

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



**THE
COAST
GUARD**

OFFICIAL BUSINESS
POSTAGE AND FEES PAID
U.S. COAST GUARD

RESERVIST

**CG
288**

WASHINGTON, D. C.

UNITED STATES COAST GUARD

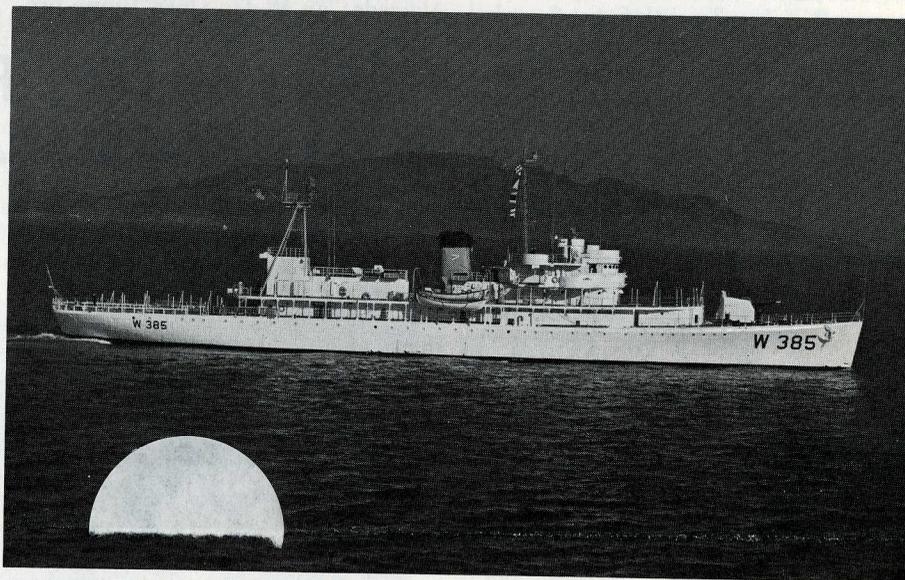
VOL. XIII, No. 2, FEB.-MAR., 1966

TWENTY-FIFTH ANNIVERSARY

Festivities, honors and ceremonies marked the Silver Anniversary of the Coast Guard Reserve. Throughout the districts, local units and communities, the Reserve was brought to the attention of the public. Marking the opening of the anniversary week, a review was held at the Coast Guard Academy for Rear Admiral Charles TIGHE, Chief Office of Reserve, on 19 February 1966. Present at this event was a group of SPARs from nearby Groton. Simultaneously, at the Coast Guard Reserve Training Center, Yorktown, Virginia, an Open House was held to commemorate the day. Several appropriate demonstrations were made available for the visitors. Among these was the unveiling of an oil portrait of the late Captain GERMAN in the Captain John P. GERMAN Memorial Library, films on the Reserve, and an awards presentation to the area's outstanding Reservist. (See related story)

In the Washington, D. C. area 19 February was proclaimed "Coast Guard Reserve Day" by the District's Board of Commissioners. The CGC UNIMAK, visiting Washington from her home port of Cape May, New Jersey, held an Open House at the Navy Yard on 22 February. The Coast Guard Band, under the direction of LT William L. BROADWELL, gave a concert at the National Gallery of Art on 24 February. The Band also played for the D. C. Chapter, Reserve Officers Association Dinner at Fort Myer on 23 February, and for the ROA Nation-

see ANNIVERSARY on page 2



USCGC DEXTER

On 10 July 1943, the task force neared Sicily, and the BISCAYNE, under cover of darkness, managed a relatively calm anchorage just 3½ miles from the German-held shoreline. At precisely the point called for in battle plans, the 311-footer dropped her hook. The anchor reeled out with a clatter.

It must have been the grating of iron as it chattered down the hawsepipe that alerted hostile shore batteries. Instantaneously five searchlights flicked on and began to sweep across the water, probing the night for the source of sound, the BISCAYNE's anchor

dug into the bottom, deeper . . . deeper. Almost simultaneously five shafts of light culled the ship out of darkness and nailed her to the horizon. The crew gasped what they believed to be their last; their thoughts were those of men to whom death stalks near. The spokes of light continued to pinion the BISCAYNE, dead in the water. The men waited. One of the spots went out—this was it. But then, another went out, followed by a third and a fourth. Shortly, there remained a solitary beacon to illuminate the ship. After six minutes, it too blinked out. Not a shot

see DEXTER on page 4

al Midwinter Banquet at the Sheraton Park Hotel on Friday evening 25 February.

In Monroe, Louisiana, a new Reserve Unit, ORTUAG 08-83556, was commissioned on 19 February in conjunction with the Reserve's anniversary. The commissioning ceremonies were conducted by CAPT W. R. RIEDEL, Chief, Engineering Division, and CDR R. E. LIVINGSTONE, USCGR, Chief, Reserve Division, Eighth Coast Guard District. The Commanding Officer of the new unit is LCDR N. W. CAUSEY of Oak Grove.

California's Governor, Edmund G. Brown, issued a Proclamation in recognition of the 25th Anniversary of the Coast Guard Reserve. The Proclamation was presented to Rear Admiral Christopher C. KNAPP, Commander, Twelfth Coast Guard District, and CAPT Carl H. ROSENE, Chief, Reserve Division.

The climax of the weeks' activity was held on the West Coast at Base Alameda; an all-day Open House pro-

gram took place on Saturday, 26 February. Participating in the activities were several reserve units from the Bay Area, along with the TANEY, DEXTER, GRESHAM and LAMAR, who were in full dress for the occasion. RADM KNAPP, and San Francisco's Mayor John Shelley arrived at Alameda by Coast Guard helicopter, and appropriate honors were rendered. Among the demonstrations was a fly-over of Coast Guard aircraft from the Coast Guard Air Station at San Francisco International Airport, a Coastal Force rifle grenade exercise, and an Aids to Navigation presentation by the RED BIRCH. The event was concluded with a Hollywood stage show hosted by former Coastguardsman Preston Foster. The cast included actors Nick Adams, Patrick Wayne, and comedian Jerry Grayson; these personalities are now, or have been associated with the Coast Guard. Musical entertainment was provided by "The Raging Storms." Also participating in the show was actress Wende Wagner who has been dubbed "Goodwill Ambassador to the Coast Guard Reserve."



DEXTER TAKES HONORS

UNITED STATES COAST GUARD BASE, Alameda, California, January 25—CAPTAIN Carl ROSENE, Chief, Reserve Division, Twelfth Coast Guard District (holding can of paint) and Commander Charles BLAHA (with brush), Executive Officer of the Coast Guard Cutter DEXTER, paint an "E" for excellence on the DEXTER's superstructure. CAPTAIN Lloyd H. LOGAN, (right) Commanding Officer of the DEXTER and CAPTAIN Henry P. KNISKERN (left), Commanding Officer of Coast Guard Base, Alameda (homeport for the vessel) oversee the operation from the bridge. The ceremony was in honor of the DEXTER's outstanding performance during her recent refresher training in San Diego. The Alameda cutter received a score of 84.1, highest since August 31, 1963. Records do not exist prior to this date.

The DEXTER's performance completed a "clean sweep" by Twelfth Coast Guard District vessels as the AVOYEL, homeport Fields Landing, placed second, and the GRESHAM, also berthed at Base Alameda, finished third.

OCS 2-59 REUNION

Graduates of OCS class 2-59: In hopes that a get-together can be arranged for as many of us as possible; please send a postcard giving your present address to:

LT. K. W. CHESTER
8 Melrob Court
Annapolis, Maryland 21403

Expressions of interest in helping with arrangements are also solicited.

FOR TWENTY-FIVE YEARS BOTH READY AND RELIABLE

Today, the Coast Guard has approximately 150 Reserve Port Security Training Units with more than 11,000 men attending regular weekly drills. Many of these Reservists are also qualified for assignment to floating units should conditions dictate.

Other Organized Reserve Training Units are of a support nature, providing additional trained personnel for Vessel Augmentation and Activation, Search and Rescue, Aviation, Electronics, Coastal Forces, and Mobilization Detachments. During the past twelve months, about 3,500 members of these organized units received two weeks active duty for training at the Reserve Training Center, Yorktown, Virginia; another 1600 at Alameda, California, while many more received their two weeks' training in their particular specialties at Regular Coast Guard units and installations or at Coast Guard or other service schools.

Currently, the Coast Guard Reserve is training approximately 17,000 Reservists in Organized Reserve Training Units. This is the maximum number the present budget will support.

"I can state with a great deal of conviction that from my experience and association with the Reserve and its members," said Admiral E. J. Roland, Commandant of the Coast Guard,

"the Coast Guard Reserve will . . . be both ready and reliable."

"I have found that its members," the admiral continued recently, "whatever their individual backgrounds, reflect one thing in common—devotion, pride, and a feeling national responsibility."

"Without this loyalty and devotion my work and the Coast Guard's mission could not succeed."

The peacetime functions of the United States Coast Guard, and the devotion of coastguardsmen to these duties have long been applauded by the American people. Not so well known are the missions and duties of the Coast Guard in time of war. The Coast Guard is, however, an armed force and does have military functions to perform along with its peacetime tasks. It is in this connection that the Coast Guard Reserve plays a major part—the Regular Service relies to a great extent upon its Reservists to prepare for and be ready to carry out, the Coast Guard's wartime missions.

Prior to the outbreak of World War II the Coast Guard had no Organized Reserve, and the Service's entire strength numbered less than 20,000 officers and men. The Coast Guard found it necessary to expand as rapidly

see TWENTY-FIVE YEARS on page 3

as possible due to its increasing duties. As a result, the Coast Guard Reserve was born.

With the outbreak of war in Europe in September, 1939, Coast Guard ships, planes and stations were ordered to carry out extensive patrols to insure that merchant ships in our waters did not violate the neutrality proclaimed by President Roosevelt. The next summer the Coast Guard began its port security operations under the revised Espionage Act of 1917 and the newly enacted Dangerous Cargo Act. Most U. S. Port Security activities were manned primarily by Coast Guard Reservists. They and their regular contemporaries protected property valued at five billion dollars; patrolled five million linear feet of wharfage, which saw 1,200,000,000 tons of cargo a year; and handled, without major injury or casualty, 17 million tons of high explosives.

On November 1, 1941, the Coast Guard was ordered to operate as part of the Navy. The next month Pearl Harbor was bombed and we were at war. As in World War I, a big part of the Coast Guard's task was antisubmarine warfare. Coast Guard cutters and convoy escorts helped win the Battle of the Atlantic as they destroyed 11 U-boats. At the same time, more than 4,000 survivors of torpedoings and other enemy action were rescued from the Atlantic and Mediterranean with the help of Coast Guard Reservist.

But there were losses too. The cutter HAMILTON went down after she had been torpedoed off Iceland. The ACACIA was sunk in the Caribbean; ESCANABA, LEOPOLD, MUSKEGET and NATSEK in the Atlantic; SERPENS in the Pacific. Only two of the crew survived ESCANABA—no one on board MUSKEGET, SERPENS, or NATSEK. More than 90 percent of those valiant seamen who went down with these vessels were members of the newly established Coast Guard Reserve.

Many more Reservists manned landing craft that hit the invasion beaches with assault troops at Guadalcanal, Anzio, Tarawa, Attu, North Africa, Salerno, Makin, Kwajalein, Eniwetok, Normandy, southern France, Luzon, Guam, Saipan, Iwo Jima, Okinawa—the Coast Guard Reservists made all those stops and a lot more in between.

At its peak strength, the service had 802 vessels of its own, and in addition manned 351 Navy and 288 Army craft. Shore stations increased from 1,096 to 1,774 and by June 1945, total personnel reached 172,000. Many of the shore billets were taken over by more than 10,000 Women Reservists, known as SPARs.

At the conclusion of the war approximately 150,000 of the Coast Guard's total personnel were Reservists who had entered the Coast Guard for wartime duty. Many of this number formed the nucleus for the establishment of the peacetime Reserve and are still serving with Reserve components.



Coast Guard Reserve Couple Unite On Anniversary Of The Reserve

In Saint Anne's Church, Syracuse, New York, Coast Guard Reservists Mildred DAVIS, SN, and George La ROSE, EN3 were wed on 19 February. The couple met while attending weekend drills with their unit ORTUPS (0) 09-8265 at Liverpool, New York, and within a short time were planning to make it permanent.

Mildred is employed by the New York Telephone Company, and George works for McAllister-Bicknell Laboratory Supply Company.

Now when La ROSE is "piped" to the quarterdeck, a SPAR or a sailor may answer the call.

Reservist Wins Award

BLAKESLEE, Robert E., EM-2, a Coast Guard Reservist from Hampton, Virginia, has won the Navy League's Outstanding Tidewater Coast Guard Reservist Award for 1965. BLAKESLEE is the son of retired Air Force Major and Mrs. C. W. Blakeslee, and was selected for the award because of his overall performance in his reserve duties for the past year. He is a member of ORTUAG 05-83449, at the Coast Guard Reserve Training Center, Yorktown, Virginia. In 1964 he was runner-up for this award.

Roy Charles, President, Hampton Roads Virginia Council, Navy League of the United States, presented the award to BLAKESLEE on 19 February 1966 at Yorktown during that facility's Coast Guard Reserve Twenty-Fifth Anniversary celebration.

The Award is part of the Navy League's program to recognize top military reservists throughout the country each year. The League establishes the requirements on which the award is based.

BLAKESLEE has been a member of the Coast Guard Reserve since 1961, and attends meetings the second weekend of each month at Yorktown.

—Times-Herald, Newport News, Va.



Baltimore Coast Guard Reserve Unit Wins Fifth District Award

PORTSMOUTH, VA., Feb. 8, 1966—Captain James S. MUZZY (right), Chief of Staff, Fifth Coast Guard District, presents District Reserve Award to Lieutenant Commander Bernard E. KELLY, Commanding Officer, Organized Reserve Training Unit (Vessel Augmentation), of Baltimore. The District Reserve Award is presented each year to Fifth District units judged tops in their category. The Baltimore unit's performance in training, attendance, and general achievement won the award for 1965 over seven other Vessel Augmentation units located in Virginia, Maryland and North Carolina.

was fired at the BISCAYNE. The Navy's 'lucky' ship was free to effect landings the next morning.

Stationed as a reserve training ship at Coast Guard Base, Alameda, since 1958, the Coast Guard Cutter DEXTER was originally built for the United States Navy. She was christened the USS BISCAYNE as she slid down the ways at the Navy Yard, Puget Sound, Washington, on 23 May 1941.

December 7, 1941 found her in Boston with her shakedown cruises behind her. Though she was some distance from Pearl Harbor at the time of the attack, the repercussions of that day were to gain her sea legs and a most unusual reputation.

The USS BISCAYNE was one of the Navy's luckiest ships. Time and again bombs and shells fell close aboard, inexplicably missing the hull, rarely causing even slight damage. Indeed, the BISCAYNE and her crew were often of one evasive personality—a psychic one. As for example, on 13 September 1944, while the BISCAYNE braved withering German fire, she directed landing craft headed for Salerno a mere two miles away. About mid-morning the Executive Officer, who was also the navigator, ordered the Officer of the Deck to maneuver to another position which he indicated about 1000 yards away. The question was raised as to whether the ship could get there easier by backing or proceeding forward. 'I don't give a damn how you get there,' retorted the Exec, 'just get off this spot immediately.' The engine room telegraph rang up "all back full." No sooner had the ship steamed 75 yards astern than a shell exploded exactly in the center of the dead water where the ship had lain a few minutes before.

The USS BISCAYNE was to participate in approximately 400 operations in both the Pacific and Atlantic Theaters and account for no less than 17 German aircraft and one Japanese plane. Her decorations were to include

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

ADMIRAL E. J. ROLAND
Commandant, U.S. Coast Guard
REAR ADMIRAL CHARLES TIGHE
Chief, Office of Reserve
ENS T. J. HOUSE
Editor

All photographs are official Coast Guard material unless otherwise designated.

honors for the Sicilian occupation, Salerno landings, West Coast of Italy operations, invasion of Southern France, Iwo Jima operations, and the Okinawa Gunto operation. For many of these the BISCAYNE was also to receive the Navy Unit Commendation.

Following her commissioning in the Coast Guard on 29 July 1946, the vessel saw Ocean Station duties in the Atlantic until she was transferred to Alameda in 1953. The DEXTER's primary duty at Alameda consists of underway training for Coast Guard Reservists who cruise with her to such places as Seattle and Vancouver, Washington, La Paz and Mazatlan in Mexico. In addition, each year she acts in a SAR capacity for as many as 53 boats in the biannual 4th of July Trans Pacific Yacht Race, from Los Angeles Harbor to Diamond Head, Oahu, Hawaii.

(This article is the first in a series which will, in the coming months, be devoted to the ships of the Coast Guard Reserve.)

HIGHER INTEREST ON U. S. BONDS

U.S. SAVINGS BONDS



... NEW 4.15% INTEREST

Department of Transportation Proposed

As announced in the President's State of the Union message to the Congress on 12 January 1966, a bill to establish a Department of Transportation is being proposed. The purpose of the proposed law is to promote coordinated and effective administration of transportation programs of the Federal Government. Its aims are to facilitate the development and improvement of transportation service to the public, and stimulate technological advances in this field.

The Coast Guard is included in the proposal and would be one of the larger elements of the new department. The bill includes provisions preserving its integral status, as well as its

RPADesignatorBoard

The Commandant anticipates convening a board during June 1966 to select Reserve officers for designation as Reserve Program Administrators.

Reserve officers in the grade of lieutenant who have at least 2½ years' active duty in the Coast Guard as commissioned officers may apply for the designation of RPA. Reserve officers in the grade of lieutenant (junior grade), who have at least 18 months' active duty in the Coast Guard as commissioned officers, may apply for designation as prospective RPA's.

Applications should be forwarded to the Commandant (PO-3) via the chain of command so as to reach Headquarters no later than 1 June 1966. For further information, refer to Commandant Instruction 100.11 of 13 August 1964.

**DRILL ATTENDANCE
December 1965**

Officer Average	96.5%
Enlisted Average	89.9%
National Average	90.7%
Highest District 13th CGD	94.3%

January 1966

Officer Average	96.3%
Enlisted Average	90.6%
National Average	91.3%
Highest District 12th CGD	96.8%

February 1966

Officer Average	96.8%
Enlisted Average	90.7%
National Average	91.5%
Highest District 13th CGD	91.5%

military posture. Treasury and Coast Guard representatives worked with the executive task forces in drafting the bill, and preliminary organizational and administrative studies. Provision is made for military personnel on active duty or retired to serve in any departmental position other than as secretary, under secretary or assistant secretary for administration.

Should the bill be enacted, the present Coast Guard functions and duties will continue in effect. During the organizational period, we would work with the officials of the new department to assure an orderly transition and full utilization of Coast Guard capabilities within the department.