

*Celebrating
Jacob A.
Lawrence*

*World War II
Coast Guard
Reservist
1943-45*

Renowned Artist

The **Reservist** *Coast Guard*

February 1994

is published by the Commandant of the USCG.

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Commandant (G-RS-1)
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Due to the quantity of submissions and photos received, we are not able to return them unless specifically requested. *The Coast Guard Reservist* is produced on a Macintosh IIci using Quark Express 3.11. **Address changes should be submitted through your District(r).** During FY94, *The Coast Guard Reservist* is being printed by Art Litho Company, Baltimore, Md. *The Reservist* is published on recycled paper and is printed using soy-based inks.

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Your Turn

Munro's "Dixie Cup" Hat

You guys do such a great job I am kind of reluctant to bring this to your attention.

On Page 7 of the December 1993 issue you show our hero, Doug Munro 180 degrees out of phase. If you had an old timer around to help you edit, you would know that the white piping on Doug's left shoulder denotes a deck rate and should be on the right. Also, the tilt of his "dixie cup" hat is not just at a "jaunty" angle. In those days you "squared" your hat



Douglas A. Munro properly depicted.

using two fingers over the eyebrow on the left side and one on the right. So you see, if the photo were reversed, Doug would be "squared away." Check with any "old" timer. Keep up the good work.

— GMC William C. Nakis
USCGR(Ret.)
Rowley, Mass.

Editor's note: We checked with CG Historian, Dr. Robert Browning and Chief Nakis is correct. Unfortunately, the original photo supplied to us depicted Munro exactly as shown in that issue. Thanks to Chief Nakis and his "eagle eye" for catching this.

Don't forget Vietnam-era SPARs

I am a Vietnam era SPAR. Why doesn't the Coast Guard acknowledge us? No matter what I read —

from SPAR articles to "Women in the Coast Guard Newsletter" to "Moments in History" distributed by the Women's Advisory Council — there is never a mention of the approximately 100 women who served as SPARs.

In 1965, the Coast Guard recruited less than 100 women to serve at district offices and Headquarters as yeomen and storekeepers. The need for these women arose because men were being deployed to Vietnam on the newly commissioned 378-foot WHECs and other vessels (255s, I believe). We were enlisted to serve three years. The first year consisted of boot camp at Naval Training Center Bainbridge, Md., Class "A" school at CG Training Center Groton, Conn., followed by six months at a district office or Headquarters. Some, like me, extended their active duty time before returning to a reserve unit.

Maybe we are ignored because we are so few and maybe it's because there are few still around that remember "us" being around. Please do not ignore the fact that there were some (few, I admit) that gave service to our country in the Coast Guard during the Vietnam era. We shouldn't be forgotten.

— LT Diana L. Reynolds, USCGR
Long Beach, Calif.

Editor's note: Some of our recent historical issues and articles mentioned SPARs training at Bainbridge, Md. during the '60s but didn't specifically mention Vietnam. Thanks to LT Reynolds' letter, we were able to include the fact that approximately 100 SPARs served during Vietnam in our January 1994 article on the dedication of the Vietnam Women's Memorial.

On the cover

The famous artist Jacob Lawrence served 26 months active duty as a Coast Guard Reservist in World War II. Lawrence says his time in the

Coast Guard was "one of the peak experiences of my life." His story begins on Page 4. Photo courtesy of Jacob Lawrence.

A View from the Bridge

By Rear Admiral Gregory A. Penington

Chief, Office of Readiness & Reserve



Recently I had an experience that summed up in a single moment the events of the past year. I had the pleasure to meet two reservists who participated in a dramatic effort to rescue 23 passengers from a charter boat that had sunk in a December storm in the Chesapeake Bay. At the same moment that I felt pride in their accomplishments, I noticed the sleeve of one of them which indicated through his rate and years in service that he was targeted for transfer from the SELRES due to Professional Growth Points (PGP). Although I eventually learned that he was advanced in rate in time to avoid transfer, I am well aware that he was one of the lucky few, and that others of his caliber were not so fortunate.

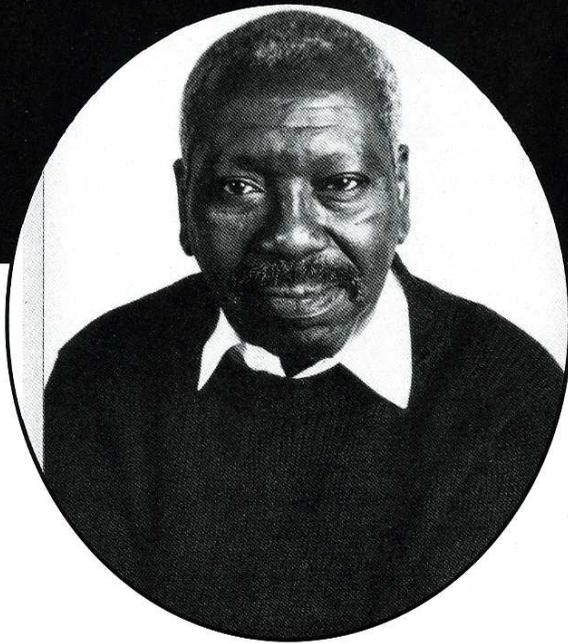
1993 was a year of extraordinary accomplishment on the part of Coast Guard reservists, as they dealt with floods of historic proportions and other disastrous events. At the same time we experienced the turbulence caused by the reduction of the SELRES to 8,000 members. Nearly a thousand good-performing reservists were transferred from the SELRES to reach our new ceiling, and both Reserve and active units in the field are feeling the effects of that loss right now. I can only say that the PGP policy was the fairest, most equitable method we could devise to reduce the SELRES, and that those affected have not been left in the cold, since nearly all who are not already eligible for retirement will qualify for transition benefits. I extend my thanks and gratitude to all of those reservists for their service. For those who elect to continue to serve in a non-pay capacity, I

welcome your continued contribution to the Coast Guard Reserve. Perhaps the opportunity will present itself in the future for a return to the SELRES.

As the Coast Guard Reserve begins its 54th year this month, it is now time to turn to the future. The Reserve program is embarking on new management initiatives to improve the efficiency and training of reservists. A survey conducted of program managers and operational commanders has been completed, identifying where the best training opportunities for reservists exist. We are developing a training system, or TRASYS, that will be used to assign reservists to the best training site. Reserve units will continue to exist to facilitate the administrative and structural needs of the Reserve program, but operationally we will align ever more closely with the active units in the field. Several Quality Action Teams and Natural Working Groups that have been working on important Reserve-related issues should be finalizing their reports in the near future. We will keep you informed and updated on the progress of all these initiatives.

Let me close by acknowledging Black History Month and what it represents. As we celebrate the contributions made by African-Americans to the Coast Guard Reserve and the nation, both prominent persons like Jacob Lawrence and ordinary citizen-soldiers, let us increase our resolve to remove all barriers, overt and subtle, to military service for all minorities, and to value the richness and strength that the diversity in this country gives us.





Jacob Lawrence

Famous artist served on active duty as CG Reservist from '43-45

By LT Charles H. Hollingsworth, Jr.
D5(IRR), USCGR

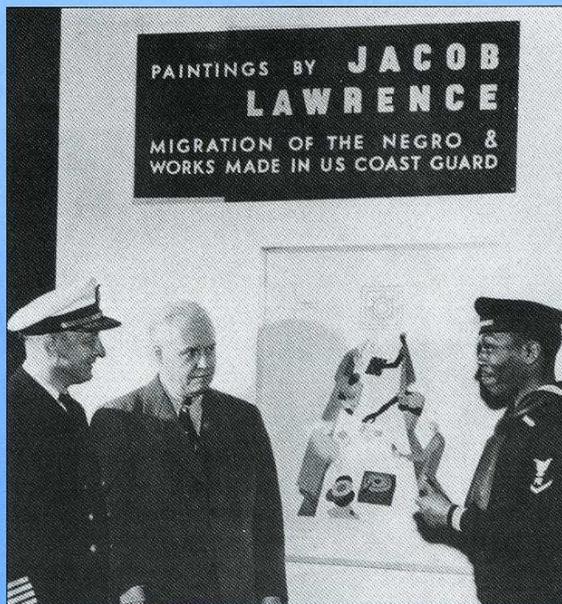
There's a saying among scholars that the highest form of intelligence is creativity. History has shown that the Coast Guard values and supports that notion and allows individuals to be inventive in their day-to-day activities. Due to the nature of the Coast Guard's size and the vastness of our responsibilities, the creative aspect plays a vital role in our missions.

A good example of this was during World War II when Coast Guard LT Carlton Skinner was determined to develop his crew without regard to race. He had become acutely aware of racial discrimination in the service when he had found it impossible to promote one of his black crew members because of race. This prompted a letter to his admiral, in which he requested what the newspapers called "an experiment to combat racial discrimination at sea."

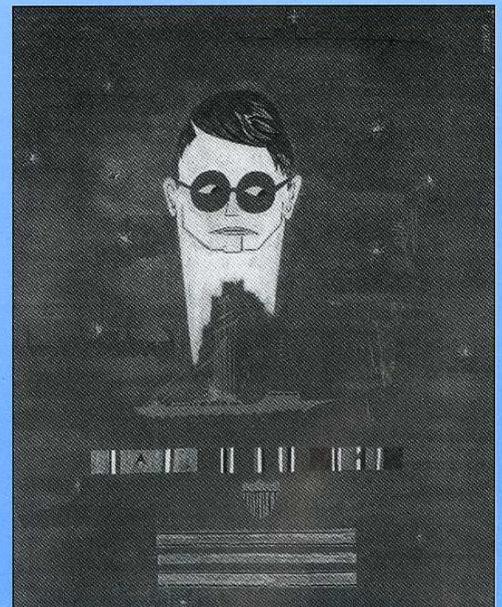
Skinner's request was granted: To take a racially mixed crew "on a tour of duty to determine whether abandonment of the segregation policy would work out in actual operation.... At the end of a year, his ship got a grade AA rating on every operation." Skinner was promptly promoted to Lieutenant Commander and became captain of the first integrated ship under Navy-operational control, *Sea Cloud* (WPG 284 / IX 99), a weather patrol ship. Of the 173 officers and men, four officers and 50 petty officers were African-American. Among the 50 petty officers was Coast Guard Reservist and emerging artist Jacob Lawrence.

Today, you can go to the Smithsonian, the Museum of Modern Art in New York, Chicago Art Museum, or even the Vatican Gallery in Rome, and there you will see Lawrence's paintings. You can find his name in many contemporary art books claiming him as one of

Right: PR3 Jacob Lawrence, right, gestures toward a Coast Guard painting while CAPT J.S. Rosenthal, left, writer and photographer Carl van Vechten, look on at the Museum of Modern Art opening, 1944.



Inside right: Lawrence depicts his then CO's face, LCDR Carlton Skinner.



From Carlton Skinner collection, used with permission

WRENCE

America's most influential artists. His paintings were featured on the cover of *Time*, exhibited in the Soviet Union, and on the 1972 Munich Olympic Games Poster.

In 1974, his painting "Builders" was presented to Pope Paul VI, and that same year, the Whitney Museum held a major retrospective of his work that toured nationally. His work also has hung in the White House. Following the inauguration of President Jimmy Carter, "Swearing in #1" was presented to the President and Mrs. Carter in 1977. In 1978, Lawrence was nominated by President Carter and confirmed by the U.S. Senate to serve a six-year term as a member of the National Council on the Arts. In 1983, he was elected to the American Academy of Arts and Letters. As of this date he has been awarded four Honorary Doctorate Degrees. He is currently Professor Emeritus of Art at the University of Washington.

At the moment, according to his agent, his paintings sell for \$70,000 and up. His earlier paintings, like the ones he painted while in the Coast Guard, are worth a great deal more.

Jacob Armstead Lawrence was born Sept. 7, 1917 in Atlantic City, N.J. His family moved to Harlem after a short stay in Easton, Pa. Lawrence grew up in Harlem during the Great Depression. Ironically, while America was experiencing the effects of the Depression,

Harlem was experiencing what is known as the "Harlem Renaissance" — a flourishing of black consciousness that swept New York during the 20s, 30s and ending in the early 40s.

This by no means implies that Harlem was thriving economically. The community was overcrowded, people were poor and conditions were deplorable. By 1930, about a half million people were crammed into Harlem's three-square miles. However, the community rallied by setting up soup kitchens, free clothing and shelter programs, and by throwing rent parties.

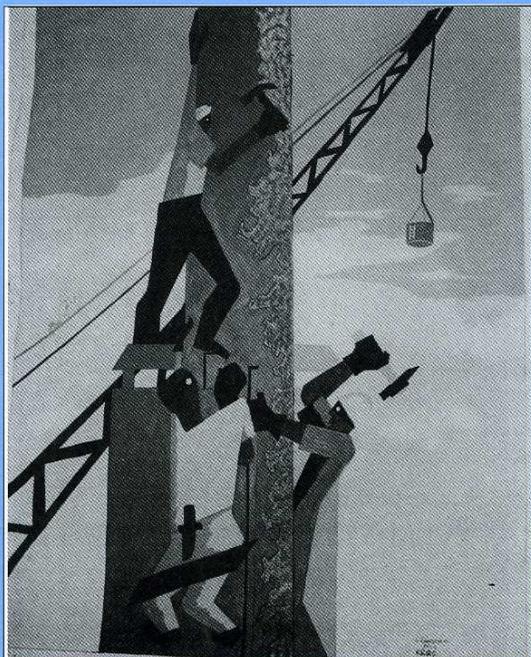
Harlem was dubbed as the "International Capital for African-Americans" that hosted celebrities like "Bojangles" Robinson, Paul Robeson, pianist "Jelly Roll" Morton and Fats Waller, as well as intellectuals such as Alain Locke and W.E.B. DuBois. The famed Cotton Club



Lawrence family photographs, used with permission

PR3 Jacob Armstead Lawrence in 1944.

Continued on next page 



U.S. Coast Guard Archives



U.S. Coast Guard Archives

"Chipping the Mast," inside left and "Painting the Bilges" were both completed and displayed in 1944.

Jacob Armstead LAWRENCE

was in its heyday, presenting shows to the white socially elite. Indeed, it was an exciting time for the gifted teenager who relished the creative cultural ambiance of Harlem, and he preserved these social events on canvas.

The year 1941 was an eventful year for Lawrence. He received almost overnight acclaim when his "Migration of the Negro" series was shown at the prestigious Downtown Gallery in November 1941, making him the first black artist to be represented in a New York gallery. The same month, *Fortune* magazine reproduced 26 of his series' color plates and a lengthy article. He married Gwendolyn Knight (a talented

Lawrence family photographs, used with permission

Lawrence at work painting aboard the *Sea Cloud*, 1944.

painter in her own right) on July 24, and by Dec. 8, America was at war. Lawrence's career gained national impetus the following year-and-a-half. That came to a screeching halt on Oct. 20, 1943 when he was drafted into the U.S. Coast Guard Reserve, at that time operating under the Navy.

Lawrence was given a Steward's Mate rating, an enlisted rate commonly given to minorities entering the sea services at that time. After boot camp at Curtis Bay, Md., he went to St. Augustine, Fla., where he was assigned to serve the dining and living quarters of the officers. Fortunately Lawrence's commanding officer, CAPT J. S. Rosenthal, was sensitive to the situation and encouraged Lawrence to continue painting, even offering Lawrence his own quarters to do so.

When Lawrence was assigned to the *Sea Cloud*, LT Skinner helped Lawrence obtain the rating of Public Relations (PR3). In addition to his regular duties, he was also given the task to paint documentary works of Coast Guard life. Lawrence said that

Jacob Lawrence at work in the *SEA CLOUD's* ward room, 1944.

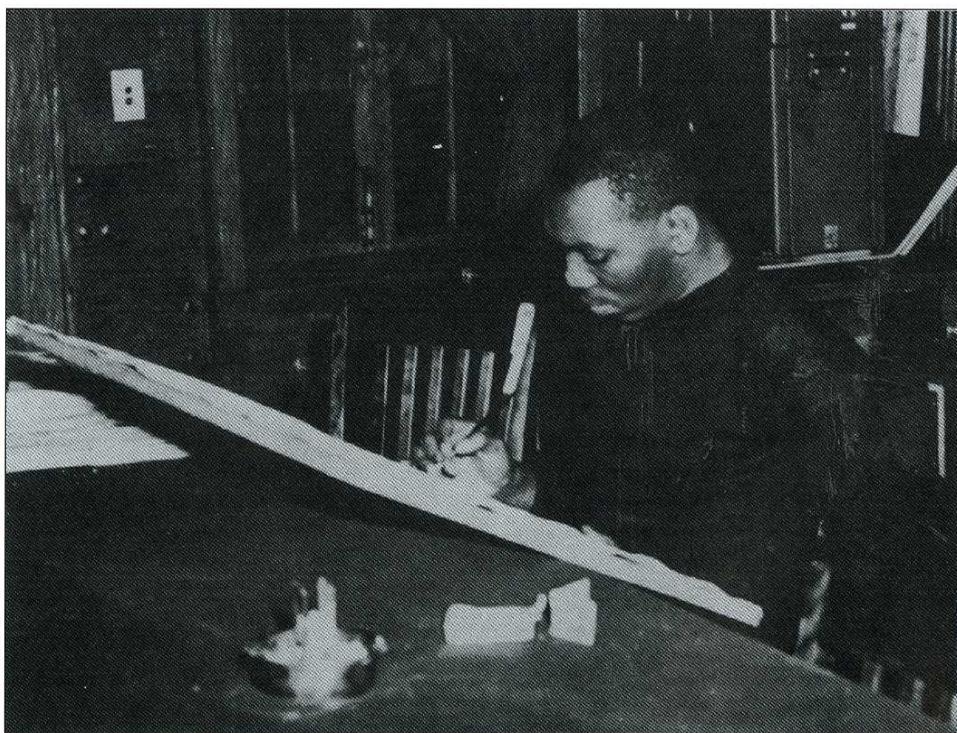
the atmosphere created by Carlton Skinner and his officers "[was] the best democracy I've ever known."

It was during his time aboard *Sea Cloud* that Lawrence painted a portrait of Skinner (see Page 4). Skinner's face is surrounded by Coast Guard symbols floating in an all-encompassing blue oceanic expanse. That painting is now part of the Smithsonian Institute in Washington, D.C.

After eight months aboard *Sea Cloud*, Lawrence was assigned to a troop transport ship, the *USS General Wilds P. Richardson*. CAPT Rosenthal, his commanding officer at boot camp and captain of this ship, had requested Lawrence as his combat artist. On the *Richardson*, Lawrence had full-time duties as official Coast Guard painter. The ship made repeated trips to England, Italy, Egypt and India in 1945.

In Lawrence's Coast Guard paintings, he captured the discipline of daily, routine shipboard life, and the activities in port. He preserved a record of a particular segment of his wartime experience. Certainly for Lawrence, his Coast Guard experience represented an opportunity to be part of a way of life that was relatively free of discrimination. His shipmates worked together, took part in recreational activities, and even went on liberty together. They were faced with one fundamental concern — the war.

From his Coast Guard experience came a renewed visual awareness and he began to paint differently. He now began using more of the picture plane due to his forced confinement of shipboard life. He had to closely scrutinize his surroundings and make visual assessments.



Lawrence family photographs, used with permission

Altogether, Lawrence spent 26 months in the Service and the Coast Guard documented 48 of his works. Unfortunately, most of these were probably dispersed among Coast Guard installations by 1961 and the whereabouts of all but five of these Coast Guard works are now unknown. Works done during the period 1943-45 are signed with an accompanying "U.S.C.G."

In reflecting on the content of these works, Lawrence said at that time: "It's the little things that are big. A man may never see combat, but he can be a very important person. The man at the guns, there's glamour there. Men dying, men being shot, they're the heroes. But the man bringing up the supplies is important too. Take the cook. He just cooks, day in and day out. He never hears a gun fired except in practice. He's way down below, cooking. Now the coxswain, or the gunner's mate, the man at the wheel, people admire what they do. But the cook — the cooks may not like my style of painting. But they appreciate the fact I'm painting a cook."

Elizabeth McCausland of *Magazine of Art* in 1945 said this of Lawrence's Coast Guard experience:

"Lawrence's latest phase as an artist is most encouraging. His ...Coast Guard paintings [mark] a great advance over the brilliant promises of his youth...Jacob Lawrence's continued growth is gratifying, for racial discrimination has not bred positive social attitudes toward the war in all Negro intellectuals. That Lawrence paints hopefully is hopeful, and that the United States Coast Guard gave him a chance to make his visual record hopeful."

After the war, Lawrence was saluted by *New Masses* magazine at an awards dinner to "honor Negro and

white Americans whose achievements in the arts, sciences, and public life are major contributions toward greater racial understanding." Among those being honored were Paul Robeson, Duke Ellington, and W.E.B. DuBois.

Although living a celebrated life, Jacob Lawrence still maintains his good nature and wit that often come from perseverance, having a happy marriage of 53 years, and by actively being creative. In a recent interview with *The Reservist*, Lawrence said that despite living through the hard times of the Depression and World War II, "it was a period of hope."

Of his hitch in the Coast Guard, he added, "For me, if you have to be at war, it was wonderful duty. The crew was small...you were able to get to know everyone. It was a wonderful experience...it was one of the peak experiences of my life."

The Coast Guard Reserve was and is enriched by his services and fruits of his labor.



LT Hollingsworth is a D5 CG Reservist. He has a Ph.D. in Philosophy in Art Education and is the Department Chair of Fine Arts at Lincoln University in Pennsylvania.

Lawrence family photographs, used with permission



Jacob and his wife, Gwen, following his release from the Coast Guard, Feb. 17, 1946.

See more...

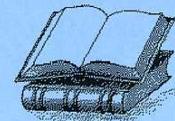
Jacob Lawrence's *The Migration Series*, featuring 60 painted wood panels depicting black migration from the rural South to the urban North is currently touring the nation. This 1940-41 series won Lawrence accolades of the mainstream art world. This show has already been in Washington, D.C. Other tentatively scheduled showings with cities and dates are listed at right:

- *Milwaukee Art Museum, Jan. 28-March 20, 1994*
- *Portland (Ore.) Art Museum, April 19-June 12, 1994*
- *Birmingham (Ala.) Museum of Art, July 10-Sept. 4, 1994*
- *St. Louis Art Museum, Sept. 30-Nov. 27, 1994*
- *New York Museum of Modern Art, Jan. 11-April 11, 1995*
- *Atlanta High Museum of Art, April 25-June 27, 1995*
- *Denver Art Museum, July 15-Sept. 9, 1995*
- *Chicago Historical Society, Sept. 22-Nov. 26, 1995*

Read more...

Three recent books on Jacob Lawrence:

- *Jacob Lawrence American Painter*, by Ellen Harkins Wheat, University of Washington Press in association with the Seattle Art Museum, 1986.
- *Jacob Lawrence: The Migration Series*, edited by Elizabeth Turner, Rappahannock Press, Washington, D.C., 1993.
- *A History of African-American Artists, From 1792 to the Present*, by Romare Bearden & Harry Henderson, Pantheon Books, New York, 1993.



February is Black History Month. Read more about African American's contributions to the USCG in:

- *African Americans In The United States Coast Guard, Historic Role Models, 1790-1993*, DOT, CG Historian, Washington, D.C.



Cutters

Coast Guards

One of America's most forgotten great hockey teams

By Stan Fischler
REPRINTED WITH PERMISSION FROM
AMERICAN HOCKEY MAGAZINE
(APRIL / MAY 1993)

Editor's note: Since February is the peak of hockey season, the Winter Olympics and marks 50 years since the Cutters were on the ice, we felt our readers would appreciate this timely story. Special thanks to PSCM M. Hennessy of RU Montauk, N.Y. who submitted this story.

America's most-forgotten great hockey team is finally being remembered — a half century later. The club in question is the 1943 U.S. Coast Guard Cutters, who won the Amateur Hockey Association of the United States (AHAUS, now known as USA Hockey) National Senior Championship for both the 1942-43 and 1943-44 seasons.

How good were the Cutters, who played out of Curtis Bay Yard in Baltimore, Md? Some experts consider them *the* best American team of all time — 1960 and 1980 Olympic gold medalists included. Founded shortly after Japan attacked Pearl Harbor in 1941, the Cutters boasted a roster which included many talented American professional and amateur players.

The team was organized by LCDR Clifford R. MacLean, a hockey player-turned serviceman who was mili-

tary personnel officer at Curtis Bay Yard. MacLean assembled a squad that would become the most prominent and talented team in the old Eastern Amateur Hockey League. The league was fast, rugged and teeming with players who frequently graduated to the NHL.

In addition to the Cutters' intensive Eastern League schedule, Uncle Sam's skaters played an extensive exhibition slate. They contested and beat the Canadian service teams who were laden with experienced NHL players.

Throughout their two seasons of competition, the Cutters attracted capacity crowds at large arenas in Baltimore, Philadelphia and New York City, entertaining fans with their outstanding brand of exciting hockey.

"We would go to Madison Square Garden to play in the afternoon and draw bigger crowds than the Rangers did at night," recalls Endo Corsetti, the 5'6" fleet center from Hershey, Pa. "We had some great players and we were a very popular team."

A unique and special aura surrounded the Cutters when they played. They sported patriotic red, white and blue star-spangled jerseys with the Coast Guard's shield depicting two crossing anchors emblazoned across the front. The jerseys also bore the Coast Guard's

motto, "Semper Paratus" — always ready!

"We had one of the nicest uniforms that was ever manufactured," asserts high-scoring forward Bob Gilray. "They were beautiful and we carried them proudly."

Adding to the exciting atmosphere was the Coast Guard marching band, featuring Benny Goodman's trumpet-playing brother, Irv Goodman. The band accompanied the team at all home games and on numerous road trips. Every time the Cutters scored, the band played the Coast Guard marching song.

"It ran chills down your back," remembers Gilray.

The Cutters carried three outstanding goaltenders. Hall of Famer Frank "Mr. Zero" Brimsek was the most renowned. Brimsek was the NHL Vezina Trophy winner in 1939 and 1942 and led the Boston Bruins to the Stanley Cup title in 1941. Rounding out the triumvirate were Hub Nelson and Muzz Murray, two extremely dependable netminders from the minors.

The defense was dominated by NHLers like Art Coulter, a Hall of Famer who captained the New York Rangers last Stanley Cup-winning team in 1940, and Alex Motter of the Detroit Red Wings

Coulter was often paired with Johnny Mariucci, a big, rugged backliner who played for the Chicago Blackhawks. Mariucci's gargantuan presence was complemented by his exceptional skating and offensive capabilities.

"John could rush up the ice just like a forward," says Gilray. "He was a terrific skater. It looked like

the Red Sea parting every time he went up the center of the ice.”

Adding to the character of the Cutters was Manny Cotlow, a menacing defenseman.

“Cotlow was a character,” says Gilray. “One night he got angry at the referee. When we went to face off in the defensive area, he picked up the puck and threw it out one of the windows of Carlin’s Iceland [in Baltimore, the Cutters’ home rink]. The referee couldn’t do anything because in those days they didn’t have misconduct penalties.”

The Cutters’ offense comprised an amalgam of young, talented amateurs and experienced professionals. Forwards Bob Dill and Ossie Asmundson both played for the N.Y. Rangers. Alexander (Bud) Cook, who played for the Boston Bruins, was the youngest of the NHL’s Cook brothers.

“As good as our professionals were,” says Mike Nardello, “we had so many other guys who made the club great who weren’t big names and never made it to the NHL.”

The Cutters most potent offensive line featured Bob Gilray, Eddie Olson and Joe Kucler, none of whom had NHL experience. Olson and Kucler had starred together for the Marquette Sentinels of the Northern Michigan League prior to joining the Coast Guard.

“Our line had great success,” says Gilray. “They were great players and made me look good.”

After the war, Olson went on to star for the St. Louis Flyers and the Cleveland Barons of the American Hockey League.

“I could always score,” says Olson, “but I learned a lot of hockey when I was with the Coast Guard. I was only 20 years old and the youngest member of my line. The older guys were of great help.”

Among MacLean’s other recruits on offense was Ed Barry, who starred for the Boston Olympics of the Eastern League before enlisting. He briefly played for the Bruins after the

war. In time, the Cutters roster became so overloaded with talent that MacLean divided his team into two squads — the Cutters and the Clippers, who competed against each other during practice. The two teams once played a four-game series that Cotlow described as, “the most intense games of my life.” *Baltimore News-Post* writer George Taylor wrote that, “The rubber tilt was more exciting than the Stanley Cup playoffs.”

“They were great games because competition breeds when you’re among friends,” says Eddie Olson. “The games were tough but they helped the average players gain experience.”

When the CG players were not competing against each other, they were dominating the rest of the Eastern League. They won the AHAUS Senior Championship in both 1943 and 1944 and also beat excellent teams in exhibition games.

“The Cutters were good,” says Frank Brimsek. “We beat the Canadian national teams, including

the Ottawa Commandos who had N.Y. Rangers Neil and Mac Colville and Alex Shibicky. That was one of the best lines in the NHL.”

“We played the best,” says Joe Kucler, “and beat them all.”

One of the few teams the Cutters lost to in an exhibition game were the 1943 Stanley Cup Champion Detroit Red Wings., who the Cutters hosted in 1943.

“They had a hard time beating us,” explained Manny Cotlow. “They didn’t intimidate us, but they were a little bit smarter.”

Despite the popularity of the Cutters, the CG began disbanding the team in the winter of 1944. Kucler was the first to be called to action and others shortly followed.

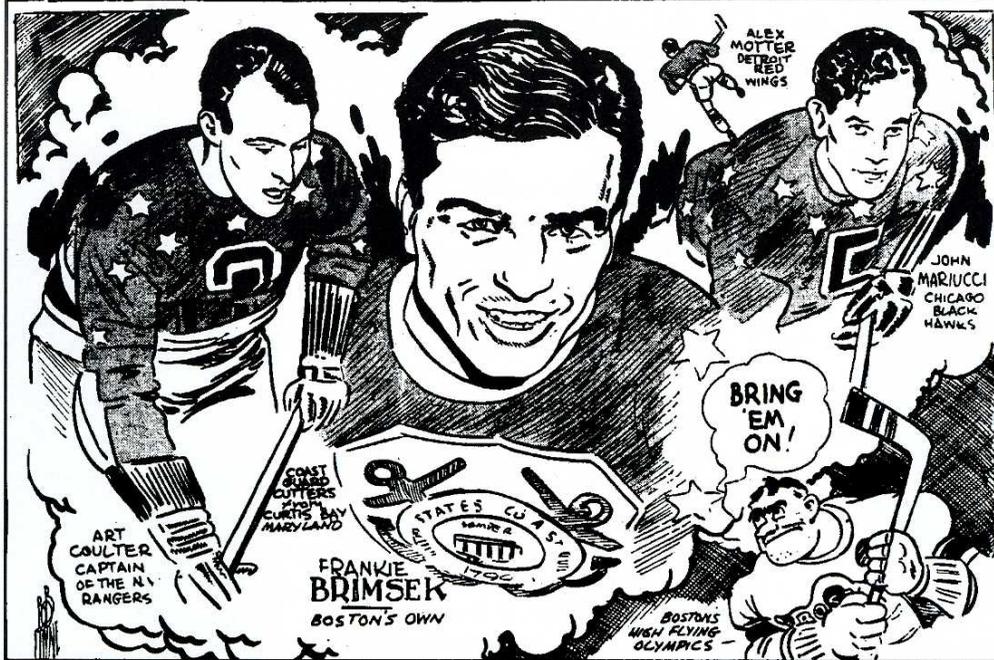
“By April of 1944 we had all been shipped out,” says Gilray. “The honeymoon was over, but it was two years of great marriage. I loved the experience and I’ll never forget it for as long as I live.”

Neither will those of us who had the good fortune of seeing the Cutters in action.

BOSTON POST, FRIDAY, JANUARY 21, 1944

Fast Company!

By Bob Coyne



The 1943 CG Cutters featured Hall of Famers Art Coulter, Frank Brimsek and John Mariucci. The squad won the AHAUS National Senior Championship in 1943-44. It is considered America's most-forgotten great hockey team.



Flood victim's letter reflects gratitude

This letter was received by a member of RU Memphis. He felt it was appropriate to share with all reservists.

Dear New Friends,

I feel I know you...even after such a brief encounter during our big flood.

I kept the address you wrote on the napkin at the Red Cross center and am writing to thank you personally and all the truly God sent people who came to help us.

Life is much more normal now, but there are scars and sights and sounds which remind us. Christmas lights soften the edges and bring hope to our forever changed lives, attitudes and spirituality.

Many visitors have been coming back after sandbagging this summer and have been impressed by our colonial Christmas houses and programs.

We can drink the town water, but it still tastes like chlorine. Any time it rains it runs brown. That is a little bother after the months of going without.

Hope you can come visit us one day.

Thank you again,
Clare Candan
St. Genevieve, Mo.

Scheduled for production in 1995, the 47-foot self-righting Motor Lifeboat has a cruising speed of 20 knots and a range of 200 nautical miles at top speed. Equipped with a 450-horsepower Detroit Diesel powered engine, it has a towing capacity of 150 tons and will cost \$1 million.



Cape May Reservists train aboard 47-foot Motor Life Boat

By MKC James Gelato
RU CAPE MAY

CAPE MAY, N.J. — In September, Station Cape May became the first of four stations to test the new 47-foot Motor Life Boat (MLB).

Station personnel, including three members of RU Cape May, spent two weeks training aboard the MLB. The three members, BM2 William Ritchie, Coxswain, MKC James Gelato and MK3 Michael Ebinger, Engineers, were among the first station members to qualify on the vessel.

The vessel has a top speed of 27 knots, much faster than the 14-knot maximum of the 41 footer currently in use. In addition, the vessel's self-righting capabilities allow it to recover if tipped over, swamped from the side, or flipped end over end.

It's excellent seakeeping abilities with climate-controlled spaces, watertight compartments and high-tech electronics make the 47 footer an excellent platform for the station's search and rescue responsibilities.



U.S. Coast Guard Photo

RU Washington trains with CG Yard firefighters

By PSC Wayne Colburn, Jr.
RU WASHINGTON

BALTIMORE — The U.S. Coast Guard Yard Fire Department is a military department composed of eight active duty personnel, under the command of the Chief of the CG Yard Fire Department, DCCS Paul Wanex, and is augmented by 13 reservists from RU Washington, under the command of PSCS William Jones.

All of the personnel are trained to national standards for firefighters and certified by the National Professional Qualifications Board. Almost all of the training is done in-house under the direction of DC1 Dan Dibble, USCG and PSC Wayne Colburn, USCGR.

Colburn is a full time member of

the faculty of the University of Maryland, Maryland Fire and Rescue Institute, which is the lead agency for training fire departments in Maryland. The training runs from basic firefighting, E.M.T. certification and haz-mat response to fire officer level training.

Recently, fire department personnel were trained in surviving in their turnout gear and breathing apparatus if they fell into the water. This is a very realistic scenario for fighting fires on the waterfront at the Coast Guard Yard.

This use of reserve personnel has saved the Coast Guard thousands of dollars in training costs and formed an excellent working relationship between the active and reserve personnel.



Photo by PSC Wayne Colburn

A firefighter goes into the water in turnout gear and Self-contained Breathing Apparatus as DC1 Dan Dibble looks on.

RU Atlanta develops boat crew training module



By PSC Maxine Cavanaugh
RU ATLANTA

ATLANTA — For reservists, becoming boat crew qualified requires a long, often frustrating, experience of coordinating with active duty personnel and often having to stay behind when the boat leaves the dock on a search and rescue case. This happens for active duty personnel as well.

To reduce delays in training and facilitate completion of qualifications for both active and reserve person-

nel, RU Atlanta was tasked with developing a Boat Crewman Training Module to be used by Group Charleston units.

Under the direction of CAPT Ron White, Commander, Reserve Group Charleston, RU Atlanta worked closely with Group Charleston Operations Officer LT Mike Green and other active duty personnel in the planning and logistics of this effort.

More than 50 of the qualifications required for certification are included in the module. The training takes two consecutive weekends of classroom, dockside and underway operations to complete all the checkoffs before participants receive their certification letters.

Designed for four teams of trainees, the course rotates two teams of trainees in the classroom with a crew of instructors from RU Atlanta. CWO Peter Knox puts the

trainees through their paces in basic navigation, lights and signals, parachute flares and rescue raft capsizing survival. PA2 Larry House and PS2 Greg Gibbs teach first aid and CPR.

At dockside, a third team works with PS1 James Bates on tying knots, rigging both towlines and fenders, setting up and operating the P-5 pump, and onboard firefighting techniques.

Coxswain BMCM Edward Ganis heads a crew of both active duty and qualified reservists in providing instruction for the fourth team and the underway segment of the training. This includes standing watches, knowledge and use of equipment, towing and other rescue operations, including helo ops.

Approximately 20 reservists have been trained to date.



Reservists on board during Fleet Week

FTX Gulf Convergence '94

By LT Paul Dyson
MSO HOUSTON

HOUSTON — Reservists from 10 commands participated in FTX Gulf Convergence '94, a major Coast Guard and Navy exercise held in Houston, Galveston and Port Arthur, Tex. Oct. 25 through Nov. 5.

The Maritime Defense Zone (MDZ) exercise tested Commander Maritime Defense (COMARDEF) Subsector Galveston's ability to respond to various scenarios with a limited mobilization of 12 active and reserve Coast Guard and Navy commands.

Participating marine safety reservists received training in a multitude of marine safety operations. They were then able to practice what they learned by conducting a simulated loadout aboard the Military Sealift Command vessel *USNS Belatrix*.

Boat crew personnel were kept busy throughout the exercises practicing defensive boat tactics as they fended off passive and aggressive violations of safety zones.

The last day of the exercise for all Coast Guard Reservists was spent participating in a large oil spill response drill with participants from three active MSO's, one group command and an air station. Everyone went home tired but more prepared to do their jobs in the future.

San Francisco fireboat Phoenix salutes the beginning of Fleet Week.

By PAC Ron Cabral
D11 PUBLIC AFFAIRS (NR)

SAN FRANCISCO — The 110-foot CGC TYBEE homeported out of San Diego served as the point ship for the Navy Blue Angels and was the Security Zone Commander during the parade of ships at San Francisco's October Fleet Week. Numerous naval vessels from the U.S., Canada and Mexico participated as well as the CGC MUNRO. Dozens of Coast Guard small boats assisted at the huge parade while over 200 Coast Guard Reserve personnel participated.

The TYBEE played a major role in what may be San Francisco's last big military style Fleet Week event. Most of the naval bases in San Francisco Bay are scheduled to close by 1997.

Future Fleet Weeks may take on a more general maritime flavor and will not feature the Blue Angels.

There may also be an absence of submarines and carriers.

Several thousand spectators jammed the stands at Aquatic Park in San Francisco to view the parade coming in from the Golden Gate Bridge and the incredible air show put on by the famed Blue Angel precision flying team. As point ship during the air show, the Blue Angel F-18's roared close to the TYBEE during numerous high speed passes and maneuvers. Those onboard saw the Angels from a whole new perspective. TYBEE crewmen did pass out ear plugs to all onboard and they were well needed as the roar was deafening beyond expectations.

Reserve PA's from the 11th District Public Affairs Alameda covered this event in the air, on small boats and from the deck of the TYBEE.



Photo by PAC Ron Cabral

13th



By PAC Carolyn Cihelka
D13 PUBLIC AFFAIRS

SEATTLE — President Clinton's recent visit here for the Asia-Pacific Economic Cooperation Conference had active duty and Reserve personnel working together as they do for many evolutions. But the efforts of two reservists really stood out.

Coast Guard Reserve LT Bill Wehmeyer, the full-time chief of police for Clyde Hill, a Seattle-area community, coordinated arrangements at Support Center Seattle in anticipation of the president's visit.

Brought on temporary active duty two weeks prior to the event, Wehmeyer worked directly for Support Center Commanding Officer CAPT Charles Murray, nailing down the countless details to make the visit picture-perfect. Wehmeyer appeared as "the calm in the middle of a storm," according to one Coast Guard officer who worked with him.

From transforming the support center's gymnasium from an echo

Reservists make a difference during presidential visit

chamber into an auditorium lined with Coast Guard life rings, pennants and banners, to ensuring that some 600 color-coded tickets were distributed in appropriate proportions to Seattle-area and outlying units, Wehmeyer retained his sense of humor as he satisfied the Coast Guard's, the White House's and the Secret Service's many expectations.

PA1 Nicholas Cirelli began his career as a Coast Guard photographer covering the funeral of President John F. Kennedy at Arlington National Cemetery. Thirty years later, just days before his requested retirement date from the Coast Guard Reserve, Cirelli photographed President Clinton's visit to Support Center Seattle.

Cirelli, who served aboard the CGC OWASCO before lateralling to photographer's mate, left active duty after 10 years, settling down for good in the Seattle area.

As a City of Seattle photographer, he is called upon weekly to photograph Seattle's mayor with visitors, so he was the obvious choice to be the Coast Guard pho-

tographer with "special access" to photograph the president up close.

During Cirelli's active duty days, while stationed in Seattle, he joined several icebreaker deployments. One of his photos was used on a book jacket on the Arctic entitled *Across the Top of Russia*.



Photo by PA3 Dave Engler

LT Bill Wehmeyer in front of the CGC POLAR STAR the day before the president's visit to Support Center Seattle.

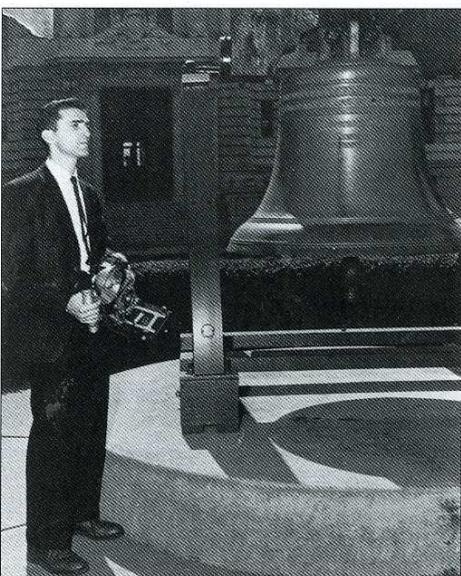


Photo courtesy of Nick Cirelli

Nick Cirelli, CG Photographer's Mate at a photo shoot during his active duty days.



President Clinton speaks to 13th District personnel as RADM John Lockwood and CAPT Charles Murray look on.

Tip ' the Hat



Cooper named ROA's 1993 Outstanding CG Junior Officer

The Reserve Officers Association has named ENS Ellis J. Cooper as the Coast Guard Reserve's Outstanding Junior Officer for the Year 1993. Cooper was presented with a plaque honoring him at the ROA Mid-Winter Conference Navy Section luncheon Jan. 25 in Washington, D.C.

In addition to his exemplary performance as Assistant Operations Officer for Reserve Group Long Island Sound, Cooper conducted comprehensive training for the Group staff and trained all reservists at RU New Haven, Conn. In addition to this training, he reviewed all available "Work-Life" publications and briefed the Group staff on the concepts and programs.

Operationally, he assisted in the planning of the New Haven Harbor FTX, a weekend exercise that required extensive collaboration within a short time frame. When the active duty readiness planner became ill, Cooper assumed the

responsibilities of coordinating the exercise while performing ADT.

Cooper rounded out his military achievements by originating and directing a major community service project that would involve "adopting" a ward at the nearby veterans hospital.

An engineer and product designer for the NASH Engineering Company, Cooper's activities include serving as a member of the American Welding Society and club officer of the Mechanical Engineer's Club at Bridgeport Engineering Institute. Also in 1993, Cooper completed an Associate of Science in Mechanical Engineering degree with honors. He is continuing his education at Bridgeport Engineering Institute.

Cooper was nominated by CDR J. P. Miceli, Commander of Reserve Group Long Island.

Cooper, a CG Reservist since 1985, is a resident of Bridgeport, Conn. where he resides with his wife, Cheryl, and daughter, Sasha.

RU Tampa Wins ROA Congressional Award

The Reserve Officers Association Congressional Award is given annually to the Coast Guard Reserve Unit or Group for outstanding support of the reserve program goals of mobilization, augmentation and community-oriented activities.

This year's winner is Reserve Unit MSO Tampa, Fla.

Commanded by CDR Robert Buckles, the unit provides four complete duty sections to MSO Tampa and relieves their active duty coun-

terparts on a one-to-one basis from Friday afternoon to Sunday evening.

The unit also supports the ongoing Maritime Preposition Ship (MPS) program at Blount Island, Fla. and Space Shuttle security at Cape Canaveral, Fla.

The award was presented at the ROA Mid-Winter Conference on Jan. 23, in Washington, D.C.

For further information on the ROA Congressional Award, please refer to COMDTINST M1001.27.

Retirements

CAPT Fenwick Taylor, D9
CAPT Richard Smith, D2
CDR Patton Caldwell, D8
CDR Jerome Dennehy, D14
CDR Peter Spencer, D7
CDR William Atkinson, D5
LCDR Herbert Menn, D8
LCDR Albin Waskevich, D1
LT Jon Martin, D2
LT Knox Rhine, D13
LT Richard Rose, D13
CWO4 James Skipper, D5
CWO4 Kenneth McLaren, D5
ETCM David Minor, D1
PSCM Gordon Grage, D9
PSCM Roger Christian, D9
DPCM Peter Van Bommel, D1
MKCM Jerry Knight, D2
YNCM Clarence Junkins, D8
PSCS Kenneth Kasinski, D9
BMCS Carl Rodriguez, D8
ETC Frank Taylor, D1
BMC Howard Leonard, D1
MKC Daniel Greenless, D1
MKC David Anderson, D2
MKC Douglas Eltringham, D11
MKC Daniel Greenless, D1
SKC John Demmers, D1
YNC Helen Farrell, D1
EM1 Theodore Mullins, D8
PA1 Donald Burt, D1
YN1 Peter Demitri, D1
IV1 George Hotter, D1
RD1 Derrick Jeffers, D7
RD1 Lawrence Carpenter, D13
SK1 Sherman Kelsay, D8
SS1 Lloyd Michels, D5
PS1 Stanley Suck, D1
PS1 Larry Lynn, D8
PS1 Milton Rasmussen, Jr., D13
ET1 Darrell Mueller, D11
BM2 Joseph Marcucci, D7
BM2 William McGoldrick, D1
BM2 Karl Wendelken, D1
SK2 Jose Fernandi, D7
GM2 Dennis Green, D9
MK2 Kenneth Morris, D2
FNMK Henry Swearngen, D9



Reserve Awards

Tips for recognizing excellence

By YNC **Bonnie Bernard**
RU HQ (G-CAS)

Each year there are a number of awards such as the Outstanding Junior Officer and the ROA Congressional Award that are presented to outstanding districts, units or individuals in the Coast Guard Reserve program.

I recently had the opportunity to participate on a panel for one of these awards in which an individual was to be selected. During this process, I became aware of two immediate shortcomings.

The first was the small number of applicants submitted. In my 18 years of Reserve time, I have been attached to several Reserve units on both the East and West coasts. Hence, I have met and worked with many fantastic and dedicated reservists. I've also had the pleasure of serving at some outstanding units along the way. I'm sure many of you can make the same claim. Why then are there so few nominations?

The second concern I had was that a majority of the packages submitted did not follow the criteria for the award that is outlined in the Reserve Administration and Training Manual (COMDTINST 1001.27). (Change 1 to

COMDINST 1650.25A, Medals and Awards Manual will move from the RATMAN to the Medals and Awards Manual some time in the spring.)

For example, an award is usually given based on actions of an individual or unit for the current year.

Packages were submitted citing an entire history of the person's career. One package was rejected because the candidate was senior to the eligible pay grade.

ALDISTs are prepared by COMDT (G-R) well in advance of each award's deadline announcing and outlining the selection process for the award.

Our Reserve program is facing many new challenges as the new year begins. Our members and units are going to be asked to do more with much less. Let's make it our responsibility to recognize these units or individuals as best as we can. There are many deserving candidates, I'm sure. They work very hard. We, in positions of leadership, should do our best to reward them by submitting a timely and properly documented package promoting their hard work and accomplishments.

RESERVE AWARD DEADLINES

Thomas E. Morris CGR Trophy – Criteria under revision
CG Reserve unit with the "best mobilization readiness."

ROA Congressional Award – Dec. 1

Outstanding CG Reserve unit or Reserve Group.

Admiral Waesche Award – Mar. 31

The outstanding district in their management of the Reserve program.

ROA Outstanding Junior Officer Award – Aug. 1

The junior officer who demonstrates exemplary performance of CG duties.

NERA Outstanding Enlisted CGR Award – Aug. 1

Enlisted member who demonstrates exemplary performance of CG duties.

NDTA Military Reserve Unit Award – Mar. 1

Distinguished service in operational transportation support missions.

ROA Total Force Award – Apr. 1

The active duty organization judged to be the most supportive of a totally integrated Coast Guard Force.

Taps

- **PSC Peter A. Kazlauskas**, USCGR, passed away Dec. 28, 1993 at Boston, Mass. He is survived by his son, Peter A. Kazlauskas, Jr., Vineyard Haven, Mass.

Congratulations...

- **RU Guam officers** were recently cited by the Reserve Officers Association for 100 percent participation in ROA by unit officers.

- **YN1 Janis Williams** of RU Chincoteague, Va. was selected to receive the RU Chincoteague Coast Guardsman of the Year award.

- **PS3 Lawrence Losoff** of RU Chicago was recently awarded the Unit's Chief's Award, Sailor of the Year, 1993.

Medals & Awards

Coast Guard Achievement Medal

LCDR Wayne Dumas, D5
YN2 Mary Stradford, D13

Commandant's Letter of Commendation

CDR Michael Perper, D5
LCDR Mark Jackson, D5
LTJG Brennan Fernelius, D5
LTJG Gary Martin, D2
MK1 Gerald Motisi, D2
YN1 Linda Phipps, D13
BM2 Michael Cleary, D2
BM3 Theodore Finley, D2

Meritorious Unit Commendation (CGC Mariposa)

LT D K Almond, D13
CWO2 M D Cleveland, D13
QM1 M R Estlick, D13
BM2 C P Hill, D13
MK1 M D Harvey, D13
MK2 E Y Ibale, D13
DC3 K S Borslien, D13
EM2 G M Muller, D13

Reserve Tran

By ENS Steve Pruyn
RESERVE PERSONNEL SYSTEMS BRANCH (G-RSM-1)

The official word is out on Reserve Transition Benefits (RTB). RTB will benefit those Coast Guard Reservists involuntarily transferred from the Selected Reserve (SELRES) for drawdown purposes during the period Oct. 1, 1991 to Sept. 30, 1999. ALDIST 345/93, *Guidance for Implementation of Transition Programs*, released on Dec. 21, 1993, and COMDTINST M1001.37, *Procedures for Submitting and Processing Requests for Reserve Transition Benefits*, describe the RTB and provide instruction for implementing the policy. The ALDIST announces implementing guidance on the transition benefits while the COMDTINST provides guidance on the responsibilities of all who are involved in the process. Key points from these documents are outlined below.

ELIGIBILITY

Any reservist who is either discharged or transferred from the Selected Reserve between Oct. 1, 1991 and Sept. 30, 1999, shall be considered involuntarily separated and eligible for RTBs, unless release was due to:

- Member requested separation.
- Unsatisfactory participation or performance.
- Failure to meet requirements for membership in SELRES under law or regulations.
- Member previously eligible for retirement / separation pay at the time of release.
- Member discharged/released due to failure to accept another position (offered within reasonable commuting distance).
- Member being discharged or transferred for extended active duty or for enlistment in another Reserve component.
- Member not entitled to basic pay, compensation for inactive duty for training or both at the time of transfer or discharge.
- Member discharged on expiration of enlistment but was not authorized to reenlist (unless member was fully qualified and requested reenlistment)

WHAT YOU SHOULD DO IF ELIGIBLE

Take time to thoroughly familiarize yourself with COMDTINST M1001.37 and ALDIST 345/93. Failure to receive notification from Commandant does not relieve you of your responsibility to ensure Commandant is aware of your desire to receive benefits. Upon receipt of

the initial RTB notification letter, respond to Commandant (G-RSM), via the chain of command, as soon as possible, but within one year of the date of the letter. You must indicate your intention to elect the RTBs by completing and returning the attached application form. You also must elect the type of separation desired (e.g., transfer to the IRR, discharge from the Service, retirement, or transfer to Category H (for the purpose of drilling for non-pay). Return forms must be signed and dated.

Former members may apply by letter directly to Commandant (G-RSM), 2100 2nd Street, S.W., Washington DC, 20593-0001. If you are denied RTBs and want to appeal, state your case in writing and send it via your chain of command to Commandant (G-RSM) within 30 days of receipt of the denial letter. Again, former members may send their appeal directly to Commandant (G-RSM).

BENEFITS

Qualified SELRES members will be eligible for the following benefits based on time in service and other factors:

- Early retirement for members with 15-20 years of qualifying service (the last eight years of qualifying service has to be in a Reserve component).
- Lump sum separation pay for members with 6-15 years of qualifying service.
- Retention of MGIB benefits for 10 years from original date of eligibility (eligibility must already have been established).
- "Gray Area" benefits, which include commissary, exchange, recreation facilities, limited space available flights on military aircraft, and survivor's benefits, which are currently offered to retirees with 20 or more years of qualifying service (RET-2), will be extended to those opting to retire with 15-20 years of qualifying service. Two years of limited commissary privileges will be offered to those with 1-15 years.

SEPARATION PAY... CALCULATING YOUR BENEFITS

The Law states that a member shall be paid an amount equal to 15 percent of the product of the years of service credited to the member under Section 1333 Title 10 USC, and 62 times the daily equivalent of the monthly basic pay to which the individual would have been entitled had the person been serving on active duty.

sition Benefits

For example, a person would multiply 62 by \$53.33 (which is the daily pay for an E-6 with 10 years total service) by 5.3 (which is creditable years of service computed by adding up the total points toward retirement and dividing by 360 days). For this example we used 1910 points (which includes 365 points per year of four years active duty and 75 points per year of six years drilling), and multiplied by 15 percent to arrive at \$2,281.45.

Transportation may convene boards,* at such times as the Secretary shall determine, to recommend an appropriate number of commissioned officers in the Coast Guard Reserve for elimination from an active status. These boards will consider for elimination only those officers who have met the Service requirements for entitlement to retired pay for non-regular service at age 60 but who are not yet age 60, or are immediately eligible for retired pay based on their military service under any provision of the law.

** Note: These boards will be appointed by the Commandant and will consist of at least 50 percent Reserve officers.*

ADDITIONAL INFORMATION

- Personnel separating from active duty and members of the SELRES whose unit is being decommissioned or whose billet is being disestablished, shall be afforded priority over other applicants for existing or projected SELRES vacancies with other units.
- During the period beginning Dec. 21, 1993 and ending on Sept. 30, 1999, the Secretary of

QUESTIONS?

Questions regarding RTBs should first be addressed at the unit level and then the district. If satisfactory results are not obtained through the chain of command, you may write to Commandant (G-RSM-1), 2100 Second St., S.W., Washington, DC 20593-0001, or call (202) 267-2352 or 1-800-283-8724.



Coast Guard Reserve Transition Benefits Program

Traditional Selected Reservists With:

Transition Benefits For Involuntary Separations From SELRES	1 to < 6 Years Satisfactory Service	6 to < 15 Years Satisfactory Service	15 to < 20 Years Satisfactory Service	20 or > Years Satisfactory Service
Reserve M.G.I.B. benefits to continue 10 years from date of eligibility	YES	YES	YES	YES
Two Year Exchange and limited Commissary Privilege	YES	YES	See Gray Area if elect Early Retirement	See Gray Area Benefits
Separation Pay (Lump Sum)	NO	YES	NO	NO
Early Qualification for Retired pay at age 60	NO	NO	YES	NO
Gray Area Benefits (Commissary, Exchange, Limited Space A, RCSBP & MWR)	NO	NO	YES	YES
Full Retirement Benefits and Pay	NO	NO	YES at age 60	YES at age 60



USCGR Bulletin Board

ATTENTION PS's

New Training Available



Did you graduate from PS "A" School between 1988-91? Are you a Direct Petty Officer recruited since '90 who attended REBI, but not a follow-on two week PS Rating specific course? If you answered yes to either question, consider attending the PS Direct Entry Course (PSDE). Three convenings are planned for '94 at RTC Yorktown, Va.: May 9-20, Aug. 1-12 and Aug. 22-Sept. 2. This course is so new it is not listed in COMDTINST 1571.11I (FY94 ADT and "A" School Course Schedules). The course delivers training based upon the latest Marine Safety related PS performance quals and provides training that meets OSHA's 24-hour minimum training requirements for HAZWOPER. For specific details about the new course, call LCDR William McHenry, RTC Yorktown at (804) 898-2346.

ALDIST's / ALCOAST's / COMDTINST's

- Distribution of 1993 W-2 FormsALCOAST 106/93
- SELRES Downsizing Plan ImplementationALDIST 344/93
- Guidance for Implementation of Transition Programs
 - For Members of the Coast Guard SELRES ..ALDIST 345/93
- Procedures for Submitting & Processing Requests for Reserve Transition BenefitsCOMDTINST M1001.37
- Enlisted High Year Tenure (PGP)COMDTINST 1040.10
- Reserve Officer Authorization ListingALDIST 001/94
- HQ Reserve Advancement AnnouncementALDIST 002/94

CG Mutual Assistance

CG Mutual Assistance provided grants and loans to reservists of nearly \$105,000 during 1993. Two reservists received grants amounting to \$3,100 and 135 reservists received loans totalling \$102,000. More details are available through your local Mutual Assistance Rep.

*Happy
Birthday
Coast Guard
Reserve
Founded Feb. 19, 1941*

• Earn Good Salary

• Earn Retirement Benefit

• Satisfy Your Annual Training Requirement

Operation Summerstock 94

Coast Guard Reservists have a golden opportunity during the Summer of 1994 to help run Great Lakes Stations in the billets listed at right. Submit a Request for Reserve Orders (CG-3453) via the chain of command to arrive at CCGD Nine (rpersru) no later than April 1, 1994. The address is:

Commander (rpersru)
Ninth Coast Guard District
1240 E. Ninth Street
Cleveland, OH 44199-2060

Summerstock Billet List*

Alexandria Bay, N.Y.(7) Harbor Beach, Mich.(10) Washington Island, Wis.(10) Manistee, Mich.(9)

(41 UTB)

BM1*
BM3
MK3
SN
SN
FN
FN

(41 UTB)

SS2*
BM1*
BM2
BM3
BM3
MK2
MK2
SN
SN
FN

(41 UTB)

SS2*
BM1*
BM2
BM3
MK2
MK3
SN
SN
SN
FN

(41 UTB)

SS2*
BM1*
BM3
MK1*
MK2
SN
SN
SN
FN

Frankfort, Mich.(3)

(44' MLB)

SS2*
SN
SN

Niagara, N.Y.(4)

(44' MLB)

SS2*
BM2
MK3
FN

Belle Isle, Mich.(4)

(41' UTB)

BM3
MK2
MK3
SN

Portage, Mich.(1)

(44' MLB)

MK2

Early application is strongly advised.

* Billet runs from May 9 until Sept. 16. All other billets are from May 16 until Sept. 9. Reservists able to complete only part of the period are encouraged to apply, but preference will be given to applicants who can stay entire period.

On Deck

By MCPO Forrest W. Croom

Command Enlisted Advisor
Coast Guard Reserve



Questions or comments? Write or call:
Commandant (G-R CEA), USCG Headquarters,
2100 2nd St. SW, Washington., D.C. 20593. (202) 267-6844

On Dec. 16, 1993, I experienced one of the high points of my career — I was keynote speaker to the first graduating class of Reserve Chief Petty Officers of the Coast Guard's Chief Petty Officer Academy at TRACEN Petaluma, Calif. Twenty-eight Senior Chief Petty Officers and one Master Chief Petty Officer from across the nation, representing 27 different reserve units went through 120 hours of programmed study in 12 days. That two-week resident course was preceded by a six month non-resident course of study which required completion prior to receiving orders to the resident portion.

Prior to graduation, four of the Senior Chiefs were pinned as Collateral Duty Command Enlisted Advisors by CAPT Charles Rhinard, Deputy for Reserve. SCPOs Donald Doss, Stanley Collins, Jan Kielpinski and John Warfield were called to the front of the class for pinning.

In addition, three senior chiefs were recognized by the class and academy staff for outstanding service during the course. The "Spirit of the Chief" award (CPOA) went to RMCS James N. Terrell, RU Albuquerque. This award exemplifies what the class feels a chief should be. The "Excellence Award" (NCOA) representing academic achievement was awarded to BMCS Russell F. Lindblad, RU Curtis Bay, while the "Shipmate Award" (FRA) which exemplifies the ideal shipmate, was awarded to DCCS Homer L. Spaulding of RU Charleston.

Congratulations to all the graduates, CEAs and award winners. I urge all the chiefs to look at the Chief Petty Officer Academy as an excellent tool of ensuring the most rewarding career possible. A special thanks to the Chief Petty Officer Academy Staff and to the Reserve Training Division (G-RST) for an outstanding course of instruction.



First Reserve CPO graduates from CPOA...



The first graduating class of Reserve Chief Petty Officers of the Coast Guard's Chief Petty Officer Academy.



U.S. Department of Transportation

Commandant (G-RS-1)
United States Coast Guard
2100 Second St. S.W.
Washington, D.C. 20593-0001

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