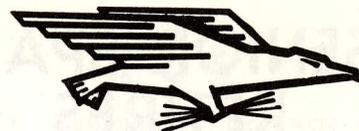


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# COAST GUARD RESERVIST

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## AIRPLANE CRASH

For the second time in six months, reservists from the Port Security unit in New Haven, Connecticut, were called up for an actual emergency, when on 7 June they were pressed into service as perimeter security around the crash site of an Allegheny DC-9 which had gone down with 31 persons aboard.

The jet was completing a flight from New London to New Haven, Connecticut, and then was scheduled to continue on to Newport News, Virginia, when it fell 4,000 feet short of the runway at Tweed-New Haven Airport. Three persons survived the crash which leveled three unoccupied beach homes and tore down power lines in the area.

The reservists, under the command of Lieutenant Commander A. R. MATT, were on two weeks active duty at the New Haven Coast Guard Station. Less than an hour after the plane had crashed, and, responding to a request from East Haven police officials, the reservists were on scene working with state and local police in setting up the security perimeter.

Representatives from the Federal Aviation Administration and National Transportation Safety Board probed the



*Coast Guard reservists provided security while local fire forces extinguished fires caused by the plane crash.*



wreckage, early the next morning, looking for possible clues causing the crash.

The Coast Guardsmen guarded the area until 8:00 a.m., 8 June when they were released from the watch. The last

incident for which the New Haven reservists were alerted was to help clean up 378,000 gallons of #2 fuel oil which spilled, earlier this year, when the ESSO GETTYSBURG ran aground in New Haven harbor.



*W. R. McNEIL, CS1 USCGR (left) is administered the oath of enlistment as Chief Petty Officer, U.S. Coast Guard Reserve at U.S. Coast Guard Base, Mobile, Alabama, by LCDR Crook STEWART, Jr. The ceremony climaxed a six year tour for the Mobile Commissaryman. McNEIL is the first Coast Guard Reservist in the Mobile unit (ORTUPS 08-82564) to advance from Seaman Recruit to Chief Petty Officer in a single six year enlistment. He was commended by his Commanding Officer for outstanding service, conduct and advancement.*

# SENIOR SPAR RETIREES



*CDR BERG receives her Certificate of Retirement from VADM SARGENT.*

Assistant Commandant, Vice Admiral Thomas R. SARGENT, presented the Coast Guard Commendation Medal for meritorious achievement to Commander Valeria Louise BERG at her retirement ceremony on 1 July 1971. She retired with 20 years of active service. CDR BERG was cited for exceptional administrative and professional competence while serving as Chief, Active Duty for Training Branch, Office of Reserve, at Headquarters since February 1959. During these past 12 years CDR BERG was responsible for providing quality training for more than 13,000 Reserve officers and men, and for the continued development and use of other Armed Service Schools for Senior Reserve Officers. Earning the distinction of Senior SPAR Officer Present on active duty in 1969, CDR BERG was praised for bringing credit to the Coast Guard Women's Corps through her tact and sound judgment in dealings with other services and organizations.

## NEW SPAR

Hospital Apprentice April Lynn CLAUSEN topped the recent recruit class at the Naval Training Center in Bainbridge, Maryland. The young SPAR placed first militarily and second academically, winning out over 42 WAVES and 2 other SPARs. Her company commander praised her by saying "She did everything right from the day she arrived."

A resident of Rosalia, Washington HA CLAUSEN is the daughter of retired Coast Guard Chief Petty Officer Wayne A. CLAUSEN. Her brother just completed four years with the Regular

Coast Guard and is now a member of the Reserve.

Before her enlistment April spent her spare time as a Junior Volunteer at the Deaconess Hospital in Spokane, Washington. She will continue her work in the medical field after she and her SPAR classmates Patricia HURST and Ruth ROENSHILD complete school at Great Lakes Naval Training Center. All three reservists enlisted in the Thirteenth district for three years active duty.



*The Commandant, Admiral C. R. BENDER, departing from the USCGC UNIMAK after inspecting her during a visit to the Recruit Training Center at Cape May for the dedication of a new building.*

## Ensign to Captain in the CG Reserve

On 12 and 14 July 1971 respectively, CAPTAIN Nathan F. NEER, Jr., and CAPTAIN Robert T. LEARY, both USCGR, completed thirty years of continuous service in the Coast Guard Reserve. These officers, the senior two captains in the Coast Guard Reserve at the time of their retirement, will be the first two officers to complete their entire career in the Coast Guard Reserve. Officers who had completed thirty years of service prior to Captains NEER and LEARY all had service in other components or entered at a rank higher than ensign.

Both Captains NEER and LEARY were commissioned ensigns in July 1941, under the gathering clouds of World War II. Their continuous service and dedication since that time, both on active and inactive duty, should serve as inspiration to others. Both of these officers have spent countless hours, in many instances without pay or other compensation, improving and developing the Coast Guard Reserve.

## MORE OIL

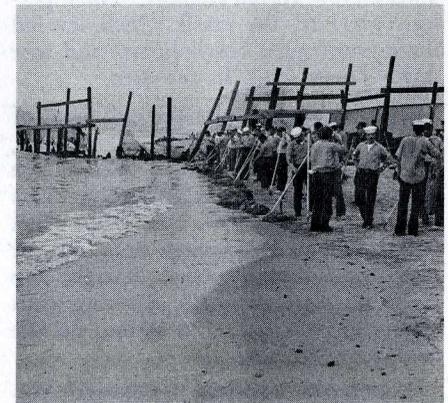
New York area reservists were right on the job when the call went out for volunteers to assist in the clean-up operation of a harbor oil spill.

On Wednesday 14 July 1971, the U.S. Navy vessel TOWLE, moored at Bayonne, New Jersey, accidentally discharged some 38,000 gallons of oil over the side. By the weekend oil had drifted into the beach area of Coney Island. Saturday and Sunday 17 and 18 July, INACDUTRA reservists training on their scheduled weekend, agreed to extend their drill and man shovels and other equipment being used to clean up the area. Two reserve 31 foot boats were also used. Over 50 reservists participated directly in operations over the weekend. On Monday and Tuesday 19 and 20 July, reservists were also asked to assist. On Monday nearly 50 officers and men were on duty. A reduced force of 18 officers and enlisted men was requested and furnished on Tuesday.

These reservists were awarded a "WELL DONE!" by VADM GRALLA, Commander, Military Sealift Command. Additionally, in a letter to the Commander, Third Coast Guard District, the Commandant stated in part:

"The leadership and professionalism demonstrated by your personnel during the cleanup activities reflect great credit on your District, the Coast Guard and the Department of Transportation. Your actions successfully demonstrated the value of the Strike Force and Coast Guard Reserve in Contingency Plan Operations, and greatly mitigated the environmental damage which might otherwise have resulted from this spill.

The initiative and diligent efforts of your personnel are in keeping with the finest traditions of the Coast Guard. Express to your personnel that I am pleased with their performance and I commend all hands for a job well done."



*Reservists help clean the oil from the beach on Coney Island.*

# Coast Guard History Corner

In recent issues, we have written of the acts of heroism of Signalman First Class Douglas MUNRO and Boatswain John A. MIDGETT for whom USCGC MUNRO and the USCGC MIDGETT have been named. This month the heroic actions of First Lieutenant David H. JARVIS of the Revenue Cutter Service are presented.

In the Fall of 1897, information was received aboard the Revenue Cutter BEAR that eight American whaling ships, with 265 persons on board were stranded in the pack ice in the vicinity of Point Barrow, Alaska. It would be impossible for a ship to approach the Point until July or August and by that time, the whalers would surely starve. President McKinley directed Secretary of the Treasury Lyman Gage to study the feasibility of rescuing the whalers. The Secretary directed the BEAR to assist. The commanding officer of the BEAR explained the situation to his crew and asked for volunteers—all hands responded. Captain Francis TUTTLE selected Lt. JARVIS to head the relief expedition. Additionally, the party consisted of Second Lieutenant Ellsworth P. BERTHOLF (later Commandant of the Coast Guard), Dr. Samuel J. Call, a Ship's Surgeon, and Mr. F. Goltchoff, a government reindeer expert.

The landing party arrived at Cape Vancouver, Alaska on 16 December 1897 and immediately set out on the overland 1500 mile trek. The general plan for the expedition called for driving a herd of reindeer (which had been introduced to Alaska by the R.C.S.—See Nov. '70 Reservist) collected from several sites north to Point Barrow. Alaska had never been crossed during the winter, especially driving the nervous reindeer. Even the Eskimo natives would not normally venture more than a day's journey (seven to ten miles) from their villages in winter. Nevertheless, Lieutenant JARVIS and his small expedition set out on what must be about the longest SAR mission in Coast Guard history. As the expedition moved inland they faced, and overcame, tremendous hardships; however, they learned much from their experiences. As they traveled from village to village, JARVIS converted his "stateside" equipment, to that used by the local natives. He found the sleds lighter and stronger, the clothing (deerskin in-

stead of wool) warmer and more waterproof, and the native dogs more suitable than those brought along for the journey.

At each of the reindeer stations, where he was planning to gather the animals for the drive north, LT JARVIS was faced with a tremendous problem. Not only was he asking the natives to turn over to him their reindeer, which served as their food and clothing supply (of course they would receive new deer as replacements) but also he had to ask them to drive the herds north with his expedition. These difficulties too were overcome. Finally, on 25 March 1898 JARVIS reached the first whaler, the Belvedere, near the Sea Horse Islands. Food was short and the Captain was seriously ill, but otherwise conditions were not desperate. JARVIS left them some supplies and pushed on to Point Barrow, reaching there four days later.

Although starvation at Point Barrow was still some months away, other medical conditions there were poor. Scurvy had already begun to develop. The whalers had been living in conditions of absolute filth for several months. Because they had used improvised seal oil lamps for heating their make shift huts (temperatures often dipped to 50° below zero) JARVIS found them covered with greasy soot. Doctor Call was certain that only the extreme cold had prevented an epidemic of disease. Under the forceful guidance of Lieutenant JARVIS and his party, the whalers were returned to a reasonable state of health and comfort. Only three of the original 265 men had died during the winter.

On 28 July, the Cutter BEAR finally pounded her way into Point Barrow bringing an end to the Overland Expedition.

What became of the members of the Overland Expedition?

JARVIS was eventually promoted to Captain (comparable to today's O-3). He resigned from the Revenue Cutter Service in 1905 to work for a commercial fishing corporation in Alaska, becoming the Treasurer which he served as until his death on 23 June 1911.

Second Lieutenant Ellsworth P. BERTHOLF continued to serve in the RCS, eventually becoming the Captain-Commandant, and was serving as such when the Revenue Cutter Service merged with the Life Saving Service to become the Coast Guard in 1915.

Unfortunately, the records available fail to give any indication of what became of Doctor Call after the expedition.

## E-8's

The following nine men were selected for advancement to Senior Chief Petty Officer in the Coast Guard Reserve:

CSC ROBBS R305 877(032-26-5990), 1st District  
ENC GOLETZ 2005 270(272-34-4252), 2nd District  
ENC JOHNSON R295 661(398-28-5045), 5th District  
DCC RASH 2017 581(242-12-6037), 5th District  
QMC BALL 2016 983(246-20-4320), 5th District  
ENC DeCOSTA 2018 916(267-50-5793), 7th District  
ETC BOLLAM 2030 782(293-26-4496), 9th District  
ENC SYLVIA 2036 658(569-50-4064), 12th District  
DCC GARI 2036 508(127-26-7709), 12th District  
Well Done!

## Veteran Benefit Information Available To All

WASHINGTON (AFPS)—A wealth of information on veterans benefits under the G.I. Bill is available at any Veterans Administration office or veterans' service organization, and many education offices.

Pamphlets cover benefits and opportunities for Vietnam Era veterans; medical, dental and hospital benefits; education assistance for sons and daughters of veterans; group life insurance conversion plans; details about disability compensation and pension payments; information on the American Flag for burial or memorial purposes; facts on the purchase of mobile homes; and guaranteed loans, as well as many other subjects.

While most returning servicemen and veterans receive these pamphlets, frequently they fail to take the time to read them and they become lost or discarded, the VA has learned. New copies are available by writing the local VA office.

Offices of the VA are listed in the white pages of telephone directories, usually under the heading of U. S. Government.

