

The Reservist

July-August 1982

U.S. Department
of Transportation

United States
Coast Guard



CGRU Station Washington personnel who assisted in the recovery/salvage operations following the Air Florida Flight 90 disaster in January, have received the Coast Guard Unit Commendation Award with Operational Device. In addition, LT James Begis, unit CO, received the Achievement Medal with "O" Device for his leadership and initiative in the critical hours after the crash. (See the March-April issue of the Reservist.) In a Letter of Appreciation to LT Begis, RADM James H. Lipscomb III, then Senior Reserve Officer, LANTAREA, said: "It is a thrilling experience to listen to the account of your unit's response to the call for assistance in this dire emergency. You especially responded with alacrity and made all the proper and imaginative moves to mobilize your unit in support of recovery operations in the ice bound Potomac River. Resourcefully, you took to the radio to get the message to the personnel of your unit that they were needed immediately for the carrying out of a vital Coast Guard mission. Although there were difficulties in getting your 30-footer underway because of the sub-zero temperatures, undaunted you inspired your boat crew to make the extra effort required to get the engine started and proceed through the encumbrances of ice, snow, and cold to reach the scene of the disaster and render all manner of effective assistance."

PS1 William J. Reisa of CGRU MSD Cove Point in Solomons, Md., was the recipient of not one, not two, but three awards in a ceremony at his unit on 23 May 1982.

Petty Officer Reisa volunteered for duty following the crash of Air Florida Flight 90 in Washington, D.C., on 13 January 1982. During the recovery operation, Petty Officer Reisa coordinated radio communications among Coast Guard personnel and various other federal, state and local agencies responding to the disaster.

For his efforts he received the Coast Guard Humanitarian Service Medal. He was also authorized to wear the Coast Guard Unit Commendation Award, having served with CGRU Station Washington which was recognized for its actions during the emergency.

During the same ceremony, Petty Officer Reisa also received the Reserve Meritorious Service Ribbon.

By LCDR J.S. Spencer, USCGR

Letters of Appreciation have been filed for CGRU Station Boston reservists who responded to the crash of a plane in icy Boston Harbor earlier this year.

Receiving the honor, originated by BMCS J. D. Ramus, CG Station Boston OIC, were: BM1 Garry M. Mayers, who coxswained the 41304; BM2 David R. Covell, crew; BM3 Mark R. Dupont, crew; MK1 Peter Dunn, engineer; and MK3 Keith W. Goodwin, crew.

LTJG J. W. Jadul, RU Station Boston Commander, sent a similar Letter of Appreciation to BM1 John F. Robinson, a qualified staff duty officer who assisted the regular SDO watch in coordinating rescue efforts with the on-scene commander and SAR controller.

The reservists responded to the emergency solely on the basis of news reports as the drama unfolded on a wintry New England day. The crash occurred late on the afternoon of 23 January. The reservists relieved the active duty personnel shortly after midnight and were on-scene for the next ten hours.

From the First District *Reserve Reporter*

The ninth annual reunion for all crewmembers who served aboard USS Spencer will be held 17-19 September 1982 at the Edgewater Inn, Pier 67, Seattle, Wash. For more information, contact: Charles Ahrenius
19010 NE 162nd Place
Woodinville, WA 98072
(206) 788-3304.

On the cover - Texas A&M University is famous for a number of reasons, but one lesser known one is that it has one of the best firefighting schools in the nation. Photo by FI1 Don Goins, USCGR.

There will be a reunion of all officers and men who served aboard USCGC Nettle (WAK 169). For details, contact Harry Gard at 1-800-334-4771 (N.C. residents: 919-482-2193).

THE COAST GUARD RESERVIST is published bi-monthly by the Commandant of the United States Coast Guard.

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This material is printed as information only and is not authority for action.

Members of the Coast Guard Reserve are invited to submit articles, photographs and artwork to the editor for possible publication. By-lines will be given.

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CG-288

Admiral's corner



I am pleased to be aboard and look forward to this assignment with great enthusiasm. While this is my first Reserve assignment, I have had the pleasure to work with many outstanding reservists in my 29-year career. I welcome the opportunity to work with a number of you again, as well as meet new faces and friends in the months ahead.

My predecessors, particularly RADM Sidney Vaughn, have left me an organization we can be proud of. That is not to say they haven't had to struggle at times. The Reserve program has faced trying times in the past and all indications are that we still have challenges ahead. Trying to man and train a Selected Reserve strength of 12,000 on a budget sufficient for 10,700 is a difficult task. Obviously, we do need innovation to meet the problems of the present.

I am counting on each of you to carry on the work of improving the Coast Guard Reserve program. The work you do, the training you apply to everyday Coast Guard missions and mobilization readiness, the ideas you suggest for improvement, all are a vital part of the total program. We have a common goal. There is challenge enough for all of us.

RADM James C. Irwin
Chief, Office of Reserve

brief comments



"To Bud Sparks with best wishes, Ronald Reagan" -- When CAPT Bennett Sparks, National Vice President of the Reserve Officers Association (ROA) for Navy, Marine Corps and Coast Guard, attended the ROA Mid-Winter Conference early this year, he was able to talk about Coast Guard affairs to some very high-ranking people, including our Commander-in-Chief. CAPT Sparks and other ROA executives met with the President at the White House on 16 February 1982.

Your opinions count in developing courses

You may already belong to the select group of reservists who recently received and completed questionnaires for the Reserve Training Division (G-RT) at Headquarters. These questionnaires solicit comments from the field to aid G-RT in creating new ADT courses or revising established ones. You may have wondered whether the survey you did was a waste of time. Or you may have ignored the survey, because you were sure it was a waste of time. Perhaps you never received a survey at all and at this point are wondering why no one cares about your opinion!

For those of you who are on the verge of believing that your opinion doesn't matter, nothing could be further from the truth. In fact, you could be next! It's neither possible nor necessary to obtain input from every single drilling reservist whenever a course is developed or revised. But a random survey of a limited number of personnel in the field provides extremely valuable feedback during course development.

It has been found that mail surveys are a very effective way to obtain the needed input.

In the past, the response has been excellent. Of those people who have received surveys, the rate of return has been well above 60 per cent. But once returned, what's done with them? Was it a waste of your time? Definitely not, but the process of implementing your suggestions, while steady, can't be called quick. For example, a recent survey of petty officers and Reserve unit COs for an expected revision of Reserve Enlisted Basic Indoctrination (REBI) had over 200 responses. Once the suggestions were compiled and analyzed, it was discovered that their implementation would require policy changes in the present Direct Petty Officer program, towards which REBI is directed. Effecting such changes is usually a lengthy process, so results may not be apparent for some time.

REBI isn't the only course that can benefit from your input.

Rating courses recently covered by surveys include Port Security and Yeoman as discussed in the January-February issue of the Reservist. The results of the Yeoman survey have resulted in major changes, not only in formal resident training, but also in direction given to the units charged with providing meaningful IDT to Yeomen. (See "What do you do with a Reserve yeoman?", the Reservist, May-June 1982.) Presently in the works is a survey intended to answer some questions about the Direct Commission Officer program.

The purpose of telling you all this is to assure those of you who took the time to complete one of these surveys that your efforts were not in vain. Your interest in improving the quality of training for the Coast Guard Reserve is not being taken for granted. Hopefully, those of you who didn't respond this time, will, if you receive another survey.

Is your address insufficient?

When ordering a Coast Guard correspondence course, you must provide proper geographical address information on your enrollment card in order for the enrollment to be approved. Several cards have been returned by the CG Institute for this reason. If you have a "Post Office Box" number or a postal "Route," you must also provide enough geographically descriptive data to enable a UPS driver to locate you. Courses are now being delivered by UPS, which does not use postal boxes or postal routes.

You may list your place of employment or the telephone number where you can be reached during the working day. Do not use your Reserve unit address!

To prevent delay of delivery of your course, follow the instructions above and the examples below.

Insufficient address:

BM3 Al B. THERE
Route 3, Box 21A
Waterlow, Ohio 44XXX

Acceptable addresses:

BM3 Al B. THERE
Route 3, Box 21A
Tele: (123) 456-7890*
Waterlow, Ohio 44XXX

* UPS will call you for directions.

or

BM3 Al B. THERE
Route 3, Box 21A
23 Old Guard Road
Waterlow, Ohio 44XXX

RM Advanced course canned

The RM Advanced course which was being taught at Petaluma has been cancelled. This course will not be offered again until training needs are identified.



Father and son are double good -- PS3 Richard Rufo gives his father, RM1 Michael Rufo, a helping hand during underway drills at RESGRU Cape May, N.J. Richard is a recent addition to the Coast Guard. The senior Rufo says he feels his son reflects a new pride in the uniform and service to one's country that is springing up with a new generation. Photo by LCDR Tom Carroll, USCGR.

Smiles all around



Twin daughters Marchelle and Rochelle Sablan were present to see their daddy, YN2 Alejo Sablan, receive the Coast Guard Achievement Medal from CAPT James R. Costello, Commander, Marianas Section. Not present to witness the ceremony was the girls' mother, Rose, who was in the hospital delivering a baby brother. Petty Officer Sablan was cited for demonstrating outstanding initiative and contributing countless hours of his personal time in recruiting members and improving his unit's recruiting program. In civilian life, YN2 Sablan is the Assistant Principal at Agueda Junior High School. Story and photo by PA1 Phill Mendel, USCGR.

Newest most-senior meets newest least-senior

ADM James S. Gracey, then Commander, LANTAREA, took time out to enlist Melissa Hersh at a recent Third District Group Commanders Conference. Witnessing SR Hersh's enlistment into the Coast Guard's RK program was her proud father, CAPT Alvin D. Hersh, Commanding Officer, Reserve Unit (di), and, in the background, CAPT Manuel Tubella, Chief, Third District Reserve Division. Story by LCDR Henry Plimack, USCGR. Photo by PA3 Hesse, USCG.



Reserve Components National Security Course: an exercise in decisionmaking

reprinted from *Campus* magazine
by Olive Hearn, *Campus* staff

They sang it lustily. "Oh say does that Star Spangled Banner yet wave? O'er the land of the free and the home of the brave!"

Over 200 Reserve military officers were in Pensacola for an update on world affairs. They shared a common past.

"Each of you has stood up in the past, in time of peril, to preserve the values and traditions we hold dear," Captain Dewey Dyer, Chief of Naval Education and Training's (CNET) Reserve Affairs and Readiness Training Officer, said. Dyer welcomed the participants to a two-week security seminar presented by the faculty of the National Defense University and hosted by CNET. "By participation in the Reserve components," Dyer told the assembled Coast Guard, Navy, Marine, Army, and Air Force officers, "you make a statement as to the extent and

willingness of the American citizenry to stand up for freedom."

After hearing a global intelligence assessment, the Reserve Components National Security Course (RCNSC) students delved into national security policy and U. S. military strategy. Their first week included presentations on Europe, the Soviet Union, the Middle East, Asia, Africa and Latin America. Films, workshops, case studies and simulation reinforced the subject material. Workshop discussions centered on national issues. Conferees also engaged in a politico-military simulation exercise on decision-making at the national level in a crisis situation.

During the second week, the management of resources and mobilization management were explored. Industrial resources, economic issues, weapons systems and defense manpower management

and the total force policy followed.

Required readings were provided to the students prior to attending the courses, and examinations were administered for course credit.

National Defense University is a joint senior level educational institution under the direction of the Joint Chiefs of Staff. It was formed in 1976 from an affiliation of two senior service colleges -- the Industrial College of the Armed Forces and the National War College. The two colleges are co-located at Fort Leslie J. McNair, Washington, D. C. The Armed Forces Staff College at Norfolk, Va., has since been added to the University.

The two-week course presented to the senior Reserve officers is a synthesis of two courses, with the emphasis on allocation and management of resources and

planning and implementing national strategy. Course Administrator, Captain Alfred A. Rapuhn, Jr., USNR, said it is conducted three times a year at various locations around the country.

The Pensacola session ended with a graduation ceremony in which representative certificates were presented to the senior member of each service: Brigadier General George Dow, Air National Guard; Colonel Haines Spinks, Army Reserve; Captain Harold

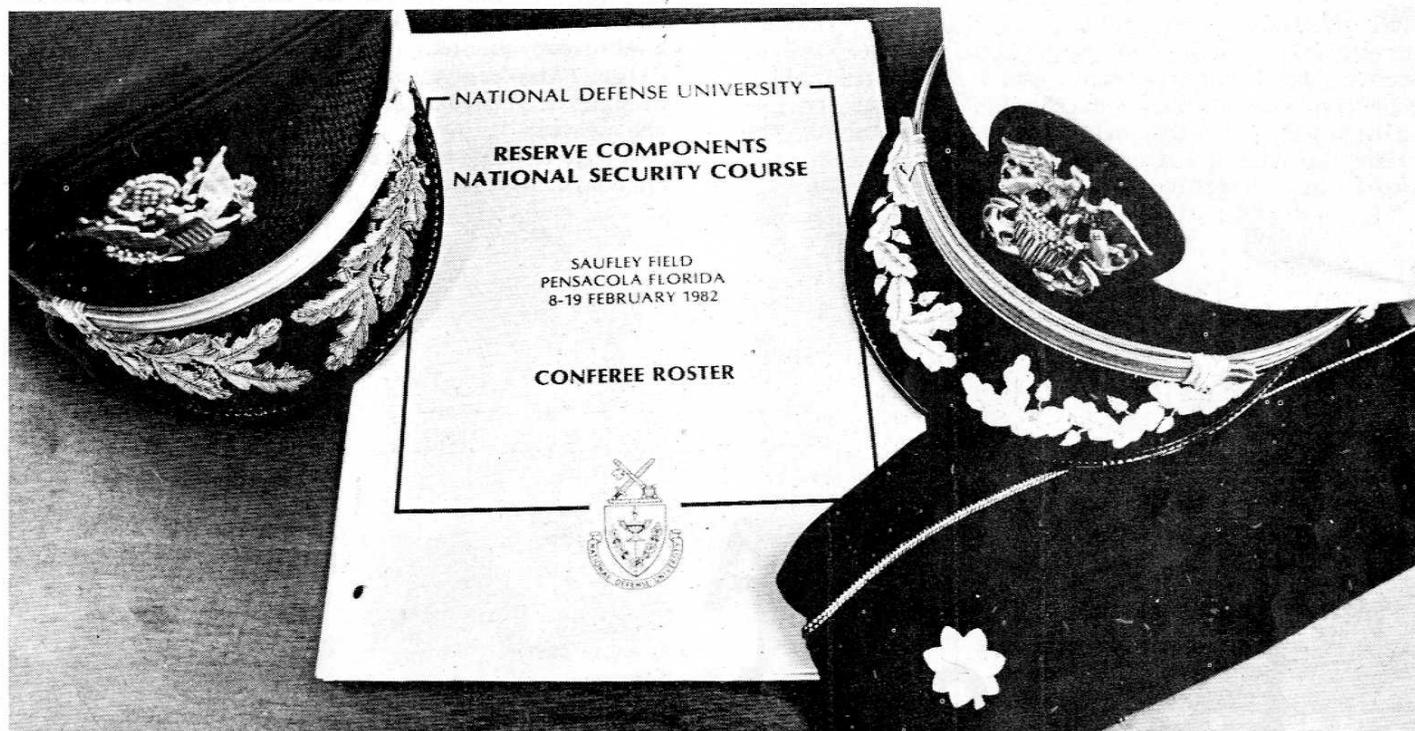
Benson, Naval Reserve; Colonel William Spruill, Air Force Reserve; Colonel Harlan Brooms, Marine Corps Reserve; and Commander William Borman, Coast Guard Reserve.

Students ended their two-week active duty much as they began, with the presentation of colors and singing the National Anthem. With the retirement of the colors they departed to their civilian pursuits, but, as one participant observed, "with a greater feeling

of being a part of something that means a great deal to all of us!"

Officers interested in attending RCNSC class should apply according to published directives.

Staff support is also required for each course. Current need is for a YN or SK (E-6 to E-8) with at least a Secret clearance. Interested personnel should submit a CG-3453 via the chain of command to Commandant (G-RT-1).



Rx for direct petty officers about courses

The Reserve Administrative Manual (COMDTINST M1001.26) provides the initial training requirements for members recruited as Direct Petty Officers (RXs) in the Coast Guard Reserve. Although these requirements are now under revision, currently RXs must fulfill the following requirements:

Within one year of enlistment, you must attend the two-week Re-

serve Enlisted Basic Indoctrination (REBI) course. At this time there is no requirement for you to complete the MRN3 correspondence course in addition to attending REBI.

Within two years of enlistment, you must satisfactorily complete the appropriate two-week AT rating-related course or the appropriate E-4 rating correspondence course (including passing

the end-of-course test). You are not required to participate in both the AT rating-related course and the E-4 rating correspondence course.

These are the minimum initial training requirements for Direct Petty Officers. They are not intended to prevent you from seeking additional training on a voluntary basis.

The 41413 sat silently tied at its dock, patiently awaiting its next case. The peaceful atmosphere was broken by the loud "wooo-wood" of the "crash alarm." That imposing emergency signal was followed by the announcement, "Aircraft going down off New Haven Harbor. Boat crews, man your stations." With those few words, the U. S. Coast Guard Station at New Haven, Conn., came alive with activity.

The Reserve boat crew was on duty on this Saturday morning and sprang into action. Coxswain BM1 Nicholas Piscitelli and his well-trained crew, like gears that mesh flawlessly, prepared to get the boat underway. MK3 Gorneault pulled out the shore tie as Piscitelli started the engines. QM1 Green and Gorneault released the lines on signal and got on board. In one minute, 41413 was on its way.

At full throttle the boat headed out toward Long Island Sound. The flurry of activity that had begun on shore continued on board. The crew, in anticipation of the mission to come, readied itself for the expected disaster. Life vests were donned. Green and MK3 Brodeur broke out the Stokes litter, blankets, and the EMT kit while Piscitelli established communications with the base to obtain the details of the operation.

The 41413 was making good time as it made its way out of the harbor at 25 knots. About one minute behind it was the 41309 with the regular boat crew aboard. Visibility was about 8-10 miles. The boats cut through the water, trailing elegant white wakes, the first quickly sliced by the second.

A single engine private plane with two people on board was crossing Long Island Sound to Con-

A boat crew responds

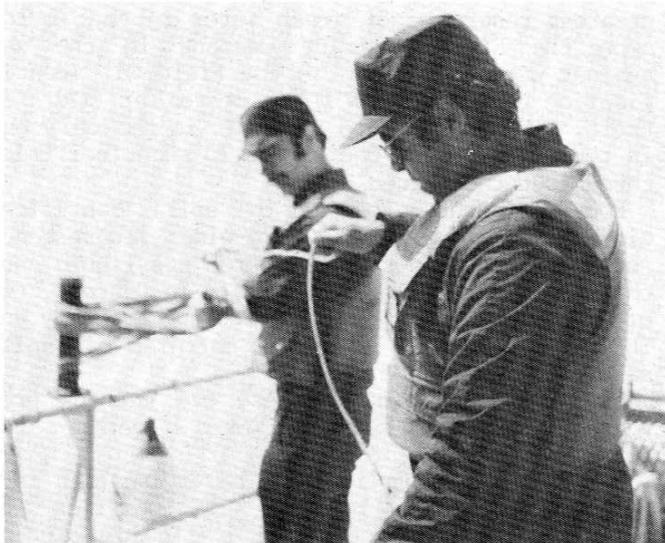
story and photos
by ET1 William Stone, USCGR



necticut when its fuel line broke. Tweed-New Haven airport bordered the Sound and was radioed that the plane was nine miles south of that location and the pilot thought he might have to ditch. Two minutes later, the plane was still four miles away. At the airport, the runway was being foamed in anticipation of the plane making the distance. If it did, the plane would be flying in on fumes.

As the crew gathered around the radio for further information, word came that the plane had landed safely at the airport. That message was followed by "Coast Guard 41413, this is Group Long Island Sound. Return station at this time."¹¹

As the boat came about, the crew knew that the events of today would provide valuable experience for the future. When that next situation arrived, they would be prepared.

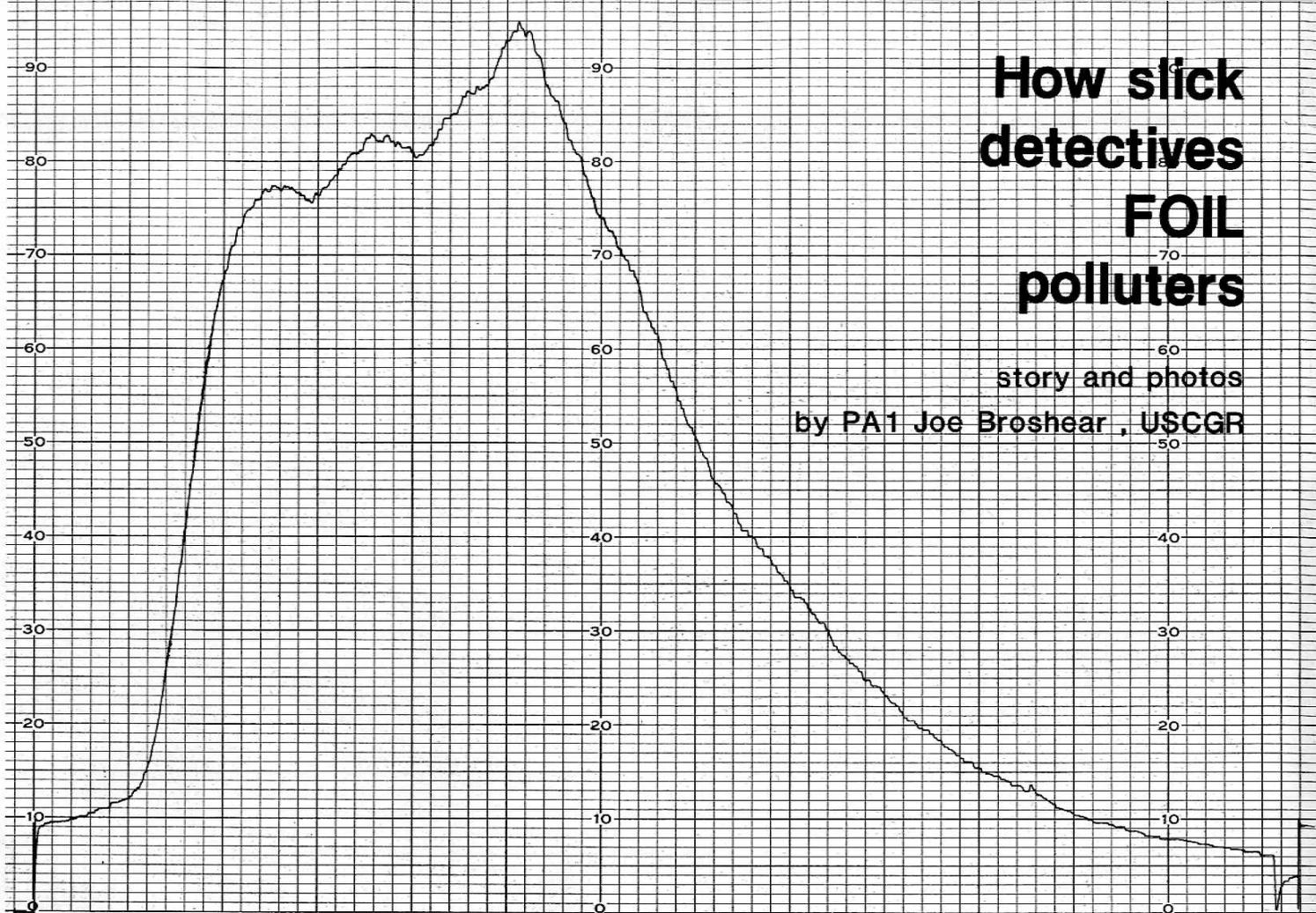


Opposite page -- BM1 Nicholas Piscitelli, USCGR, verifies information as the 41413 heads out. **Above** -- the 41309 charges into the wake of the Reserve crew vessel, just a minute behind. **Left** -- BM1 Piscitelli (right) and MK3 William Brodeur prepare lines for possible use.

How slick detectives FOIL polluters

story and photos

by PA1 Joe Broshear, USCGR



Sherlock Holmes and his Baker Street Irregulars are alive and well and working for the Coast Guard in Detroit.

At first glance, you might not recognize the famed detective in his new guise of pollution investigator. Upon closer inspection, however, you will soon learn he has lost none of his powers of inductive and deductive reasoning over the years. In fact, all of the Baker Street expatriates are as modern as today, employing, for example, a new technique of oil spill "fingerprinting" which produces virtually certain identification between an oil spill sample and its source.

Perhaps you are wondering why the Coast Guard employs pollution investigators and analysts. That America's oldest continuing maritime service holds such a mandate stems from a series of Acts culminating in the Federal Water Pollution Control Act, as amended in 1972, when -- and we cite the actual wording -- "The Congress has declared that it is the policy of the United States that there should be no discharge of oil or hazardous substances in harmful quantities into or upon the navigable waters of the United States or adjoining shorelines."

As far back as the Refuse Act of 1899, the Coast Guard has been involved in an effort to preserve the quality of America's waterways, and consequently was selected as the appropriate agency to play a leading role in water pollution enforcement.

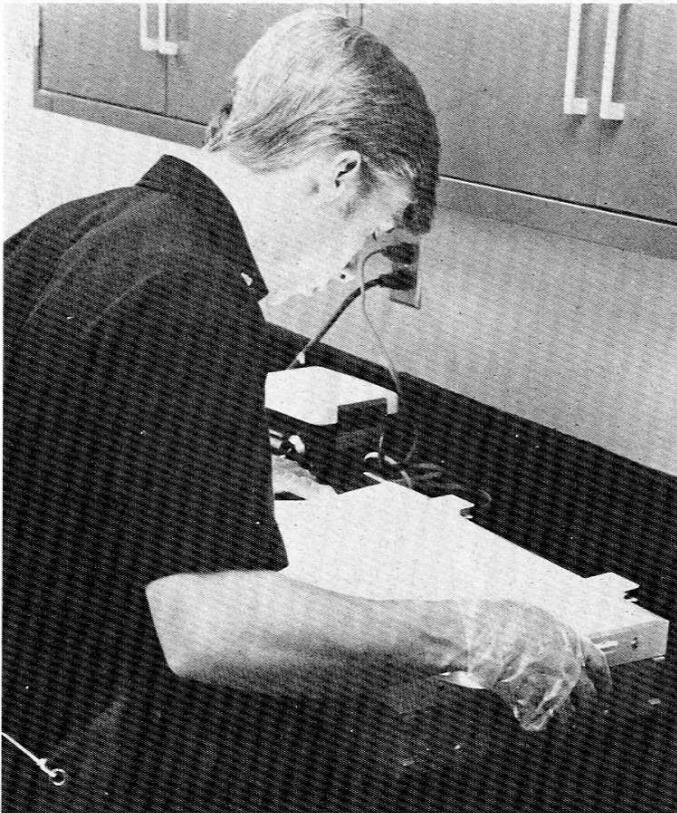
Nowhere is there greater concern for the purity and quality of our waterways than in the Coast Guard's Ninth District, which encompasses the greatest reservoir of fresh water in the world. Among the Ninth District weapons in the war against water pollution is the Field Oil Identification Laboratory (FOIL), located at CGRU Detroit. The lab, opened in 1981, is the only one in the district and one of but 13 such facilities throughout the United States.

Four different methods of oil spill identification are employed Coast Guard-wide: fluorescence and infra-red spectroscopy and gas-liquid and thin-layer chromatography (TLC). In Detroit, two of these processes, fluorescence spectroscopy and TLC are used in the effort to match an oil spill sample to its source.

Used alone, either of these two methods provides close identification; used together, the linkage is nigh on infallible.

How is this accomplished? The explanation is a bit technical, but briefly, TLC utilizes the principle that components of a liquid solution can be separated by passing the solution over a solid plate substrate. This may be illustrated by pouring salad dressing on a saucer. Just as the oil, spices, vinegar and other ingredients separate at different speeds, so also do oil's components move apart.

With TLC, such separation forms a pattern which under light becomes visible as a fluorescent



Above -- MST3 Mike Colean, USCG, uses a lightbox to compare charts made from the spectrofluometer in order to match a spill sample with a suspect sample. **Right** -- preparing a sample for thin-layer chromatography/centrifuge. **Below right** -- MST3 Colean fills a quartz cuvette with an oil sample, which will then be placed in the spectrofluometer.



banded column, somewhat similar to the product identification markings found on supermarket items.

The effectiveness of the second analytical process, fluorescence spectroscopy, is due to the fact that petroleum oils contain many fluorescent components. Because these components are complex organic mixtures, the intensity and spectral distribution of the fluorescence will vary according to the chemical composition of the oil. This can be measured as a function of wavelength.

So much for a very brief outline of the technical side. How do the Coast Guard's modern-day sleuths apply these techniques? Recently, a private citizen called the Detroit Marine Safety Office to report spillage of several hundred gallons of an apparent heavy-weight bunker oil near the Ambassador Bridge. MSO immediately dispatched a pollution patrol to the area where a pollution investigator, a reservist, collected a sample for analysis by the Detroit FOIL.

Subsequently, the spill sample was identified, matched to its source, and appropriate clean-up measures were started. Incidentally, costs of the clean-up were paid by the spiller, a circumstance which might not have prevailed in the past.

Today's Coast Guard technology enables an analyst to trace a sample to its origin regardless of the number of ships in the area, even if they were fueled from the same depot. In fact, ident-



ity of a suspect vessel may be determined even if it is powered by oil identical to that used by other vessels in the area.

There is an old adage in the petroleum industry which maintains "oil has no fingerprints." However, with the advent of new and sophisticated methodologies, supplied by the Coast Guard's own Research and Development Center, and implementation by its Holmesian analysts, any polluter will soon learn that oil does indeed leave a "fingerprint," sometimes a very expensive one.



Series above, from left -- Petty Officers R.W. Quinn, J.E. Knyff and R.P. Ecklord demonstrate just a few of the many skills needed in this kind of work. **Opposite page** -- PO3 A.W. Dolan wanted RADM Vaughn to have a Reserve Assist Team patch, so he gave his own patch to a pleased admiral as LCDR Stramandi looked on.

There's a RAT in New York!

story and photos by PS1 Matthew Peterson, USCGR

How should you measure the value of the Third District Reserve Assist Team? In dollars and cents? In positive attitudes? In professional workmanship provided to the Coast Guard? All these were evident when RADM Sidney B. Vaughn, the Chief, Office of Reserve, paid a visit to CGRU Fort Totten, N.Y., in late February.

Upon the admiral's arrival, LCDR C. L. Dirienzo, Commanding Officer of the Reserve unit, briefed all members of the visiting party on the status of the unit and the project being undertaken by the Reserve Assist Team (RAT). Following the briefing, the party walked a short distance to an old brick building which had once housed a machine shop.

There they were greeted by LCDR N. Stramandi, CO of the Reserve Assist Team. As they began their walkthrough, LCDR Stramandi explained that

the RAT was renovating the entire inner structure of the two story building.

What began as a rough sketch developed by the Third District Civil Engineering Branch to provide additional Reserve berthing and administrative spaces, wound up as a detailed set of blueprints drawn up by RAT members CW03 R. N. Pinto, Operations Officer, and CW03 G. R. Murphy, Team Leader.

The RAT designed and planned the total construction, coordinated all material purchases, utilized manpower in an effective manner, coordinated the project with Coast Guard active duty personnel and channeled Coast Guard funds into appropriate project areas.

LCDR Stramandi, his Executive Officer, LCDR R. F. Valderrama, CW03 Pinto and other key RAT personnel confer, analyze and then agree to the



projects taken on by the team. They work along with the Third District Civil Engineering Branch, which provides the RAT with projects to choose from. LCDR Stramandi and the RAT (formally known as Reserve Unit C, Group Governors Island) report to Commander, RESGRU Governors Island. The RAT serves all Third District units and must work closely with active duty Coast Guard units.

Renovating a building creates quite a workload, and LCDR Stramandi was quick to praise the enlisted members of the RAT for their efforts. All members take on more work and responsibility than their rates require, he noted, and their unselfish attitudes and dedication to the Coast Guard is the key to the RAT's success.

LCDR Stramandi was obviously proud that work on this project alone had saved the Coast Guard an estimated \$80,000 - 90,000. During the past four years, according to the unit CO, the RAT has saved taxpayers nearly \$600,000 in such self-help projects.

These considerable savings were made possible because RAT skills encompass a broad range of civilian and military building trades. The wide variety of building skills comprising the RAT enables the unit to take on many highly complex jobs. Through these specialized forces, the Coast Guard has at its disposal additional skilled engineering capabilities as well.

The work now going on in the berthing and administration spaces on the second deck of the

old machine shop is a prime example of the expertise provided by the team. Each room will be thermostatically controlled, thereby saving power, fuel and money. All exterior and interior walls have been insulated, along with the ceiling areas. The renovation taking place is from the ground floor up and includes insulating, plumbing and heating installation, electrical installation, studding and framing, caulking, paneling assembly and nailing.

The cooperative spirit of the RAT members was unmistakable during the admiral's visit. Twenty-six enlisted members worked together in a lively atmosphere filled with compliments among members as each provided his technical expertise to the project. One comment frequently heard was: "We always stress teamwork." Said one new member, "This job is commercial in nature and larger in scope than most residential ones -- and fun!"

Asked whether there was any aspect of the Fort Totten job that was particularly difficult, Petty Officer C. E. Brittain replied, "For the RAT, nothing is difficult or impossible."

Their hard work and dedication has earned the Third District Reserve Assist Team the honor of being awarded two Unit Citations. According to LCDR Stramandi, the unit's work in the Third District "represents another enjoyable challenge, and, more importantly, represents the worth of the Reserve Assist Team to the Coast Guard."

A love of the sea and sand in their shoes

by LTJG Kim Pickens
and the Emersons



Have you ever heard of: RECTRACEN Cape May, COTP Honolulu, COTP Governors Island, Group Norfolk, CG Yard Curtis Bay, Station Indian River Inlet, Station Little Creek, Station St. Inigoes, USCGC Cape Corwin, RTC Yorktown, Port Safety Station Concord, Base Alameda, Fifth Coast Guard District, Coast Guard Academy, USCGC Eagle, USCGC Ingham, Cape Henry Light, Cape Hatteras Light, Old Point Comfort Light, Light-house Service Vessel Vine, CG Yard Portsmouth, MSD Cove Point, MSO Baltimore, MSO Honolulu, RECTRACEN Little Creek, VIU Washington, D.C., Cape May Light, Lewes Light, or Point No Point Light?

All these places and more, some of which no longer exist, have been served by one or more of the Coast Guard's own Emerson family.

Their record of service to their country and the Coast Guard began in 1918, when Olin "Blackie" Emerson signed on with the U. S. Lighthouse Service. Blackie worked the Gulf of Mexico and up and down the East Coast, servicing lighthouses and aids to navigation. In 1939, the Lighthouse Service was merged with what we now know as the U. S. Coast Guard. Blackie stayed on, and when World War II broke out, rumor has it that Coast Guardsmen in the Fifth District were often told, "If your pay record is screwed up, go see Blackie. He'll fix it."

Blackie Emerson brought up his two children with a love of the sea and sand in their shoes. He retired with nearly 40 years of service in 1958, just over a year after his son Mike signed on with the Coast Guard Reserve.

Mike has seen duty on the East Coast, West Coast and Hawaii. His duties have ranged from SAR boat crewman to coxswain to coxswain instructor, from jobs in MOBDETs (remember those?) to port safety stations to recruiting stations to RCC posts. Along the way, he picked up a commission as a warrant officer. Currently, he



serves as a traveling lecturer on the World Wide Military Command and Control System, briefing district and area staff personnel on present and future use of the system. In between stops, he manages to make a home for his wife Judy and their seven children (at last count).

The Emerson family is now in its third generation of sea-going tradition. Number One Son Michael entered the Coast Guard Academy in 1980. Younger brother Jonathan Alan is wetting his feet in the Coast Guard Reserve "RK" program this summer.

Not to be left out, the three oldest Emerson girls have all expressed interest in Coast Guard careers. Janet, Suzie and Darlene are all athletes and honor students -- Academy, look out! The two youngest Emerson girls, Lynda and Karen, feel that finishing grade school comes first.

The Coast Guard has been served proudly by three generations of this special family for over 64 years, with the promise of many years yet to come. Theirs is truly a "Coast Guard family."

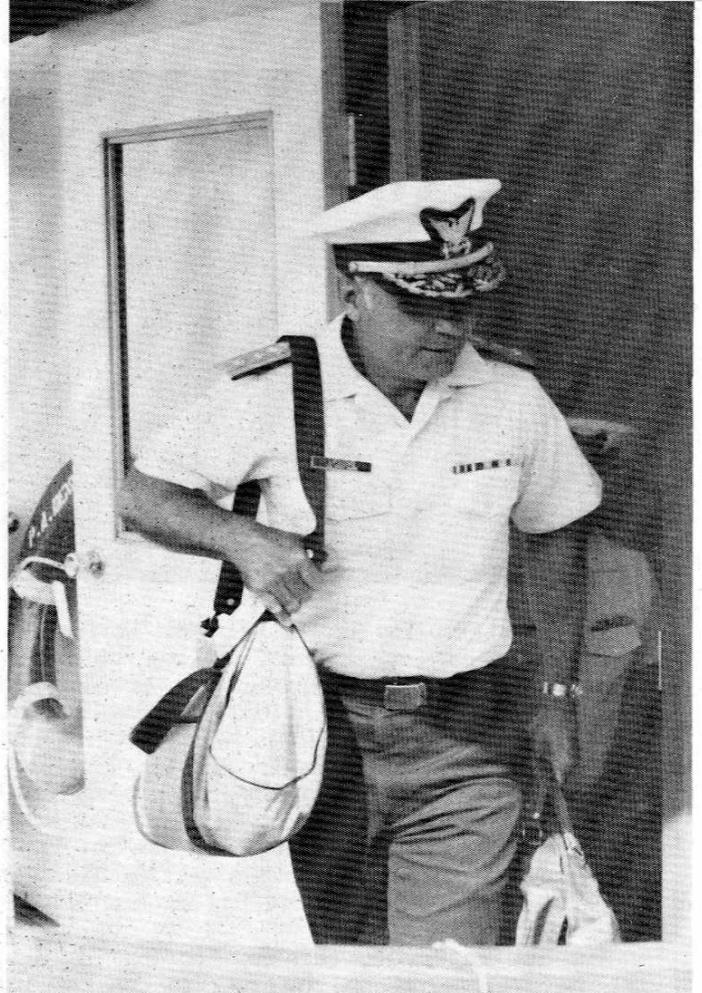
Opposite page -- Blackie Emerson's favorite lighthouse was Cape Henry on the Chesapeake Bay. **Above** -- PSCS Mike Emerson does a hazardous cargo inspection (circa 1975) while in Honolulu, Hawaii. **Right** -- daughter Suzie a few years back at Sand Island, Hawaii. All of the older Emerson children are pursuing Coast Guard careers.



When you're a Reserve rear admiral you get to....



...ride in parades given in your honor...



...visit lots of ships...



...meet interesting people...



...crown pretty women (gently, of course)...

When RADM James Lipscomb III, USCGR, came to South Charleston, W. Va., to be Grand Marshall of the Armed Forces Day Parade there, he found enough activities to bear witness to his indefatigable energy.

Even getting there was an adventure. Accompanied by CAPT J. T. Bronaugh, Chief, Reserve Division Second District, CDR F. J. Grady, Commanding Officer, MSO Huntington, W. Va., and CDR Dennis Luper, Commanding Officer, CGRU Charleston, W. Va., the Reserve admiral traversed 100 miles of the Kanawha River on the Motor Vessel Robert M. Kopper as part of his introduction to the Second District. Their overnight stay included locking through several dam sites along the Kanawha and Ohio rivers.

Friday's activities included a live radio interview and an evening reception hosted by the South Charleston Women's Club, where he crowned Christine Santiago, representative of the West Virginia Army National Guard, as Miss Armed Forces Day Queen.

Following the parade on Saturday, the senior Reserve officer had the opportunity for an unscheduled visit with U. S. Senator Robert Byrd (D - W. Va.), which included a discussion on the Coast Guard Reserve program. Then it was off to CGRU Charleston for an inspection, informal meetings with unit personnel and a change of command ceremony.

Now that RADM Lipscomb has shifted to Senior Reserve Officer, PACAREA, reservists on the West Coast will have a chance to see this dynamic man in action. One thing is certain: this admiral has the personality and perseverance to make weekends like this something special.

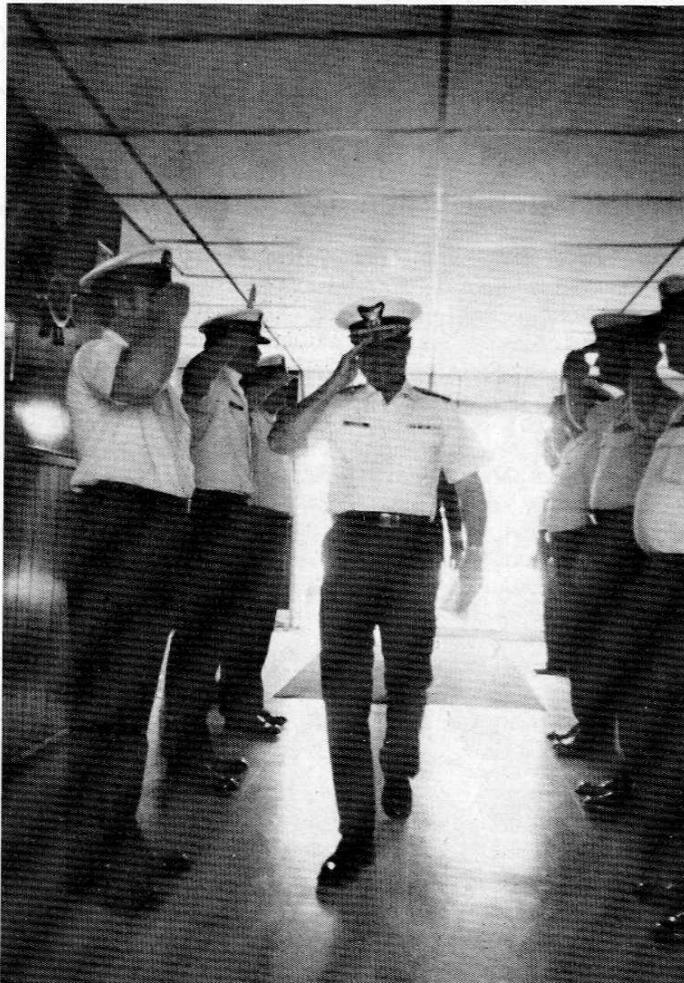


Photo by RM1 William James, USCGR

...receive and render countless salutes...



...be the star on a radio talk show...

story and photos
by LT James Ullian,
USCGR

The Guinnanes

Doing double, er, ah, quadruple duty

by PA1 Bob Borden, USCGR

When the Guinnane quadruplets enlisted in the Coast Guard Reserve four years ago in Detroit, it seemed as if most of their first few months in the service were spent conducting interviews for a curious press interested in knowing everything about their young lives.

This March, on the fourth anniversary of their enlistment, the Guinnane brothers -- Paul, Vincent, Peter and Gerard Jr. -- quietly observed the occasion doing what they usually do on the third weekend of every month: drilling with Vessel Augmentation Reserve Unit San Francisco.

The Coast Guard hadn't seen anything like it in its first 188 years of existence when the quads, who are actually two sets of identical twins, were enlisted in the Reserve by then-RAADM Robert H. Scarborough in 1978. The odds are more than a million to one that such a unique enlistment

will ever take place again.

With a natural aptitude for engineering, the Guinnane quads all attended the Coast Guard's MK A school in Yorktown, Va., in 1979. Since then, they've steadily advanced up in their rate to MK2. They're eligible to go up for their MK1 rating, but they're going to wait a while longer before taking the E-6 exam.

"We want to get some more practical experience aboard ship before we take the MK1 test," explained Gerard, who's in the process of establishing his own identity by growing a thin mustache.

Though most of the media interest that greeted them their first year in the Coast Guard has subsided, the quads understand that publicity will probably always be a part of their lives. "The media interest seems to go in waves," said Peter,



From left -- Peter, Paul, Vincent and Gerard Guinnane. Photo by PAC Tom Clark, USCGR.

who added, "it can sometimes be a real pain.

"The reporters and photographers are in a rush to get their job done," he said. "They don't seem to understand that we have a job to do, too."

A few months ago in San Jose, where the quads live with their British-born parents and a younger brother and sister, they attended a pre-arranged barbecue where four sets of quadruplets got together. The Guinanes, who are now 21 years old, didn't have much to talk about with the other quads, though, since their ages ranged from seven months to five years old. Still, the quadruplet get-together interested Vincent. "We're considering starting up a lobby for quads," he quipped.

The Guinanes entered the Coast Guard Reserve under the RK program, which is designed to allow college and high school students at least 17 years old to qualify for the Coast Guard Reserve while continuing their education. Today, each of the Guinnane quads credits his Coast Guard training for helping him find employment. Gerard works as a machinist in Santa Clara; Vincent is employed by San Jose's water pollution control plant; Peter is a customer engineer with the Pitney-Bowes Corporation in Santa Clara where the boys' father works; and Paul is now seeking full-time employment as a firefighter after serving as a cadet and field training officer with the Sunnyvale police and fire departments.

"We've each learned new trades and we've picked up information that's useful in civilian life," says Gerard, who teaches a Coast Guard Reserve welding class at Yerba Buena Island in San Francisco where his unit drills each month.

Already, the quads have spent time aboard the Coast Guard cutters *Resolute*, *Morgenthau*, *Midgett*, *Sherman*, and *Rush*, and the seagoing tender *Blackhaw* during their drill weekends and active duty assignments; although their job schedules haven't allowed them to perform active duty at the same time.

With two more years to go on their six-year enlistment, the brothers are happy with the experience they've gained from the Coast Guard Reserve but they're unsure at this time what their future with the organization will be when their current enlistment expires. "With the budget cuts, we're not sure how that will affect us or any other Coast Guard reservist," said Peter. "We've considered putting in 20 years with the program, but that seems so far away right now and things always change."

Whether the Guinnane quads leave the Coast Guard Reserve after their current enlistment expires or choose to stay in, it's unlikely any service of the Armed Forces will ever have such an unlikely combination of four brothers the same age working in the same occupation and serving the same service at the same time.



Above, top -- the boot quads listen intently to their Company Commander, BM1 William Tucker, during recruit training at Cape May, N.J., in 1978. **Directly above --** Gerard and Vincent use a little elbow grease on mock lifeboat davits as part of their instruction at recruit training. Photos by PAC Dale Puckett, USCG.



Upon closer inspection

story and photos

by LTJG Kim Pickens, USCGR

They are lined up in two small rows outside the small white building. The CO glances toward the car making its way past the last hanger, then calls her unit to attention. There is a chill to the early morning air and some in the group can be seen shivering slightly as the car parks and its occupants stride toward the scene.

It is 0800:23 on 27 March 1982. The inspectors are 23 very long seconds late.

The Fifth District Reserve Inspection Team consists of three hand-picked officers, all chosen for their leadership qualities, experience in operational Coast Guard missions and knowledge of the Reserve program. Reserve inspectors serve a two-year tour. Rotations are staggered to lend continuity to the team.

The pace is a hectic one. With approximately 40 Reserve units and groups scattered over three states district-wide, the inspectors spend a lot of time on the road.

Road time is not wasted. On this inspection morning, CAPT Harry Gard, LCDR Charles MaGuire and LT Darrel DiVito, met early for breakfast, then commuted to the inspection site in one car. Along the way, the discussion centered on the unit to be inspected: strengths and weaknesses noted in previous inspections, and particular areas of the physical plant or augmentation training to be closely scrutinized.

"You'd be surprised at how many officers do a personnel inspection without really looking at what they're seeing," notes CAPT Gard as the inspection team nears CGRU Elizabeth City. CAPT

Gard knows this unit from fond experience; he was once its commanding officer.

The inspection team moves methodically through the ranks during the personnel inspection. The gigs are noted:

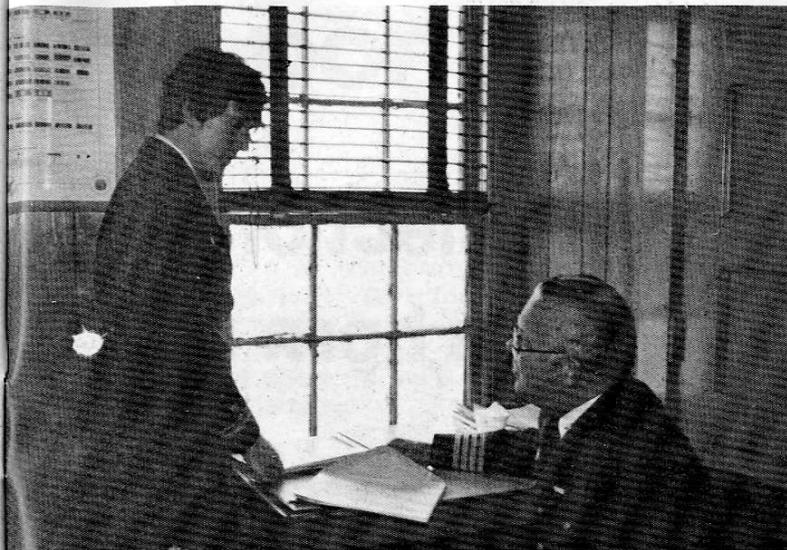
- improper salute, ribbon out of place
- hash marks need trimming
- ribbons out of place
- name tag out of place
- jacket too short
- ribbons out of place

I.D. cards are inspected: faded picture; card not signed by CO

MOB cards are examined: card stolen 11/81; card expired 2/18/82

The inspection team breaks up to examine different aspects of the unit's operation. CAPT Gard and LT Jane Hartley retire to her office to go over records and to discuss "how things are going." While the good captain's interview might not be considered an interrogation, the questions the Reserve inspector asks are pointed and could easily unnerve the inexperienced officer. The two can be heard through the paper-thin walls of the old building: CAPT Gard's voice clear and questioning, the CO's answers softer, but generally firm.

CGRU Elizabeth City is a "construction outfit." Augmentation training generally is done in support of the physical plant at Air Station Elizabeth City. The Reserve inspectors later remark that the unit compares favorably with other units in the district. Still, there is always room for



Opposite page -- CAPT Gard scrutinizes a member of CGRU Elizabeth City while LT Darrel DiVito looks on.

Above -- the inspector and the CO go over records to help evaluate the strengths and weaknesses of the unit.

Right -- at CGRU Oregon Inlet, serious faces and (nearly) straight lines.



improvement. LCDR McGuire expresses a desire to see indications of a closer liaison between the Reserve unit and the active duty command at the air station. "They've got a lot of good ideas floating around," he notes. "What I want to see are results!"

The Reserve inspectors pile back into the car. They are off to visit CGRU Station Oregon Inlet, N.C. Along the way, the team goes over their findings. Each member makes a verbal report from notes hastily jotted down in the course of the inspection. "Military requirements exam -- five given, five passed, average score 64 per cent." "The bulletin board is overcrowded and outdated." "There is no written procedure for scheduling make-up exams."

Opinions expressed by team members must be substantiated by objective findings. "What leads you to that conclusion?" is a frequent question. The process is generally a democratic one. Each member gets one vote (although the captain's vote seems a little "heavier" than the others'). The two observers on board, including CAPT Shytle from the active duty Fifth District Inspection Team, are also asked for their opinions.

The general consensus: CGRU Elizabeth City deserves a "good" rating. The unit scores an "excellent" in both mobilization readiness and morale. No notable marginal or unsatisfactory conditions are noted. The evaluation is done immediately after the inspection while impressions are still fresh. Later it will be typed in smooth and sent to the appropriate commands.

By the time the Inspection Team reaches Oregon Inlet, the discussion has turned to the inspection to be done there. CAPT Gard emphasizes the organizational and operational differences between the two units. CGRU Station Oregon Inlet is considerably larger than the Elizabeth City unit, he notes. The physical plant is better.

The Reserve unit is co-located with the active duty station. Training is primarily SAR augmentation; they get to go out on the boats.

With such differences in size, facilities and missions, comparing the two would be like comparing a houseboat to a catamaran; the two must be judged on their own merits, according to the functions each performs.

Morale is also very high at this unit. There is an electricity, a vibrancy, that is almost visible. It comes out in the way unit members address each other, their CO or the inspectors themselves. They speak with respect and with confidence.

Of course, the real excitement is on the boats. When the alarm sounds on this brisk, wind-whipped day, the duty boat crew comes running, boards the 41-footer and prepares to get underway. Few words are spoken as they make ready. Each person has a job to do and does it with a precision that can only come from hundreds of hours of practice. LCDR McGuire is impressed -- it is an impressive performance.

The discussion in the car afterward is lively. The argument centers on whether to give Oregon Inlet an "excellent" or an "outstanding" evaluation. CAPT Gard is hesitant. In nearly two years at this job, he has never given an outstanding overall evaluation to any unit. An outstanding rating, he argues, means you just can't get any better. LCDR McGuire and LT DiVito counter that they haven't seen any better. They argue persuasively. In the end, CGRU Station Oregon Inlet is given an overall evaluation of "outstanding."

Tomorrow will bring another inspection and then home for three inspectors. But for tonight, their long day is done.

"I know this great place for oysters," says one . . .

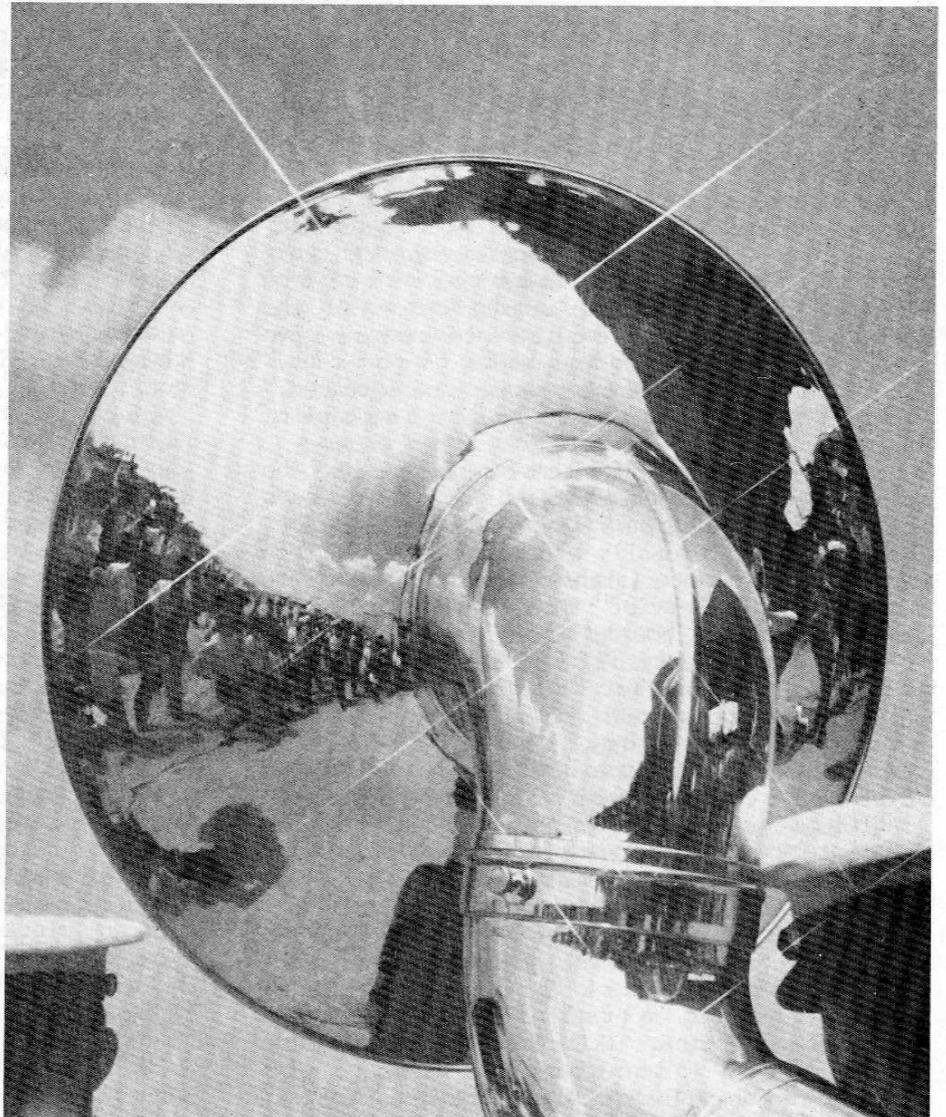


Reflections in a horn

Above -- members of the Coast Guard Drill Team share a bright moment with VADM Caldwell, Commander, LANTAREA, at the Armed Forces Ball held in Chicago on Armed Forces Day. The drill team's precision movements brought standing ovations from crowds at both the ball and earlier demonstrations.

Right -- a passing tuba reflects some of the thousands of spectators drawn to O'Hare Air Base Chicago for the festivities. The Coast Guard was well represented.

story and photos by
PAC Cable Spence, USCGR



opportunities

ALDIST 056/82 cancelled all OGO1 SADT funding mentioned in Appendix 5-4 of the Reserve Training Manual. Positions for which offsetting funds are not made available will not be filled. Funding is available for the following:

One YN3 to YN1 to provide admin support for record research project relating to CG Temporary Reserves. Experience with word processor recommended. Reserve Administration Division, HQ, 1 September for 90 days.

Four radiomen (E-4/E-5) to augment current on-board complement at COMMSTA Kodiak, AK. Must be Class A school graduate and have experience at group, RADSTA, or COMMSTA. Report ASAP, terminate approximately 15 Sep 82.

Reserve Radiomen in pay grades E-4 and E-5 may now apply for extended active duty or integration into the regular Coast Guard. In addition, reservists in other ratings who have current FCC (radio telegraph operators) licenses may also apply for extended active duty or integration into the regular Coast Guard with a guaranteed quota to RM Class A school. Initial tours will be to a Radsta/Commsta.

Reserve Radiomen currently on extended active duty will continue to be authorized to enlist in the regular Coast Guard as outlined in COMDTINST 1141.2 (series). Reserve Radiomen currently on inactive duty may apply and be accepted for EAD for a period of two years, and may enlist into the regular Coast Guard if desired after one year.

These measures were recently approved by the Chief, Office of Personnel, in an attempt to reduce a severe shortage of Radiomen in the Coast Guard. For more information, contact your district (pmr).

SPARS to celebrate 40th anniversary this fall

Coast Guard women will celebrate the 40th anniversary of the founding of the SPARs at the Park Plaza Hotel in Boston, 30 September through 3 October. All current and former Coast Guard women and men are invited to attend.

The SPARs were formed in 1942 when Congress established the women's Reserve of the Coast Guard. The name comes from the service's motto, "Semper Paratus -- Always Ready." Some SPAR officers trained with cadets at the Coast Guard Academy in New London, and some trained at various other centers. Enlisted women trained first with the WAVES at Hunter College, N.Y., then later at a Coast Guard Training Station in Palm Beach, Fla.

The name SPAR was dropped in 1973, when women were authorized to enlist in the Regular Coast Guard as well as the Reserve. The term is now used in reference to those women who served before 1973.

Further information about the anniversary celebration may be



obtained by contacting: YNC Marie Coen, USCGR, 7 Tyndale St., Roslindale, Mass., 02131.

Coast Guard needs volunteers to clean house

Help! The Coast Guard historian is seeking volunteers to help put our historical house in order. Individuals are needed to identify, catalog and file materials. A typical project would be to review an old photograph, caption the item, and incorporate it into the system. The task would be performed at Coast Guard Headquarters. For details call the historian, Bob Scheina, FTS 426-1587 or Commercial (202) 426-1587.

Memorial funds have been established for the crew of CG 1420, which crashed on the island of Molokai in Hawaii on 7 January. Donations may be made in care of:

LCDR H. W. "BUZZ" JOHNSON MEMORIAL FUND, Merchants National Bank, P.O. Box 99118, Mobile, Ala., 36611;

LT COLLEEN CAIN MEMORIAL FUND, c/o the Lunning Chapel, 2620 Mt. Pleasant St., Burlington, Iowa, 52601; and

AD2 DAVID THOMPSON MEMORIAL FUND, c/o Coast Guard Air Station Barbers Point, Hawaii, 96862.

