



U.S. COAST GUARD

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innovation expo

the coast guard's annual convention that connects bright people with bright ideas

LETTER FROM THE EDITOR



Looking Back, Looking Ahead

This issue is one that explores the possibilities for the Coast Guard's future — the Coast Guard Innovation Expo. I haven't attended one of these expos yet, but have always been intrigued by the idea. What's in store for the Coast Guard in the way of innovation and applied technology? To answer that, please read LCDR Andrea Palermo's story covering this year's expo held in Santa Clara, Calif. Next year's expo is slated for late June in Tampa, Fla.

LT Neal Amaral takes us to the Arctic for a dive with the CGC Healy Dive Team. Two scientists were aboard CGC Healy in summer 2003 to work on experiments related to global warming. It's an interesting read, so enjoy.

Have you heard about the National Lighthouse Museum being built on Staten Island? PAC Marguerite DeMartino lives in that Staten Island "neighborhood" and has written a very interesting piece on the fascinating history of the site and the restoration going on there. I learned a lot reading it and I'm sure you will as well.

FYI, on Oct. 3, Station Montauk, N.Y.'s housing will be rededicated in memory of DC3 Nathan Bruckenthal, who the Coast Guard lost in Iraq. For more information, see "Upcoming Events" on the Bulletin Board.

Enjoy this issue and as always, "Semper Paratus."

-Ed.

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Send submissions to:

**COMMANDANT (CG-1312)
U.S. COAST GUARD
2100 SECOND STREET SW
WASHINGTON, DC 20593-0001
ATTN: EDITOR, THE RESERVIST**

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

**U.S. Coast Guard Reserve Web Site
www.uscg.mil/reserve**

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

RADM Sally Brice-O'Hara, USCG
Director of Reserve & Training

CAPT Dale Rausch, USCGR
Chief, Office of Reserve Affairs

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

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

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

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

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The Coast Guard's annual convention that connects bright people with bright ideas.



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Diving the Arctic

Taking the plunge, the Coast Guard is
helping scientists study the effects of both
global warming and cooling.

RTC Yorktown

This letter is in regards to USCG Reservist, Vol. 52, Issue 4-05 (page 40-41). The quality of The Reservist magazine never ceases to amaze me but knowing what a “can do” outfit we are, this should come as no surprise. The article about RTC (now Training Center) Yorktown brought back both good and bad memories. I was a radioman when I first attended school, think circa 1959/60. This was the beginning of the growing period and a far cry from what the facility is today. As a former serviceman, I was used to the food, the classes, the whole environment, so most of it was old hat to this grizzled retiree. We were billeted in old wooden Navy WWII barracks and if you never had the opportunity of enjoying these marvelous facilities, you missed the real thing! There was no air conditioning, no separate heads, no two man/woman rooms, no soda machines, no quiet or cool places to study, uniform of the day was whites (depending on the class), but somehow we made it.

Then, what a joy when I was commissioned and was assigned to officers quarters. Same barracks but separated into two person rooms but we had a fan (what luxury). The heat was still unbearable, nothing changed. Then as our budget increased, we got great schools, other facilities and the barracks with air conditioning...ah, such a life. Plus if you were interested in American history, there is plenty in the area. I enjoyed tremendously the Coast Guard Reserve and am thankful for the career opportunities that came my way. I hope that those of you reading this will do likewise. Semper Paratus

— CDR Sumner L. Thompson, USCGR (Ret.)
Scarborough, Maine

TRICARE Article Difficult

I am writing concerning your article on TRICARE Reserve Select (TRS) Program (Issue 4-05). The article is somewhat difficult to understand for the average service member that doesn't work with or has not been involved with this program.

As a suggestion, I would offer the following based on the K. I. S. S. (Keep it Simple S) principle. 1. You are eligible if (these conditions exist) 2. You have 1, 2, or 3 options to choose from if you are eligible 3. The \$75 fee gets you this 4. The \$233 get you this.

These things are what affect the user. The other point which has been debated is the level of payment, and I have received some information that TRICARE payments are below Medicare levels, and there are physicians and facilities that are not accepting TRICARE because of that reason. I am not being critical, and I do very much appreciate and enjoy receiving the Reservist magazine.

I am a retired reservist, and a County Commissioner in Minnesota and have dealt with insurance issues. It is difficult to understand for a person in the field, let alone those who are only users and payers.

— David M. Harms
Lake City, Minn.



An Ear-to-Ear Smile

I work full time as a cop with the Department of Veteran's Affairs in Milwaukee. One sunny day, I saw a little old woman wandering in the front lobby area of the main hospital. She approached the dispatch window and asked for help locating the marker of her husband. He's buried at the adjacent Wood Memorial Cemetery. After an officer gave her directions and she started to leave, I caught up with her and offered her a ride down. We spoke a little, on the short ride. She was in her late eighties, as I recall, and well prepared to walk almost a mile in the summer heat to get across the highway, and to her husband's marker.

I asked what service her husband was, and she said “the Guard.” “The (Army) National Guard?” I asked. “The Guard,” she simply affirmed. She said that the kids are down south, and she fend for herself. From what it seemed, she does a darn good job of it.

We had to make a stop at the cemetery office and use the computerized gravesite locator. We arrived at the computer, and I asked for her husband's last name, then first. A few seconds later, we were looking at her husband's gravesite two-digit location. Next to the name it said “1941-1944, U.S. Coast Guard.”

“Madam,” I said, “I thought you said your husband was in the National Guard?”

“No”, she answered, “the Coast Guard,” and proudly nodded.

On the way back to the squad, I quietly told her “you know, I'm in the Coast Guard – Reserve.” She smiled: “Really?.” “Yes, ma'am.” I continued. “Every year in the fall we come out here, and place Coast Guard flags on all of the Coastie's markers. And I know we did your husband's as well, because I remember this location, and we have a complete list from Headquarters, so we don't miss any.”

If there ever was an ear-to-ear smile, she had it that very moment. As tired as she seemed from riding the bus, walking through the city, and missing her husband, for that short moment I think, she was 30 years younger.

And that's all there was. Just a big, honest smile. I offered her a ride back to the bus station, and gave her a cell phone number to call when she was back. She never did call, but I am sure she made it back just fine.

When I got home that evening, I told the story to my fiancée. After a brief pause, she said, “that's going to be me some day, isn't it?”

I didn't answer, but thought to myself: “We should be so lucky.”

Semper Paratus,

— PS3 Steve Rabinovich, USCGR
Oconomowoc, Wis.

USCG Decal Feedback

I read the letter from Chief Bloodworth regarding military auto decals (Issue 3-05). I am with the chief — I was always proud to display the distinctive Coast Guard sticker on my cars. I retired, moved away from the base, but was able to keep the sticker for several years before trading cars. I am no longer close to a Coast Guard base but I do frequent the



Naval Support Facility at Millington, Tenn. When I signed up for new stickers, I really felt like I had lost my identify as a Coastie, one that I am very proud of.

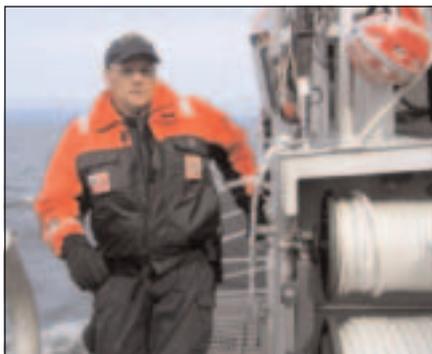
Upon retiring, I emptied my desk drawer into a bag and took the personal stuff with me. Several months ago, I was going through the bag and found two small Scotchlite Coast Guard stickers. These fit right over the top of the DOD sticker and look almost like they belong. Of course, it is not as good as the Coast Guard racing stripe, but I feel like I have my special Coastie status back (see attached image). So far no one at the base gate has given me any grief, and I can see no reason why they would. I would sure like to find a source for a few more of these stickers.

— *Ralph Neil Doolin*
Dyersburg, Tenn.

I saw the letter from Chief Bloodworth in *The Reservist* about auto decals. I've heard of other Coasties having similar problems with being questioned about our decal.... I no longer have a Coast Guard decal on my vehicle. While traveling with my RV throughout Arizona, my wife I and decided to use one of our favorite benefits as retired military, the fam camp. Fort Huachuca, Ariz., with civilian gate guards, wouldn't allow us on the base with a valid Coast Guard decal. After talking to their supervisor, I was informed that Coast Guard decals were "not recognized" and we would have to get a "temporary day pass" to enter the base. As a result, I decided to lose my "uniqueness" with the Coast Guard decal and get a DoD decal.

To get the DoD decal, it was necessary to carefully scrape the Coast Guard decal from my vehicle and turn it in to base security as "these decals are numbered." As I was leaving with my new DoD decal, the civilian employee put my very carefully removed Coast Guard decal in the waste can. Is this an isolated incident or is the Coast Guard decal going the way of the dinosaurs? I have had no previous problems getting on bases with much higher security than Fort Huachuca.

— *QMC Dave Griffith, USCGR (Ret.)*
Anacortes, Wash.



Awesome Experience!

I recently had the privilege of attending the active duty (seven weeks) U.S. Air Force version of the Chief's Academy (Senior NCO Academy). It was a record-setting class with 426

airmen, soldiers and sailors attending. I was the only reservist out of nine Coasties. This is the top enlisted PME school for the Air Force of which only 10 percent of all Air Force Senior NCOs attend. It was an awesome experience.

— *PSC Steven Curry, USCGR*
Group Astoria, Ore., VBSST

Ooh-Rah Coast Guard!

If ever there was a time to beat on one's chest and shout "OOH-RAH Coast Guard!" the week of July 19, 2005, would have been the time to do it. While TAD at NSA Bahrain, I was taking care of some laundry when I overheard some sailors talking. They were singing the praises of some engineers for their tireless efforts and professionalism. We started talking about things and it ended up these sailors were from the Naval Patrol Craft Firebolt and the engineers they were praising were our fellow Coasties!

Apparently, the Firebolt went to pieces while up in the NAG and was in dire need of assistance. When the vessel hit the pier in Bahrain, it wasn't the Navy standing there with tools in hand — it was the Coast Guard. According to these sailors, the Coasties jumped onboard, got right to work and worked non-stop for several hours to ensure the Firebolt and her crew could get underway and fulfill its mission. I don't know about anybody else but that's about as "SEMPER" as it gets. As one Coast Guard warrant officer up in Kuwait once told me, "The Coast Guard: Backbone of the Navy." Stay Semper,

— *SK1 Sean Stuckey, USCGR*
Naval Coastal Warfare Group-1
San Diego, Calif.

Those We Work With Will Remember...

My retirement was effective July 1, 2005 after approximately 17 years active duty and 14 years as a drilling reservist. The photo is with Gen. Richard Myers and occurred during my active duty two-plus year detachment from the Joint Staff in July 2003. It certainly was the pinnacle of my career. I worked in the conventional war plans division of J-7 on a process to coordinate all interagency efforts for the nation's major war plans today and into the future with the transforming military.



It has been my persistent privilege to serve the Coast Guard's missions for a safer merchant marine, port safety and security, and finally at the Pentagon for a more secure and competent national (all agency) war planning effort.

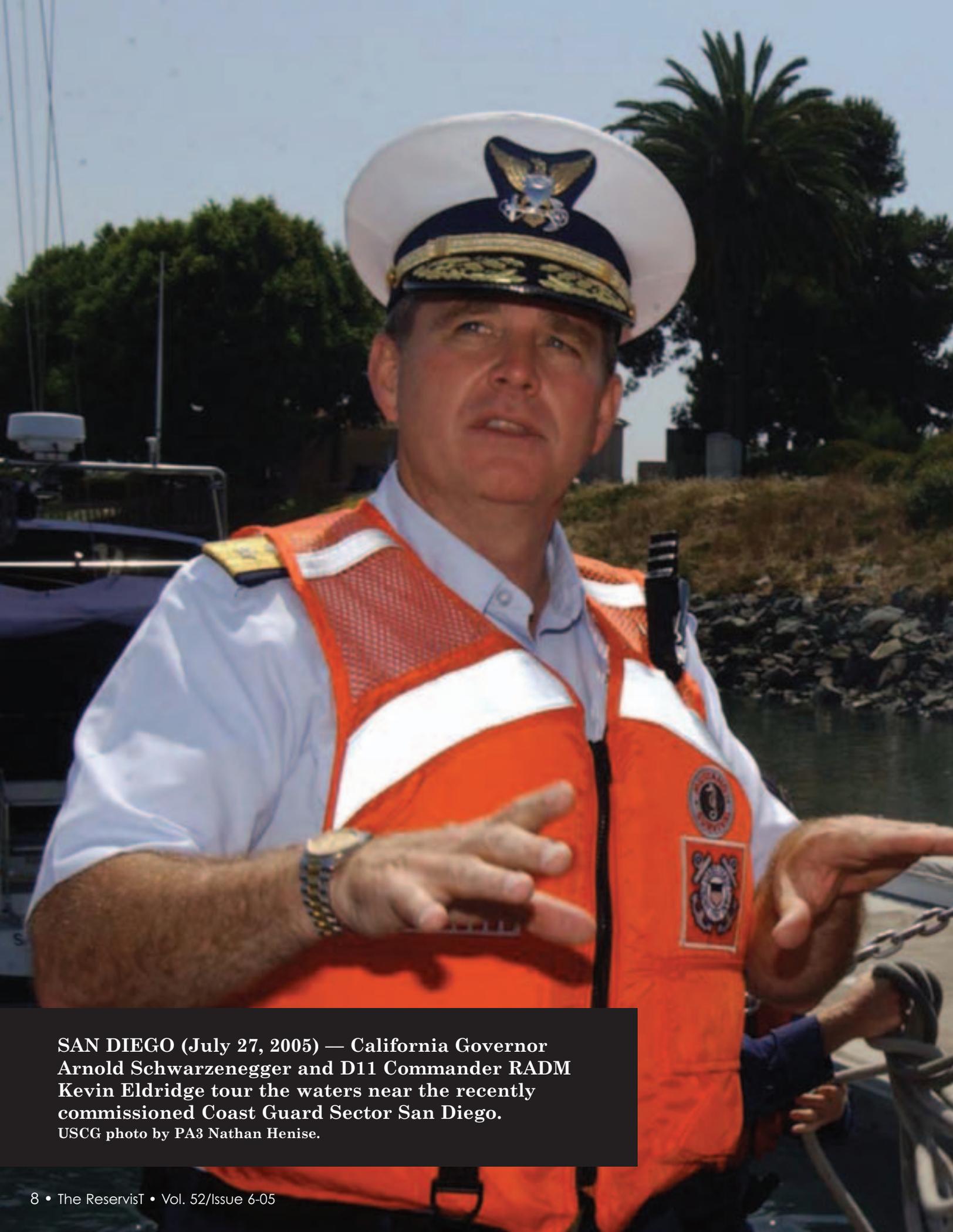
An outstanding mentor and senior officer at my retirement ceremony told me I was the most altruistic officer he'd ever met. I would commend to all that in most instances, the institution has no real memory of us individually — but the personnel we lead and work with do. Treat all well if you wish to be remembered well. My only regret is I did not succeed in all instances as I fought to balance institutional demands against individual needs. Fair winds and following seas to all.

— *CDR Charles T. Schmincke, USCGR(Ret.)*
Jacksonville, Fla.



SAN FRANCISCO (July 28, 2005) The CGC *Sockeye* and a boat crew from Station San Francisco act as escorts for participants in “Sail San Francisco.” More than 30 vessels participated in the event, including the 356-foot, twenty-six sail Russian ship, *Pallada*. The *Pallada*, homeported in Vladivostok, is a training vessel for marine college cadets. The Coast Guard enforced a mandatory 100-yard clearance zone around each vessel during the Parade of Sail into the Bay. USCG photo by PA1 Alan Haraf.





SAN DIEGO (July 27, 2005) — California Governor Arnold Schwarzenegger and D11 Commander RADM Kevin Eldridge tour the waters near the recently commissioned Coast Guard Sector San Diego. USCG photo by PA3 Nathan Henise.







SEATTLE (Aug. 16, 2005) — The crew of the CGC *Blue Shark* stand at attention during its commissioning ceremony. USCG photo by PA3 Jeffrey Pollinger.

NEWPORT, Ore. (July 21, 2005) — Lightning strikes ground near Coast Guard Station Yaquina Bay in Newport during a large storm that struck the Oregon Coast on July 21. The station was conducting a late night rescue of a 58-foot fishing vessel that was disabled and adrift more than 60 miles off the Oregon coast during the storm. USCG photo by PO Levi Renfrew.







By
**RADM
 Sally Brice-O'Hara,
 USCG**

**Director of
 Reserve & Training**

A Note From The New Director

Like most of you, I'm a regular reader of the Reservist magazine and look forward to each new issue. Throughout my career, which included tours as Commander of the Fifth District, Director of Personnel Management here at Coast Guard Headquarters, and Commanding Officer, Training Center Cape May, Reservists have been integral members of my workforce. In learning about and resolving some of the issues affecting them, the Reservist magazine has been an invaluable resource. As Director of Reserve and Training, I intend to use this forum to pass along timely information about what's happening in the Reserve Program.

Over the years, I have acquired a deep appreciation for our citizen-Coasties' patriotism, professionalism and incredible dedication to duty. It's an honor to now serve at the helm of our Reserve force, especially with the recent mobilization highlighting how critical Reservists are to the Coast Guard's success. Since 2001, many of you have answered the call to duty, without hesitation, some, two or three times. Thank you for safeguarding our homeland, defending freedom overseas, and strengthening the ties that bind the Coast Guard family – Active Duty, Reserve, Auxiliary and civilian - together.

Already, I have had the opportunity to interact frequently with my counterparts from the other six Reserve Components; it made me proud to hear them speak with admiration about the Coast Guard Reserve. In fact, the Navy Reserve is preparing to follow our lead by integrating their Active and Reserve components. Although it has not always been easy, a decade of integration has produced a more cohesive Coast Guard. We could not have met the challenge of the Global War on Terrorism and support for Iraqi Freedom without Reservists, and I'm quite pleased that the other Services cite us as a best practice.

One of the things that makes our model work so well is the culture of teamwork we foster at all levels, from the junior enlisted at stations to the senior leadership at the Sector, District, Area and Headquarters levels. Senior Reserve Officers, or SROs, play a key role in fostering workforce cohesion. In late July, I attended the SRO conference and the Reserve Officers' Association (ROA) annual convention in New York City. A series of excellent discussions gave me the chance to gain ideas and fresh perspectives from across the Coast Guard. Our SROs provide valuable experience and leadership that can help us improve the Reserve Program. I intend to take full advantage of their insights and advice.

Another key to our success is our innovative spirit. In May, I toured the Innovation Expo, listening to presentations and visiting the booths. One recent initiative that will be very beneficial to the entire Coast Guard is the Unit Leadership Development Program, or ULDP. This is a great

resource for enlisted, officer, civilian and volunteer members at all levels of the Coast Guard chain of command – you don't have to be senior to be a leader. The ULDP can help fine-tune your leadership skills, so check out <http://learning.uscg.mil/uldip/> to learn more. Make sure you are included in ULDP activities at your duty station. Don't hesitate to approach your supervisor for local details and to find out how you can get involved.

The ULDP site is just one example of how we are leveraging technology to serve you better. Another project still under development is the Coast Guard Institute's "eTesting" effort to automate paper-based end-of-course testing. The new Web-based system will provide real-time scores while increasing security and reducing workload on the Educational Services Officers. This should be a great enhancement for everyone, but particularly Reservists who juggle family responsibilities, civilian professions, and education, with Coast Guard duties. Stay tuned for more news as this progresses.

Before I sign off, I'd like to say farewell to a departing shipmate, CAPT Lou Farrell, who retired on 4 August. His last position as Chief of the Office of Reserve capped a 29-year career dedicated to increasing the readiness and competencies of our Ready Reserve. CAPT Farrell, whose fondness for Irish limericks and the New York Yankees was legendary, will best be remembered for advancing the Reserve Program mightily. I speak for all of us, both here at CGHQ and in the field, in wishing him the best as he transitions to the next chapter in his life. His relief, CAPT Dale Rausch, is no stranger to the Reserve Program. He returns to the Reserve and Training Directorate after a successful tour as Commanding Officer of Sector Guam. His professional expertise is a welcome addition to the CG-131 team. Let me also add hearty congratulations to RDML (sel) Mike Seward, the SRO and Deputy Chief of Staff in the Eleventh District.

This is an exciting time for leadership and innovation in the Reserve Program and a wonderful opportunity for me to continue my association with all of you. The Reserve Strategic Assessment and the Reserve Strategic Employment Working Group, reported in earlier issues, gave us a framework for improving the management, training, and employment of the Reserve Force. The Commandant has set clear priorities for his Fourth Quarter Agenda, with Reserve Strategy and Development prominent on the list. There are challenges as we undertake these tasks, but we are well underway in making important adjustments to policies and processes. I am confident that the Coast Guard Reserve of the 21st century will be a ready, responsive force, well positioned to meet our Service's and America's needs.

**"I have
 acquired a
 deep
 appreciation
 for our
 citizen-
 Coasties'
 patriotism,
 professionalism
 and incredible
 dedication
 to duty.
 It's an honor
 to now serve
 at the helm
 of our Reserve
 force."**

A Note From The New Chief of Reserve Affairs

I am proud and slightly humbled to have been selected to serve as your new Chief of Reserve Affairs. I look forward to the challenges ahead.

Having just returned from a very demanding and rewarding tour as Commander of Coast Guard Sector Guam, I was struck by the immense size of the AOR and the span of challenging mission requirements for the Team Coast Guard force. Our very successful implementation of the Marine Transportation Security Act (MTSA) regulations and ongoing enforcement of Operation Neptune Shield would have been next to impossible without the dedicated contributions of our reserve force. Guam reservists also carried out our daily legacy missions, such as pollution response and search and rescue. Guam is in many ways a model of Coast Guard integration and I was extremely impressed by the performance of reserve personnel assigned to all departments. Special thanks to all of the devoted reservists there for making my job easier.

During the past few years, the Coast Guard Reserve embarked on several important strategic initiatives to better define our contingency manpower requirements and chart our course in the years ahead.

In 2003, the Chief of Staff chartered the Reserve Strategic Assessment Team (RSAT) to look at the way our reserve force is managed. This team of high level players from around the nation looked at our organizational processes and in their final report recommended an extensive roadmap for change. They identified 84 administrative and policy "gaps" in reserve program management that need to be corrected in order to improve the readiness and functionality of the reserve force. These gaps are being addressed by priority and will be completed over the next few years

Last year, after the Commandant approved the RSAT

report, the Chief of Staff chartered the Reserve Strategic Employment Working Group (RSEWG). Although smaller in size and scope, this team looked at the important fundamental issues of what specific skill sets the Reserve force can bring to bear to assist the Active Duty Coast Guard during a national emergency or significant natural disaster. The final recommendations of this study group will define the future end strength and force mix of our Reserve component.

While these studies have been chronicled in earlier issues of the Reservist, (see RADM Acton's VFB Jan/Feb 2005 issue) you should become familiar with them so that you can do your part to help the program move out. We will provide progress reports in the months ahead. More detailed information on the RSAT is available on the Coast Guard intranet at <http://cgweb.uscg.mil/g-w/reserve/RSAT/index.htm>.

I look forward to working with you to build and improve the Coast Guard Reserve program.



Seward Selected as Next Reserve Flag Officer

CAPT Michael R. Seward has been selected by the IDPL Selection Board as the next Reserve rear admiral (lower half).

Seward currently serves as the Deputy Chief of Staff for the Eleventh Coast Guard District in Alameda, Calif. A native Californian of the San Joaquin Valley, he entered the Coast Guard Academy in 1974 and was commissioned in 1978 with a Bachelor of Science degree in Management. His active duty assignments included a tour aboard the CGC Rush and as an Admissions Officer and Instructor at the Coast Guard Academy in New London, Conn.

Prior to his present reserve assignment, Seward served as the Coast Guard Liaison Officer at Naval Coastal Warfare Group One, Deputy Operations Officer for Contingencies at Coast Guard Pacific Area, Commanding Officer of Port Security Unit 311 and Commanding Officer of Reserve Unit(s) Group Monterey, Pacific Area Vessel Augmentation, Station Golden Gate, Station Fort Point, Station Lake Tahoe, and while on active duty orders, has commanded the CGC Point Heyer. He also served aboard the CGCs Point Barrow, Boutwell, Sherman and Midgett during reserve assignments.

In 1991, he was mobilized for Operation Desert Shield/Storm and served as Executive Officer of Port Security Unit 303 for 90 days in the Port of Ad Dammam, Kingdom of Saudi Arabia. He deployed to Somalia in December 1992 as a member of a Coast

Guard/Navy Naval Coastal Warfare Assessment Team for Operation Restore Hope. In 2001, he was mobilized for Operation Noble Eagle in Alameda for seven months conducting anti-terrorism analysis.

Seward has been awarded the Meritorious Service Medal, the Coast Guard Commendation Medal, (two), DOT 9-11 Medal, Coast Guard Achievement Medal (two), and the Navy Achievement Medal. He has also earned the Port Security and Cutterman Insignia.

ALCOAST 372/05 gave the results of both the ADPL and IDPL (Lower Half) Selection Boards.





New Ratings Museum at TRACEN Yorktown

RDML (sel.) J. Scott Burhoe, CO TRACEN Yorktown, and BMC Tim Molly at the dedication of the new rating museum at Training Center Yorktown's Lincoln Hall, June 6, 2005. The Coast Guard Cutter Unimak and historical displays on each enlisted rating taught at Coast Guard Training Center Yorktown are featured. Display cases hold and show off artifacts related to each rating. The Lincoln Hall Museum allows visitors as well as new students to enjoy the rich heritage of the Coast Guard's enlisted force.

Fair Winds, Captain...

CAPT Louis M. Farrell, left, displays a shadow box presented to him by CAPT Steve Ratti, D5 Chief of Staff, at his Aug. 4 retirement ceremony at Headquarters. Farrell, who began his career as a cadet at the Coast Guard Academy in summer 1971, served his sunset tour as Chief, Office of Reserve Affairs.



Photo by Chris Rose, Reservist Staff

USAA Donates to the Reserve Scholarship

United States Automobile Association donated \$4,500 for the 2005 USCG Family Reserve Enlisted Scholarship Fund. Left to right, MCPO Jeff Smith, Master Chief Petty Officer of the Coast Guard Reserve Force; James C. Link, Coast Guard Foundation President; and Mr. Collin Younger, USAA. The amount increased by \$1,500 for the 2005-06 academic year enables the award of four \$1,125 scholarships announced in ALCOAST 421-05.

Thank you, USAA!



Photo by Chris Rose, Reservist Staff

Lifesaving Course Prepares Coasties for Summer Season

Story and photos
by

PA3 Allyson Taylor,
D9 Public Affairs

ALPENA, Mich. — MKC Christopher Sekerka is passionate when it comes to emergency medical care and training others to be ready. Sekerka is a Coast Guard Reservist but also dons a firefighter and paramedic uniform for the city of Oshkosh, Wis.

“When the public calls the Coast Guard for help, they expect to receive a certain amount of care, just as they would if they called an ambulance,” said Sekerka. “We are essentially a floating ambulance. This course is designed to give our people that training so they are able to respond to an emergency and transport the patient to the next step.”

It is important to him that when boat crews are launched on a mission, they are armed with the best information and training to take care of themselves and the public, if needed.

“Heaven forbid anything should happen, but if it does, our people should be prepared with the knowledge of how to help,” said Sekerka.

Though the Coast Guard does not send out corpsmen, they are headed on the right course by training these lifesavers and sending them out with every mission the Coast Guard gets underway.

Regulations within the Coast Guard changed a couple of years ago, standardizing that boat crews must have a qualified person aboard to respond to medical emergencies. It was determined that demand for the EMT course held in Petaluma, Calif., exceeded supply. A class, the Lifesaver Class, was developed in order to help alleviate the shortage. Sekerka then took it upon himself to get members in the Sturgeon Bay area qualified as lifesavers, arming them with basic medical skills that may save a person’s life.

“The pilot class consisted of 15 people from three different units [in the area]. District [offices in Cleveland] became aware of what we were doing



The second class of Ninth District Lifesavers that graduated in 2005.

and helped to get funding to train members from all over the district as lifesavers,” Sekerka said.

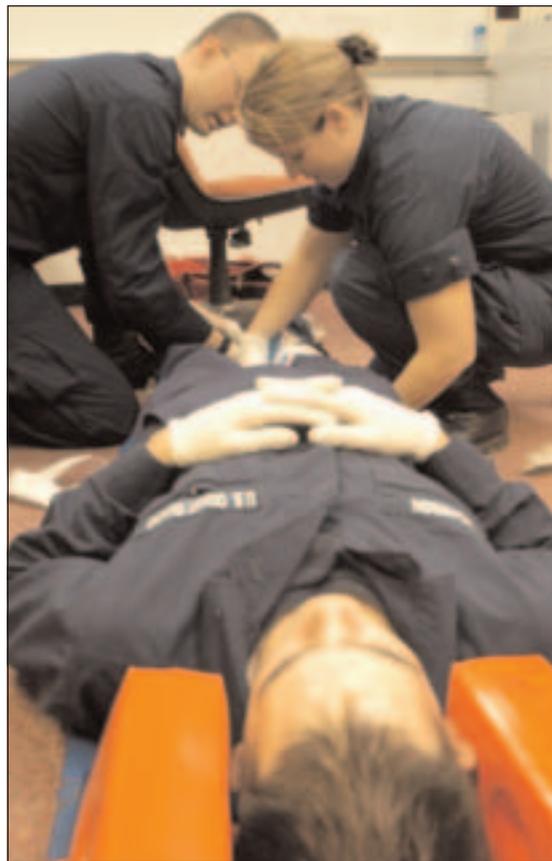
Of the four instructors, one is active duty SN James Hall, who serves at Station Sturgeon Bay. He went through Sekerka’s pilot class followed by the Navy EMT School in Great Lakes, Ill. The other three instructors, MSTC Andrew Jaeger, BM3 Rich Bernhardt and Sekerka, are all reservists who work as paramedics in the community.

For two years now, the chief and his instructors have been able to conduct a couple of classes a year, training one or two people from each unit from the Ninth District who can then take the training back to their respective units and share what they have learned in this course. He will also be conducting more training classes in the fall of 2005.

“We take the basics and build on them, on the principles of the standard boat crew qualifications,” said Sekerka. “Everyone is first aid and CPR certified when they arrive here. They will then learn more advanced tactics of patient care,” Sekerka’s eyes grew wide in excitement, his speech a little quicker as he spoke about the fast-paced, aggressive course.

The students spend a week at the Air National Guard, Combat Readiness Training Center in Alpena, Mich. For 40 hours, the students learn about airway management, medical and trauma emergencies, proper patient assessments and caring for the patient while transporting him or her to a higher level of care.

“The course has provided me with a greater sense of confidence that I felt I lacked before,” said first responder BM3 Jeremy Snyder of Station Cleveland Harbor. “We went through a lot of skill exercises, a lot of practice. We went over and over drills. If there were any mistakes to have been made, they were made there. I feel more comfortable knowing now that if the station gets launched on a case and someone is going to require medical assistance, they will get the care they need.”



BM3 Larry Hall, of Station Ludington, and SN Alyssa Borchak, of Station Calumet Harbor, work together to set SN Austin Adamson’s leg during a practical exercise as part of the lifesaver’s course. Adamson is stationed at Station Ashtabula.

USCG Officer Wins Drug Free Powerlifting Championship

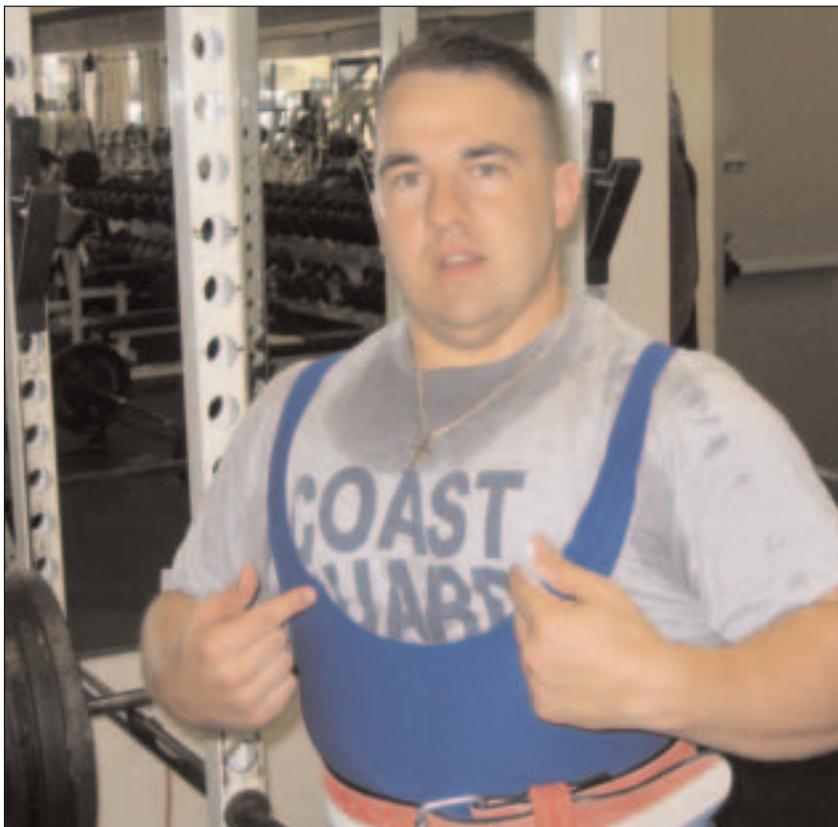
OKLAHOMA CITY, Okla. — Coast Guard Reservist LTJG Gary Thiel recently competed and won several national power lifting awards.

In February, Thiel competed in the Natural Athlete Strength Association's (N.A.S.A.) Natural National power lifting championships held in Oklahoma City. The two-day event featured over 200 competitors from around the nation. Thiel placed first in four different divisions / events while breaking state and U.S. records. SK1 Frank Schuetz, USCG, also competed and won national bench press titles in his weight class.

Thiel competes in the under-220 pound weight class and specializes in the dead lift and push-pull. Push-pull is the total weight lifted by adding a lifter's best bench press and best dead lift. He achieved personal bests in both lifts. He holds multiple power lifting records in several weightlifting federations, states, and events.

Since July 2004, Thiel has won four national titles, two regional (Deep South) titles, one local title, and has broken one Mississippi state record, three Texas records, and two U.S. records. These honors are with three different power-lifting federations.

Thiel is very proud to boast that he is a lifetime drug free athlete. Pure (life-time drug free) lifters are somewhat rare in the sport. He has lifted weights for many years but has been competing in power lifting for less than a year. He is a member of three different power-lifting federations, and is currently ranked among the top drug free power lifters in the nation.



Thiel strength trains four days per week, in addition to cardio exercise. He is currently a Title 10 reservist stationed at MSO Port Arthur, Texas. His permanent residence is in Hattiesburg, Miss., while his home drilling unit is MSO New Orleans.

– *Story and photos by Mr. Scott Whalen*

CITIZEN SAILOR OF THE MONTH



MSTC Michael D. Goldsby Port Operations, Sector Mobile, Ala.

This issue, we salute MSTC Michael D. Goldsby who serves with the Port Operations Department at Coast Guard Sector Mobile, Ala. Chief Goldsby is presently a Sergeant at Century Correctional Institute, and responsible for 142 inmates. He served previously at the Santa Rosa Correctional Institute in Florida. Chief Goldsby lives in Pensacola, Fla.

Ed's note: If you have an interesting position in your civilian life, drop the editor a note and / or short article and photo. Citizen-Sailor features started in 1994, and are an ongoing magazine department that honors our CG Reservists' civilian occupations.





CPO Academy Reserve Class 19

Reserve Class 19 of the Chief Petty Officers Academy graduated June 16, 2005 at TRACEN Petaluma, Calif. From front, left to right: BMC Ken Harvey, BMC John Garrison, BMC Robert Fripp, ITC Scott Blaney, MSTC Silvia Zabalo, SKC Deborah Capozzoli, FSC James Tank, MSTC Albert Splidsboel, MKC Tyrone Blitch, MKC William McCormack, PSC Steve Friend, YNC Barbara Lyon, PSC John Wilt, PSC Carolann Mullins, MKC Jerry Saylor, MKC Mark Moore, DCC John Salerno, DCC Joseph Shepherd, MKC Gary Gintenkamp, MSTC Naomi Broughton, MSTC Scott Basinger, PSC Ronald Merrill, PSC Michael Sawyer, BMC Janine Tschantz-Hahn, PSC Michael Barth, BMC Mark Swaine, IVC Craig Betbeze, IVC Kevin McBride, BMC William Simpson, MKC Michael Gulbranson, BMC Karl Brobst, DCC Kurt Wahtera, OSC Jeff Herman, GMC Graves Johnson, PSC Bernard Melekian, PSC John Sevos, MSTC Ronald Stabler, PSC Craig Trefney, MKC Steve Yates, YNC Keith Flood, MKC Bruce Hoffman, BMC William Lux, MKC Terry Garvey, MKC Stephen Post, MKC David Booker, MKC Robert Payne, IVC Mark Nuss, CPO Jaime Plaza*, MKC Ralph Hagner, IVC Everett Baxter, PSC Andrew Williams*, YNC Rashaun Morris, CPO Peter Steele*, DCC Mark Brown, PSC David Wuest, MSTC Behram Khodadad, PSC Robert Montgomery, BMC Prescott Brownell, OSC Alan Hankh, BMC William Princiotta, DCC Brandon Scott, BMC Gary Durham, BMC Jonathan Graham, PSC Tim Beard.

* Denotes did not graduate.



Photo courtesy CPO Candace Lewis, CPO Academy

REBI Class 09/05

Reserve Enlisted Basic Indoctrination Class Romeo 09/05 graduated July 1, 2005 at Training Center Cape May, N.J. The class is shown in front of the Douglas Munro statue on the Cape May parade grounds. Kneeling, left to right: PS3 Keith Budde, MST3 Jason Smithers, SN Nicholas Hazlett, SN Raymond LeBlanc III, PS3 James O'Connell, IT3 Christian Liendo, IT3 Paul Rodriguez. Second row, l to r: SN Renee Christ, SN Jeremy Galvan. Third row, l to r: SN Ute Kavanaugh, FS3 Huy Huynh, SN Jason Simmons, PS3 Javier Torres, SN Adam Mysiuk, SN Traci Mills. Fourth row, l to r: PS2 Brian Higgins, PS3 Mark Rowley, BM3 Christopher Clooney, SN John Tolson, SN Gregory Martin, BM3 James Strack, YN3 Jeffrey Mazzaferro, PS3 Christopher Daugherty. Back row, l to r: SN Mark Daly, DC3 Noah Katka, BM3 Michael Demopoulos, MST2 Patrick Wycko, SN Cyril Worm, PS2 Dale Stevens, GM2 Michaelo Daniher, YN3 Jeffrey Miller, SN Steven Torres, SN David Turner, SN Joseph Finn. Company commanders (with "Smokey Bear" hats), l to r: SK1 Pedro Lucena, MKCS Wayne Self, YN1 Lara Negron.



Photo by Mr. Scott Prince

PS "A" Class 01/05

Port Security Specialist "A" School Class 01/05 graduated June 3, 2005 at Training Center Yorktown, Va. Left column, r to l: PS3 Suzanne Budel, SNPS Stephen Longnecker, SNPS Alejandro Forte, SNPS Daniel Morrissey, SNPS Justin Selzler, Mr. Dan Montgomery, Instructor; Mr. Sam Solivan, Instructor; MK1 Ramon Moore, Class Advisor and Instructor. Middle column, r to l: SNPS Erika Nelson, Class Guidon; PS3 Mistyann Schram, PS3 James Rogers, SNPS Justin Nesbit, SNPS Grant Howard, PS3 Kyla Ferguson, Class Yeoman; SNPS Jesus Perez, Honor Graduate; PS3 Miguel Longoria, SNPS William Atkins Jr., Mr. Steve Childs, Instructor; CWO4 D.F. Allen, School Chief. Right column, r to l: SNPS Michael Palmer, SNPS Michael Maust, SNPS Joseph Hermida, SNPS Tyler Brooks, PS3 Craig Higdon, Class Master At Arms; PS3 Michael Malkin, Class Leader; PS3 Justin Hanlon, SNPS Terrel Bernoudy, Mr. Greg Smith, Instructor; Mr. Charles Lindsey, Instructor.



Photo by Mr. Scott Prince



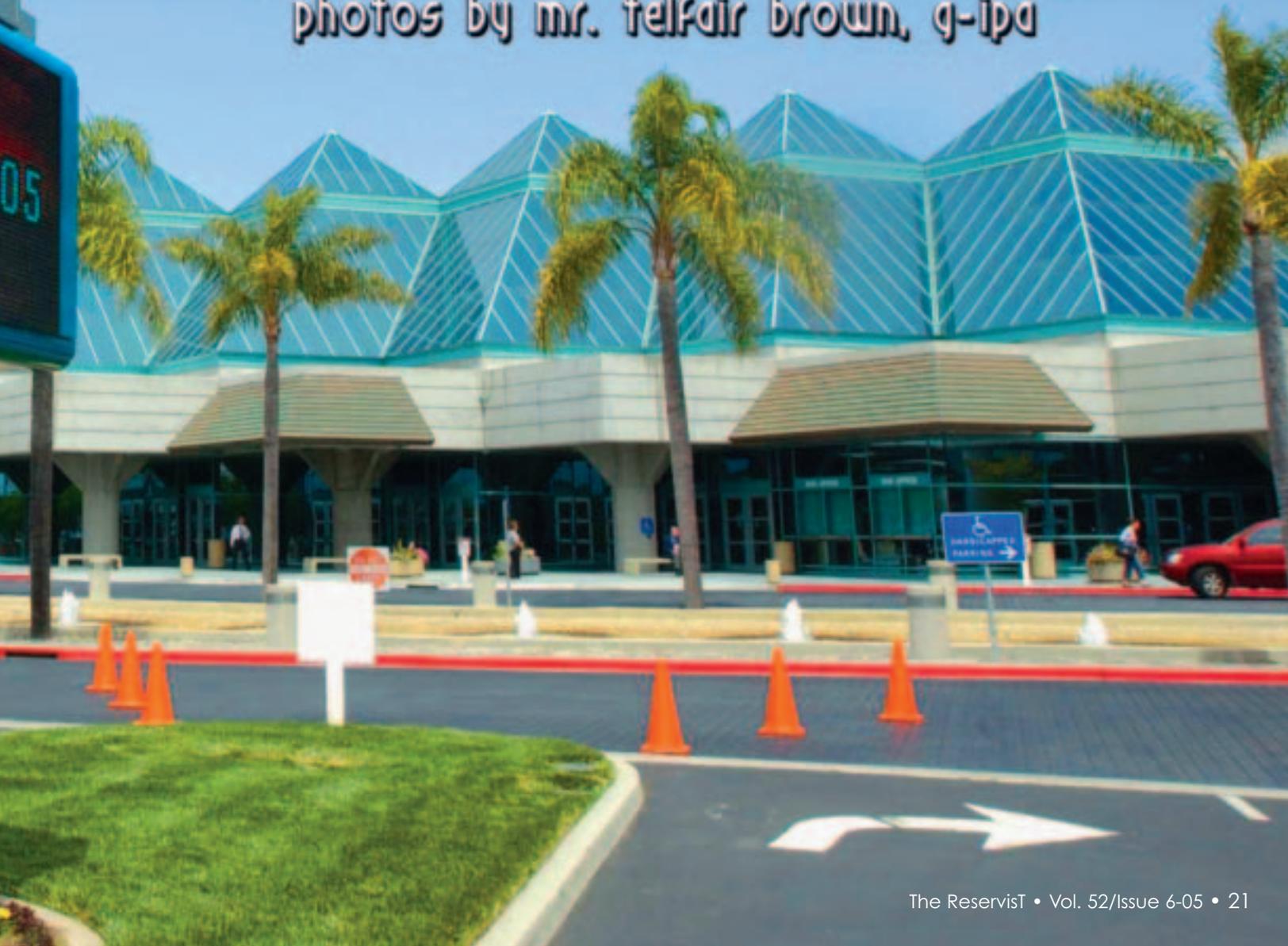
SANTA CLARA CONVENTION CENTER

U.S. Coast Guard
Innovation Exposition 2005
5/2-5/05

innovation expo 2005

this year, the coast guard gathers
in california for the annual convention that
connects bright people with bright ideas

story by lcdr andrea m. palermo, uscg
photos by mr. telfair brown, g-1pa



digital controls. A drone that can intelligently gather data. A Digital Selective Calling (DSC) radio which, greatly reduces search grids by tapping into line of sight by transmitting position information from boaters in distress.

These were some of the gadgets and poster boards displayed at the annual Innovation Expo held in May 2005 in Santa Clara, Ca. As the power of science and technology showed participants new ways to weave together knowledge, investments and attitudes essential to ensuring a brighter, more efficient future, the Coast Guard's era of transformation loomed largely.

While the Expo showcased a variety of whiz-bang technology and information, the focus was squarely on Domain Awareness and Integration. Appropriately, this year's site was deep within the heart of the Silicon Valley, an area synonymous with information, innovation and cutting edge technology. This coincidence was highlighted by the Commandant, ADM Thomas Collins, in his opening remarks. "As our Service adjusts to its changing roles within the Department of Homeland Security (DHS), a realignment of Sector commands, an expanding mission portfolio and a growing workforce, operational needs translate into more efficient, multi-purpose tools allowing us greater adaptability. The link to innovative concepts and information sharing and knowledge management for use in the maritime domain is both obvious and endless."

Through his Commandant's Direction, ADM Collins noted innovation is the enabler of a successful, service-wide

transformation. As more than 1,500 attendees from the Coast Guard, government and industry wandered the exhibit hall and attended seminars, they had a glimpse of the future through an array of high-tech gadgetry. From autopilot for boats to a completely new design for the 30-year-old command and control system, to replacement of the air and water-based fleet, operational effectiveness is the key to a more streamlined service able to meet expanding missions. Today, the Coast Guard is the premier maritime agency responsible for over 95,000 square miles of American coastline, 361 American ports, over 9,000 cargo and passenger vessels and thousands of piers, docks and other maritime structures. In this changing environment, homeland security means a layered system of defense requiring better access to better information and tools to accomplish myriad of missions.

While many exhibits are created within our agency through our very own Research and Development Center in Groton, Conn., the Coast Guard's Innovation Council also uses venture capital to devise ideas for software, hardware and other improvements tailored to a changing set of missions. This annual opportunity to showcase solutions leads to better maritime domain awareness. This year, a one-day forum called Requirements, Capabilities and Technologies kicked off the expo. Throughout the conference, the efforts of many innovators were highlighted through awards and recognition plaques.

For the past 10 years, the Coast Guard has used the Commandant's Quality Award (CQA) to encourage, educate,



ADM Thomas H. Collins visits one of several booths at the 2005 Innovation Expo.



RADM Sally Brice-O'Hara talk with members of the Coast Guard Foundation at the 2005 Innovation Expo. This ever growing and well attended event allows the Coast Guard to take a step back, see where the Service has been, and where it needs to go.

publicize and recognize high-performing Coast Guard units. Each of the eight award recipients received a personal memento from Vice Commandant VADM Terry Cross. The CGC Jarvis was awarded honorable mention for its effort to establish performance improvement initiatives and customer and mission focus. The following units were awarded the Bronze award, recognizing their performance improvement initiatives and customer service excellence, and given \$5,000 to encourage a culture that values performance excellence – Air Station Cape Cod, Maintenance Logistics Command (MLC) Pacific Area Electronic Systems Division, Engineering Logistics Center Baltimore, Integrated Support Command (ISC) Miami, and ISC Alameda. The MLC Pacific (v) Naval Engineering Division and the Vessel Traffic System (VTS) Houston/Galveston were awarded the Bronze award with the Spirit of Excellence Distinction and an additional \$2,500. Both units serve as models for implementing leadership systems that remain intact over numerous years with various changes in command leadership.

Established in May, 2003, the CAPT Niels P. Thomsen Innovation Award recognizes the exemplary efforts of individual Coast Guard members or teams that have created or implemented innovative solutions to Coast Guard challenges. The award's namesake, CAPT Thomsen, was recognized for inventing the chain-stopper, which is used by Coast Guard Buoy Tenders to secure and safely release the chain and sinker for buoys. This innovative device has prevented countless accidents that previously had resulted in serious injuries to personnel as well as dramatically reduced the amount of time required to successfully conduct Aids to Navigation operations.

There are currently four categories for this award –

Science or Technology; Operations or Readiness; Administration, Training or Support; and the CDR Joel Magnussen Innovation Award for Management. Each category has two levels — Innovator and Implementer. This year marked the first time special recognition has been made to those partnering with non-Coast Guard organizations. Each of the eight award recipients received a personal memento from ADM Collins and the originating unit will receive a one-time monetary award of \$10,000 for embedding a culture of innovation in their workforce.

Winners in each category for both innovator and implementer are listed below:

science or technology category

innovation – Common Operational Picture (COP) and Vessel Identification, Correlation and Evaluation (VICE). The Common Operational Picture Management Team created a hierarchical architecture that permitted seamless data flow from Coast Guard Headquarters to the port level commands through the use of the existing Department of Defense standard for command and control systems, the Global Command and Control System (GCCS) and the Command and Control Personal Computer (C2PC). The COP Management Team further promoted information sharing with external partners and facilitated the gathering of existing data sources through the creation of the Sensitive But Unclassified COP network. The Vessel Identification, Correlation & Evaluation (VICE) command center displays add significant value to the Coast Guard's

COP, greatly improving Maritime Domain Awareness (MDA) as it identifies vessels and automatically correlates COP vessel tracks against the numerous Coast Guard's available database sources.

Implementation – Improving Health Services Through Telemedicine. Patient care, maintaining fitness for duty, and the training of our health services personnel to provide primary care in isolated environments, are critical duties for our Coast Guard health services personnel. Implemented at four Coast Guard medical clinics in Alaska, three Alaska LORAN stations, and one Alaskan homeported cutter, technology has allowed users to transfer and retrieve information between Coast Guard sites as well as access specialty consultants at the Anchorage Military Treatment Facilities (MTF) resulting in improvement for access to care, saving hundreds of lost work hours and avoids thousands of dollars in travel to obtain health care costs.

special recognition – Homeport Internet Portal; Protecting the President with Infrared Technology.

operations or
readiness category

innovation – Helicopter Deployable Discrepancy Buoy. This buoy system, using proven “off the shelf” technology in the form of standard Coast Guard fast-water foam buoys with alloy chain and Dor-Mor pyramid anchors positioned by a laptop computer and Trimble NT200CG dGPS antenna, could be deployed by a tender, small boat or helicopter in order to respond to aids to navigation discrepancies. Tested by surface assets in the past, this system was successfully utilized by a Coast Guard HH-60 when CGC Spar was in a maintenance status and it was necessary to deploy a discrepancy buoy.

implementation – Coast Guard Operations on the Ice in the Great Lakes. As a result of the Ninth District's International Ice Symposium held in the spring, a core group of subject matter experts worked to improve the methods, policies and associated equipment necessary to meet the extreme conditions and versatile needs of ice rescue. Ice Operations Centers of Excellence (ICE) with new ice rescue equipment were established at one small boat station and two air stations. A new course titled “Ice Rescue Train the Trainer” was established to accompany new ice rescuer PQS and an Ice Rescue Manual. Airboats specifically designed for



Dr. Richard C. Lavy, USCGAUX accepts the Implementation Award for administration, training or support from ADM Thomas H. Collins at the 2005 Innovation Expo.

Coast Guard use on the Great Lakes were distributed to three key small boat stations. Currently under evaluation, is an amphibious all-terrain off-road vehicle (ARGO) to further reduce response time.

special recognition – Marine Firefighting for Shorebased Firefighters; Joint Initial Verification Team; Coast Guard Operations on the Ice in the Great Lakes; Coast Guard/Customs Border Protection Joint Boarding Program.

administration, training
or support category

innovation – Rotary Wing Air Intercept Animated Simulation. The Aviation Training Center Performance Technology (PT) in cooperation with Rotary Wing Air Intercept (RWAI) subject matter experts developed

simulations of air intercept scenarios as a tool when training HH-65 pilots to intercept, identify, and escort clear of restricted airspace certain aircraft during designated National Special Security Events. Of special note, the PT Branch was able to incorporate a Night Vision Goggle (NVG) sight picture thus reducing the amount of training time necessary in order to qualify pilots to perform this mission. In addition to the reduction of number of hours necessary for pilot qualification, there has been a significant increase in the overall safety and effectiveness of RWAI training by mitigating some of the risk associated with the high-end skills being taught.

Implementation – Coast Guard Auxiliary Healthcare Support. Implemented in 2003, the Coast Guard Auxiliary healthcare support program is providing the volunteer services of 21 physicians and dentists, seven physician assistants and nurse practitioners, and 27 licensed allied health credentialed providers to augment direct care services in Coast Guard clinics. In addition they are assisting active duty Health Services staffs in providing required training for operational units. Last year, Auxiliarists provided over 5,600 hours of healthcare augmentation at a value of \$340,000.

Honorable mention – Training Distribution Engine; Motor Pool Reservation/Management System; Small Passenger Training Course

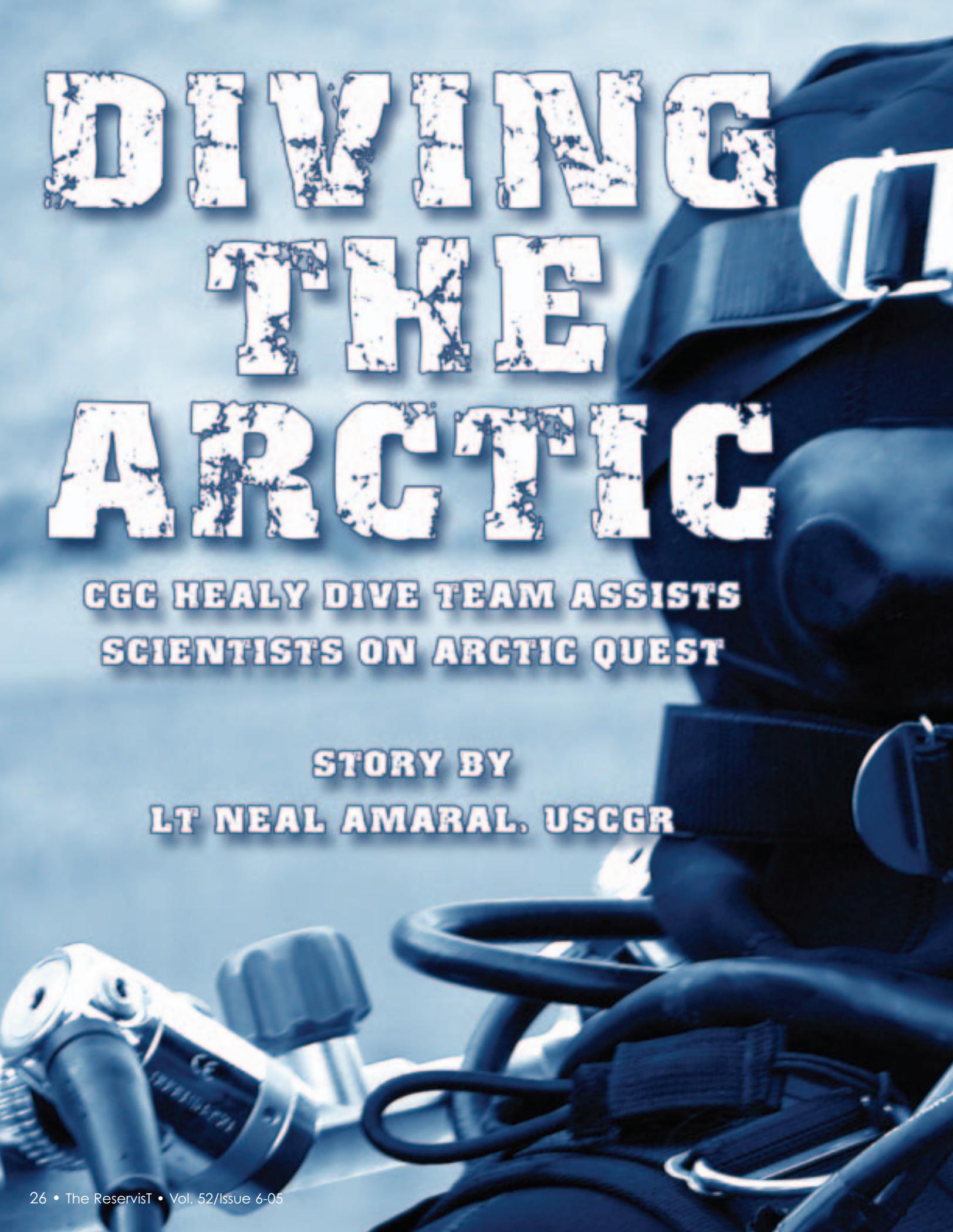
cdr joel magnussen innovation award for management category

Innovation – Measuring the “Health” of Personnel Data Records. The development of a leading indicator for the Servicing Personnel Office has allowed tangible improvements in the management of Personal Data Records (PDRs). The overall impact has been to enable the Servicing Personnel Office to determine performance trends and make training, motivation and workload shifting interventions to reduce problems in PDR entry and pay.

Implementation – Centralized Resource Management. Implementation of this new protocol has provided the Fifth District with a powerful, data-driven system perspective by which they are evaluating performance and basing resource allocations, allowing them to make better investment and management decisions to ensure the Coast Guard is able to get the most value from its people, assets and dollars.

Honorable mention – West Coast Reserve Personnel Tracking Management System; Coast Guard Central: Where Information and People FIND You; RMS: Better Decisions are just “Clicks” away; Enterprise Wide Activity-Based Costing Program.





DIVING THE ARCTIC

**CGC HEALY DIVE TEAM ASSISTS
SCIENTISTS ON ARCTIC QUEST**

**STORY BY
LT NEAL AMARAL, USCGR**



Divers from Coast Guard Cutter Healy made 26 dives in August 2003 in the Canadian Arctic. Why is that relevant more than two years later? Because science, like good storytelling, takes a long time. Take Ernest Hemingway for example. It took him 15 years to write *The Old Man and the Sea*.

According to some, the Arctic is not just in the middle of nowhere — it is nowhere! To Dr. Humfrey Melling and Dr. Rob Macdonald, however, both from the Institute of Ocean Sciences in Canada, the Arctic is the last untouched classroom on earth. For the last 20-plus years, Melling and Macdonald have been telling their story on global warming. Both of them sailed with Healy on the cutter's Arctic-East 2003 summer science mission and they enlisted the Healy's dive team to help.

Arctic scientists Melling and Macdonald must adapt to every curve ball thrown at them by oceanography, meteorology, chemistry, physics, marine biology, and even politics. The story of global warming includes a cast of unpredictable characters and their heavily nuanced relationships. That is why Melling and Macdonald refuse to make rash judgments about global warming. Their science, after all, can produce some very counter intuitive results studiously arrived at, and just as significantly, rejected in unscientific circles. One such result is global warming's cooling effect.

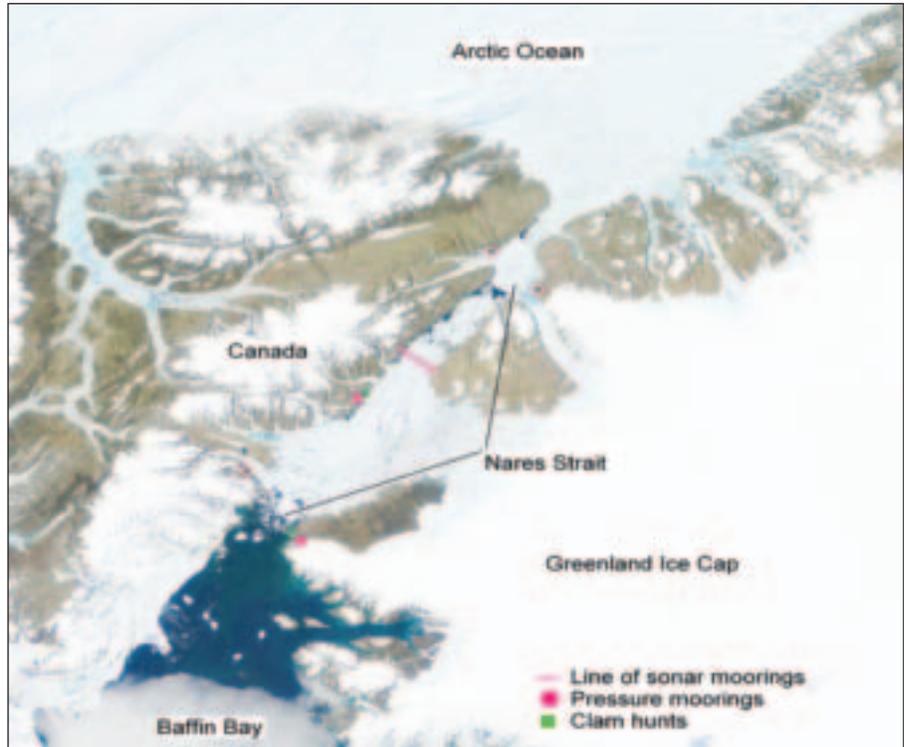


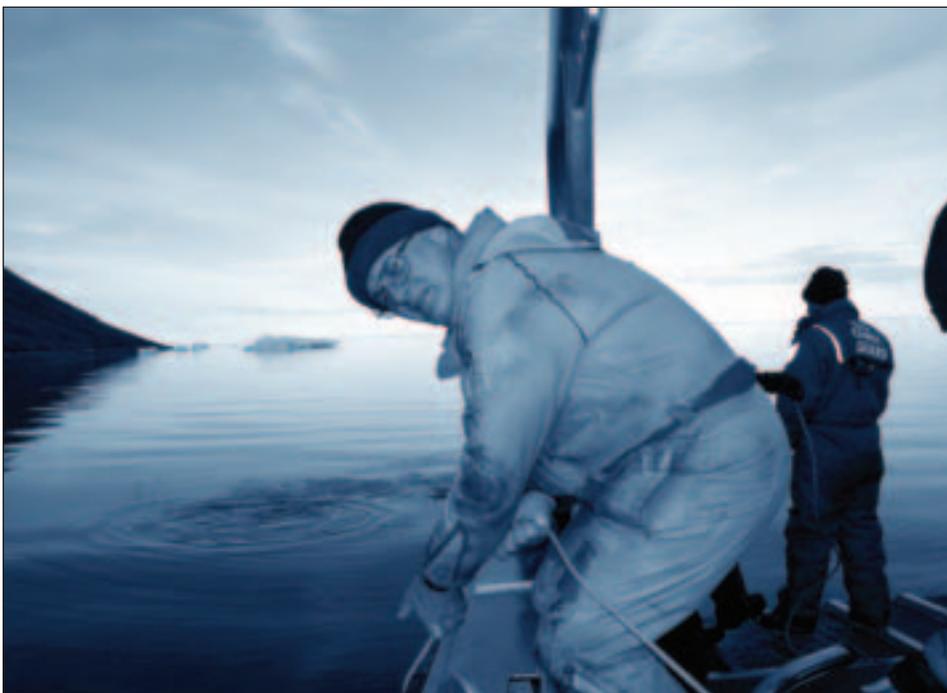
Image courtesy of MODIS Rapid Response Project at NASA/GAFF

Pressure Moorings and Bivalve Project

Global warming is not a complete story without addressing freshwater flux through Nares Strait in the Eastern Arctic. Enter the pressure moorings project and bivalve (a mollusk, as a clam) project conducted by Healy divers almost two years ago.

Five shallow pressure moorings were driven into position at different locations along Nares Strait to record hydrostatic pressure differences between Lincoln Sea and Baffin Bay. Melling hypothesizes that the average pressure difference between the Lincoln Sea and Baffin Bay is 10 millibars, enough to move as much as 5,500 cubic miles of seawater through the strait each year! By analyzing the pressure data from diver deployed moorings in near coastal areas where freshwater run-off is greatest, Melling's team will be able to prove or reject his hypothesis and to make hard conclusions about freshwater flow in the Canadian Arctic. Melling will return in 2006 to check on the moorings and release them acoustically to collect their data.

As for the bivalve project, Healy divers collected 25 of them from various sites along Nares Strait — a most challenging, yet entertaining, task. Our hunting grounds featured great kelp beds, brittle stars, polychaete worms, and stiff currents. However, bivalves were elusive prey. For starters, they sense movement and “clam up,” hence the term. Each time the dive team's underwater camera made a sweep to survey the bottom prior to divers' suiting up and splashing, bivalve siphons or breathing tubes that commonly jut out from the seafloor quickly disappeared. By the time twin-



Dr. Rob Macdonald previewing the area for clams.

Courtesy of CGC Healy Archives

tanked divers made their not so graceful underwater sweeps, these same bivalves had earned the nickname “elusive Arctic clam” by the crew and scientists.

On a more scientific note, bivalves’ growth bands are similar to a tree’s growth rings. The chemistry of water is recorded within these growth bands like the amount of rainfall is correlated with the width of a tree ring.

Macdonald will eventually be presented with what he calls a time series or better yet, water’s 10, 20 or 50-year story depending on the age of the clam.

“One year we are all warm and happy,” said Macdonald, “and the next year there is no summer in Europe or drought in the U.S. It’s happened before. That’s why we need these time series to see what the natural variability is like and what drives it.”

Macdonald is analyzing the 25 bivalves which Healy divers collected at Oregon State University.

Conveyor Belt Analogy

To put this underwater chapter on global warming in simple layman’s terms, it is necessary to imagine a conveyor belt stretching from the Arctic to the equator. The belt begins up north where dense surface water sinks to the bottom as a result of its temperature and salinity. Few people in the world ever get to see ice that rivals the sky’s intense blue. That unforgettable ice is almost entirely freshwater. As it forms, ice rejects salt, thus creating a heavy, salty surface. This is critical in order for the conveyor belt that relies on water to sink to function properly.

After water sinks in the Arctic, it then flows southward along the ocean bottom underneath warmer, less salty water. As the water continues southward toward the equator, it displaces warmer, less salty water upward. In oceanic terms, this convection-like process is called upwelling and it transports food from the ocean bottom to the surface to support the marine food web. Warm surface water at the equator then returns very slowly to the Arctic via the Gulf Stream to get cooled — hence, the conveyor belt. Aside from feeding marine life, this conveyor belt keeps Europe’s coast

warm by a properly flowing, uninterrupted Gulf Stream.

One sure way to upset this balance is by introducing too much freshwater in the Arctic. The pressure mooring and bivalve projects which Healy divers assisted with are gathering data on the freshwater flow or flux in Nares Strait. Freshwater is, of course, the result of precipitation, river run-off, and perhaps most noteworthy, ice melt. As ice melts at the surface, water becomes less salty and less dense. The conveyor belt that relies so heavily on heavy water sinking or draining to the bottom in the Arctic is thus threatened and so is marine life that relies on this belt for food.

Another not so intuitive result of water not draining properly is an upset Gulf Stream that returns warm water to the Arctic. If it does so only to encounter a clogged up drain or conveyor belt, the

Gulf Stream will do what nature does best — seek a new alternative balance.

As Macdonald patiently wades through bivalve data, Melling patiently waits for yet unreleased data from his pressure moorings. If previous chapters have already begun to address why temperatures are rising and ice is melting, Macdonald and Melling seek with all their doctoral might to continue addressing these questions through their respective projects. However counter intuitive a cold spell may sound in the story about global warming, it is a conclusion meticulously arrived at through science. Ask a Coast Guard diver, for example, why their ears hurt more at 15 feet of water than at 100 feet and they can tell you why. But that’s another counter intuitive story.



A diver resurfaces and is recovered from Scoresby Bay, after hunting to find the elusive Arctic clam.

Ed’s note: LT Amaral, the author, served six years on active duty in the U.S. Coast Guard. While aboard CGC Healy, he served as Dive Officer, Marine Science Officer, and Deck Watch officer. He is currently in the IRR.

ADRIFT

**One survivor recounts
an ill-fated night in 1944,
the last meeting between
two Coast Guard cutters,
one torpedoed liberty ship
and an Atlantic Hurricane.**

**Story by
PA2 Judy Silverstein, USCGR**



A photo taken aboard the transport ship en route to dry land. William Ruhl, third from left, and 18 others were rescued three days after the ship they were on sank in a 1944 hurricane.

In the basement of his home in Lewisburg, Pa., just to the left of a creaky staircase, William Ruhl, 79, beckons visitors to his office. Mementoes adorn the walls and shelves, most harkening back to his days as a high school principal.

Nearby, black-and-white images portray Ruhl, circa 1944, whose youthful visage belies the harrowing ordeal he survived just hours earlier as a fireman first class aboard the CGC *Jackson*. Along with the CGC *Bedloe*, she was one half of a two-vessel patrol searching that area of the Atlantic for German U-boats. On one ill-fated night in September that year, both cutters were escorting the *George Ade*, a torpedoed Liberty ship off the coast of North Carolina.

However, a violent late-summer storm took not only the *Jackson* to the bottom, but also claimed the *Bedloe*, leaving crews of both ships adrift in the storm-tossed seas for three days and two nights.

It was late on Wednesday, Sept, 13, 1944, and Ruhl had just come off night watch in the *Jackson's* engine room. Scrambling up to the galley, in his work shirt and dungarees, he removed his life jacket and took a seat on a nearby table to listen to a broadcast about the impending storm.

Suddenly, the *Jackson* began to roll violently, said Ruhl. "One particular roll didn't straighten out, and I grabbed hold of some locker handles and was hanging on," he recalls of his experience, six decades ago. Without warning, the hatch opened and seawater came rushing in. Only after the engine

room crew helped Ruhl scurry up the passageway to the deck did he remember his life vest below.

"I said, well Ruhl, whaddya do now?"

Luckily, a raft torn from the ship's deck floated by and Ruhl grabbed it. He would spend the next several hours struggling and watching as his ship and the *Bedloe* were tossed at sea, taking many still-trapped members of both crews.

The raft's wooden slat bottom was lashed to an inner tube with rope, barely leaving room for those desperate for support. About six to eight men joined him aboard the crude raft taking turns through the night, holding on or sitting astride it.

"The waves were like mountains rolling over the ship," he says, shaking his head. To see the ship he called home for months lying on its side and sinking, was a bit overwhelming for a young man. Ruhl said he lost a certain taste for the sea after that defining moment.

What became known as the Great Atlantic Hurricane of 1944 was the equivalent of a category 4 storm, causing damage along the entire eastern seaboard, including the famed Atlantic City Steel Pier. The violent weather even impacted the Florida citrus crop. All told, 48 men from both cutters lost their lives in the infamous storm which grew in significance as it hurtled up the eastern seaboard cutting a swath all the way to Maine.



A photo taken within mere hours of the rescue, shows survivors loading onto a sea plane while awaiting a transport vessel back to shore.



Watercolor by Louis Barberis depicts the cutters Jackson and Bedloe arriving to escort the torpedoed Liberty ship, George Ade, off the coast of Cape Hatteras, N.C.

By the next morning, the North Carolina skies had cleared and the sun shone brightly. Ruhl admits to a certain conviction they would be rescued. Yet the indelible memories of men floating in a debris field can still stir strong emotions, he says.

There were also other emotions shared amongst the crew. As they struggled to carve out room in their inflatable life raft drifting off the North Carolina coast, they agreed to not drink the cartons of milk and to save the water in jugs lashed to the raft. But as the men dozed, one young man helped himself to a long swig, when a large wave tossed the jug out of his hands and out to sea. That made a bad situation somewhat worse, says Ruhl who admits to some lingering disgust about the incident.

A Navy blimp passed overhead and the men waved. As the sun set two more times, the men became a bit desperate, relying on Ruhl to recite the Lord's Prayer to restore their hope.

"I don't recall what we talked about at sea, but I do know the prayers helped," he says. "I'd have to say, looking back there was a great feeling of divine intervention and answering of prayers."

On day three, a Navy sea plane pilot made another – this time lucky – pass overhead. A photo taken within mere hours of the rescue, shows the survivors and the plane flown by Joe Webber, whose name Ruhl recalls with little effort. Fingering a crew manifest, Ruhl still brightens up when uttering the name of his rescuer. While awaiting transport by a vessel back to shore, Ruhl recalls sharks circling. Decades later he

considers how lucky he and 18 others had been for three days to only encounter a few jellyfish and Portuguese man-of-war.

Meanwhile, some 1,000 miles away back in Pennsylvania, Ruhl's parents were at a dinner party when they heard the celebrity radio commentator Gabriel Heator announce, "Bad news, Two Coast Guard ships have sunk. There are only a few survivors." Though gut wrenching news, Ruhl's dad remained optimistic, announcing prophetically his son was a strong swimmer and would be one of the survivors.



William Ruhl

A short hospital stay in Elizabeth City, N.C., promised hot meals, which had great appeal. One year later, Ruhl finished his military obligation and left the Coast Guard to pursue a college education back in Pennsylvania. Using his GI Bill, he also attained a master's degree at Bucknell University, becoming a high school educator in social studies. Later, he worked as a guidance counselor, principal and superintendent. His unique perspective on World War II likely gave him an edge in helping interpret the role of history for students.

Even today, Ruhl enjoys being interviewed by novelists and despite the late hour, unfurls a chart depicting exactly where the *Jackson* sank to a watery grave. Though retired since 1979,

Ruhl stays active in his community, unfailingly representing the Coast Guard by marching in the annual Lewisburg Fourth of July parade which attracts attendees from beyond the state's borders.

"I learned to love the Coast Guard," notes Ruhl, who remains proud of the humanitarian efforts to hurricane victims everywhere.

BACK TO THE FUTURE

Restoration of St. George Lighthouse Depot underway for future home of National Lighthouse Museum on Staten Island, N.Y.

Story by
PAC Marguerite DeMartino, USCGR,
PADET NY



Right outside my living room window on Staten Island, N.Y., is a step back in history. In buildings that once housed the United States Lighthouse Service Depot, with a history dating back to colonial times, preparations are underway to house the National Lighthouse Museum.

The St. George, Staten Island site's history is quite amazing. The area started as a farm in the late 17th Century owned by a British loyalist, who then deeded the property to St. Andrew's Episcopal Church. The area was used during the French and Indian Wars as a military encampment and later, the British occupied the environs during the Revolutionary War.

In 1799, the site was established as a Quarantine Station that housed a newly built yellow fever and small pox hospital. Through the urgings of Dr. Richard Bayley, a regimental surgeon and health officer for New York City during that period, the city converted what once was farmland into a new quarantine station. Bayleys' married daughter, Elizabeth Seton, the only American born saint, worked with her father at the lazaretto. After decades of complaints by Staten Island residents concerned about the spread of disease and the effect of lower property taxes, the patients and animals were relocated and the buildings burned to the ground.

In addition to being farmland, an encampment and a quarantine station, the Revenue Cutter Service (RCS) used five of the 30 acres as a base until after the Civil War. Later the RCS would join forces with the U.S. Lifesaving Service to form the Coast Guard in 1915. The site was chosen during the mid 1800s as the "Super Depot" for the Lighthouse Establishment because of the convenient location to a major U.S. port, nearby good anchorages, and availability of room

for expansion. In 1939, the Coast Guard absorbed the duties of the Lighthouse Service and the depot became the Coast Guard's Third District Headquarters.

The Coast Guard acquired Governor's Island in 1966 and abandoned the old depot. During the 1980s, a dozen buildings were torn down and the Staten Island Ferry Maintenance Facility, part of the New York City Department of Transportation, was built. The demolition of the old buildings prompted a strong outcry from concerned citizens and elected officials over the future of the remaining buildings in the historical area.

In response to the uncertainty, a Coast Guard Base Task Force was created to look into the future of the remaining buildings. The results of the task force had four of the structures put on the National Register of Historic Places. Additionally, the Administration Building, built in 1868, was designated a New York City Landmark.

Unfortunately, time has taken its toll on the buildings since the Coast Guard departure. Damage by vandals and the effects of weather have resulted in much destruction and deterioration of the old buildings. But there is good news — restoration has begun. The old Repair Shop and the United States Lighthouse Engineer's Lamp Shop have been repaired during the external restoration phase and the site is moving closer to its new chapter in history — home of the National Lighthouse Museum.

One can't keep from smiling, watching the progress of the site. A small piece of New York City history on Staten Island has been saved from destruction. The threat of being lost and forgotten is a thing of the past.

For further information regarding the National Lighthouse Museum go to: www.lighthousemuseum.org.



Opposite page: View from PAC DeMartino's loft window facing the future home of the National Lighthouse Museum in St. George, Staten Island, New York.

Clockwise from left: View of the "Super Depot" from the pier looking toward the administration building and the barracks. Lighthouse engineer working on lighthouse lens. Personnel barracks located next to Administration Building. Experimental lighthouse located within the "Super Depot".



In Brief

• **SGLI INCREASING TO \$400K** — The maximum level of Servicemembers' Group Life Insurance (SGLI) coverage will be increased from \$250,000 to \$400,000 Sept. 1, 2005. Anyone in military service on Sept. 1, 2005, will have their coverage increased to \$400,000, even if they previously declined or elected lesser coverage. You can re-elect no coverage or less than the maximum. Personnel Service Center has already posted an article at <http://cgweb.psc.uscg.mil/sponewsletter.aspx>

• **RESERVE POLICY MANUAL CHANGE TWO** — ALCOAST 333/05 announced the amendments to The Reserve Policy Manual, COMDTINST M1001.28A. The Change 2 promulgation letter includes a summary of changes and may be viewed at www.uscg.mil/reserve. No paper distribution will be made. For more info, contact CWO William Tubbs, CG-1311, 202-267-1603 or e-mail: wtubbs@comdt.uscg.mil

• **SELECTED RESERVE AFFILIATION BONUS REVISIONS** — ALCOAST 293/05 announced a change to SELRES affiliation bonuses for release from Active Duty personnel during the remainder of FY05. This is an update to the Reservist magazine's chart in Issue 04-05, page 23. To view the bonus revisions, see the reprint on page 42 in this issue.



• **AMERICA'S WATERWAY WATCH** — America's Waterway Watch is a public outreach program encouraging participants to simply report suspicious activity to the Coast Guard and/or other law enforcement agencies. Unlike some neighborhood watch programs, you are not formally joining an organization — there are no meetings, membership cards or membership requirements — and you do not become an agent of the Coast Guard or any other law enforcement agency. For more info, contact CPO Penny Collins, Commandant (G-MPP-2), 2100 Second Street, SW, Washington, DC 20593-0001; E-mail: awwuscg@americaswaterwaywatch.org Web: www.americaswaterwaywatch.org

• **PHASE-OUT OF UNDRRESS AND WORKING BLUE UNIFORMS** — Effective Sept. 30, 2005, the Undress Blue and Working Blue Uniforms will no longer be authorized for wear by active or reserve personnel. These uniforms will continue to be optional for members of the Auxiliary until otherwise directed. For more info, see ALCOAST 191/05.

• **WEEKEND ASSISTANCE FOR RESERVISTS AT PSC** — Reservists at PSC are now "answering the call" one weekend a month to assist and answer questions from reservists nationwide! Contact PSC at 1-866-772-8724 or 785-339-2200; E-mail: psccustomer@hrc.uscg.mil; Web: www.uscg.mil/hq/psc/

• **FACES OF THE FALLEN** — A compelling new exhibit of more than 1,300 individual portraits honoring America's service men and women who lost their lives in Afghanistan and Iraq is now on display. Talented artists from across the country have



donated these works, on display to the public through Nov. 11, 2005 at the Women In Military Service For America Memorial, located at the gateway to Arlington National Cemetery, Arlington, Va. For additional info, please email info@facesofthefallen.org

• **SALUTE: THE WWII TRIBUTE ALBUM** —

This new CD was released in late June 2005 and features LeAnn Rimes, Kimberly Locke, Crystal Gayle, and Lee Greenwood as they sing popular songs from the WWII era. A portion of proceeds will be donated to the American Experience

Foundation to benefit America's veterans. Mike Curb and Rod McBrien are Executive Producers for Curb Records. McBrien served in the USCG in the 1960s, aboard CGC *Spencer* and with the CG Band. Check your local record store or on-line. To e-mail McBrien, send to: rodmbrien@aol.com.

Neither the U.S. Coast Guard nor The Reservist endorse this item; it is published as a service to our readers.



• **CGES AVAILABLE TO RESERVISTS** — As Coast Guard Reservists, you and your dependents are eligible for nonpay benefits provided through the Coast Guard Morale, Well-Being, and Recreation (MWR) program and the Coast Guard Exchange System (CGES). By "nonpay," CGES means you won't see any increases in your pay, yet by taking advantage of the goods, services, and programs offered through CGES and MWR, you can make your family budget stretch that much further!

The Coast Guard Exchange System's goal is to provide quality merchandise at reasonable prices with a return of its profits to MWR programs. CGES does this from over 80 retail stores and online shopping. And remember, CGES also offers tax free shopping! Do you want to locate the CGES store closest to you or would you like to shop CGES from the convenience of your home? Visit www.cg-exchange.com and let the Coast Guard Exchange System take care of your retail needs.

The Coast Guard MWR program provides a wide array of programs and activities established to meet the mission readiness and retention needs of our military members. Facilities and programs range from fitness centers, gymnasiums, and picnic areas, to movie theaters, travel services, bowling centers, and food and beverage operations. The facilities and services vary at each Coast Guard installation. To find out what is available through your MWR program, visit www.uscg.mil/mwr.

Coast Guard MWR programs and the Exchange System....these nonpay compensation programs are available to you for your service to our country. Take advantage of them and stretch your hard earned budget! You deserve it!



Upcoming Events

THROUGHOUT 2005...

• **WORLD WAR II 60TH ANNIVERSARY** — Throughout 2005, the World War II Commemorative Committee will be running events nationwide to commemorate the 60th anniversary of the final year of the war (1945). To view events, check the Web site: www.60wwii.mil and/or contact LCDR Jack Dunphy, DoD WWII Commemoration Committee, RPN, Suite 5413, 1777 N. Kent St., Arlington, VA 22209, 703-588-8598; jack.dunphy@hqda.army.mil



SEPTEMBER 2005

- **CPOA NATIONAL CONVENTION** — 37th annual, Sept. 12-15, St. Louis, Mo. Contact CPO Association, 5520-G Hempstead Way, Springfield, VA 22151-4009; 703-941-0395; cgcpoa@aol.com Web: www.uscgcpoa.org
- **JOINT SERVICES RETIREE APPRECIATION DAY** — Saturday, Sept. 17, 2400 Mystic Lake Blvd., Prior Lake, MN 55372. For info, contact LTC Lloyd Ward, e-mail: Lloyd.Ward@minneapolis.af.mil or write: Retired Activities Office, Navy & Marine Corps Reserve Center, 6400 Bloomington Road, Fort Snelling, St. Paul, MN 55111.
- **MCPO JAMES CONNOLLY'S RETIREMENT** — Thursday, Sept. 29, 2005, 10:30 a.m., at Buoy Deck, Juneau, Alaska. For info, contact LTJG Kion Evans, 907-463-2477, kevans@cgalaska.uscg.mil

Reunions

SEPTEMBER 2005

- **NORTH COAST NEW YORK COAST GUARD ASSOCIATION** — Sept. 23-25, Sackets Harbor, N.Y. Seeking Coasties who served aboard CGCs *Cherry*, *Maple*, *Ojibwa*, *White Lupine*, *Buckthorn*, *Arundel*, *Point Steele*, *Wire* and CGs *83359*, *65024-D (Chockberry)*, *55030*, *45305*, *49414*, *45308*, or *49404*, while homeported in upper New York, Burlington, Vt. or Saugerties, N.Y. Also, seeking any Coastie who served at Erie, Pa. Lifeboat Station, Buffalo Base, Fort Niagara LBS, Rochester LBS, Sodus Point (AUX OP), Oswego LBS, Galloo Island LBS, Sackets Harbor (AUX OP), Cape Vincent Light Attendant Station, CG Station Alex. Bay, MSD Massena, Burlington Base, Vt. ATN Saugerties, Reserve Unit (PSU Buffalo/Syracuse, Lorain Station Seneca). Also, any lighthouse, small unit or CGC in the above area. Any year, regular, reserve, auxiliary or civilian members are welcome. Contact: Mr. Gordon Koscher, North Coast New York Coast Guard Association, 4712 Glenwood Drive, Mantua, OH 44255, (330)-274-2927.
- **SQUADRON ONE DIVISION-13 CAT-LO VIETNAM, 1965/66 REUNION** — A reunion for the 1965/66 members of USCG SQUADRON ONE DIVISION-13 stationed at Cat-lo Vietnam will be held Sept. 26-30, 2005 in Sam's Town, Nev. (Las Vegas). Division-13 was formed in December 1965 and arrived in Cat-Lo Vietnam in February 1966. Division-13 consisted of nine 82-foot cutters, their 11-man Coast Guard crews and a Coast Guard support staff. The reunion is planned for those who formed and served in Division-13 during 1965/66. However anyone who served in Division-13 at Cat-Lo is invited to attend. For info contact: ET2 Jerry Sampont (Point White), 360-457-6671; SK2 Mike Mattie (Support Staff), 425-672-7521; E-mail: division131966@yahoo.com
- **COAST GUARD USS CENTAURUS AKA-17 REUNION** — Sept. 30-Oct. 2, 2005, Chicago Hilton Hotel, Chicago, Ill. Contact: Richard Gluth, 262-245-5527; E-mail: rgluth@yahoo.com

OCTOBER 2005

- **FLEET WEEK SAN DIEGO 2005** — Sept. 30 to Oct. 29. Includes football classic, sea 'n' air parade, ship tours, air show. For info, call 619-858-1545, Web: www.fleetweeksandiego.org
- **FLEET RESERVE ASSOCIATION CONVENTION** — Sept. 28-Oct. 1, Reno, Nev. For more info, contact Ms. Eileen Murphy, 1-800-FRA-1924 or www.fra.org. Also see ALCOAST 401/05.
- **STATION MONTAUK / BRUCKENTHAL RE-DEDICATION** — Monday, Oct. 3, 2005; Station Montauk's Unaccompanied Personnel Housing (UPH) will be re-dedicated in honor of DC3 Nathan Bruckenthal, USCG, killed in action April 24, 2004 in Iraq. The ceremony will be limited to invited guests only. However, those wishing to honor DC3 Bruckenthal are encouraged to contribute to the Nathan Bruckenthal Memorial Trust Fund, P.O. Box 398, Northport, NY 11768. All proceeds will be given to DC3 Bruckenthal's widow and family. Inquiries regarding the ceremony should be directed to LT Alma Certa, 631-960-1528, acerta@grumor.uscg.mil
- **WORLD WAR II INTERNATIONAL CONFERENCE** — Oct. 5-9, National D-Day Museum, New Orleans, La. For info, call 504-527-6012; Web: www.ww2conference.org
- **ANNUAL COAST GUARD BALL** — Saturday, Oct. 8, sponsored by Washington Coast Guard Association. For info, contact ENS Nuria Agnew, 202-267-1211; nagnew@comdt.uscg.mil
- **RESERVE SERVICE WIDE EXAM** — Saturday, Oct. 15. Study hard and make your shipmates proud!

OCTOBER 2005

- **CGC TANEY** — Attention all former crew of USCGC TANEY WPG/WHEC 37, 1936-1986. The 2005 TANEY Reunion will be held at the Radisson Hotel and aboard USCGC TANEY in Baltimore, Md. Oct. 6-8, 2005. Events include special tours and activities aboard TANEY at the Baltimore Maritime Museum, day trip to Washington, D.C. and Reunion banquet. For more information contact Frank Tobat (SK1 1968-70), 410-546-1557, E-mail: frank@hvacservicesunlimited.com
- **USS CASCO** — Attention all former crew of USS CASCO (AVP-12) or USCGC CASCO (WAVP-370). The 2005 CASCO reunion will be held at the Crystal City Courtyard by Marriott in Arlington, Va., Oct. 6-8, 2005. Events include wreathlaying presentation at the Navy Memorial, Washington, D.C. For more info, contact Gary Wehrmann, USCG (DC3, 1967-68), 210-885-9366, E-mail: gwehrmann@sbcglobal.net
- **U.S. COAST GUARD COMBAT VETERANS ASSOCIATION** — Oct. 20-23, in Tampa, Fla., Holiday Inn, 2701 East Fowler Avenue. For membership and reunion info, contact Mr. Baker Herbert, LM, P.O. Box 544, Westfield Center, OH 44251, 330-887-5539, E-mail: uscgw64@worldnet.att.net Web: www.coastguardcombatvets.com
- **WRITE A RETIRED SHIPMATE...**
- **RETIRED COAST GUARDSMAN** — CWO4 (PERS) Ralph Hawkins, USCGR(Ret.) is currently in long-term medical care and would love to hear from his shipmates. CWO4 Hawkins enlisted in the Coast Guard Reserve on Sept. 9, 1964, and was a member of Company Foxtrot 56. He served extensively within the First Coast Guard District. His contact info: CWO4 Ralph Hawkins, Room 123, c/o Springside of Pittsfield LTCF, 255 Lebanon Avenue, Pittsfield, MA 01201; Phone: 413-499-2334 (ask for Room 123).

Awards

Legion of Merit

CAPT Louis M. Farrell, COMDT (CG-131)

Bronze Star Medal

LCDR Jeff Pashai, US SOUTHCOM

Defense Meritorious Service Medal

LCDR James C. Curry, JTF-AFIC

Meritorious Service Medal

SCPO Kyle Takakjian, CG Academy

Coast Guard Commendation Medal

BMC L. Todd Reed, Station Ludington, Mich.

Coast Guard Achievement Medal

LT Cecilio Banuelos

MST1 William S. Gardner, Sector Baltimore

Commandant's Letter of Commendation

LT Harry Spirides, Air Station Savannah

CG Meritorious Unit Commendation

CG Incident Command, Prince Wm. Sound, Valdez, Alaska

Retired Reservist

Receives Special Award

FRANKFORT, Ky. — CDR Charlie Bell, a state Probation and Parole Officer from Covington, Ky., recently was recognized for his efforts and devotion to the Torch Run fundraising arm of Special Olympics. He was the recipient of the "Carl Yates Leadership Award," the highest award given by that branch of the organization.

Bell joined the Department of Corrections in 2001 after serving with the U.S. Coast Guard and Reserve from 1954 until 1993. Bell had many assignments with the Coast Guard, including Executive Officer and Commanding Officer of Coast Guard Station Louisville, Ky., and Total Force Police Task Force, Pentagon, Washington D.C. In 1993, Bell retired at the rank of Commander with 39 years of service.

Transportation 9/11 Medal

CDR John Welch

LCDR Barbara A. Anderson

LT Susan Mercurio

Transportation 9/11 Ribbon

LT Richard Neiman

Auxiliarist awarded for 60 years of service

Most volunteer groups cite a lack of volunteers as one of the chief problems facing their organizations. In the United States Coast Guard Auxiliary, the dedicated cadre of men and women who serve have mitigated that problem.

Curtis Krazner, age 77, is a shining example of altruism. Krazner joined the United States Coast Guard Auxiliary July 22, 1944, in Elizabeth, N.J. For more than 60 years, Mr. Krazner has dedicated his life to recreational boating safety, the Coast Guard and his country.

Krazner volunteered his time during World War II as an air crewman based out of North Carolina. He would work his normal job during the week, drive down to the North Carolina air base on Friday night, work all weekend and make the trip back to New Jersey Sunday night only to repeat the cycle again on Monday.

He has held leadership positions in the Auxiliary, from Flotilla Commander and Division Captain, to Rear Commodore (which normally supervises several Divisions). In addition to holding elected office, he has been an educator, a recruiter for the Coast Guard Academy and a Vessel Safety



Auxiliary members congratulate Auxiliarist Curtis Krazner for 60 years of service. From left to right: CAPT Glenn Wiltshire, Krazner, and CDR John Felker.

Examiner (formerly called Certified Marine Examiner).

Krazner was recently presented an award of appreciation by the Director of Auxiliary, First Coast Guard District, Southern Region, CDR John M Felker, USCG, and CAPT Glenn Wiltshire, Commanding Officer of Sector New York. The award thanked Krazner for his years of dedication and his patriotism. For Krazner, it was just another day in the Auxiliary.

Advancements

Advancements

Effective July 1, 2005

From Enlisted Reserve Advancement Announcement (ERAA) No. 07-05, ALCGPERSCOM 055/05 (R 231439Z JUN 05). Last names can sometimes be cutoff if they exceed eight characters. Questions should be directed to YNC Jeff Pilkington, jpilkington@hrsic.uscg.mil or 785-339-3410.

BOATSWAIN'S MATE(BM)

BM1 M MURPHY
BM1 D CAMPBELL
BM1 S BENDAVID
BM1 G GAGE
BM1 A DIAZ
BM1 C SCHAEFER
BM1 R THOMPSON
BM2 M CULLIPHE
BM2 A FACCIN
BM2 B KORTE
BM2 D BAIRD
BM3 S JONES

FOOD SERVICE SPECIALIST(FS)

FSC A EBENHAHN

HEALTH SERVICES TECHNICIAN(HS)

HS1 C GOLEMBIE
HS1 R CAREY

INVESTIGATOR(IV)

IV1 E DANIEL

MACHINERY TECHNICIAN(MK)

MKCS D CARROLL
MKCS G DEITRICH
MKC C FYKES
MKC J BUCK
MKC A OWEN
MK1 D LEAL
MK1 R LEY
MK2 K CLIFFORD
MK2 D DAME
MK2 P WANG
MK2 A BERNI
MK2 R SHERWOOD
MK2 T DAIRE

MARINE SCIENCE TECHNICIAN(MST)

MST1 K CARROLL
MST2 A CLOVER
MST2 K EISEN
MST2 H RANGER
MST2 B DOWNS
MST2 H EDWARDS

OPERATIONS SPECIALIST(OS)

OS2 E HAMILTON

PORT SECURITY SPECIALIST(PS)

PS1 J FERGUSON
PS1 R SODEN

STOREKEEPER(SK)

SK1 C BINDER
SK1 S BEUCLER
SK1 P JOHNSON
SK1 L CHILCOTE
SK1 J HALL
SK1 K GEORGE
SK1 F COTTON

YEOMAN(YN)

YNCS L KENTCH
YN2 J TAYLOR

Effective Aug. 1, 2005

From Enlisted Reserve Advancement Announcement (ERAA) No. 08-05, ALCGPERSCOM 068/05 (R 221312Z JUL 05).

BOATSWAIN'S MATE(BM)

BM1 R GALLON
BM1 L WELSH
BM1 B RAY
BM2 R MUDICA
BM2 S MCEVOY
BM2 B CLINE
BM2 W SWISHER
BM2 A LINSOTT
BM2 C BLOECH
BM2 C MARTIN
BM2 A GRILLO
BM2 K MEES
BM2 T HAYDUK
BM2 L DEFOGGI
BM3 M TWITCHEL

ELECTRONICS TECHNICIAN(ET)

ET2 J PORTIER 000773

FOOD SERVICE SPECIALIST(FS)

FSC E BEARDSLE

GUNNERS MATE(GM)

GMC C WATKINS
GMC K BRISLIN
GM2 D CAPEL

HEALTH SERVICES TECHNICIAN(HS)

HS1 C BONIFACI
HS1 J MAYS

INVESTIGATOR(IV)

IV1 A DAVILA

MACHINERY TECHNICIAN(MK)

MKCS W ROSE
MKC R MURPHY
MKC D WADE
MKC W MUNCH
MKC C CUEVAS
MKC C RICHTER
MKC K KING
MKC R BEARD
MKC D WEST
MK1 E DETMER
MK1 P HOWELL
MK1 F GARCIA
MK1 W WALLACE
MK1 T DREW
MK1 S HAYWARD
MK1 B INGRAM
MK1 J STATLER
MK2 S WILLIAMS
MK2 J MYERS
MK3 T CONNELL

MARINE SCIENCE TECHNICIAN(MST)

MSTC J ANDRADE
MSTC K MCLLOUD
MST1 J CAREW
MST1 C OLLICE
MST1 J LEGER
MST1 S FORREST
MST2 B RAYNER
MST2 M OTEY
MST2 A MCMILLIO

OPERATIONS SPECIALIST(OS)

OSC S SAWYER
OSC D HYDOCK
OSC D GREER

OSC P O'DONNELL
OSC T TOTTH

PORT SECURITY SPECIALIST(PS)

PSC R BAENRI
PSC M MCCLINTO
PS1 P COULTER
PS1 P PUDELA
PS1 G DAUGHTRI
PS1 K WALTER
PS1 D YOUNG
PS1 K ITO
PS1 B WALLACE
PS1 A COOKE
PS1 E BEASLEY
PS1 J MCCANN
PS1 N KAPILOFF
PS1 J WITKO
PS1 C IANOS
PS1 T SAWYER
PS1 K MOORE
PS1 M CIFU
PS1 T LARESE
PS1 T KOK"
PS1 T SHIRLEY
PS1 S ROCHESTE
PS1 R MARSHALL
PS1 J ROWE
PS1 C MOUER
PS1 C OLBU
PS1 B DANLEY
PS1 K LYONS

STOREKEEPER(SK)

SKC B KRUEGER
SKC O WHITE
SKC J AUSTRIA
SK1 M VAZ
SK1 M WILLIAMS
SK1 K POTTER
SK1 C FEORANZO

YEOMAN(YN)

YNCS T ILLICH
YNCS J HARRISON
YNCS K OPEZIO
YNC B HANSEN
YN2 J RELLE
YN2 E MOORE
YN2 M PORTER
YN2 K MORIMOTO



Coast Guard Reservist Bobby Hansen, center, is pinned E-7 by her husband, Jim Hansen, right, and YNCS Jan Crenshaw, left, at Headquarters Aug. 1. Hansen, who enlisted in the CGR Aug. 3, 1988, finally realized a career goal of making chief petty officer (YNC). The Hansen's permanent home is in Utica, Ky., but Bobby currently serves with the HQ Reserve Transition Team.



Jacqueline Siebenschuh, left, and RDML Robert Branham, right, put chief warrant officer boards on Chris Siebenschuh at Coast Guard Headquarters July 1. Siebenschuh has been in the Coast Guard and Reserve for over 26 years.

Photo by CWO2 E. J. Kruska, USCGR

Retirements

RET-1 (Retired With Pay)

JULY 2005

CAPT James M. Begis
 CAPT Joseph A. Goeke
 CDR Thomas C. Thomas
 LCDR Atley J. Cappeto
 LT Charles B. Godwin
 LT John D. Griffin
 LT James L. Hart
 LT Alex E. Ward
 PSCM Harold E. Simmers
 IVCS Larry C. Ballard
 BMC Stephen C. Smiley
 GMC Jory D. Luchsinger
 ITC Gilbert M. Reyna
 MKC Robert A. Person
 PSC William R. Adams
 FS1 George R. Deleon
 MK1 Stephen W. Fiedler
 MK1 Domingo O. Garcia
 PS1 Dwight S. Cover
 PS1 Barry L. Jackson
 FS2 Joseph D. Johnson
 MK2 Dock E. Locklear
 MST1 Glenn C. Moffett
 MST2 Oscar L. Gilbert
 FS3 Francis F. Seifert
 YN3 Brian Clark

RET-2 (Retired Awaiting Pay)

FEBRUARY 2005

LT Ronald F. Greek, PSC

JULY 2005

CAPT Richard E. Tinsman, D1
 CDR Jeffrey L. Busch, D9
 CDR Steven E. Fabian, D7
 CDR Lisa Milone, D1
 CDR Charles T. Schmincke, CGHQ
 CDR Cynthia D. Sparacino, CGPC
 LCDR James A. Noonan, Academy
 LCDR David K. Whitcomb, D13
 LT Michael R. Arena, D7
 CWO4 Thomas V. Pritchard, D11
 MSTC George M. Stebbins, PSC
 MSTC Shawn R. Taber, D7
 PSC Michael L. Gough, D5
 SKC Anthone D. Soares, MLCLANT
 YNC William R. Veon, D11
 EM1 William G. Kendall, D13
 ET1 Robert G. Reath, CGPC
 FS1 Robert J. Kelly, D1
 FS1 Stephen S. Pauley, CGPC
 PS1 John P. Britt, D5
 SK1 Ronald G. Braun, D8
 YN1 Michael C. Kessler, D1
 BM2 Dominic V. Rendero, CGPC
 BM2 Amelia G. Wheeler, GST
 FS2 Henry G. Marin, CGPC
 MK2 Claude N. Holland, D5
 MK2 Daniel E. Lovesee, PSC
 BM3 David C. Favalora, D1

Source: Ms. Lynn Couch, Personnel Service Center (RAS)



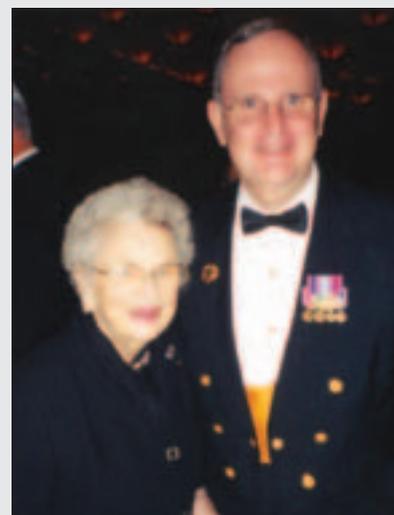
Photo courtesy: PO Joseph Mariani, USCG

Coast Guard Reservist BMC Todd Reed is piped ashore at the conclusion of his July 16 retirement ceremony at Station Ludington, Mich. Reed served at several Western Michigan stations during the course of his 33-year USCGR career, including Manistee, Ludington, and Holland.

Taps

- **CAPT Clarence W. Lomax, USCGR(Ret.)**, July 17, 2005, in Belfair, Wash.
- **CAPT Jan D. Wegenka, USCGR(Ret.)**, June 29, 2005, in Grand Rapids, Mich. Survived by his wife, Marguerite.
- **CDR Lewis W. Parker, USCGR(Ret.)**, June 5, 2005, in Old Greenwich, Conn. Survived by his wife, Sharon.
- **LCDR James W. Woodfin, USCGR(Ret.)**, July 18, 2005. Survived by his wife, Linda.
- **LT Jan Thorpe Macauley, USCGR (Women's Reserve)**, 91, July 22, 2005, in Bradbury, Calif.,. Born Oct. 24, 1913, in Ventura, Calif., she graduated from UCLA in 1936 with a degree in physical education. She became a physical education teacher and coach. In January 1943 she entered the Women's Reserve (SPARs). She was in the first class of ten SPAR officer candidates at the Coast Guard Academy, completing indoctrination, seamanship, and boat handling. Since the Academy did not have female barracks, a partition had to be installed. Commissioned April 28, 1943, she was assigned to New York where she coded and decoded secret and confidential messages. After the war, she and her late husband, Alan Macauley (a Coast Guard

officer) traveled all over the world to make TV documentaries. One on American military cemeteries in Europe is in the National Archives in Washington, D.C. She was also an active member of Coast Guard Cutters Unit #92 WAVES National, organizing visits to various stations, attending launchings; including that of the buoy tender SPAR. Recognizing her dedication and support, she was officially "adopted" by the UCLA women's championship gymnastics team. LT Macauley was buried at sea.



- **LTJG Julius T. Stanges**, 88, June 12, 2005, at his home in Alexandria, Va. A native of Brockton, Mass., Stanges was born July 4, 1916. He earned a bachelor's degree from Catholic University in 1941 and a master's degree in

governmental administration from George Washington University in 1962. Commissioned as a Coast Guard officer at the Coast Guard Academy in 1942, he served in the South Pacific during

World War II and participated in the consolidation of the Solomon Islands. Stanges was the executive officer on the USS *Serpens* (AK-97), an ammunition ship, when it exploded off Guadalcanal Jan. 29, 1945. The blast killed 250 servicemen (193 Coast Guardsmen), and *Serpens* was destroyed. A Washington area resident since 1945, he worked at the Pentagon as an Army civilian employee from 1953



until he retired in 1973. He began his federal service in 1941 as an accountant with the U.S. Army Corps of Engineers, stationed in Kingston, Jamaica. He was employed by the Reconstruction Finance Corp. from 1945 to 1947 and the Public Health Service from 1947 to 1953. As a part-time instructor at the University of Virginia's Northern Virginia Center from 1963 to 1972 and at Immaculata College of Washington in 1978, he taught business management and accounting. He was a champion college athlete and was inducted into Catholic's Athletic Hall of Fame in 1995. As a football player under legendary Coach Arthur "Dutch" Bergman, Stanges played left tackle in the 1940 Sun Bowl that resulted in a scoreless tie between Catholic and Arizona State University. During the golden era of collegiate boxing, he was the heavyweight boxer on Catholic's 1940 undefeated national champion boxing team led by coach Eddie LaFond. Survivors include his wife, Mary McVeigh Stanges, whom he married in 1941, of Alexandria; two sons, Michael, of McLean, Va., and Thomas Stanges of Summerland Key, Fla. Funeral services with full military honors were held June 16, 2005, at St. Mary's Catholic Church, Alexandria, Va. Interment St. Mary's Catholic Church Cemetery.

• **CWO4 Robert H. Phillips, USCGR(Ret.),** June 21, 2005, in Marysville, Wash. Survived by his wife, Wanda.

• **BMC Jack W. Bullock, USCGR(Ret.),** June 16, 2005, in Las Vegas, Nev. Survived by his wife, Susan.

• **PAC Albert J. Taylor, USCGR(Ret.),** June 23, 2005, in Escondido, Calif.

• **FS1 Douglas G. Ferry, USCGR(Ret.),** July 29, 2005, in Falls Church, Va. Survived by his wife, Josephine of Alexandria, Va.

• **MK1 Carl Banks, USCGR(Ret.),** June 19, 2005, in Gulfport, Miss. Survived by his wife, Rose. Interment Biloxi, Miss.

• **MK1 Frederick P. Foote, USCGR(Ret.),** June 5, 2005, in Lima, Ohio. Survived by his wife, Ruth Anne.

• **MK1 Warren E. Peak, USCGR(Ret.),** of Blue Springs, Mo., Survived by his wife, Ilo. Interment Hamilton, Kan.

• **PS3 Frank H. Gorenc, USCGR(Ret.),** 58, June 10, 2005, in Eastlake, Ohio. Born Nov. 13, 1946, in Cleveland, he served in the Marine Corps and the U.S. Coast Guard Reserve, retiring after 20 years of service. He served with PSU 302 and was deployed to Bahrain during Desert Storm. Mr. Gorenc worked as a driver for House of LaRose in Brecksville for 36 years. Survivors are his wife of 35 years, Marge (Kubec); children, Frank, Mark, and Chrissy; father, Frank; sisters, Mary Jean Rochon and Mary Ann Bryan; and many nieces and nephews. He was preceded in death by his mother, Stella. Funeral services were held June 14 at St. Justin Martyr Church, Eastlake. Interment Willoughby Cemetery, Ohio.

• **Henry "Hank" Rogers, Jr.,** 78, of Chase, Md., June 29, 2005, at the Eastpoint Nursing Home and Rehabilitation Center of complications from surgery. Born in Fort Monroe, Va., and raised in Bartow, Fla., he joined the Coast Guard at age 17 and was stationed in the Pacific during World War II. He remained in the service for 16 years and had been assigned to Coast Guard Cutter *Androscoggin* and ice breakers in the North Atlantic. He moved to Baltimore about 55 years ago and became a Crown Cork and Seal machinist in Highlandtown until retiring in 1990. In retirement, he got involved in Coast Guard history and reunions. He was a former president of the Spencer Association, a group of Coast Guard veterans who served aboard the *Spencer*, a World War II-era cutter that was scrapped in 1980. "The guy was a walking goodwill ambassador for the Coast Guard," said Paul B. Cora, curator of the Baltimore Maritime Museum, which includes the cutter *Taney*. "He was of great help to a number of researchers and writers on subjects related to the Battle of the Atlantic in World War II," said Cora. Rogers also arranged for the donation of artifacts related to the *Spencer*, which are now displayed on the *Taney*. Family members said he also donated materials to the "Spencer Wall" at the Coast Guard Training Center at Cape May, N.J. Survivors include his wife of 53 years, the former Thelma Marie Sauter; two daughters, Donna Marie Rogers of Chase and Colleen Kelly Dilly of Eldersburg; two brothers, Harry Rogers of Baltimore and Paul Rogers of Knoxville, Tenn.; and a grandson, Ryan. A military honors funeral was held July 2 at Essex, Md. with interment at Sacred Heart of Jesus Cemetery.



Thelma Rogers receives the American flag at the funeral of her husband, Henry "Hank" Rogers, Jr.



(Updated 2 June 2005)

Initial Enlistments (RP, RK, RX):

Personnel must fill a VACANT RPAL position
Half paid upon completion of IADT and half paid 1 yr later
ALCOAST 093/05

Six-year SELRES enlistment:

Rate	PSU or NCW	Any Other Unit
BM	\$6000	\$4000
MK	\$6000	\$4000
MST	\$6000	\$4000
OS	\$6000	\$4000
Any other rate	\$4000	\$0

Prior-service Enlistments (RO):

(Greater than 8 but less than 16 yrs service)

Personnel must fill a VACANT RPAL position
Half paid upon completion of IADT and half paid 1 yr later
If no IADT required – 1st half paid upon completion of 1st drill
ALCOAST 093/05

Six-year SELRES enlistment:

Rate	PSU or NCW	Any Other Unit
BM	\$10,000	\$6,000
MK	\$10,000	\$6,000
MST	\$10,000	\$6,000
OS	\$10,000	\$6,000
Any other rate	\$6,000	\$0

Three-year SELRES enlistment:

Rate	PSU or NCW	Any Other Unit
BM	\$5,000	\$3,000
MK	\$5,000	\$3,000
MST	\$5,000	\$3,000
OS	\$5,000	\$3,000
Any other rate	\$3,000	\$0

Reserve Affiliation Bonus (RJ or RN):

Effective immediately until EOFY05

For members with remaining Military Service Obligation and no obligation for to drill - 4 yrs max

Half paid upon affiliation and half paid one year later

Members not in a critical rating (BM, MK, MST, OS) are highly encouraged to lateral to one

Eligible for E-4 and above with potential waivers for E-3

Member must affiliate within 90 days of RELAD

If member has partial year obligation remaining, member may extend to achieve a full year

ALCOAST 293/05

Rate	PSU or NCW	Any Other Unit
BM	\$2500 per full year/\$10K max	\$1500 per full year/\$6K max
MK	\$2500 per full year/\$10K max	\$1500 per full year/\$6K max
OS	\$2500 per full year/\$10K max	\$1500 per full year/\$6K max
MST	n/a (no billets available)	\$1500 per full year/\$6K max
Any Other Rate	\$1500 per full year/\$6K max	\$50 per month*/\$2400 max

* Refer to ALCOAST 093/05 – provisions contained within apply. This chart updates and replaces the one published in Issue 04-05, page 23. For more info, contact LT Tom Gwilliam, 202-267-0625, tgwilliam@comdt.uscg.mil

Are You Accountable?

Accountable. A pretty large word. The meaning in Webster's is "1. obligated to account for one's act; responsible 2. capable of being accounted for."

Whenever I hear the word "accountable," I just know someone is in trouble.

Recently, I attended a Coast Guard retirement ceremony. The retiring master chief spoke of several events throughout his career. His least favorite times were those when he was held accountable for his actions. Now again, when that word is spoken, you hope someone is not talking directly to you, because that usually means you have done something wrong, and they are there to correct the situation.

Being accountable has to come from within yourself. You can't buy accountability at the hardware store. You can't run into the field and catch accountability in a jar. Accountability comes in many different colors and flavors and it's not always the same. When you are performing a task, you attempt to do the best job you can, either because of pride, or possibly even accountability. You take complete ownership of your task. Then there are times you hold your shipmates to a certain level and make them accountable for their actions. No, you won't haul them into the master chief's office and pull down one of his jars labeled "accountability" and make the member drink it. It just doesn't work that way.

Most of us are working two jobs. We know the men and women of the Coast Guard Reserve are like any other person in our civilian jobs. We all have tasks we must perform and most of us attempt to do the best job possible. However, you always have a few bad apples that just seem

"Being accountable has to come from within yourself. You can't buy accountability at the hardware store. You can't run into the field and catch accountability in a jar. Accountability comes in many different colors and flavors and it's not always the same."

to skim by and do the minimum. I am sure we have seen some of these folks intentionally do a bad job, just so the boss will not ask them to do that job again. This is because these folks don't have the thing called accountability.

Recently, I sat on the master chief board at the Chief Petty Officer Academy in Petaluma. I had a fantastic time. The Academy runs like

a clock. The entire staff (past and present) should be proud of what they are doing out there. Every one of them has a function, and if they don't perform that task, then something will suffer. But they all have this thing called accountability, and I didn't see one empty jar in the school chief's office (MCPO Niece)! I also had a chance to roam around the chief's barracks and just observe what changes have been made since I attended in 1997. I was almost run over — it was a complete beehive of action. Every member had something going on and man, they were going. Each one of them was accountable for their own actions and there was no half stepping anywhere. I looked in all the trashcans and I didn't find an empty box of accountability cans from Wal-Mart. These chiefs already had the accountability thing before they got to Petaluma.

No matter how small or large your job may be, that is your job and many others are affected by what you do. When I was sitting in the galley of the ice breaker peeling those bags of potatoes, it really didn't hit home that this was a very important job. But by golly, had I not finished that job, there would have been several unhappy meat and potato lovers that would have given me that accountability talk! And when you don't have any collar devices, that is not the time to meet the chief's mess!

Office workers completing their day-to-day routines, boat crews completing their daily boat check-offs, marine safety inspectors making their rounds — these are all jobs that need to be completed and completed correctly. Your fellow shipmates are counting on your personal accountability so they may complete their portion of the task. Always remember that whatever you do, it will directly affect several other members of your organization and their goals. "Accountability" — catch the wave!



**By MCPO Kirk D. Murphy, USCGR
Reserve Command Master Chief, Seventh District
kmurphy@d7.uscg.mil**



WASHINGTON (July 20, 2005) RADM Sally Brice-O'Hara, YNC Eleanor Buker (U.S. Coast Guard SPAR), and SNOS Amber Tenorio cut a cake during a celebration for Chief Buker's 85th birthday. Buker was one of the Coast Guard's first SPARs and served on active duty during WWII. USCG photo by PA1 Barry Lane.

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