planning purposes. Ensure that the following information is listed on your CG-3453: Your current servicing PERSRU (very important — they cut your orders); date of last physical; pay base date; qual codes; date of rank; your regularly assigned unit point of contact (POC); your yeoman's name and contact numbers. Summer Stock point of contact is YN1 Muller, ISC Cleveland (fot) at 216-902-6388; E-mail: [jmuller@d9.uscg.mil](mailto:jmuller@d9.uscg.mil) or YN2 Feeney (fot) at 216-902-6116. E-mail: [pfeeney@d9.uscg.mil](mailto:pfeeney@d9.uscg.mil) FAX: 216-902-6121

## W I S C O N S I N



Mail your command-approved CG-3453's to:  
 Commander (osr)  
 Ninth Coast Guard District  
 1240 E. Ninth St., Room 2007D  
 Cleveland, OH 44199-2060  
 ATTN: SUMMERSTOCK YEOMAN

**BAYFIELD (2)**  
 BM2/3 (COXN/CREW)  
 UTB  
 MK2/3 (ENG/CREW)

**WASHINGTON ISLAND (8)**  
 (1) BM1/2 (OOD/COXN)  
 (1) BM2 (COXN/CREW)  
 (2) BM3/SNB  
 (1) MK2/3  
 (1) FS2/3  
 (1) FN  
 (1) SN

**MARQUETTE (7)**  
 (2) BM (COXN/CREW)  
 (2) MK (ENG/CREW)  
 (1) DC  
 (2) SNI/FN

**FRANKFORT/MANISTEE (6)**  
 (2) BM (COXN 44')  
 (2) BM (ENG 44')  
 (1) BM (COXN UTM)  
 (1) BM (CREW)

**LUDINGTON (1)**  
 BM2/3 (COXN/CREW)

**MUSKEGON (4)**  
 (2) BM (COXN RHIM)  
 (2) BM (CREW)

**HOLLAND (4)**  
 (2) BM (COXN RHIM)  
 (2) BM (CREW)

**GRAND HAVEN (1)**  
 BM (COXN RHIM)

**HARBOR BEACH (4)**  
 (2) BM2/3 (COXN/CREW)  
 (1) MK2/3 (ENG/CREW)  
 (1) SNI/FN

**ALPENA (1)**  
 BM2/3 (COXN/CREW)  
 or  
 MK2/3

**ALEXANDRIA BAY (4)**  
 BM2 (COXN)  
 MK2 (ENG/CREW)  
 BM/PS (COXN/CREW)  
 MK3 (ENG/CREW)

**AUXOP**  
**SACKETS HARBOR (1)**  
 BM2/3 (COXN/CREW)  
 or  
 MK2/3 (ENG/CREW)

**AUXOP**  
**SODUS POINT (1)**  
 BM2/3 (COXN/CREW)  
 or  
 MK2/3 (ENG/CREW)

**NIAGARA (2)**  
 BM2/3 (COXN/CREW)  
 MK2/3 (ENG/CREW)

## MICHIGAN

## NEW YORK

Dear Sir,

I am writing on behalf of the Summer Stock program and to give just one example the benefits of this program can provide. I am a reservist in the Eighth District and though I have always been aware of Summer Stock, I have never been in a position to either contribute to or benefit from the program — until this past summer.

I unexpectedly lost my civilian job this past May. As I began the search for a position with another company, I was faced with the responsibility of meeting a monthly mortgage, car payments, student loans and all the expenses associated with providing for one's family. Needless to say it was an extremely stressful period. Although I did find a position with another company, I wasn't due to begin until late July/early August.

My first thought was to request additional active duty time through my MSO unit. I had already performed my ADT for the year but was hopeful there might be something available. I called an officer from my unit and informed him of my situation and asked for his help. He offered his support and that of the entire unit as well. The response I received was staggering. From the CO, to the former XO, and everyone down the chain, tremendous effort was expended. Within 48 hours of my initial request, I had orders in hand for 30 days TAD via the Summer Stock program at Alexandria Bay N.Y. There was even an advance of funds waiting for me when I arrived at the unit. I can't explain the tremendous burden that was lifted; I can only say thank you. I am aware that the usual commitment for Summer Stock personnel is 90 days; my family and I sincerely appreciate the exception you made for our benefit. The rough part is over. My new career is on track and life is back to normal. I can't imagine the difficulties my family would have endured — if my other family — the USCG, hadn't come through for me. Few will ever know how much the events of this past summer affected me. My family and I survived an extremely difficult time, due largely to the efforts of many Coast Guard individuals.

Aside from the financial benefits, the training and experience I received was considerable. I have never been on active duty and now appreciate the effort and sacrifices made by those who serve full time, every day, 365 days per year. I am aware there was some difficulty in filling all the vacancies for the Summer Stock program this year. In spite of this, I would like to see the program continue. I know the unit I served at this summer truly appreciated my presence. I am not sure how much I contributed to their success, but I will always value the knowledge I brought home with me.

I will not be able to participate in Summer Stock for the upcoming year due to travel obligations at work. However, I have made a commitment to give back to the program that gave to me when I desperately needed it. Even if it requires taking personal vacation time, I intend to participate in the Summer Stock program as often as I can. Today's Coast Guard truly is *Team Coast Guard*. I salute your program for all it has been and all it has yet to accomplish.

Semper Paratus,

*Jack Scott*

PS2 John Scott, USCGR  
MSO Paducah, Kentucky

***“I know the  
unit I served  
at this  
summer truly  
appreciated  
my  
presence. I  
am not sure  
how much I  
contributed to  
their success,  
but I will  
always value  
the knowledge  
I brought  
home with  
me.”***



**W**hen the new millennium dawns a year from now, in January 2000, many people plan to activate plans for a New Year's celebration like never before. After all, how often do we enter not only a new year and a new century, but also a new millennium? Unfortunately, the celebration may be dampened by the sobering presence of the Year 2000 computer problem, also called Y2K or "the millennium bug."

The Y2K problem (inability of computers programmed with 2-digit date fields to recognize "00" as the year 2000) has been called the greatest information technology challenge the modern world has faced. It is expected to cost the Coast Guard \$25-50 million, the U.S. Government \$10-\$12 billion, and U.S. business more than \$50 billion. Worldwide costs will run from \$300 to \$600 billion. Litigation spinning off the problem may top \$1 trillion.

An exaggeration by a bunch of computer types? Unfortunately not. The year 2000 problem is real and has the potential to create serious disruptions across the country and around the world. It is rooted in the fact that in the 1950s and 1960s, computer programmers saved memory space by recording a year using only the last two digits (i.e., 1998 = 98). Shortsighted? You might have done the same. A speaker at a Coast Guard Y2K conference in Portland, Ore. recently stated that one megabyte of memory cost \$600,000 in the 1950s, compared to 10 cents today. Up until now, year calculations have worked properly because most dates have been in the same century. A computer calculates age by subtracting a birth year, say "54" from the current year "98" with the result being "44." In the year 2000, the same calculation, subtracting the birth



## The Coast Guard and You!

By  
CDR Dave Roundy, USCGR  
and  
LCDR Jim Brewster, USCGR

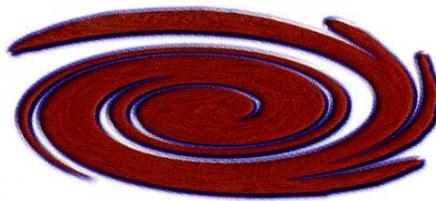
year "54" from the current year "00" will result in an age of "-54." In this circumstance, the computer may interpret improperly based upon the answer or may not be able to correctly process the answer. For example, an IRS computer seeing an age of -54 may question why a person, not yet alive, is filing a tax form and then flag the return for a manual review. Can you imagine the impact upon the tax system if 50 million tax forms are all flagged for manual review?

### Not just theory...

Y2K is not a theoretical problem. It is real. In fact, the Coast Guard's first encounter with Y2K came in January 1997 at the Coast Guard Institute. The computer program that mails End of Course Tests (EOCT) failed when the routine tried to add three years to the enrollment year of 1997 — the program was unable to recognize the year "00" which is how 2000 came up in the system. Even though the problem was fixed as soon as it was identified, this small "glitch" required two-weeks effort from a number of people to be corrected.

In our highly computer-dependent world, the year 2000 coding problem is found everywhere in computer software that run systems and in embedded chips that monitor systems. If we fail to find and replace or repair affected software and embedded chips before Jan. 1, 2000, we can expect the systems they control to experience disruptions. Computers and embedded chips are involved in the proper functioning of voice mail, phones, elevators, airline reservations, missile defense, bar code readers, store cash registers, traffic lights, subways, the stock market, banks, e-mail, power distribution, security systems, 911, mail, water systems, gas system, medical equipment, FAA radar, navigation systems, railroad tracks, satellites, and many, many more.

Because dependency on computer technology is spread across business, government, industry, education, and the private home, we are all vulnerable to the failure of the technology of others. If the Coast Guard has fixed its Y2K issues but electric utilities, telecommunications providers,



**“Stand the  
watch  
and perform  
the mission,  
build the force  
and fix  
Y2K!”**

**— ADM James Loy**

DOD, or key suppliers have not, the Coast Guard's ability to carry out its missions may be hampered. An example that falls in the Coast Guard's sphere of influence is the external maritime community. Modern ships carry multiple computerized systems and a vast number of embedded systems. These include fire alarm and sprinkler systems, engine management and alarm systems, radar and navigation systems, cargo handling and tank control systems, and communication networks. Modern ports rely on computers to manage cargo terminal systems, equipment and traffic management systems. A Y2K failure of any component may affect the ability to safely move freight, bulk cargo or petroleum products through our ports.

Since Y2K will occur in winter, a disruption to the flow of oil products into the country (over 50 percent of our oil comes from overseas, and most oil producing nations are far behind the U.S. in dealing with this problem) could cause serious difficulties for an economy already struggling with other disruptions.

### **Fixing Y2K!**

The Coast Guard is aggressively working with domestic maritime industry partners to ensure they identify and fix their Y2K issues, and has also published information in an International Maritime Organization circular.

Our reliance on technology in a streamlined Coast Guard makes Y2K compliance a top Commandant priority. ADM James Loy has stated his priorities as “Stand the watch & perform the mission, build the force and fix Y2K!” Y2K is a fixable problem.

To lead the charge in this important work, the Coast Guard has assembled a mixed Reserve and Active Duty workforce. **CAPT Richard Tinsman**, USCGR, is serving as Y2K Program Director while **CDR Dave Roundy**, USCGR, is Assistant Program Director and External relations. **LCDR Rob Crane** is heading up Contingency Planning. All three were activated and lead the Y2K staff. Experienced G-SI personnel such as **LT Vernon Mann** and **CWO Rich Gillies** provide professional technical guidance. The Y2K staff reports directly to **RADM George Naccara**, the Coast Guard's Chief Information Officer, who oversees the Coast Guard effort and briefs the

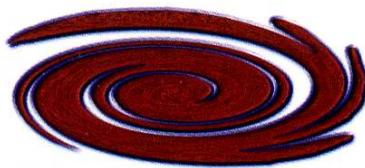
Commandant weekly, and sometimes daily. His staff prepares quarterly reports for the Office of Management and Budget (OMB) and responds to Department of Transportation (DOT) and Congressional inquiries. Internally, they serve as a clearing house for Y2K information, track Coast Guard Y2K costs, oversee Y2K testing, coordinate outreach efforts and manage continuity of operations efforts. The recent supplemental appropriation of \$20.5 million for Y2K projects will be apportioned through this staff.

Y2K impacts will result from four major causes:

- 1) Uncorrected computer codes causing the systems they control to malfunction
- 2) Faulty embedded chips causing the systems they run to malfunction
- 3) Actions taken to prevent lawsuits (i.e. airlines and trains may stop running to avoid a Y2K lawsuit. This could affect members' travel plans)
- 4) Actions taken for Emergency Preparedness (i.e., Public Safety Organizations, like the Coast Guard, will be expected to be ready to respond to emergencies. This may affect holiday plans of our members)

Y2K's greatest projected impact to society, the Coast Guard, and its members will be from a possible failure of the faulty computers or embedded chips that run the country's power generation and electric distribution system. There is rational and credible evidence pointing to the potential for a loss of electrical power, locally or regionally, for up to a week or longer. These probabilities are listed in a special report by *Capers Jones* distributed at a recent Y2K meeting of all Coast Guard District Chiefs of Staff:

<u>Y2K problem</u>	<u>Probability of Occurrence</u>
<b>Bad Credit Reports due to Y2K errors.....</b>	<b>70%</b>
<b>Loss of Local electric power (&gt; 1 day) *.....</b>	<b>60%</b>
<b>Litigation against Corporate Officers .....</b>	<b>55%</b>
<b>Loss of Regional Electric Power (&gt; 1 day) * .....</b>	<b>40%</b>
<b>Errors in 2000 tax reporting (1099 forms).....</b>	<b>35%</b>
<b>Errors with Social Security Payments .....</b>	<b>25%</b>
<b>Delays or cancellation of airline flights .....</b>	<b>25%</b>
<b>Loss of local telephone services .....</b>	<b>20%</b>
<b>Manufacturing shutdown (&gt; 1 day) .....</b>	<b>20%</b>
<b>Errors in hotel/motel reservations .....</b>	<b>10%</b>
<b>Delays or cancellations of shipping .....</b>	<b>10%</b>



***The Coast Guard is  
“an essential  
component of the  
nation’s emergency  
response system, so we  
must be there ready to  
help, in the event the  
worst Y2K predictions  
come true.”***

*“Another very high probability risk is that we will lose electric power for at least a day, and possibly for more than a week. Electric power plants in the United States are highly computerized and the year 2000 problem is endemic within this industry. Worse, experiments by electric companies to test out their year 2000 repairs have indicated worse problems and longer outages than anyone envisioned. These date problems are found in every form of electric generation: hydroelectric, coal, and nuclear. They are often obscure and difficult to both find and fix.” — Capers Jones Report*

The impact of no electricity for a week can be significant — heating, lighting, cooking, water, sewers, traffic lights, ATMs, shopping, refrigerators, gas pumps, freezers, showers, schooling, and work schedules are all affected.

Here are some reasonable implications:

It is reasonable to expect some airlines to ground their planes prior to the New Year and stay grounded until deemed safe (safety issues and fear of Y2K litigation). If the air traffic radar system or contingency plan does not work (unrepaired system or power outage), DOT will not let anyone fly. This may effect your holiday travel plans and school timetables.

It is reasonable to prepare for a potential week-long loss of power such as might occur after an ice storm or a hurricane. Traffic lights may not work, gas stations may not pump gas, stores may not have lights or working cash registers and scanners, and ATM machines may not function. City water and sewer service may be disrupted until backup power for the pumps is put on line. If your home uses electricity for heating, hot water, cooking, lighting, food storage and well pumps, you need to consider what alternatives you have.

## **Semper Paratus despite Y2K**

The American public places great faith and trust in the Coast Guard’s ability to help during national disasters. We have saved many people from the effects of floods, hurricanes, earthquakes and disasters at sea. The Coast Guard is an essential component of the nation’s emergency response system, so we must be there, ready to help, in the

event the worst Y2K predictions come true. Even if we are personally impacted by Y2K, we must remain “Semper Paratus.”

Individual preparedness is a personal matter as well as a readiness issue. We ask you to think through the implications of these issues. Please keep in mind the two competing interests for all Coast Guard members. We want to ensure our families’ safety and comfort, while at the same time be available when the American public needs our assistance, as we have done countless times

past. We have often left our families and homes in order to help others.

Y2K may be no different.

We encourage you to discuss and prepare now regarding alternative methods for cooking, heating, lighting, water, and food storage. It will be easier to complete preparations at a normal cost in the next few months than in September 1999, when supplies of essential items like canned food or propane stoves may be in short supply, and perhaps sold at elevated prices.

The Coast Guard will be using the work-life coordinator and the Command Master Chief at your command to give you more personal preparedness information. The Master Chief Petty Officer of the Coast Guard will also provide Y2K information on his website. As these processes are just being activated, you can do some research on the web at the following web sites:

[www.uscg.mil/hq/mcpocg/default.html](http://www.uscg.mil/hq/mcpocg/default.html) MCPO-CG Website

[www.year2000.com](http://www.year2000.com)

[www.y2knet.com](http://www.y2knet.com) (has great 12 step Y2K CPR pages)

[www.watertanks.com](http://www.watertanks.com) (has excellent water storage info.)

[www.garynorth.com](http://www.garynorth.com) (believes Y2K will be very severe)

[www.millenia-bcs.com](http://www.millenia-bcs.com)

There are a number of things we can have confidence in as we approach and move through the year 2000. The Year 2000 will come, various failures will occur, they will cause inconvenience and they will all get fixed. We can have confidence that all levels of government (city, county, state, federal) will work very hard to minimize the number of Y2K failures and will be prepared to respond when they occur. We can have confidence that ultimately Y2K failures will be eliminated and Y2K disruptions will disappear. •



CAPT Joseph Manfreda

After reading RADM Schneider's "A View From the Bridge" in the May 1998 issue of *The Coast Guard Reservist*, I reflected on what has happened to the Coast Guard Reserve from our early days of service to this time of fewer people and less organization (very few actual Reserve units). While the Coast Guard has embraced the individual reservist under *Team Coast Guard*, it appears that the active duty establishment has difficulty in appreciating and understanding the needs of our citizen-sailors to experience the special comradeship of being reservists.

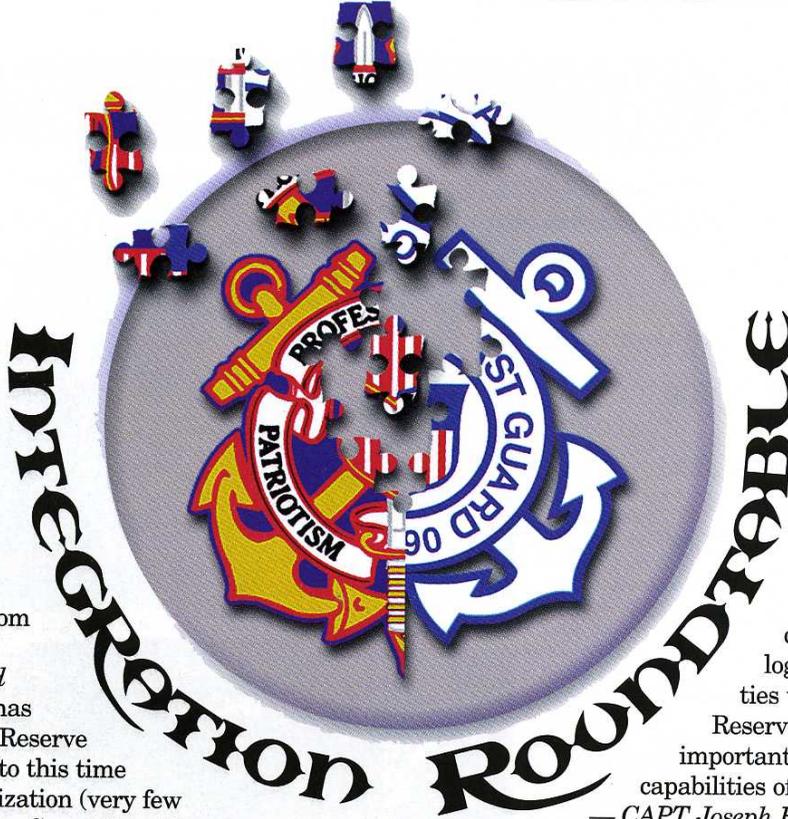
RADM Schneider's comments about reservists having lunch together reaches to the very core of the "people" issue. In my view, the lament for Reserve fellowship and mentoring can only be effectively accomplished with organized Reserve units, such as our PSUs. Our few remaining military units remain as beacons in foggy and troubled Coast Guard Reserve waters.

*The Coast Guard Reservist* publication no longer presents as many stories about our program because of the decimation in numbers and units. While the Coast Guard establishment appears to recognize that it excessively reduced the Reserve force requirements, we who carry the Reserve institutional memory are highly skeptical that our Coast Guard has a viable plan to grow its Reserve into a true military organization.

A 1996 Office of Management & Budget (OMB) directive, and not the Coast Guard conscience, was responsible for a revised Reserve requirement of approximately 12,000 reservists. In addition, we who know the Coast Guard Reserve history are uncertain that the Coast Guard appreciates that there is another fundamental problem — the lack of Reserve units to support specified and authorized missions.

At the 1996 National ROA Convention in Chicago, I delivered a paper and presentation entitled "A View Aft, A Vision Forward." The Reserve retention and recruiting problems are, in part, a result of the current organization developed by the Coast Guard. The individual reservist has difficulty identifying with a Reserve program that lacks cohesiveness and defined mission goals. Until *Team Coast Guard*, reservists felt they were part of a Reserve family within the Coast Guard. The proposal that was presented in my paper for specific missions supported by units, remains a viable military alternative to provide our active reservists with comradeship and hope for a brighter future.

While the Coast Guard may not agree with all of my beliefs and ideas, the perturbations within *Team Coast Guard* are sig-



nificant and will continue to disturb those within the system. Until those in command of the Coast Guard ship recognize and understand the differences, along with the similarities, between the citizen-sailor and the sailor-citizen, the physical, psychological and time-related realities will continue to exacerbate

Reserve retention, and, more importantly, the emergency response capabilities of the Coast Guard.

— CAPT Joseph F. Manfreda, USCGR (Ret.)  
Chicago, Ill.

Dear CAPT Manfreda:

Thanks for your thought-provoking letter. There are indeed some facets of the Coast Guard whose passing we lament, but times and circumstances change and so must we. The Coast Guard, as a key public safety institution and national security agency, must be quick to adapt or we risk loss of value, relevance and effectiveness.

Yes, there were some good aspects of the old Reserve Component that are gone, but they have been supplanted by new, attractive features...including the reward of being relied on as a full partner in Coast Guard accomplishments, greater interaction with regulars, and better training opportunities, as is clearly evident throughout this issue of *The Reservist*. Reservists today have greater equality of treatment and parity of benefits with their active duty counterparts than before Integration. They also have increased short and long-term duty opportunities. However, the Coast Guard *still* takes considerable care to recognize and understand the differences between our citizen-sailors and sailor-citizens, as you so aptly put it. That is why there is still a visible flag level advocate for the Reserve at Headquarters and a separate Office of Reserve Affairs that works tirelessly toward the goal of a fully staffed, trained and ready Reserve Force that provides the Coast Guard and the public far greater value than it costs the taxpayer.

*Team Coast Guard* demonstrates the tremendous potential of our Reserve Force to contribute to every Coast Guard mission. In fact, the study you mentioned that documented the requirement for 12,300 SELRES members was produced not by OMB or the Reserve, but by G-O and G-M program managers.

More challenges are ahead for sure and I agree that we must do better at mentoring our people. But *not* as a separate group — rather, as a seamless *Team Coast Guard* moving forward together into the 21st century.

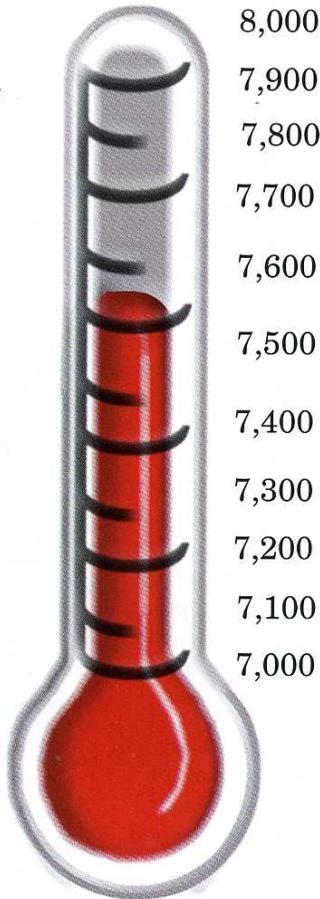
— CAPT Douglas E. Clapp



CAPT Doug Clapp

# RECRUITING UPDATE

*The SELRES Meter is climbing to 8,000! We're at 7,536 as of 12/1/98. Let's hit 8,000 by the end of '98!*



*A billboard in Biloxi, Miss., says it all...*

Courtesy Emmerling-Post ad agency

## Citizen Sailors

*Of the Month  
My Civilian Occupation*

Some people drive to work everyday. But Coast Guard Reservist **ADCS William N. Cavanaugh** flies! He's a co-pilot for United Airlines based in Chicago and commutes each week to the Windy City from his home in South Florida. Cavanaugh flies 737s all over United's large domestic system and has been with them for over seven years. He was also employed five years with Eastern Airlines.

"It's really the best job in the world," said Cavanaugh, who earned two degrees from Embry-Riddle Aeronautical University in Daytona Beach, Fla. "You get to visit interesting places. I've even been based in London and Geneva during summer TDY tours."

Being a senior co-pilot also has its advantages, as Cavanaugh says he will be off for Christmas Day this year, despite it being one of the busiest times of the year for the airlines. The new year brings a new hope too, for Cavanaugh.



ADCS William N. Cavanaugh, USCGR

**ADCS William N. Cavanaugh in the cockpit of a United 737.**

During 1999 he hopes to become a Captain with United.

The senior chief has served in the Coast Guard Reserve since his release from active duty in 1976. He has served at various aviation commands such as the Aircraft Repair and Support Center in Elizabeth City, N.C., and Air Stations Borinquen, Clearwater and Miami. He also served as Command CPO for Air Group SE-Aviation until its disestablishment in late 1993. Now, Cavanaugh drills at D7's Office of Search and Rescue in the aviation coordinators office, where he puts his vast aviation expertise to use in the numerous D7 air operations.

*Editor's note: We will continue to publish submissions each month that did not make it into the annual "Citizen-Sailor" issue. This year's theme is "My Civilian Occupation." New submissions are still welcome.*

# FRONT & CENTER

## Officer Promotions

### TO CAPTAIN

Name	District	DOR
Sharon J. Armstrong	HQ	1 Jul 98
Charles M. McDonnell	HQ	1 Jul 98
Stephen W. Rochon	HQ	1 Jul 98
Daniel R. Flood	D14	1 Jul 98
William J. VanOrden	D8	1 Jul 98
Robert C. Buckles	D7	1 Jul 98
Arthur S. Olsen	D1	1 Aug 98
Louis M. Farrell	CGPC-rpm	1 Sep 98
John C. Acton	LANT	1 Sep 98
Robert W. Kelly	HQ	1 Sep 98
Grover N. Lipe	D8	1 Sep 98
Raymond W. Blowitski	HQ	1 Oct 98
Everete W. HollingsworthDS	D8	1 Oct 98

### TO COMMANDER

Matthew P. Bernard	D13	1 Jul 98
Nancy C. Mazur	D5	1 Jul 98
Baird S. Ritter	D8	1 Jul 98
Maureen B. Harkins	LANTAREA 1	Jul 98
Michael A. Cicalese	MLCLANT	1 Jul 98
Lucretia A. Flammang	CG Academy	1 Jul 98
Allen K. Harker	CPB Project	1 Jul 98
Robert W. Grabb	LANTAREA 1	Jul 98
Sydney J. Duck	MLCLANT	1 Jul 98
Wayne C. Dumas	D13	1 Jul 98
Philip J. Jordan	D9	1 Jul 98
Mark A. Jones	D7	1 Jul 98
Joseph P. Cain	LANTAREA 1	Jul 98
Carla J. Kinney	HQ	1 Jul 98
Timothy P. Crowley	D5	1 Jul 98
Craig V. Sattergren	D11	1 Jul 98
Charles A. Amen	D7	1 Jul 98
Charles T. Schmincke	D7	1 Jul 98
Kenneth R. Olsen	D7	1 Jul 98
John P. Hurley	D7	1 Jul 98
Craig R. Britton	D11	1 Jul 98
Stephen E. Flynn	CG Academy	1 Jul 98
Jonathan C. Russell	CG Academy	1 Jul 98
John S. Welch	OSC	1 Jul 98
Steven D. Tarantino	D1	1 Jul 98
Maureen M. Steinhouse	LANTAREA 1	Jul 98
Cynthia D. Sparacino	D5	1 Jul 98
Elijah Flynn	D1	1 Aug 98
Neil E. Hurley	HQ	1 Aug 98
Lurilla J. Lee	D13	1 Dec 98

### TO LIEUTENANT COMMANDER

Philip A. Nowak	MLCPAC	1 Jul 98
Brett A. Content	D11	1 Jul 98
Marilea A. Lloyd	HQ	1 Jul 98
Jefferson R. Quinn	D11	1 Jul 98
Gregory S. Lingle	MLCPAC	1 Jul 98
Andrew S. McKinley	LANTAREA 1	Jul 98
John N. Kreimer	D5	1 Jul 98

### TO LIEUTENANT

Tessa Muehlechner	MLCPAC	25 Aug 98
Eric P. Grevin	D5	25 Aug 98*

### TO CHIEF WARRANT OFFICER (CWO4)

Anthony G. Zickgraf	D9	1 Jul 98
Anne E. Visser	LANTAREA 1	Jul 98
Richmond P. Carlson	D1	31 Aug 98
Charles R. Chase	D5	31 Aug 98
Eugene A. Mamajek	D8	31 Aug 98
James M. Connery	D1	31 Aug 98
Lois J. Gramer	MLCPAC	31 Aug 98
John E. Queen	NPFC	31 Aug 98
Andrew J. Johnson	D8	31 Aug 98
John F. Musser	D11	31 Aug 98
James C. Roberts	RTC York	31 Aug 98
Charles E. Parrott	D8	31 Aug 98
Ronald J. Westhouse	D9	31 Aug 98

This list covers Coast Guard Reserve officers promoted on the Officer Promotion Authorization Listing (OPAL) No. 7-98, ALCGPERSCOM 047/98 (241300Z Jun 98); No. 8-98, ALCGPERSCOM 054/98 (152000Z Jul 98); No. 9-98, ALCGPERSCOM 062/98 (191739Z Aug 98); No. 10-98, ALCGPERSCOM 066/98 (171258Z Sep 98); and No. 12-98, ALCGPERSCOM 093/98 (202109Z Nov 98). OPAL number corresponds with Date of Rank (DOR) as follows: No. 7-98, July DORs; No. 8-98, August DORs; No. 9-98, September DORs; No. 10-98, October DORs; No. 12/98, December DORs.

\* LT Grevin's DOR is 25 Aug 98 though listed on OPAL No. 9-98.

## Retirements

### OCTOBER 1998

CDR James H. Jarrell, D7\*  
GM2 James C. Flowers, D5\*

### NOVEMBER 1998

LCDR Wayne W. Padgett, D11\*  
EM1 Ernest R. Martin, D8\*

### DECEMBER 1998

CAPT George H. Geller, D1\*  
CDR Mauro M. Martinez, D11\*  
LCDR Joseph M. Clark, D11\*  
LCDR William C. Stromstedt, D1\*  
CWO4 Conrad Clementson, D13\*  
CWO4 James O. Warren, D8\*  
ASMCM Kenneth F. Roberts, D7\*  
EMCM Robert E. Blakeslee, D5\*  
GMC Otto G. Wells, D13\*  
PSC Donald F. Kierol, D1\*  
PS1 Joseph L. Lippy, D5\*  
DP1 Joseph K. Cheng, D14\*  
TC1 Charles P. Shelley, D11\*  
SK1 Myra D. Miller, D8\*  
SK1 Patricia R. Mekota, D9\*  
ET1 John W. Lander, D11\*  
SK2 Frederic P. Laughlin, D1\*

### JANUARY 1999

CDR Gerald W. Bourland, D8\*  
CDR Richard E. Cunningham, D5\*  
CDR Barton W. Stein, D1\*  
CDR Thomas R. Witkowski, D13\*  
LCDR Elmo Gaskill, D5\*  
LCDR Glenn H. Jensen, D11\*  
LCDR Lyle R. Johnson, D13\*  
CWO4 Melvin D. Foster, D8\*  
CWO4 Norman P. Swenson, D11\*  
PSCS Robert F. Martin, D7\*  
DCCS Burton M. Wink, D13\*  
MKC Leonard E. Lloyd, D11\*  
BM1 James J. Schneider, D8\*  
DC1 Michael J. Callahan, D9\*  
SK1 John D. Cordova, D13\*  
PS2 Martin J. Minue, D11\*  
FS2 Darrel E. Battles, D8\*

\* RET-1 (Retired With Pay)

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

\*\*\* RET-3 (Retired Without Pay)

Source: Human Resources Service & Info. Ctr. (ras)

## Taps

■ **CAPT George Irving Garner**, USCGR (Ret.) 88, of Virginia Beach, Va., passed away July 25, 1998.

Born in Clay County, Texas, he was a 1934 graduate of the University of Texas,



Somerville (Dallas) School of Law. He was a practicing attorney and Clerk of District Courts in Texas until he received a commission in the U.S. Coast Guard in 1942. Following sea duty during World War II, he served at various stations, and was also a military judge, receiving three outstanding service awards during his career. CAPT Garner was one of the first Reserve Program

Administrators and served five years as Deputy Chief, Office of Reserve in Washington, D.C. and as Chief of Reserve in the 5th District.

He retired in 1972 after 30 years service. His colleague, CAPT Roger L. Oberndorf, USCGR(Ret.), said,

"During the dark days of the early 1970s, when the Office of Management and Budget decided that the CG Reserve had no mission, CAPT Garner was there to help us turn the tide and start reserve augmentation. He will be missed...he was a pioneer."

Survivors include his wife of 22 years, Maude E. Garner, two sons, Duane, a PS1 in the CG Reserve, of Richmond, Va., and Allan, who served four years active duty in the Coast Guard during the 1970s, of Bethesda, Md., two granddaughters, and one great-granddaughter.

Funeral services were held July 29, 1998 at Gallilee Episcopal Church, Virginia Beach. Interment at Arlington National Cemetery with full military honors. In lieu of flowers, memorial donations be made to The American Cancer Society or another charity of giver's choice.

■ **BM2 Stanley "Rosie"**

**Rosenblatt**, USCGR, 77, of Smithtown, N.Y., passed away Oct. 7, 1998. Rosenblatt was a feisty World War II veteran and LST-787 coxswain. He served at D-Day, Iwo Jima, Okinawa and during the occupation of Japan. He served and retired from the New York City Police Department and also worked for the U.S. Postal Service.

Survivors include his wife, Janice (Levine); father of Melvin (Maralyn) and Helene (Ken). Services were held Oct. 9, 1998 at Beth Shalom Chapels, Smithtown, N.Y. Interment at Calverton National Cemetery, Calverton, LI, N.Y. Memorial donations may be made to the USS LST-787 Association newsletter, 5105 Wienzel Point Road, Lake Shore, MN 56468.

## Awards

### DEFENSE MERITORIOUS SERVICE MEDAL

CDR Gary L. Bagaas, USTRANSCOM

### JOINT SERVICE COMMENDATION MEDAL

CDR Steven E. Day, USTRANSCOM

### JOINT SERVICE ACHIEVEMENT MEDAL

CDR George Elliott, USTRANSCOM  
CDR Ronald L. Davis, USTRANSCOM  
CDR Steven E. Day, USTRANSCOM  
LCDR Marshall Burnette, USTRANSCOM  
YN3 Gina Wallhaus, USTRANSCOM

### CG ACHIEVEMENT MEDAL

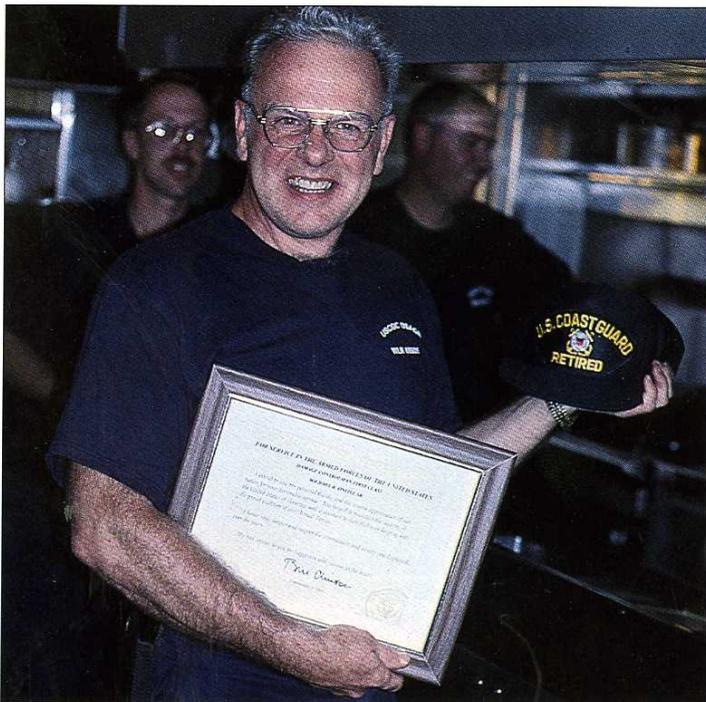
CWO4 Gordon Kinsman, D1  
SKCM Gary Crocker, D1  
YN2 Patricia Feeney, D9

### COMMANDANT'S LETTER OF COMMENDATION

LT Kenneth B. Hines, MSO St. Louis

### MILITARY OUTSTANDING VOLUNTEER SERVICE MEDAL

YN1 Linda Kentch, USTRANSCOM



Reservist DC1 Mike O'Neill of CGC Osage and Irwin, Pa., shows off his "wares" following a retirement ceremony aboard Osage during his last reserve cruise the weekend of Sept. 12-13. O'Neill, who served 29 years, has a son, Mike, Jr. in the CGR to carry on the family tradition of serving aboard CGC Osage.



## Coastie Collectibles...gift ideas!

The following products are published as a service to our readers who frequently ask about them. The

Coast Guard does not endorse these products. For "USCG in Action" calendars, see November's issue.

### Great Lakes Lighthouse /WWII Stamp Sets

Great Lakes Lighthouse framed stamp sets (shown top right), including each stamp issued during the summer of 1995 by the U.S. Postal Service. Also still available are "USCG WWII Tribute" stamp sets (right below) and "Historic Lighthouses." Available in two sizes:

- 9x11 at \$29 (plus \$5.95 S&H)
  - 12x15 at \$45 (plus \$6.95 S&H)
- N.J. residents add 6 percent sales tax. Can be shipped 48 hours of receipt of check or money order. Contact:

**D&M Specialties**

**P.O. Box 7857**

**West Trenton, NJ 08628**

**(609) 530-0950 FAX: (609) 530-9896**

**E-mail: den045@aol.com**



### CPO Bumperstickers

Both styles of CPO bumperstickers as depicted here are available for E-7, E-8, E-9. These are blue and gold. Cost is only \$2 each. Please indicate type and style desired. Also now available: new mini-size available for placement next to vehicle decal. Proceeds to Yorktown

Chapter CPOA. Send check or money order and self-addressed stamped envelope to:



**CPOA-Stickers  
Yorktown Chapter  
RTC Yorktown  
Yorktown, VA  
23690-5000**

## ALCOAST's / ALDIST's / COMDTINST's

### DTG

R 241554Z NOV 98  
R 241450Z NOV 98  
R 241445Z NOV 98  
R 23214SZ NOV 98  
R 201305Z NOV 98  
R 201257Z NOV 98  
R 192140Z NOV 98  
R 191949Z NOV 98  
R 181226Z NOV 98  
R 061901Z NOV 98  
R 101335Z NOV 98  
R 092246Z NOV 98  
R 062252Z NOV 98  
P 062030Z NOV 98  
P 061925Z NOV 98  
R 061850Z NOV 98  
R 061425Z NOV 98  
R 052037Z NOV 98  
R 052003Z NOV 98  
R 041340Z NOV 98  
R 031349Z NOV 98  
R 031229Z NOV 98  
R 021216Z NOV 98  
R 021211Z NOV 98  
R 291855Z OCT 98  
R 291735Z OCT 98  
R 291645Z OCT 98  
R 290011Z OCT 98  
R 271101Z OCT 98

### NUMBER

ALCGRSV 015/98  
ALDIST 290/98, COMDTNOTE 7220  
ALCGPERSCOM 091/98  
ALDIST 289/98, COMDTNOTE 5420  
ALDIST 285/98, COMDTNOTE 1754  
ALDIST 284/98, COMDTNOTE 7220  
ALCGRSV 014/98  
ALDIST 283/98, COMDTNOTE 7220  
ALDIST 281/98, COMDTNOTE 1300  
ALCOAST 113/98  
ALCOAST 111/98, COMDTNOTE 1710  
ALCOAST 110/98, COMDTNOTE 12451  
ALCOAST 109/98, COMDTNOTE 12451  
ALDIST 277/98, COMDTNOTE 1900  
ALDIST 276/98, COMDTNOTE 1500  
ALCOAST 108/98, COMDTNOTE 5700  
ALDIST 275/98, COMDTNOTE 1541  
ALCOAST 107/98, COMDTNOTE 12630  
ALDIST 274/98, COMDTNOTE 1401  
ALDIST 272/98, COMDTNOTE 6010  
ALDIST 271/98, COMDTNOTE 1020  
ALDIST 269/98, COMDTNOTE 1020  
ALDIST 268/98, COMDTNOTE 5420  
ALDIST 267/98, COMDTNOTE 1020  
ALDIST 265/98, COMDTNOTE 1710  
ALDIST 264/98, COMDTNOTE 1020  
ALCOAST 106/98, COMDTNOTE 3010  
ALDIST 263/98, COMDTNOTE 9593  
TQC2-98

### SUBJECT

LATE OERS FOR RESERVE CHIEF WARRANT OFFICER (CWO) IN GRADE  
SELECTIVE REENLISTMENT BONUS (SRB)  
INITIAL GUIDANCE CONCERNING PY99 READY RESERVE DIRECT COMMISSION (RRDC) PROCESS  
DIVERSITY ADVISORY COUNCIL (See story on page 5)  
ARMED SERVICES YOUNG MEN'S CHRISTIAN ASSOCIATION "SALUTE TO SINGLES" IN MILITARY  
INTERIM CHANGE THIRTEEN TO COAST GUARD PAY MANUAL (Changes to military clothing allowances)  
LATE OERS FOR RESERVE LT AND LTJG SELECTION BOARDS  
INTERIM CHANGE TWELVE TO CG PAY MANUAL (Changes to Hostile Fire or Imminent Danger Pay)  
RESERVE AVAILABILITY WEBSITE (see "Hot Items on the Reserve Home Page" box on opposite page)  
GOVERNMENT TRAVEL CARD PROGRAM CONVERSION (From AMEX to Master Card)  
INVITATION TO PARTICIPATE IN COAST GUARD RUGBY  
COAST GUARD EMPLOYEE RECOGNITION DAY  
ANNOUNCEMENT OF SELECTEES FOR THE ANNUAL DOT AWARDS CEREMONY  
PREGNANCY IN THE COAST GUARD  
SITREP TWO ON WORKFORCE PERFORMANCE AND TRAINING STRATEGY (WPT)  
COMMANDANT'S VETERANS DAY MESSAGE  
TEAM COORDINATION TRAINING (TCT)  
COAST GUARD TELECOMMUTING PROGRAM  
RECALL OF RESERVE OFFICERS TO EXTENDED ACTIVE DUTY (EAD)  
CG POLICY REGARDING THE UNIFORMED SERVICES FAMILY HEALTH PROGRAM (USFHP).  
COMDTINST M1020.6D, UNIFORM REGULATIONS (Collar devices on windbreakers for CPOs, see page 19)  
COMDTINST M1020.6D, UNIFORM REGULATIONS (cancelled by ALDIST 271/98)  
1998 THOMAS E. MORRIS COAST GUARD RESERVE AWARD SOLICITATION  
COMDTINST M1020.6D, UNIFORM REGULATIONS (skirts & trousers)  
SPORTS PARTICIPATION GRANT PROGRAM  
ALLOWABLE WEIGHT STANDARDS FOR HEALTH & WELL-BEING OF CG MILITARY PERSONNEL  
BUSINESS CONTINUITY CONTINGENCY PLANNING FOR Y2K  
NAVAL ENGINEERING ADVISORY #1 FY99: UNIFORM NATIONAL DISCHARGE STANDARDS  
CHANGE (2) TO COMDTNOTE 1540

As of 12/1/98

**MESSAGES ON INTERNET: [WWW.USCG.MIL/RESERVE/MSG.HTM](http://WWW.USCG.MIL/RESERVE/MSG.HTM)**

**ADSW AC/RC & EAD ON INTERNET: [WWW.USCG.MIL/RESERVE/TEMAC.HTML](http://WWW.USCG.MIL/RESERVE/TEMAC.HTML)**

**THE RESERVE AVAILABILITY POOL IS NOW ONLINE AT:  
[www.uscg.mil/reserve/respool/respool.htm](http://www.uscg.mil/reserve/respool/respool.htm)**

# Letin Board

## Hot Items on the Reserve Home Page!

<http://www.uscg.mil/reserve>

• **Demo version of Jet Form Filler** — Reservists can access CG, DOT, DOD and other forms in JetForm format (the same as supplied on the CG Directives CD). First, download JetForm Filler at [http://www.jetform.com/demosdownloads/fillerweb\\_dd.html](http://www.jetform.com/demosdownloads/fillerweb_dd.html) then go to <http://www.uscg.mil/hq/g-s/g-sii/forms/formindx.html> for the complete library of CG, DOT, DOD, and other forms. In the past, reservists have had access to the forms, but oftentimes had to fill them out manually if they did not have access to JetForm filler.

• **Reserve Availability Pool (RAP)** — This is a new link from the Reserve home page. Now reservists can place information on their skills and availability for ADSW-AC/RC or EAD. Coast Guard commands can then access this page when a need occurs. Details on the RAP are outlined in ALDIST 281/98 (R 181226Z NOV 98).

• **PS/MST Questions answered by Force Manager** — Simply go to CGR Home Page "Hot Items." PS/MST Force Manager also has a Bulletin at: <http://www.uscg.mil/hq/reserve/pubs/psltr.htm>

## DP rating merging with TC



One big change occurring in 1999 will be the merger of the Reserve-only Data Processing Specialist (DP) rating into the Telecommunications Specialist (TC) rating.

ALDIST 233/98 (R 011930Z Oct 98) announced the merger, effective Feb. 1, 1999. The merger occurred because of the changing world of data processing and the difficulties of managing a very small rating (there are approximately 40 Reserve DPs). Following a DP survey in early 1998, a review group then recommended the merger in May 1998. The Assistant Commandant for Human Resources approved the recommendation on June 15, 1998. All DP Reserve Personnel Allowance List (RPAL) billets will be changed to TC billets at the same paygrade on Feb. 1, 1999. Personnel serving as DPs will become TCs at the same paygrade and time in rate currently held effective Feb. 1, 1999. Personnel assigned to RPAL billets will remain in those billets. During 1999, DPs will compete for advancement via the Servicewide Exam. In the past, DPs did not take the SWE. They were advanced only when they completed MRNs, performance quals, and when there was an open billet. The point of contact for TC rating-related issues is TCCM Joe Mize, 202-267-1372. E-mail: [jmize@comdt.uscg.mil](mailto:jmize@comdt.uscg.mil)



## Chiefs: Wear collar devices on windbreaker



New uniform regs require all personnel E-7 through E-10 to wear collar grade insignia on the collar of the windbreaker. The devices should be the same size as and worn the same as on the light blue long and short sleeve shirts and winter dress blue shirts. For further clarification, see ALDIST 271/98 (R031349Z Nov 98). Questions may be directed to CWO3 Tom Southard, 202-267-1192; E-mail: [tsouthard@comdt.uscg.mil](mailto:tsouthard@comdt.uscg.mil) or CWO2 James Stargell, 202-267-1610; E-mail: [jstargell@comdt.uscg.mil](mailto:jstargell@comdt.uscg.mil)

## Get in line for CGG Eagle in '99.....

CGC Eagle's annual summer cadet cruise is slated for May 3-Sept. 25, 1999. Eagle will transit the Panama Canal en route San Diego. Various ratings are needed: BM, DC, ET, FS, HS, MK, QM, RD, TC and SN/SA. Reserve personnel, male or female, can apply for either all or a portion of the deployment, but preference will be given to those who can serve for at least six continuous weeks. Reservists attached to PACAREA units should contact YNCS Lynn Harvey, 510-437-3257; LANTAREA units contact CWO3 Bob Hargrove, 757-628-4496.

Life aboard Eagle...  
see May and June 1998  
issues of  
The Reservist.

## Upcoming Events

### JANUARY 1999

■ **RESERVE OFFICERS ASSOCIATION MID-WINTER CONFERENCE** — Jan. 25-28, 1999. The 1998 Coast Guard Reserve Outstanding Junior Officer and the 1998 Waesche Award recipient will be honored in conjunction with this annual event. Contact ROA, 1 Constitution Ave., N.E., Washington, D.C. 20002. 202-479-2200. Web: [www.roa.org](http://www.roa.org)  
**The ROA Department of D.C. CG Chapter 4 invites all USCG officers to the Coast Guard Reception, Monday, Jan. 25, 1999, 4:30 to 6 p.m. at ROA Headquarters Building, One Constitution Ave., N.E. Washington, D.C. Attire is CG Service Dress Blue Alpha (or semi-formal business). Cost: O-1 to O-3 (\$20); O-4 and above (\$25); O-1 to O-3 couples (\$35); O-4 & above couples (\$40). For more information, contact LCDR Robert Carmack, 8417 Bates Drive, Bowie, MD 20720. (301) 262-8066, [RCarmack@ventura.com](mailto:RCarmack@ventura.com).**

### FEBRUARY 1999

■ **COAST GUARD RESERVE'S 58TH BIRTHDAY** — The CGR was formed on Feb. 19, 1941. Remind your command so it can celebrate!

### MARCH 1999

■ **USCG MUTUAL ASSISTANCE CAMPAIGN** — The 1999 campaign kicks off March 1 and runs through April 30th.

### APRIL 1999

■ **CHIEF WARRANT OFFICERS ASSOC. ANNUAL MEETING** — April 15-17. Site is Delta Orlando Resort, 5715 Major Blvd., Orlando, FL 32819-7988. Contact: CWOA, c/o James Creek Marina, 200 V St. SW, Washington, D.C. 29924. 1-800-792-8447 or 202-554-7753. FAX: 202-484-0641. E-mail: [CWOAUSCG@aol.com](mailto:CWOAUSCG@aol.com)

### JULY 1999

■ **COAST GUARD FESTIVAL** — 75th annual! July 30-Aug. 8. Parade and fireworks on Aug. 7. Entire CG family encouraged to attend. Contact: U.S. Coast Guard Festival, P.O. Box 694, Grand Haven, MI 49417. 616-846-5940 or 1-888-207-2434. Web address is: <http://www.grandhaven.com/uscgfest>

## Reunions

■ **CGC EASTWIND (WAGB 279)** — May 28-31, 1999, at Ramada Inn Boston, Mass. Contact: Earl Ellis, Jr., 37-C Jefferson Drive, Maple Shade, NJ 08052. 609-304-4761; FAX: 609-234-2592. E-mail: [eellis@voicenet.com](mailto:eellis@voicenet.com) or Allan Brier, 238 Lincoln St., Berkeley Hts, NJ 07922. 908-464-1437.

■ **CGC BURTON ISLAND (WAGB 283)** — May 31-June 4, 1999, 3rd annual, Louisville, Ky. Contact: Greg Reel, 816-454-7991. E-mail: [gree1@discoverynet.com](mailto:gree1@discoverynet.com)  
Burton Island Web: <http://www.discoverynet.com/~gree1/>

For other USCG cutter reunions, check out this web site: <http://www.aets.org/cguard.htm>

CG RESERVE HOTLINE: 1-800-283-8724

CGR WEB SITE ADDRESS: <http://www.uscg.mil/reserve>

# *A voice of Christmas past, present and future...*

*Built upon a dismal reef of sunken rocks, some league or so from shore, on which the waters chafed and dashed, the wild year through, there stood a solitary lighthouse....*

*...But even here, two men who watched the light had made a fire, that through the loophole in the thick stone wall shed out a ray of brightness on the awful sea. Joining their horny hands over the rough table at which they sat, they wished each other Merry Christmas in their can of grog; and one of them; the elder, too, with his face all damaged and scarred with hard weather, as the figure-head of an old ship might be; struck up a sturdy song that was like a gale in itself.*

*Again the Ghost sped on, above the black and heaving sea — on, on — until, being far away, as he told Scrooge, from any shore, they lighted on a ship. They stood beside the helmsman at the wheel, the look-out in the bow, the officers who had the watch; dark, ghostly figures in their several stations; but every man among them hummed a Christmas tune, or had a Christmas thought, or spoke below his breath to his companion of some bygone Christmas Day, with homeward hopes belonging to it. And every man on board, waking or sleeping, good or bad, had had a kinder word for another on that day than on any day in the year; and had shared to some extent in its festivities; and had remembered those he cared for at a distance, and had known that they delighted to remember him....*

*— From "A Christmas Carol"  
By Charles Dickens, 1843*

Commanding Officer (mas)  
Human Resources Service & Information Center  
444 SE Quincy Street  
Topeka, KS 66683-3591

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