



# COAST GUARD RESERVIST

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## THE ADMIRAL'S CORNER

I mentioned in the June Admiral's Corner that the Coast Guard Reserve and the Boy Scouts of America were planning a cooperative program in Exploring and Sea Exploring, with emphasis on the latter. Explorer Scouting is oriented towards boys and girls between 14 and 18, with a view of preparing them for adult life. Sea Exploring, founded in 1912, is a segment of the program oriented towards boating and other nautical interests.

There will be three aspects of Reserve involvement in this program: personal (individual) involvement; invitations to explorer units to attend ORTU drills; and sponsorship of Explorer units by Coast Guard Reserve units.

First of all, the Coast Guard Reserve will be made a more "visible" force in the community. Although overt recruiting is prohibited in this program, the exposure of these youngsters to the Coast Guard Reserve will have an obvious influence on them.

Secondly, in terms of personal involvements, reservists will be able to gain actual experience in leadership, training and instruction techniques, boating, etc., which many reservists do not often experience in either their civilian or military careers. The direct benefit to the reservists and the Reserve through this aspect could be quite significant if a large number of individuals are involved.

Last of all, reservists assisting in the Exploring program will derive considerable personal satisfaction from being a part of the development of these youngsters.

The Explorer program is in great need of adult leadership and technical assistants. Members of Reserve units, as well as members of the ASP, VTU's, Retired Reserve, etc., can participate. A reservist who helps organize a new unit, a corpsman who teaches advanced first aid, or an engineman who brings a tired old engine back to life may provide the influence to start one of these youngsters on a Coast Guard career.

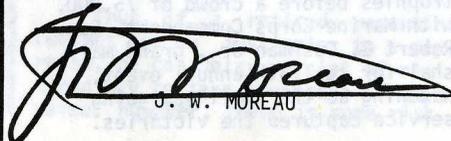
The second aspect of the Reserve's involvement might be to bring explorer units to Reserve drills for training (non-hazardous, non-military) Sea Explorers could participate in almost any type of nautical training, from the signal bridge to the engine room.

Many other Explorer posts specialize in such fields as firefighting, law enforcement, engineering, etc. These units could be invited to unit drills where the scheduled training coincides with their specialty.

The third aspect of Reserve involvement is the one which could take the most time--sponsorship of Explorer units. Each Scout unit must be sponsored by some viable organization in the community--such as churches, civic associations, etc. As examples, an ORTUAG could sponsor a Sea Explorer Ship, an ORTUPS could form an Explorer post specializing in port security/safety or firefighting, or a VTUMMS could sponsor a post specializing in marine engineering.

Today, there are approximately 220,000 Explorers. By 1976 it is hoped to raise this figure to one million. Exploring is only a small part of the whole program involving 2.4 million boys.

Reservists interested in helping the Scouting program in any way should contact their local Boy Scout Council, National Boy Scout Headquarters, New Brunswick, NJ, or Commandant (R-1) for additional information.

  
J. W. MOREAU

## The Honorable Gordon Canfield



### father of the Coast Guard Reserve

Funeral services were held last month for the Honorable Gordon Canfield, often called "Father of the Coast Guard Reserve", and after whom the Gordon Canfield Trophy was named. The Honorable Mr. Canfield is shown here accepting the Coast Guard's Distinguished Public Service Award during ceremonies held in Washington this past March. The former New Jersey Congressman was honored for his many contributions to the Coast Guard Reserve.

Funeral services were held on 23 June 1972 for the Honorable Gordon Canfield.

Congressman Canfield introduced legislation in 1947 calling for revitalization of the Coast Guard Reserve. It was this action which earned him the title, "Father of the Coast Guard Reserve".

In recognition of the many contributions made by Congressman Canfield to the Coast Guard and the Coast Guard Reserve, the Reserve Officers Association established the Gordon Canfield Trophy in 1962. The award was presented annually to the Coast Guard Reserve Unit which the ROA judged to be most outstanding for the year.

Long after his political career ended, Mr. Canfield maintained an interest in and supported the Coast Guard Reserve. Because of this, the Commandant recently presented him with a Distinguished Service Citation at a ceremony hosted by the ROA in Washington.

## CIOR tryouts

# Reserve officers prepare for battle

Nine Coast Guard Reserve officers are at Ft. George G. Meade, Md., competing with Reserve officers from the other four services for a berth on the U. S. team in the 25th Annual Congress of the Interallied Confederation of Reserve officers competition in August.

The CIOR competition, a type of military mini-olympics for Reserve officers from 12 of the NATO countries, will be held in the United States for the first time, at Ft. Meade, 7-13 August.

The competition is being held in the U.S. as part of the Reserve Officer's Association 50th Anniversary activities. The ROA is the American affiliate of CIOR.

The team trials are testing the officers' military skills: in orienteering, which employs ability in map-reading, combined with physical conditioning and stamina; the challenge of land and water obstacles along a special course; and their proficiency with fire-arms and the other aspects of the military arts.

The Coast Guard officers are competing with 50 other officers from the other Reserve Branches for a team berth. Only 21 officers will be selected for the American contingent.



## first rate second class

Miss Christine Dervin, of Tazana, Calif., is sworn into the Coast Guard Reserve by Captain H.A. Pearce Jr., Chief of Staff for CGD 11, during ceremonies at District Headquarters in Long Beach. Miss Dervin is entering the Reserve SPAR program as a Petty Officer Second Class. After two weeks of basic training at RTC Yorktown she will return to join a Pasadena Reserve unit. The 26-year-old SPAR is a secretary in civilian life.

Those selected to represent the Coast Guard are inactive duty officers CDR Bill C. VENDL, 40, ORPSU Forest Park, Ill., an associate professor of physical education at the University of Chicago; and LCDR Leonard P. BROOKS 37, CO, ORTUAG Portland, Or., a junior high school physical education instructor.

Active duty reservists selected include LTJG Lewis W. COMBS, 24, DWO aboard the USCGC DILIGENCE, out of Key West, Fla., being transferred to CGD 7; LTJG Stephen R. SMITH, 24, physical education director at USCG TRACEN, Cape May; and ENS Timothy W. CANBY, 23, DWO aboard the USCGC CONFIDENCE, Kodiak, Ak.

Also, ENS William G. FURLONG, 24, systems analyst in the Seaman Documentation and Records Branch of MVP, Headquarters; and ENS Lawrence E. JAMIESON, 23, DWO aboard the USCGC STORIS, out of Kodiak.

Plus ENS Anthony K. KRANITZ, 23, with Chief, Services Staff in Boating Safety at Headquarters; and ENS Andrew J. MCDONOUGH, 23, Cargo Security Officer at Group/Base San Francisco.

## CGR, Regulars win In competition

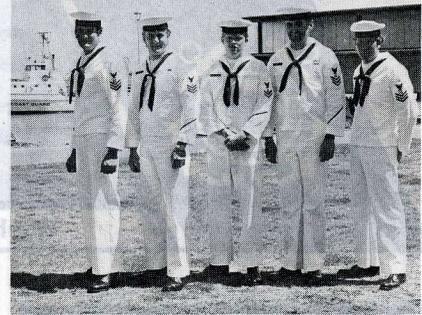
The Coast Guard Reserve, accompanied by the Regulars, swept two first place trophies in the largest Armed Forces Day Parade in the nation.

ORTUPS 11-82727 tied for the "Best Reserve Forces Trophy" in the annual Torrance, Ca., Armed Forces Day Parade.

The Pomona unit tied with the 3rd Air-naval Gunfire Liason Co., Marine Corps Reserve, Long Beach, for the Secretary of Defense Gold Trophy, sponsored by Airesearch Manufacturing Division, The Garrett Corp.

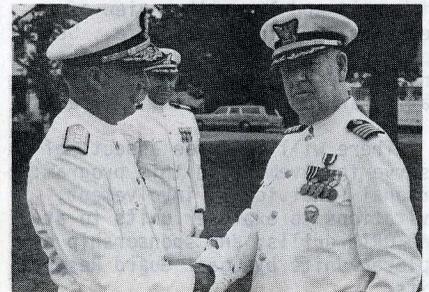
The Coast Guard Drill Team, Alameda, was awarded the Best Military Drill Team, Association of the Army Trophy, sponsored by the Greater Los Angeles Chapter of the Association.

The Coast Guardsmen won the trophies before a crowd of 75,000, with Marine Corps Commandant, Gen. Robert E. Cushman Jr., grand marshal for the 13th annual event, watching as the small sea-going service captured the victories.



## New Insignia --old rate

These men were among the more than 40 enlisted men who recently received the new Coxswain Insignia during ceremonies at CG Base San Francisco. Waiting to receive the device, which was awarded in California for the first time, are (left to right): BM1's Francis A. Vilicich and Richard L. Merrill; BM2 James F. Meskauskas; and BM1's Arthur W. Curtis and Edward A. Vilicich. The device signifies complete proficiency in the operation of 30 and 40-foot patrol boats and 44-foot motor lifeboats. It is earned through an extensive small boat training program.



Rear Admiral J.W. Moreau, Chief, Office of Reserve, congratulates Captain George I. Garner, who was awarded the Meritorious Service Medal during retirement ceremonies for the Captain at RTC Yorktown. Capt. Garner served as Deputy Chief, Office of Reserve, until his retirement.

## CAPT. GARNER Retires, gets Service medal

Captain George I. GARNER, who served as Deputy Chief, Office of Reserve in Headquarters from July 1967 until his retirement, was awarded the Meritorious Service Medal during retirement ceremonies at RTC Yorktown, 31 May.

See CAPTAIN GARNER...page 3, col. 3

## Boating public bent On self-annihilation?

statistics show  
unusual trend

One of the primary reasons behind the Coast Guard Reserve's pilot program into the field of boating safety has been the continued increase in boating accidents and fatalities.

Recent statistics compiled by the Coast Guard on boating casualties and accidents point to an unusual and alarming trend that corresponds to the sharp increase in the popularity of boating.

According to these statistics, as the population of the boating public increases, so does the number of fatalities. Ironically, as the number of fatalities goes up, the number of accidents goes down.

These statistics show that in 1971 there were 1582 persons killed in boating accidents. In 1967, fewer deaths were recorded, with 1312 fatalities.

Yet, while the number of fatalities has increased, the number of accidents has decreased. In the peak accident year, 1967, there were 4113 accidents, resulting in 1312 deaths. In 1970, there were the least number of accidents for the five-year reporting period, 3803, but 1418 persons died.

Last year, there were 204 fewer accidents than in 1967, but 270 more persons died.

Which, looking at this another way, means that the boating public is doing a better job--on themselves.

For Example:

One summer evening in 1970, a man was ticketed for allowing his son to operate their 14-foot motorboat at

## ORTUPS praised By National Guard

A San Luis Obispo, CA, reserve unit, ORTUPS 12-82825, recently responded to a light airplane accident which killed two National Guard officers at Camp San Luis Obispo.

Both the commanding officer of CSLO and the Commander of CDG 12 noted that the reserve unit's work was "Well Done", and praised the men for their "ability to respond in an emergency and for their high sense of duty".

See ORTUPS PRAISED...page 4, col. 2

night without running lights displayed. The father, as a result of the citation, immediately bought the required lights.

A year later, the father died in an accident while operating his STILL lightless boat. He had purchased the lights, but had not installed them. He was killed when his boat was involved in a night collision with another craft that did not see him.

On the day of the man's funeral, the lights were found in his summer cottage.

It is hoped that through the use of reservists in Boating Safety Detachments and public education courses, accidents such as this can be averted or reduced.

## Retired Reserve Pay

\$\$\$\$\$ more to think about \$\$\$\$\$

Retired Reserve pay is computed on the monthly basic pay rates in effect at the time retired pay is granted, on or after the time a member of the Reserve reaches age 60.

Section 1401 of Title 10, U.S. Code, provides that retired pay, granted under section 1331 of the same law, is computed as a percentage of the monthly basic pay rates in effect at the time retired pay is granted.

If a Reserve member transfers to the Retired Reserve without pay before age 60, he will receive that pay rate which will be in effect at the time his retired pay begins.

With this in mind, a reservist can transfer to the Retired Reserve without pay before age 60, and when he is eligible for his pay, he will receive a higher pay rate which probably will be in effect at the time retired pay is granted.

Also, the Comptroller General (45 C.G. 49.52) has ruled that a retired Reservist may elect to have retired pay begin at any time after the date on which all necessary requirements have been met.

Thus, if a retired reservist reaches age 60 just prior to a pay raise, he can delay receipt of retired pay to take advantage of that raise. However, there is some risk.

CAPTAIN GARNER RETIRES

...from page 2

The Captain, who served 30 years of combined active and inactive Reserve duty, had been on active duty since 1950. He entered the Coast Guard with a commission as an ensign during World War II.

Captain GARNER was awarded the coveted service medal for exceptionally meritorious achievement and superior performance of duty while serving as Deputy Chief of the Office of Reserve.

"Displaying exceptional administrative ability and professional competence," the citation reads, "Captain GARNER effectively coordinated the activities of the Office of Reserve and provided invaluable counsel during a period of unusual administrative complexity."

If an eligible reservist should die before submitting a retirement request, or prior to the date he requests retired pay to begin, even though he has met the requirements, his wife will not be eligible for any of the privileges normally available to widows of retired personnel.

Also, none of the pay that would have started had the request been submitted as soon as eligibility was met, will be paid to the beneficiaries.



Reserve personnel of ORTUAG(S) 03-83226, Rockaway CG Station, N. Y., joined Regular Coast Guardsmen of Rockaway Coast Guard Station in paying tribute to deceased Coast Guard personnel this past Memorial Day. Preparing to drop a memorial anchor wreath, presented earlier in ceremonies by the Plum Beach Civic Association, are SN Robert Barge, of Rockaway Coast Guard Station, and reservist DT2 Douglas Hackett.

# COAST GUARD

★★★ NEWS ★★★

## Towing accident inquiry

The Commandant has ordered a special investigating board to inquire into towing vessel operations on western rivers.

The action of Admiral Chester R. Bender was prompted by what he said was the recent increase in the number of accidents involving tows in collisions with bridges and navigational dams.

The board, which will operate out of Second District headquarters in St. Louis, will be headed by Rear Admiral Owen W. Siler, Commander of the Second District.

The Commandant's action was prompted by recent incidents such as the 19 April accident in Cannelton, Ind., when a tow boat and three barges plummeted over a dam, killing one crewman, injuring three and causing fires aboard the gasoline-laden barges; and the McAlpine Dam incident near Louisville involving a chlorine barge grounding on the dam.

Eight major towing accidents have occurred on the Ohio River in the past two months, including four at McAlpine Dam.

## Center opens in Groton

The Coast Guard has announced the establishment of an interim Research and Development Center in Groton, Conn., to eventually replace the Field Testing and De-

velopment Center in Curtis Bay, Md.

The Maryland facility will be closed after the Groton Center is in full operation, scheduled for early June. The buildings will be used by other units at the Coast Guard Yard.

Initially, the new center will employ 45 people, and will be expanded over the next several years to accommodate nearly 200 as the Coast Guard's role in research and development also expands.

The Groton Center will study such fields as ice breaking and oil pollution control.

## ORTUPS PRAISED

...from page 3

Following is his letter:

*"On Sunday 9 April 1972 Camp San Luis Obispo was the scene of a light airplane accident which took the lives of two National Guard officers. This tragedy could have been more of a disaster without the assistance of the men in your unit.*

*"With the assistance of your men, our two man fire team was able to very quickly put out the grass fire caused by the airplane crash. With the direction of the Fire Chief, your men laid water lines which supplied the pump truck with the water needed to put it in a ready posture for any problem that might occur. Your men were able to take operation of the pump truck, which gave the Fire Chief the opportunity to assess the overall situation and take control.*

*"The quick response of your men in providing aid to our fire department clearly demonstrates the fine training and sense of responsibility that symbolizes the US Coast Guard.*

*"As the Commander with the responsibility for rescue planning at CSLO, I feel that because of the response of your unit and the Fire Department, if there had been any chance for survival, these men would have been saved.*

*"I would be pleased if you would relay to your men and officers my sincere appreciation for their ability to respond in an emergency and for their high sense of duty."*

## The Coast Guard RESERVIST

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ADMIRAL C. R. BENDER  
Commandant, U.S. Coast Guard

RADM J. W. MOREAU  
Chief, Office of Reserve

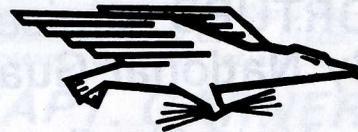
LTJG R. C. BROWN  
CWO H. M. KERN  
Editors

All photographs are official Coast Guard material unless otherwise designated.

Members of the Coast Guard Reserve are invited to submit articles of interest to the Editor of RESERVIST for possible publication.

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