Barbara SUTTON Glamorous Bosun

The image most of us have of the typical boatswain's mate is that of a burly six-footer with lots of salty experience and a vast collection of sea stories. There is a notable exception; one which would give a salty chief a slight trauma.

Barbara SUTTON, BM1, is a bona-fide boatswain's mate with plenty of experience in the Coast Guard. Born in Waltham, Mass., Miss SUTTON was enlisted in the Coast Guard Women's Reserve (SPAR's) in 1944. Before she answered her country's call, she was a wartime welder in the Douglas Aircraft plant in Long Beach, Calif. Miss SUTTON, along with many other patriotic women, joined the Coast Guard to allow a sailor to go to sea. After basic training at Palm Beach, Fla., and Coxswain School at Manhattan Beach, on Long Island, she was assigned as Master-at-Arms of the SPAR Barracks in San Francisco, Calif. In 1946, after earning the American Campaign and World War II Victory ribbons, Miss SUTTON returned to civilian life. Settling in California, she somehow could not stay away from the Coast Guard, and in 1950 she joined the Reserve, still holding the rate of boatswain's mate. Today, Boatswain's Mate SUTTON is a member of San Francisco MOBDET 12-89812. Still a BM1, she has several times been recommended for promotion to chief providing she would change rates. However, Miss SUTTON is proud of being the only female bosun mate in the Coast Guard, but somehow the Service isn't ready to accept its first *female chief bosun mate.*

Commandant
U.S. Coast Guard
Washington, D.C.
20226

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THE COAST GUARD

RESERVIST

CG 288

WASHINGTON, D.C. | UNITED STATES COAST GUARD | VOL. XI, No. 1, NOV. 1963

RESERVE MOURNS KENNEDY DEATH

ASSISTANT SECRETARY REED GREETS SPARS ON 21st BIRTHDAY

"It is my sincere pleasure to extend greetings to the SPAR's on their Twenty-First Anniversary this November 23rd. Your service has been in keeping with the proud traditions of the Coast Guard. Your fine contributions belong with those of the thousands of other American women who have actively participated in the military affairs of our Nation. May this Anniversary be a memorable occasion for all of you."

James A. Reed

SPAR REUNION

The celebration of the Twenty-First Anniversary of the SPAR's, originally planned for Thanksgiving weekend will now take place in Los Angeles, California, on 18 January 1964. Although the final plans were incomplete at press time, the reunion will include tours and sightseeing in Los Angeles and Hollywood, much opportunity for reminising, and a final Birthday Banquet.

Although the reunion will be in January, the actual anniversary of the Women's Reserve is 23 November. On that date in 1942, the U.S. Congress approved the legislation creating this component of the Coast Guard.

The senior SPAR, CAPT Dorothy BECKWITH, is the reunion chairman and is guiding the committee which is organizing the Los Angeles celebration.

SPAR ENLISTMENTS AID ORTUS

Do you have a sister--or perhaps a girl friend--whose civilian job is secretarial? You might do the girls, and the Coast Guard Reserve, a favor by calling attention to the SPAR Enlistment Program.

Under this program, qualified women may enlist or reenlist in the Coast Guard Reserve in rates comparable with their civilian skills. When attached to a Reserve unit, SPAR's perform administrative jobs such as typing, filing, and in some cases teaching. They also receive military training. Former enlisted women of the Armed Forces who held the rating of Storekeeper, Yeoman, or a comparable rating, may enlist in the pay grade formerly held. Former SPAR's may reenlist in their old ratings if vacancies are available. The young lady without previous service experience is generally enlisted in the rates of SR, SA, or SN. However, applicants without prior military service who meet certain special qualifications may be enlisted in a petty officer status. Applicants are enlisted for a period of three, four, or six years.

Interested women must meet the following eligibility requirements for enlistment in the program:

- Must be between the ages of 20 and 30, if without previous military service and not older than 34 in any case. (Total military service may be deducted from an applicant's present age to meet this requirement. See 8-6-3C, CG-296)
- Must be a high school or business school graduate and qualify as a touch typist.

See AID on page 4

John Fitzgerald Kennedy

1917 - 1963

Great is the leader who knows no discouragement, who presents no excuses –
Brilliant is the leader who seeks for the best for those he serves,
Noble is the leader who leads for the good of the most concerned, and not for the personal gratification of his own ideas.

Heroic is the leader who marches with the People, and interprets correctly the signs on the pathway that leads to success.

Majestic is the leader whose ideals are high, but are tempered by reality –
Honorable is the leader who considers the burden of responsibility an opportunity to serve.

OUR COMMANDER-IN-CHIEF WAS SUCH A LEADER.

UCMJ COURSE OFFERED

This year the Uniform Code of Military Justice Course will be offered at two locations: San Diego, California and Norfolk, Virginia. Present and prospective ORTU commanding and executive officers will have the opportunity to study both the theory as well as practical application of the UCMJ as it applies to today's Coast Guard Reserve. Receiving special emphasis will be the changes introduced by the Military Justice Act of 1968. The course outline will be augmented by field trips to a court martial and a Navy brig. The Navy Law Centers at each location will provide a source for special lectures from Navy and Coast Guard law specialists.

Students will receive a reading assignment to be completed in advance of the course and they will also be encouraged to purchase their own copy of The Manual for Courts-Martial, 1969 as part of their professional library.

ORTUAM 12-89812 was the winner of the 1969 District Commander's Award in the "others" category, one of 37 such awards nationally.

Justifiably proud of their accomplishments, the personnel of the unit reflect excellent utilization of civilian skills for Reserve purposes. Most of the members hold management positions in computer and data processing firms; and through their combined skills, the manual processing of mobilization programs has been replaced with automated techniques.

The unit also boasts three SPARs—a LCDR, a YNC, and a BM1 (that's right!). BM1 Barbara Sutton is the service's only SPAR BM. She attained her rate during World War II.

Changing Your Beneficiary

All personnel are reminded that any one of several changes in their personal lives may require a change in beneficiary of their insurance policies. This applies to commercial insurance policies as well as to government insurance policies.

Marriage, divorce, birth, and death can and often do result in a person whom the benefactor no longer "wishes" to receive insurance benefits, receiving benefits "intended" for someone else. Divorced wives have frequently received proceeds from an insurance policy while the new wife is completely excluded; merely by failure to change the beneficiary designation on a policy.

When changes in your personal status occur, it will be well worth a few minutes of your time to double check your beneficiary designations.

SAFETY—IN AND OUT OF UNIFORM

Almost every reservist going aboard a regular unit for ACDUTRA hears a seemingly endless array of warnings: don't go here, don't stand under this, etc. Fortunately, most people obey these warnings and have a safe period of training. But what about when there is no one to warn you? Safety should be everybody's concern, all the time. The most important contributor to overall safety is the individual who *thinks* about what he is going to do *before* he does it.

Statistics on accidents among inactive reservists are scarce, however in the regular service, the greatest killer of off-duty personnel is automobile accidents —50%. (Surprisingly, the second is drowning.) Among these, almost half happen after midnight; in a single car going out of control; where the driver was not wearing a seat belt. In many cases, alcohol has had some connection with the overall situation. The awesome fact of automobile *"un-safety"* is that more Americans have died this century in automobile accidents than were killed in war—1,700,000 vs 1,135,000. The vast majority of these deaths, and many more millions of injuries, were the direct result of someone's thoughtlessness, recklessness, or carelessness!

When safety is made a *part* of everyone's activities, instead of a separate activity as some people treat it, the end result is that people in general are better off. Recently a man at a Coast Guard station was so anxious to go on liberty that he ran down the stairs, tripped and fell through a glass door; cutting his arm so severely that he was off duty for 15 days. Wouldn't he have been better off if he had taken maybe 10 seconds for safety? An ancient Greek writer said "a collision at sea can ruin your whole day." Any accident can ruin your whole day—many accidents prevent the victim from ever having another day!

RESERVISTS DECORATED

The authorization of a number of awards given to Coast Guard Reservists on active duty was announced recently.

BRONZE STAR MEDAL with COMBAT "V"

LTJG John P. CAROZZA 42960, USCGR

COAST GUARD COMMENDATION MEDAL

CAPT Van Dyck HUBBARD 35732, USCGR (Retired 10-31-69)

LT Merrill R. MENLOVE 51363, USCGR

NAVY COMMENDTION MEDAL with COMBAT "V"

LTJG Peter F. MAJOR 43001, USCGR

LTJG Gil F. VERRILLO 42826, USCGR

LTJG Joseph A. TELEP 42905, USCGR

LTJG Roger D. COWART 42994, USCGR

COAST GUARD ACHIEVEMENT MEDAL

CDR Fletcher R. COCHRAN 38213, USCGR (inactive duty)

LTJG Richard F. PRANCL 42726, USCGR

NAVY ACHIEVEMENT MEDAL with COMBAT "V"

LT George H. REESE, III 43198, USCGR

LTJG James B. McMAHON 42998, USCGR

Well done!

Answers to History Questions:
1-c, 2-b, 3-c.

The Coast Guard RESERVIST

Published monthly in Washington, D.C., by the Commandant, U.S. Coast Guard. Reference to directives, regulations, and orders is for information only and does not by publication herein constitute authority for action. Inquiries about the Coast Guard Reserve should be addressed to the Commandant (R), Coast Guard Headquarters Sta. 2-0, Washington, D.C. 20591.

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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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COAST GUARD RESERVIST
CG 288
Washington, D.C. U.S. COAST GUARD Vol. XVII, No. 5 March 1970

BENEFITS INCREASED

Recent legislation provided for increases in the amount of benefits payable under the Dependency and Indemnity Compensation Program (DIC). Basically, the DIC payments are available through the Veterans Administration to widows, certain children, and certain parents of deceased servicemen, veterans, or retired members. In order to be eligible, these personnel must have died on or after 1 January 1957 from a disease or injury incurred or aggravated in the line of duty while serving on active duty, active duty for training, or inactive duty for training; or as a result of a disability otherwise compensable under laws administered by the Veterans Administration.

Under the new law, DIC payments are now available to:

1. Unremarried widows. Payments are based on the pay grade of her deceased husband. Some examples of the monthly payments are: E-2—$172; E-5—$193; E-7—$206; W-2—$219; O-3—$234; and O-6—$306. Additionally, if the widow is a patient in a nursing home or requires regular aid and attendance, the monthly payment may be increased by $50 per month.

2. Children under eighteen. If there is a widow entitled to DIC, an additional payment of $20 per month is authorized for each child. If there is no eligible widow, certain monthly amounts are paid to eligible children.

3. Children over eighteen. DIC payments of $80 per month for helpless children may be paid where there is an eligible widow. If there is no eligible widow, helpless children may receive $109 per month. Children under age 23, attending school (and not receiving War Orphans Assistance) may receive $41 per month if there is an eligible widow; or the same amount is paid to children under there is not an eligible

4. Payments to parents. Rates vary according to the number of parents, the amount of their individual or combined income from all other sources, and whether or not they live together (or, if remarried, whether the parent resides with a spouse).

a. For a sole surviving parent alone, unmarried or married but not living with spouse, the rates range from $10 to $87. Rates for two parents range from $10 to $58 each per month.

b. No amount is payable if the individual total annual other income of one parent, or each of two parents living together, is more than $2,000, or the combined annual income from other sources of two parents living together, or of a remarried parent living with a spouse, is more than $3,200.

The information provided herein is not complete. Reservists desiring more complete information should contact either their local Veterans Administration Office, or their District Office.

Additionally, it is suggested that all reservists discuss their general benefits with their spouses, and others as necessary, to inform them of what they might be entitled to. General information of this nature might also be filed with such important personal papers as insurance policies, deeds, etc., however, all specific questions must be answered by the Veterans Administration.

One of the new 31' Port Safety boats undergoing trials. These modern boats will not only serve a strictly training mission, but as evidenced by the bow monitor, can quickly be deployed for actual operations in the event of disaster or mobilization.

BM1 BARBARA SUTTON, USCGR, 1924-1974

BM1 BARBARA SUTTON SUCCUMBS TO CANCER

SAN FRANCISCO -- Boatswain's Mate First Class Barbara Sutton, USCGR, died of cancer at Veterans Hospital here October 24th after a brief illness. Petty Officer Sutton, age 50, is believed to be the only woman in the Coast Guard or Navy, active or inactive to hold the First Class Boatswain's Mate rating during the past 25 years. She maintained her qualifications as a Coast Guard boat operator and was the first woman to wear the coveted Coxswain's insignia.

During her 24 years of active and inactive Coast Guard Reserve service Petty Officer Sutton was stationed on both the East and West coasts. Her most recent active duty assignment was as advisor at Coast Guard Reserve Training Center, Yorktown, Va., where a new Coast Guard Women's program was established.

Prior to entering the Coast Guard in WWII Petty Officer Sutton spent 3 years as a welder with Douglas Aircraft in Long Beach, Calif. In civilian life, Petty Officer Sutton was employed as an investigator by the Alcohol, Tobacco and Firearms section of the Department of Treasury.

C.B. #46-74 15 Nov 1974