Space Shuttle Security

The Coast Guard Reservist
July 1994

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On the Covers

Front & Back: The Space Shuttle Endeavour's (STS-54) countdown culminates in a picture-perfect liftoff. Coast Guard Reservists have been involved in the shuttle's security since the first space shuttle, Columbia, was launched April 12, 1981. Photo courtesy of National Aeronautics and Space Administration.

Editor's Turn

It was 25 years ago this month that mankind first set foot on the moon. Although the Coast Guard Reserve had no measurable involvement in that historic event (July 20, 1969), this month, *The Reservist* features another space program gem with which the Coast Guard Reserve has had considerable involvement — the space shuttle. Since the first shuttle launch in April 1981, the Coast Guard Reserve has been lending its marine safety and security expertise with an enthusiasm that has never waned. That story begins on Page 6.

We also welcome our new Commandant, ADM Robert E. Kramek and wish him well in his new position while saluting ADM J. William Kime for his many years of service in the Coast Guard. Change-of-command coverage, including ADM Kramek's goals for the Coast Guard in the years ahead, begins on Page 4.

Finally, we have become painfully aware that our switch to second-class mail is causing delivery delays (although it wasn't supposed to). This switch, which began with our March 1994 issue, was designed to save money while keeping delivery time the same. Rather, initial indications are that delivery has been inconsistent and undependable, depending on what part of the nation you live. Therefore, we have developed a small survey posted on the USCGR Bulletin Board in this issue. Please fill out the survey, clip, and drop it in the mail. This will help us in ironing out the second-class mail bugs for FY95. Thank you for your help, have a great summer and Happy Coast Guard Day August 4th! — The Editor

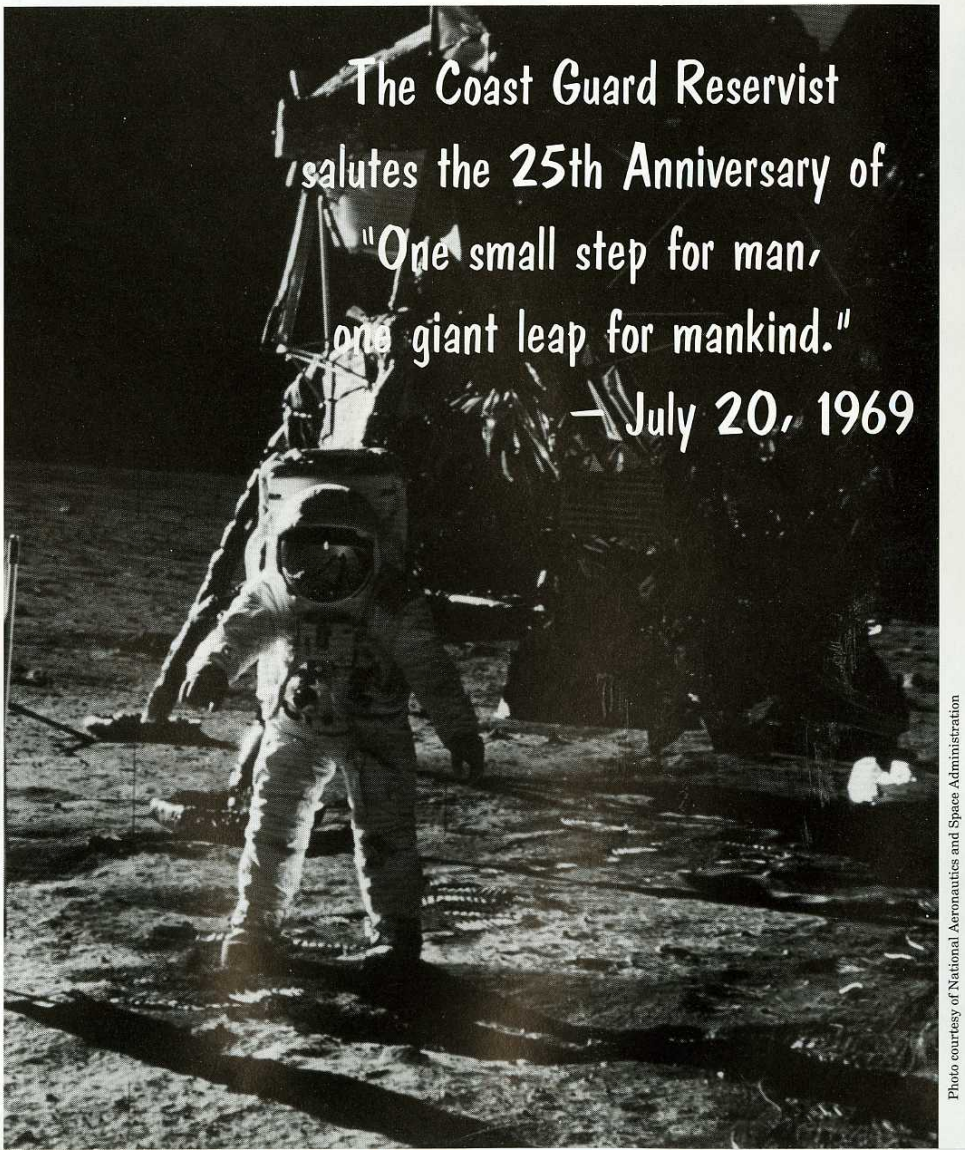


Photo courtesy of National Aeronautics and Space Administration

"Coastie" quandary

Now y'all have me confused. First, CDR Cutler's letter objecting to "Coastie" as an offensive term. Then BMC Mann defends the term. What is an auxiliarist to do?

Seriously, as a member of the Auxiliary Press Corps, I consider it a duty — and a joy — to publicize the service as much as I can. Occasionally "Coastie" seems to be indicated in a piece of written material, and I have used it although I personally tend to agree with the commander. Before I ever used the term, however, I asked around to find out if I was being a little too stiff-necked. Everyone I asked, including a Coast Guard commander, okayed the term.

As it now stands, CDR Cutler's objection suggests that there is bound to be more dislike out there. I still don't like the term, and if I had a vote, it would be "nay," but as long as I accept appointment to the Press Corps, I feel bound to follow the lead of the Reserve and Active members of the service. Again, I ask, what is an auxiliarist to do?

— William W. Travis, SO-PA VIII
USCG Auxiliary Press Corps
Birmingham, Ala.

As stated when this debate first began in the January 1994 issue, The Commandant's Bulletin, the Coast Guard's flagship publication, does not use Coastie — Coast Guardsman is the correct term for publications and writings. However, they do leave "Coastie" in quoted material, indicating that Coastie is acceptable in everyday speech.

Retirement recognition

My husband, MCPO Forrest Lee Henderson retired Oct. 1, 1992 with 33 years, six months and six days. What does a person have to do to be included in your listing of retirees?

Ever since he retired, we have searched diligently through each copy of *The Reservist* that we have received, but have not found him listed in any one. We do not know if the Air Station Savannah failed to notify you about his retirement, but apparently this was overlooked since your paper has not printed anything about him.

In view of all his years of service with the Navy, Coast Guard and the Coast Guard Reserve, I would like to see him receive some recognition.

— Mrs. Forrest Lee Henderson
Douglas, Ga.

At the time of MCPO Henderson's retirement, The Reservist published retirements based on information received from units and individuals. Consequently, our lists were incomplete as there was no central clearinghouse feeding us retirement information until the Reserve Personnel Management Division began doing so in January 1994. That is why MCPO Henderson's name was never published. However, it does appear in this month's retirements section.

As always, if any Coast Guard Reservist has received an award, retired or passed away, please forward the information to The Reservist.

May issue disappointing

I received the May 1994 issue of *The Reservist* and I wanted to let you know how disappointed I was with it, especially with the colors and graphics chosen.

Please leave the fluorescent "day-glo" pages to the "teeny-bopper" magazines, where they're more appropriate.

Is it possible to get a copy of Page 14 without the background graphic? I was in the Gulf with PSU 303, and this is the first good information the Coast Guard has passed along regarding the Gulf Syndrome. Your decision to add the background graphic made the article difficult to read. An "A" for effort and information, and "F" for execution.

— PS1 M.E. "Rick" Nygren
Fremont, Calif.

We decided to try neon for our spring fitness issue because of its bright cheeriness and because neon is used so frequently in sporting clothes and accessories. Thanks for the feedback. We agree with the comment about the background graphic on Page 14. It had looked fine on our proofs! Contact The Reservist if you'd like a clean copy.

We're continually learning what works and what doesn't work (and what our readers like and dislike) as we strive to improve The Reservist each issue.

Postal suggestions

Greetings! I enjoy your magazine and look forward to receiving it. As a postal letter carrier, I must comment on your item "postal change" Page 2, March 1994. Second-class mail is treated exactly the same way as first class. As such, it is forwarded for the first 12 months, as well as delivered as quickly as first class. Moreover, your second-class postage statement on Page 2 requests the post office to send you any changes. (If they don't, demand to know why not!) Thanks.

— BMC Carl M. Buick, USCGR
USCG Station Seattle, Wash.

As far as delivery time, we have learned that second-class mail is treated exactly the same as first class if it is a daily or weekly publication. The Reservist is a monthly, so it does not get the same treatment as more frequent publications. We're aware that second-class mail is taking more time to reach readers than first class. Please see our mail survey on the USCGR Bulletin Board to report your findings to us.

Commandant's Change-

ADM Robert E. Kramek is 20th Commandant

WASHINGTON, D.C. — ADM Robert E. Kramek became the 20th Commandant of the United States Coast Guard June 1, 1994. Kramek took over the Coast Guard's highest position from retiring ADM J.W. Kime at a traditional change-of-command ceremony just steps from U.S. Coast Guard Headquarters at the Army's Fort Lesley J. McNair.

"Thank you, I am deeply honored to be chosen for this position," said Kramek during his remarks.

Members of the U.S. Army's 3rd Infantry "The Old Guard" Salute Gun Battery provided three 19-gun salutes, one each for Secretary of Transportation Federico Peña, Admirals Kime and Kramek. Also among the approximately 1200 in attendance were ADM William A. Owens, USN, Vice Chairman of the Joint Chiefs of Staff, former Joint Chiefs of Staff Chairman Colin Powell, RADM Robert E. Sloncen, Chief, Office of Readiness and Reserve, RADM Robert Merrilees, USCGR, and RADM Richard E. Schneider, USCGR, other military officials, Coast Guard personnel, family and friends.

The Coast Guard barque *Eagle*, moored in the Potomac River, provided a ceremonial backdrop while the Coast Guard Band, Honor Guard and Color Guard were on-hand to add ruffles and flourishes on a hot, hazy day that reached into the mid-80s. CAPT Thomas K. Chadwick, USN, CHC, Chaplain of the U.S. Coast Guard gave the closing benediction, reciting a 30-year-old Coast Guard prayer. A reception followed the ceremony.

Kramek, 54, a New York City native, is a 1961 Coast Guard Academy graduate and attended post-graduate schools at the University of Michigan, Johns Hopkins University, University of Alaska and the U.S. Naval War College, Newport, R.I. Prior to his becoming Commandant, he served as Chief of Staff at Headquarters, command of the 13th and 7th Coast Guard Districts, Support Center Governors Island and *CGC Midgett* (WHEC 726).

"I am sure ADM Kramek will serve with great distinction," said Kime during his remarks. Kime's parting words to Coast Guard personnel were to carry on in the spirit and traditions of our predecessors who have made the Coast Guard a great organization. He was awarded the Distinguished Service Medal from the Department of Transportation, Army, Navy and Air Force.

Official Coast Guard photo

ADM Robert E. Kramek, left, Secretary of Transportation Federico Peña, center, and ADM J.W. Kime, right, salute at the Commandant's Change-of-Command Ceremony June 1 in Washington, D.C.

Commandants* of the Coast Guard

1994-	RADM Robert E. Kramek
1990-1994	ADM J. William Kime
1986-1990	ADM Paul A. Yost, Jr.
1982-1986	ADM James S. Gracey
1978-1982	ADM John B. Hayes
1974-1978	ADM Owen W. Siler
1970-1974	ADM Chester R. Bender
1966-1970	ADM Willard J. Smith
1962-1966	ADM Edwin J. Roland
1954-1962	ADM Alfred C. Richmond**
1950-1954	VADM Merlin O'Neill
1946-1949	ADM Joseph F. Farley
1936-1946	ADM Russell R. Waesche
1932-1936	RADM Harry G. Hamlet
1924-1932	RADM Frederick C. Billard
1919-1924	RADM William F. Reynolds
1911-1919	Commodore Ellsworth P. Bertholf, USRCS
1905-1911	CAPT Worth G. Ross, USRCS
1895-1905	CAPT Charles F. Shoemaker, USRCS
1889-1895	CAPT Leonard G. Shepard, USRCS

* The specific title "Commandant" dates to 1923.
** Appointed Commandant as Vice Admiral; appointed full Admiral June 1, 1960 by Act of May 14, 1960, Public Law 86-474, under which all USCG Commandants thereafter automatically became full Admirals.

Source: *Traditions, 200 Years of History*, Coast Guard Historian's office, July 1990, Pages 11-12.

of-Command Ceremony

Commandant's message to U.S. Coast Guard

The following is ALCOAST 055/94 published shortly after ADM Kramek became Commandant.

I am very honored to have been selected by Secretary Peña and nominated by President Clinton to be the Commandant of the United States Coast Guard.

As I look ahead to the next four years, there are several thoughts I would like to share with the Coast Guard community. First and foremost, I am excited about the opportunities ahead of us. I recognize that our journey will face significant challenges, but I also recognize that the next four years are our opportunity to build on the qualities of which we are most proud. We are a professional organization and we are proud of our heritage as lifesavers and Guardians of the Sea. We are proud to be a military service and a valued member of both the Department of Transportation and the Armed Forces...and we are certainly proud of our tradition of contributing to the national security of this great country.

My vision for our organization is a bold one. As men and women of the Coast Guard we must be guided by the following. We must:

- Be professionals and remain proud of our reputation as lifesavers and Guardians of the Sea.
- Be a military organization and a valued member both of the Department of Transportation and Armed Forces.
- Demonstrate leadership in our day to day lives and performance of duties.
- Be committed to diversity and support for all of our people.
- Above all, we must live our motto — Semper Paratus — in all we do.

We, all of us, joined the Coast Guard because of what it stands for: honor, respect, and devotion to duty. Regardless of the challenges, these leadership values are the essential ingredients to ensure that we stay on the correct course. Our very future depends on this. Without leadership we cannot reach our destination. To meet the challenges ahead, leadership will be in the forefront of day to day operations for all personnel. Leadership cannot be viewed as just a theoretical concept for success...but rather an ongoing aspect of our day to day lives and performance.

I have developed eight goals that are critical to our course ahead. (See box above right).

I look forward to the journey ahead, and I am energized by the challenges we face. The U.S. Coast Guard has always relied upon its most important asset, its people, to serve the American public and fulfill its tradition of quality service. I, too, am relying on you to continue that tradition. I am committed to working hard to obtain the resources we need to meet the challenges ahead. Together we will continue to fulfill our traditions of a quality service. Together, by our leadership, we will be Semper Paratus. Together, we will stay on course and reach our destination as the premier maritime service in the world.

— ADM R.E. Kramek

Commandant's Goals

- ***Goal 1:*** *Provide the leadership and working environment that enables all of our people to reach their maximum potential.*
- ***Goal 2:*** *Attract and retain the increasingly diverse pool of the top talent.*
- ***Goal 3:*** *Meet the mandate to streamline with no reduction in essential services.*
- ***Goal 4:*** *Maintain a strong response capability — Semper Paratus.**
- ***Goal 5:*** *Enhance and extend our reputation as the world's premier maritime service.*
- ***Goal 6:*** *Strengthen transportation, safety, and systems through partnership with other agencies in support of DOT strategic plan.*
- ***Goal 7:*** *Ensure that the Coast Guard epitomizes the best in leadership and quality management.*
- ***Goal 8:*** *Pursue and acquire new technologies that meet field commanders' needs and enhance mission performance.*

** Under the goal "maintain a strong response capability," the Commandant's Executive Business Plan includes the following milestones:*

- ***Milestone:*** *Make maximum use of the Reserve as a force multiplier.*
- ***Milestone:*** *Ensure that CG active duty force is leveraged to the maximum extent possible by the Reserve program.*

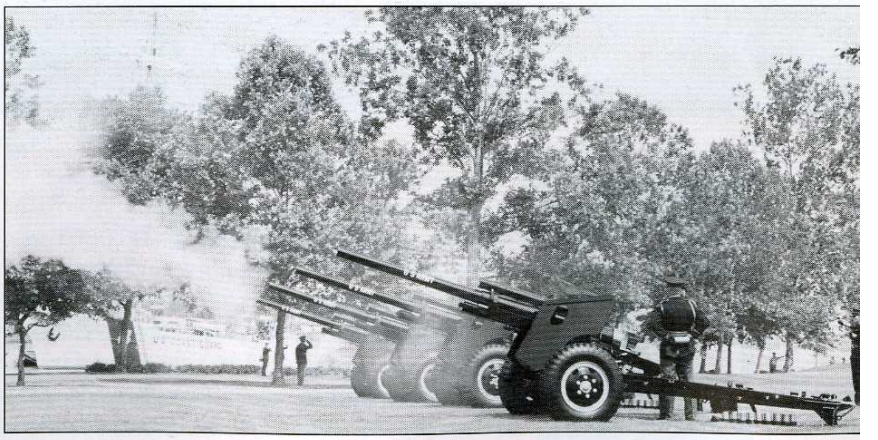


Photo by PA2 E. kruska, G-RS-1

The Army's Salute Gun Battery honors Secretary Peña, ADM Kramek and ADM Kime with three separate 19-gun salutes.

Photo courtesy of National Aeronautics and Space Administration

SPACE

Reservists enthusiastically participate since first liftoff in 1981

It was, without exception, one of the most beautiful things I have ever seen. Nothing, except perhaps the Grand Canyon, has impressed and enthralled me as did the sight of the space shuttle *Discovery* sitting on the launch pad on my first shuttle ops assignment in 1990.

By PAC Helen Chapman
RESERVE GROUP JACKSONVILLE

PAC Chapman has written several articles for The Reservist under her maiden name of Carney. She was married just hours before reporting for duty at Cape Canaveral, Fla. to cover the space shuttle launch. This story, written in first person, is a combination of several of her shuttle experiences, the most recent April 9, 1994.

SHUTTLE SECURITY

Bathed in the light of 26.5 billion candle power of light, equivalent to the combined headlights from 160,000 automobiles, the space shuttle, its booster rocket and launch tower stood 400 feet above the Cape Kennedy shoreline. The shuttle, visible from 20 miles away, looked like a glowing monument to American ingenuity, power and pride. But this was no mere monument, for within a few hours, it would carry into space a five-man crew, including the first Coast Guard Astronaut, CDR Bruce Melnick, and a plutonium-powered sun probe named Ulysses.

The 41-foot patrol boat to which I was assigned left Coast Guard Station Port Canaveral, Fla. promptly at midnight for the two-hour trip to its appointed position in the security zone. This zone covers an area approximately 25 nautical miles long and 20 nautical miles wide, and extends from the Merritt Island Wildlife Refuge to NASA and Cape Canaveral. It remains in force the entire time that a shuttle is on the launch pad.

During the trip out I was dazzled by the light from the full moon reflecting on the ocean. I found myself saying over and over again "how beautiful" it all was. Members of the boat crew, all reservists from various units throughout Florida, repeatedly reminded me that "Yes, the moon is wonderful, but wait 'til you see the shuttle on the launch pad."

They were right.

Mission continued on next page

Opposite page: Space Shuttle Columbia thunders off Launch Pad 39B Oct. 22, 1992

First CG astronaut soars into space aboard shuttle

By PACS J.L. Gibson,USCG (Ret.)

Retired Coast Guard CDR Bruce Melnick has done something no other Coast Guardsman can boast of — fly in space. Melnick, 44, has been aboard two space shuttle flights, part of the crews aboard *Discovery* in October 1990 and *Endeavour* in May 1992.

Discovery's mission was to launch the space probe Ulysses on a mission to circle the sun.

"A lot of that mission was rote procedures," said Melnick, a 1972 graduate of the Coast Guard Academy and helicopter pilot while in the Coast Guard. "As long as you threw the switches in the right sequence, it was a pretty much cookbook, textbook type flight."

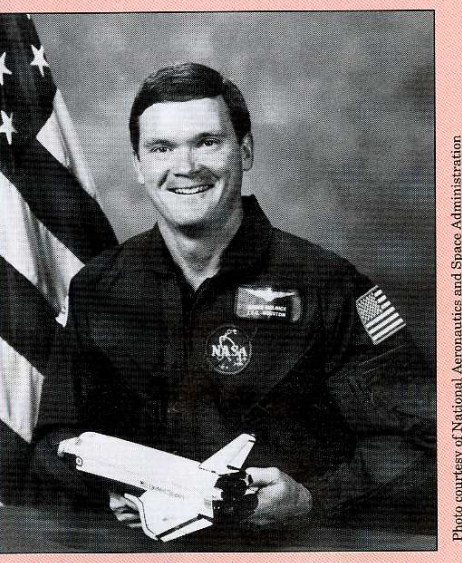


Photo courtesy of National Aeronautics and Space Administration

CDR Bruce Melnick, USCG(Ret.)

Endeavour's first mission in May 1992 was Melnick's last — and it was one for the history books. This mission included several firsts for the space-shuttle program. During the 200-nautical-mile orbit above the earth, this flight featured the first triple space walk on a single mission, the first rendezvous with a satellite that has been moved after the shuttle's launch, the use of the first keel-mounted camera in the payload bay, and the first use of lasers to track a rendezvous target.

"It was fantastic," said Melnick. "Being an operator type in the Coast Guard, I've always liked that operational excitement, being able to just operate and make changes to make things work."

Melnick's task on this mission was to operate the shuttle's mechanical arm and maneuver Astronaut Pierre Thuot in position to capture the satellite.

Melnick was accepted into the astronaut training program in 1987, and went through three years of rigorous training before flying aboard *Discovery* in 1990. With two space flights to his credit, numerous hours flying Coast Guard missions and 20 years of service in the Coast Guard, Melnick, considering the long-range impact on his family, resigned from the astronaut program June 30, 1992 and retired from the Coast Guard Oct. 1, 1992.

Though he has left the astronaut corps, Melnick has not completely left the space program. He works for Lockheed Space Operations Company at the Kennedy Space Center as director of process improvement/technology and resides in nearby Merritt Island, Fla.

RADM G. Robert Merrilees

Key shuttle ops figure retiring

A key figure in the Coast Guard Reserve's role in space shuttle operations is being honored at a retirement ceremony July 9 at Station Port Canaveral, Fla. RADM G. Robert Merrilees is retiring after a 33-year career in the Coast Guard Reserve.

After enlistment in 1961 and training as a radioman, Merrilees received his commission in 1964 and began the long climb from ensign to admiral.

Along the way he commanded Coast Guard Reserve Group Miami, CG Reserve Group Jacksonville, CGRU Station Port Canaveral and served as Seventh Coast Guard District Reserve Inspector.

Official Coast Guard Photo

RADM G. Robert Merrilees

He was promoted to flag rank in May 1990 and served first as Senior Reserve Officer, Pacific Area before assuming his Atlantic Area duties.

A native of Framingham, Mass., Merrilees spent the last 30 years in Florida working for the National Aeronautics and Space Administration (NASA) and is currently a Community Relations Specialist in the Public Affairs Office at NASA.He credits NASA for allowing him the time and opportunity for pursuing Coast Guard-related activities.

His vision, dedication and working relationship with NASA were key factors in establishing Coast Guard Reserve support of shuttle operations.

" I can say in all honesty that my involvement in the STS Operations has been one of the main highlights of my career," said Merrilees.

Thirteen years later, the shuttle operations program is still going strong. *The Reservist* salutes RADM Merrilees for his service in the Reserve and wishes him fair winds and following seas in his retirement.

Mission continued from Page 7

As the lights from the shuttle arched up into the clouds above the Cape, outshining the moon, it made those of us on the 41-footer feel rather insignificant and small. After ensuring that our area of the zone was secured, we anchored a quarter mile off from the site and began the long vigil until dawn and the scheduled launch.

For almost five hours we sat anchored off Cape Kennedy. The stillness of the night was broken only by radio traffic from Range Control or from other patrol vessels in the area. As daylight approached, the activity on the 41-footer increased as it prepared to move to its assigned location 10 miles off shore.

The crew, from St. Petersburg, Clearwater and Ponce Inlet, Fla., talked of some of the earlier shuttle launches, and their excitement about the upcoming launch was infectious.

At 7:47 a.m., *Discovery* lifted off the launch pad from a bed of billowing clouds. The golden glow of the booster rocket outshone the newly risen sun as the shuttle began another successful mission. Long after the shuttle was gone from sight, we stood looking at the launch pad, marveling at the technology and the beauty of it all.

Even though the crew had been up all night, their day was just beginning. The rough seas slowed the return of the 41-footer to Station Port Canaveral (where they dropped me off), continuing on four more hours to Station Ponce Inlet to return the boat. Once there, they would spend several more hours cleaning the boat and preparing it for its next assignment. Finally, after returning to Station Port Canaveral, the reservists would get some rest.

Seeing the launch of *Discovery* was an experience of a lifetime. For the reservists who have served on shuttle ops many times, it is almost becoming routine — but even the oldest "hand" on board still jumped with excitement as the shuttle lifted off.

The Coast Guard Reserve has played a major role in the STS (Space Transportation System), or shuttle ops program, since the first space shuttle, *Columbia*, was launched April 12, 1981.

Throughout the 62 actual launches and numerous near-launches, the Coast Guard Reserve has provided boat crews, port security, administrative personnel, duty drivers and range controllers.

Over the past 13 years, over 3,000 reservists have contributed countless man-hours to ensure the security of the shuttle and the safety of the hundreds of sightseers who flock to each launch. Many of these reservists have returned time and time again, drawn by the excitement and training opportunities shuttle ops offers.

Reserve RADM Robert Merrilees, USCGR, (recently retired, see sidebar on opposite page) and a Community Relations Specialist for the National Aeronautics and Space Administration (NASA), was instrumental in defining the Coast Guard Reserve's role in the shuttle ops.

"I guess you might say I was in the right place at the right time," said Merrilees. "I have been employed by NASA for a number of years and at the time the STS program began, I was serving as the commanding officer of the Station Port Canaveral Reserve Unit. Knowing the workings of all the players — active service Coast Guard, the Reserve and NASA, made it easier to coordinate all the activities necessary in such an operation."

Merrilees says that prior to the first shuttle launch, STS1 (Space Transportation System), NASA approached the Coast Guard for assistance. NASA wanted the Coast Guard to provide security, safety and control of the off-shore area.

"Remember that in 1981, we were still in the Cold War period and Russian trawlers anchored just outside our three mile and later our five-mile limit," said Merrilees. "No one had seen anything like the shuttle before, and we were all nervous about what would happen. We worried about foreign ships or tourists picking up debris. We also worried about their safety, should anything happen to the shuttle on take-off."

According to Merrilees, they figured out roughly what it would cost in 'out of pocket' expenses to provide NASA with the services that it needed — a figure that is still about the same in 1994.

"It seems ironic to me now to hear that so many reservists have participated in shuttle ops," said

Mission continued on next page

Photo by PA1 Alastair Warden, D7 Public Affairs

Discovery, carrying Coast Guard CDR Bruce Melnick, appears to be lifting off from the stern of the CGC Point Barnes during October 1990.

Mission continued from Page 9

Merrilees. "When we first started, the concern we heard over and over from some regular Coast Guard personnel was that reservists had no staying power. They would come for a few launches and when the novelty wore off, the reservists wouldn't be seen anymore.

"In reality, just the opposite has happened. We have numbers of reservists who volunteer again and again. We have to turn some away because we have more volunteers than we can possibly use. The amazing thing is that shuttle ops is not necessarily a relaxing good time. The hours are long, the work is sometimes tedious, sometimes dangerous, the seas can be rough, the weather cold and rainy — yet the reservists keep coming back," said Merrilees.

Another concern expressed by some regulars was the fact that most reservists are committed to full-time civilian employment. Could they be relied upon when the launch was delayed repeatedly?

"One of the greatest challenges we have with the shuttle ops program is handling the launch delays which frequently occur," said Merrilees. "Since most reservists can be away from their civilian occupations for only short durations, it requires a lot of work to keep the operations staffed during long launch delays. However, we have never had a problem with the Reserve component not holding up its share of the operation, no matter how long it has lasted," said Merrilees.

Part of that staffing dilemma was solved by convincing the 7th District to allow those directly involved in shuttle ops to handle reserve orders locally, giving more control and greater flexibility in keeping personnel on board.

"In 1983, we established the full time position of Shuttle Operations Coordinator," said Merrilees. "He and his assistant are Coast Guard Reservists paid by the Coast Guard which is in turn reimbursed by NASA. Having these full time positions has allowed us to maintain the staffing flexibility that the shuttle operations demands."

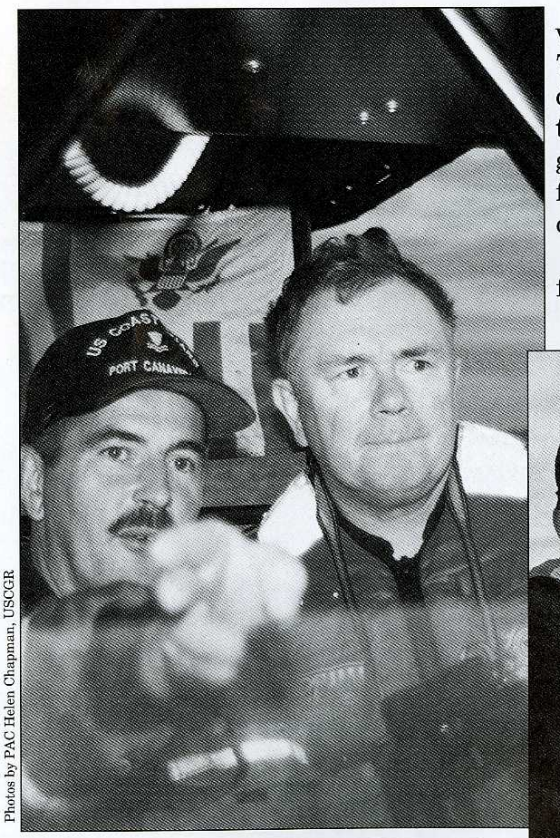
Merrilees lauds the management at NASA as a key player in the shuttle ops.

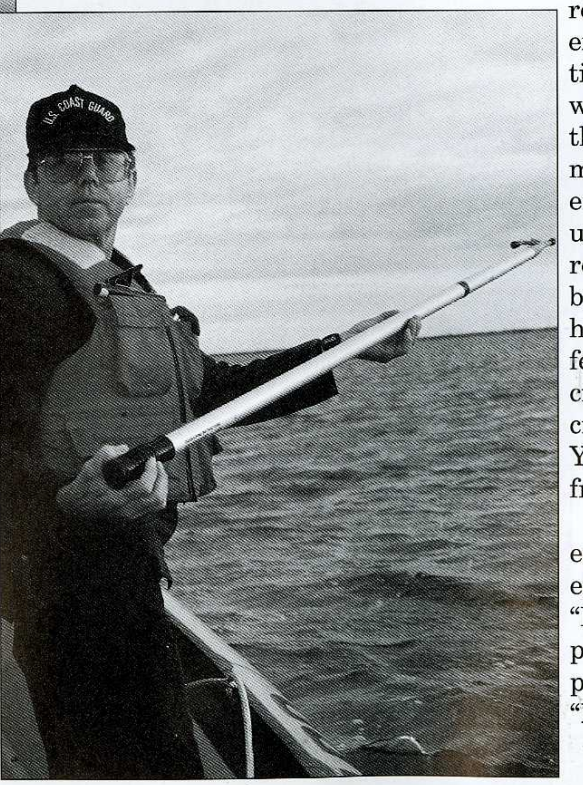
"NASA management has always been a big help to us by making sure that we were adequately funded and that even unexpected expenses, like additional berthing or proper clothing were always covered," said Merrilees. "I can say in all honesty that my involvement in the STS operations has been one of the main highlights of my career. The working relationship between the Coast Guard and NASA has been superb! All the players — Air Force, Coast Guard (active, Reserve, Auxiliary) and NASA — have done a fantastic job!"

Others share the admiral's sentiments. Seventh District reservist CDR Mark Trammell has served on over 20 Shuttle Operations during his Reserve career.

"During these operations a lot of reservists get a chance to experience real life situations," he said. "They deal with personnel problems, they know what it's like to make repairs on the engine of a 41-footer while underway, to try to find replacement parts for a boat at 1:00 a.m., and to have responsibility for feeding and berthing the crew and making sure the crews are relieved on time. You can't learn these skills from a manual."

MKC Bill Mauter, a veteran of several STS's, expressed a similar view. "Ever since I heard of the program I wanted to be a part of it," said Mauter. "It's exciting, it's very dif-





Photos by PAC Helen Chapman, USCGR

Above: Coast Guard Reservist Coxswain MK3 Charlie Wade talks with MCPO Forrest Croom, G-R CEA, during the shuttle launch in April. Right: MK1 Charles Watson checks the depth with a pike pole while aboard the 21-footer RHI during shuttle ops in April.

ferent from my routine duties and there is always the element of danger, of the unexpected. I feel very fortunate to be able to participate."

For most shuttle launches, the Coast Guard Reserve provides two 41-foot boat crews, two 21-foot RHI boat crews, one 19-foot RHI boat crew and numerous support personnel. Reservist BMCM Steven Neal, the new space shuttle coordinator following CWO4 Lee LePrell's retirement, said there have been many refinements in the Reserve portion of the program.

"We used to have the entire 150 reservists on board a full week ahead of the mission," said Neal. "Now we bring 20 reservists in for the full four days, and the remaining 10 reservists come on board for two days."

According to Neal, the area the Coast Guard patrols is extensive. The Atlantic Ocean is patrolled out three miles and north and south for 22 miles. In addition, the two RHI's patrol Mosquito Lagoon, an area six miles long by two miles wide, and a 19-foot RHI patrols a three mile portion of the Bananna River.

In addition to the patrols, a Coast Guard Reservist also provides security for NASA personnel who man a tracking station adjacent to Coast Guard Station Ponce Inlet. According to LCDR Paul Kirkpatrick, CO of RU Station Ponce Inlet, NASA personnel maintaining the radio watch are critical to tracking the shuttle.

"When the shuttle is launched the plume generated by the rockets blocks the radio signals sent from the shuttle back to NASA," said Kirkpatrick. "For that brief period, NASA switches tracking of the shuttle to the tracking station near Coast Guard Station Ponce Inlet . It is a little known aspect of the shuttle operations and the Coast Guardsmen who provide security are very important."

Typically, the positions needed for a mission launch are coxswains, engineers, boat crew members, cooks, duty drivers, armory personnel, range control officers, administrative officers, boating officers, and a Deputy Patrol Commander (PATCOM). While reserve personnel are welcome from other areas, most participants are from the central and north Florida area.

According to Merrilees, staffing the shuttle operations has another advantage — it has encouraged reservists to maintain their qualifications.

"Everyone knows that they have to have qualifications up-to-date or they won't be considered," said Merrilees. "It has been a great

Mission continued on next page

JFK Space Center recognizes D7 units for Shuttle Ops

Reserve units have been recognized for their outstanding support of space shuttle missions. On March 21, 1993, RADM G. Robert Merrilees, then Senior Reserve Officer, Atlantic Area, presented awards at Station Port Canaveral, Fla. to D7 Reserve units on behalf of the John F. Kennedy Space Center. The citations read: "In recognition of your outstanding contribution to the secure processing, launch and recovery of the Department of Defense Space Shuttle Missions."

Reserve units Venice, Station Clearwater, Savannah, Station Port Canaveral, Station St. Petersburg, Station Fort Pierce, MSO Jacksonville and Station Ponce de Leon Inlet were all included in the awards.

Merrilees praised the reservists' professional skill and flexibility, which enabled them to provide NASA with security zones required for each space shuttle launch. By using CG Reservist's as surge support, NASA saves substantial amounts of money and manpower.

Pentagon official briefs Canaveral personnel

Assistant Secretary of Defense for Reserve Affairs, Deborah Lee, far right, briefs Station Port Canaveral personnel while visiting April 7. Lee's visit coincided with the scheduled launch of the space shuttle which unfortunately was postponed until April 9. At far left (front) is CWO3 Karl Willis, Commanding Officer of Station Port Canaveral.

Photo by MCPO Forrest W. Croo,, G-R CEA

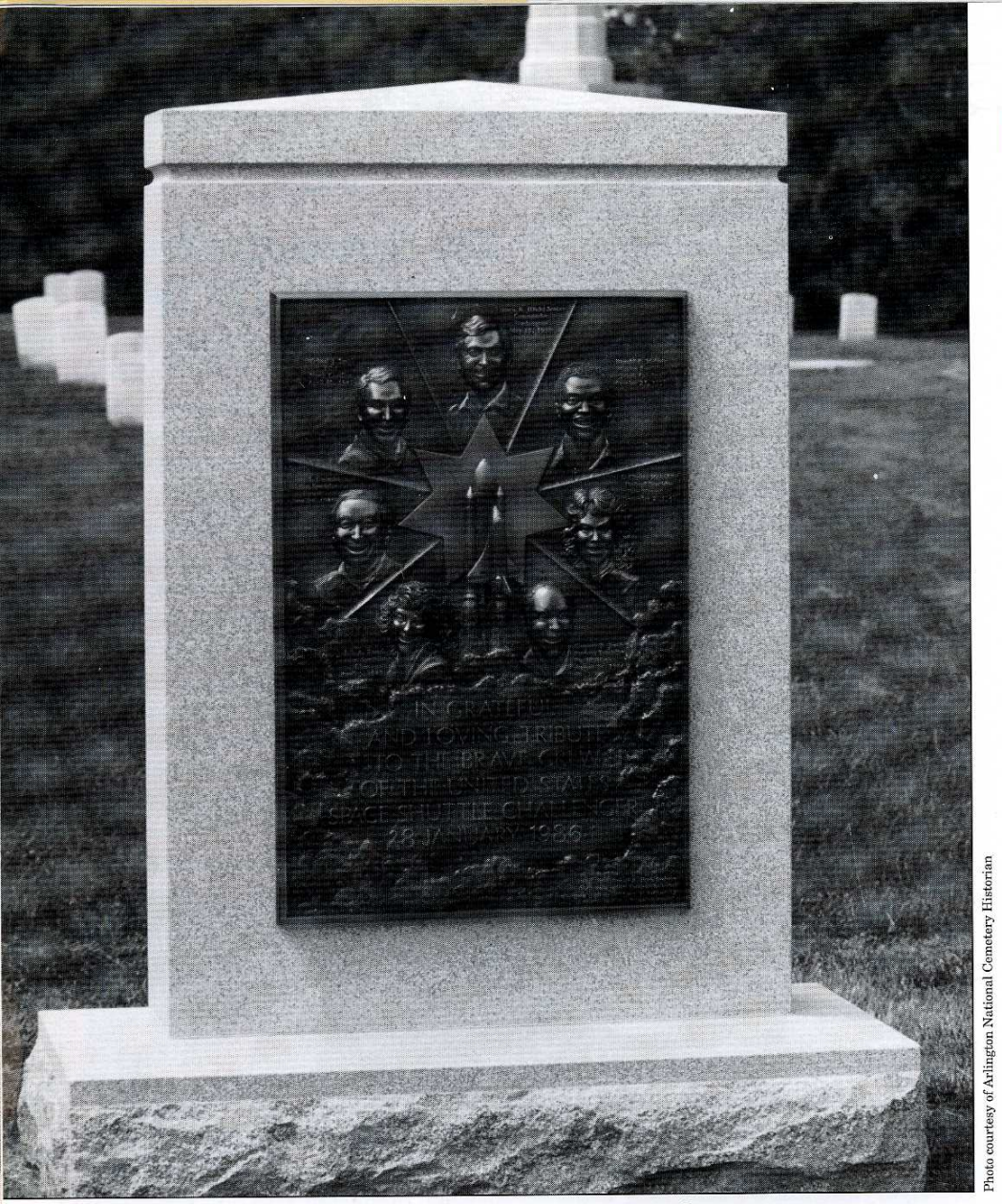


Photo courtesy of Arlington National Cemetery Historian

The Space Shuttle Challenger's seven crew members are commemorated on a monument at Arlington National Cemetery in Arlington, Va. The Challenger accident occurred Jan. 28, 1986.

Mission continued from Page 11

motivator. The shuttle operations are a great opportunity for reservists to get involved in active Coast Guard missions, rather than in simple exercises. The officers get experience in real command and control situations."

Some reservists are totally dedicated to shuttle operations. SS1 James "Smitty" Smith of RU Port Canaveral, has not missed a single shuttle launch since the program began in 1981. Using all his vacation and military time every year to attend shuttle operations, Smith has seen all 62 launches.

"I have never missed a launch, and that includes all the retakes," said Smith. "The first night launch was probably one of the most memorable. When we first started, the cooks maintained a 24-hour galley to keep all the crews fed 'round the clock. Now we manage it differently, but it is still a challenge to keep the food cool, covered and done. With the heat we have in Florida, keeping the food from spoiling is a critical factor."

A recreational vehicle (RV) sat parked next to a small dock as I drove up to Bair Cove in the pre-dawn hours of April 8, 1994. A 21-footer was tied up there under flood lights. This little outpost in the wilderness was amazing.

First American woman in space

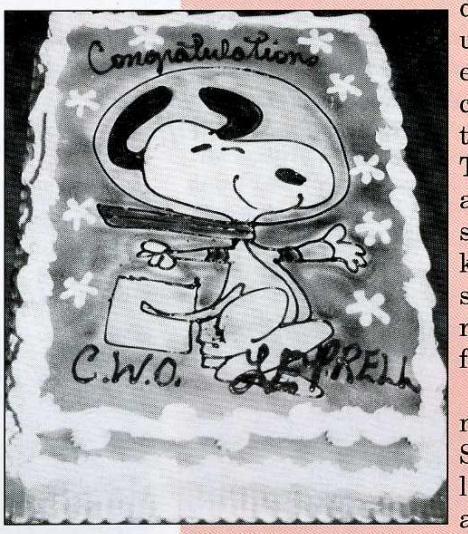
On June 18, 1983, Sally Ride rode into American history aboard the space shuttle *Challenger*. The physicist and pilot, who was 32 when she became the first American woman in space, returned to Earth at Edwards Air Force Base, Calif., six days later.

Inside the RV, coffee brewed and breakfast was served at 4 a.m. I met some auxiliarists who were patrolling the area and MCPO Forrest Croom, Coast Guard Reserve Command Enlisted Advisor. Croom had come from Washington, D.C. to assist with the visit of Deborah Lee, Assistant Secretary of Defense for Reserve Affairs, held the day before. He had stayed on, hoping to see a shuttle launch.

After breakfast, we boarded the 21-foot RHI, settled down on top of the gear locker and, along with Croom, were promptly doused with ice water as it sprayed over the bow from the cove. We soon found ourselves moored in Mosquito Lagoon, waiting for the launch of *Endeavour* that never happened. The mission was finally postponed at 10:55 a.m., minutes before the launch window would have closed.

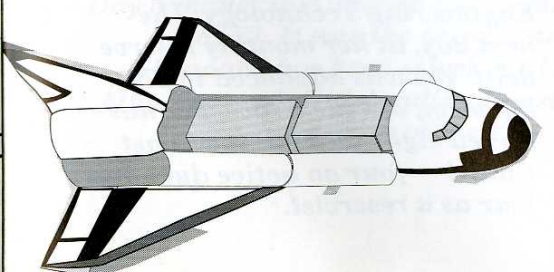
The next night, we began the whole procedure again with even greater anticipation. Fortunately, we were not disappointed a second time, although MCPO Croom couldn't stay on.

This time, the shuttle launched promptly at 7 a.m. and as always, witnessing it was a thrilling experience and one I hope to repeat often.



LePrell's "Silver Snoopy" retirement cake

Mission Complete



Receives NASA Silver Snoopy Award

STS Coordinator retires

By William W. Travis
Press Corps, USCG Auxiliary

When Coast Guard Reservist CWO4 H.H. "Lee" LePrell retired on May 14, he was able to look back on more than 42 years of widely recognized excellent service to the nation. His last extended active duty assignment was as coordinator of the Space Transportation System (STS) Cape Canaveral, a function of the Coast Guard Reserve. From Oct. 1, 1991 to May 1994, he coordinated 20 launches and 32 launch attempts.

Photos by PAC Helen Chapman, USCGR

CWO4 H.H. "Lee" LePrell

STS is responsible for the safety and security not only of the astronauts, their space craft and its launch, but also of personnel and onlookers on the ground and at sea. LePrell's job as coordinator requires unusual in-depth experience and a clear record of loyalty and competence. The launch danger zone extends 30 miles out to sea, and the Coast Guard area of responsibility, land and sea, begins at launch point zero. The area must be kept free of unauthorized craft for two primary reasons: there has to be unhampered access by the recovery vessels and there is always a danger of falling debris.

Since actual launches occur infrequently, there is need for only a skeleton permanent security crew at Station Cape Canaveral. Thus, in preparation for launches, LePrell must call in, provide briefing for, and supervise the more than 30 reservists needed for each launch. The Reserve force is augmented with a small number of auxiliarists — also LePrell's responsibility — which allows for extra security beyond that restricted by budget.

"The space shuttle has been one of the most memorable assignments of my career," said LePrell.

LePrell has a record of years of sea duty, has served in Korea and in Japan, and as Commanding Officer of RU Marine Safety Office Jacksonville. He also has over 30 years of law enforcement as a member of the Jacksonville, Fla. Police Department. He earned a reputation as a cost cutter when dealing with the government's money. Taxpayers would probably vote that LePrell's finest hour came when he personally saved close to $100,000 on one base project alone — Reserve Center Jacksonville.

At his retirement, LePrell was awarded NASA's prestigious Silver Snoopy Award. It is given for professional excellence on behalf of NASA astronauts. Silver Snoopy recipients are presented a Silver Snoopy pin and letter of commendation by a member of the astronaut corps.

Congratulations...

• **CAPT Juan Salas** was recognized by both the Reserve Officer's Association and the Employer's Support of the Guard and Reserve for his dedication to the Coast Guard Reserve program and for his contributions to making the integration of RU Guam into MARSEC/MSO Guam successful.

• **Reserve Group Moriches** honored 27 departing reservists affected by Professional Growth Points during an all hands drill recently. **CDR John Pitta**, accompanied by **CAPT Tim Jamison**, Chief of 1st District Readiness and Reserve, presented each reservist with a plaque of appreciation and recognition.

Photo by PA1 Don Wagner, Coast Guard Photo Team

ADM J. W. Kime and then ADM(sel) Robert Kramek congratulate RADM Richard Schneider on his promotion to flag rank May 27 at CGHQ. Schneider, president of Norwich University in Northfield, Vt., will serve as Senior Reserve Officer, Coast Guard Atlantic Area.

Taps

• **CDR Walter A. Bearden**, USCGR (Ret.), 64, of Knoxville, Tenn., passed away May 15, 1994, at Fort Sanders Regional Medical Center. A former Commanding Officer of RU Knoxville, he received the Purple Heart while serving with the U.S. Marine Corps during the Korean War. As a civilian, he was a director and agent with the Tennessee Bureau of Criminal Identification and Knoxville safety director. He is survived by his wife, Dorothea; son Walter Bearden, Jr., both of Knoxville; daughters Gabe Simpson of Naples, Fla. and Trish Trimble of Knoxville; sister Margaret B. Reneau and brother Roy E. Bearden. A memorial service was held May 18, 1994 at Episcopal Church of the Ascension, Knoxville. Interment Tennessee Veteran Cemetery.

• **FNC Dennis J. Mulcahy**, USCGR, 73, of Lawrence, Mass., passed away June 3, 1994. He served in the Navy in World War II and also served in the Coast Guard Reserve over 25 years. He was a firefighter for the city of Lawrence. He is survived by his son, Dennis, of Dallas, Texas and daughter, Maureen, of Lawrence, Mass. Services were private.

Photo by BMCS James Ludwig, Reserve Group Baltimore

YN1 Christa Jackson of Reserve Group Baltimore saw years of hard work come to fruition the week of May 14-15. On May 14, she graduated from Pennsylvania State University with a B.S. in Environmental Engineering Technology. The next day, at her monthly reserve drill, she was advanced to YN1. Jackson, of Pine Grove, Pa. has served eight years in the Coast Guard — four on active duty and four as a reservist.

Center

Medals & Awards

Coast Guard Medal
PS1 Eugene Beach, D5

CG Commendation Medal
SKC Mark Ripberger, CGHQ

CG Achievement Medal
LCDR R. Q. Ammon, D7
LCDR Edward Koch, D1
LCDR John Hannon, D5
ADC P. S. Cuipenski, D7
PSC Yardley Bailey, D8 (w/"O" device)

Commandant's Letter of Commendation
LCDR Kenneth Olsen, D1
CWO Gerald Startmann, D1
EMCS Judson Chastain, D2
RMCS James Terrell, D8
YNC Helen Farrell, D1
SKC John Demmers, D1
PSC Philip Tutak, D8
PS1 Raymond Jaklitsch, D5
PS1 James Spencer III, D5
PS2 Nestor Pena, D8
YN2 Ruth Fenton, D5
PS3(BM) Sol Monteverde, D14

Meritorious Unit Commendation
PS3 Patrick Coulter, D5
PS3 Micheal Gough, D5
RU York River, Va.

U.S.Coast Guard Photo

Members of RU Rockland, Maine teamed up with the crew of the CGC Thunder Bay recently to give some area Boy Scouts a taste of life underway in the Coast Guard. The event, coordinated by YNC Vicky Lee, XPO of RU Rockland, began with an 8 a.m. departure from Station Rockland. On board were the scouts from two local troops of the Pine Tree Council. During the two hour trip to Castine, Maine, the scouts on board were treated to tours of the entire vessel and were given individual attention on the navigational equipment as well as the opportunity to steer the vessel.

Retirements

OCT 1992
MCPO Forrest Henderson, D7
JULY 1994
CAPT John Davis, D1
CAPT Franklin Barbosa, D1
CAPT Paul Ibsen, D7
CAPT Thomas Skaife, D7
CDR Richard Buell, D1
CDR Melvin Demmitt, D13
LCDR George Martin, D9
LCDR Richard Gleason, D1
LT George Beach, D7
LT Robert Doyle, D9
LT William Canada, Jr., D7
YNCM David Thomas, D9
PSCS Luther Jennings, D5
BMC Richard Worton, D1
BMC Robert Gates, D5
SSC Fred Vogel, D1
MKC Robert Person, D9
PS1 Robert Tribby, D5
PS1 Andrew Johnson, D5
BM1 James Hoskins, D1
SS1 Genaro Mamaril, D5
BM2 Raul Soler, D11
RM2 Julius Lusky, D11
PS2 Jessee Harrell, D1

Photo by PA1 Jeff Crawley, RU Albuquerque

SKC Warren Sheppard, right, stands with other Reservists of the Year at the annual Armed Forces Day banquet in Albuquerque, N.M. May 21. It was the third time Sheppard has been selected RU Albuquerque's Outstanding Coast Guardsman of the Year.

Inactive Duty Reserve Officer Board Schedule

BOARD NAMES	TENTATIVE DATES
CHIEF WARRANT OFFICER INGRADE SELECTION	8-12 AUG 94
CAPT RETENTION	12-15 SEP 94
COMMANDER SELECTION	28 SEP - 7 OCT 94
LIEUTENANT (JUNIOR GRADE) SELECTION	31 OCT 94
LIEUTENANT SELECTION	31 OCT - 9 NOV 94
LIEUTENANT COMMANDER SELECTION	5-16 DEC 94
CAPTAIN SELECTION *(Tentative Dates)	16-20 JAN 95 *
READY RESERVE DIRECT COMMISSION (RRDC)	24-27 APR 95

Garrison Cap Change for Petty Officers

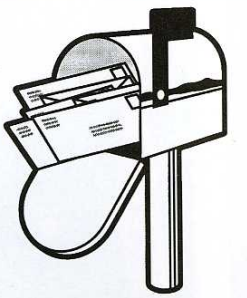
Members E4 through E6 shall wear a collar grade rank device on the left side of the Garrison Cap. This replaces the CG Emblem formerly worn in that position and will be placed in the same location.

— Comm. Notice 1020
March 24, 1994
Page 4

RU Atlanta seeking historical data

RU Atlanta is working on a unit history, memorial and photo exhibit and is seeking information, photos, small memorabilia from former members. Organized in 1951, RU Atlanta met on Georgia Tech campus and other locations since that time. Also formerly known as RU Forest Park I. Contact PSC M. Cavanaugh, RU Atlanta, Fort Gillem, Forest Park, GA 30050-5000.

Reservist Mailing Survey



In order to serve you better with more timely delivery of *The Reservist*, please fill out the following, clip and send to us at your earliest convenience. It will help us in ironing out second-class mailing bugs. Thank you.

1. In what city and state do you live?

2. When have you been receiving your recent issues? (question refers to month on cover, e.g. July issue received middle of July) (Circle One)
Middle of Month End of Month Following Month

3. Any other types of problems with *The Reservist* reaching you?

Any other comments?

Mail to:
Commandant(G-RS-1), CGHQ, 2100 2nd St. SW, Washington, DC 20593-0001

Corrections

The June 1994 *Reservist* contained the following errors: The Tip o' the Hat section on Page 19, under "Retirements," listed Lorraine Appleton as a CDR from D1. She is a LCDR from D14. William Kohlway, recipient of *CGC Red Birch* Sailor of the Quarter is an EM3, not a BM3. We regret the errors.

etin Board

ALDISTs / ALCOASTs / COMDTINSTs

CPOA Convention (See reunions at right) .....ALCOAST 058/94
Commandant's Message to the Coast Guard .....ALCOAST 055/94
(For complete text, see Page 5)
Coast Guard High Year Tenure (HYT) Program .....ALCOAST 049/94
U.S. Coast Guard Core Values .....ALCOAST 039/94
Coast Guard's Rewards and Recognition Program .....ALCOAST 024/94
The U.S. Coast Guard's Voluntary Education Program ..ALDIST 102/94
Administrative Discharge Procedures for Shirking ....ALDIST 095/94
October 1994 Reserve Servicewide Exam (SWE) Competition...ALDIST 094/94
Graduate-level Benefits Added to MGIB Chapter 106 ...ALDIST 091/94
Amended Flag Assignments (RADM Sloncen as G-R) .....ALDIST 052/94
Public Affairs Policy — Elections .....ALDIST 034/94
Guidance for Implementation of Transition Programs
For Members of the Coast Guard SELRES ..ALDIST 345/93
SELRES Downsizing Plan Implementation .....ALDIST 344/93
Procedures for Submitting & Processing Requests for
Reserve Transition Benefits .....COMDTINST M1001.37
FY94 Sea-Keepers Campaign; TEMAC Solicitation .....P 082325Z APR 94
(See back cover, May 94 Reservist for more info. on Sea-Keepers)

July 1, 1994

Dear Coast Guard Reservists:

I've been visiting Pay and Personnel Center here in Topeka, Kansas the last few days. The folks here wanted me to drop you a line with some important Servicewide Exam info. Statements on the Personnel Data Extract < PDE > that a member is eligible and qualified for advancement does **not** mean that the member has completed their Performance Qualifications, and does **not** mean that the Performance Qualifications have been waived for the member. Completion of the Performance Quals are the responsibility of the **member**, and certification and documentation of that completion is the responsibility of the **Supervisor**. When PDEs for Servicewide Advancement cycles are issued, they do **not** account for Performance Qualifications required to complete eligibility for advancement. Please remind the members that you serve that the **unit** has the final say on the member's eligibility for advancement, and that the PDE statement of eligibility does **not** include the Performance Qualifications requirement.

— The Chief

Coast Guard Reserve Unit
1790 Coast Guard Avenue
Semper Paratus, USA

Last call for Citizen-Sailor issue

The Reservist is planning to feature Coast Guard Reservists and their civilian occupations in the September issue (to coincide with Labor Day). Send us a brief account of what you do as a civilian and a picture, if possible, of you busily at work. Also, if your civilian skill was directly used to support a Coast Guard mission, we'd like to hear about that as well. Deadline is July 15. And while you're at it, please fill out our mailing survey on Page 16 and mail both your Citizen-Sailor info and survey to the address on the bottom of the survey. Thank you!

Reunions

• **All WLB Reunion** — Aug. 19-21, 1994 in Duluth, Minn. Contact: ENS Scott Langum. (218) 720-5461 or fax (218) 720-5471.

• **Association of Gunner's Mates (USCG & USN)** — Will hold a reunion in conjunction with the CG Combat Veterans Association at Norfolk, Va., Oct. 26-30, 1994. Contact: Jack Photenhauer, Assn. of GM's, P.O. Box 247, Hammond, IN 46325. (219) 845-3747.

• **CG Combat Veterans Association** — Oct. 26-30, 1994 in Norfolk, Va. at Howard Johnson Hotel. Call the hotel for reservations ASAP at 1-800-627-5555. If interested in membership in CGCVA, contact Albert F. Courter, 14334 Thornwood Tr. Hudson, FL 34669. (813) 856-7387.

• ***CGC Firebush (WLB 393)*** — Former officers and crewmembers are invited to attend 50th anniversary of commissioning on July 14, 1994. Write: Commanding Officer, CGC Firebush, P.O. Box 190653, Kodiak, AK 99619 or call ENS Carissa Conner at (907) 487-5830.

• ***CGC Ingham (W-35)*** — Aug. 3-7, 1994, Muskegon, Mich. Contact: N. Westfall, 4412 Seagrove Rd, Portsmouth, VA 23703. (804) 484-6193.

• ***CGC Iris (WLB 395)*** — Celebrating 50 years of commissioned service Aug. 4, 1994 at 17th Street Pier, Astoria, Ore. at 11:30 a.m. Contact: ENS Anthony Stobbe, *CGC Iris*, Astoria, OR 97103. (503) 325-1601 or (503) 325-3840.

• ***CGC Woodbine*** — 5th annual reunion in Grand Haven, Mich., Aug. 4-7, 1994. Contact: Dave Maynard, 8450 Belle Vernon Drive, Novelty, OH 44072, (216) 338-1241.

• **Coast Guard Festival** — An open invitation is extended to all reservists, retirees, auxiliarists & active duty personnel to attend the 1994 Festival, July 29-Aug. 7 in Grand Haven, Mich., Coast Guard City, USA. Write: Grand Haven Coast Guard Festival, P.O. Box 694, Grand Haven, MI 49417. (616) 846-5940.

• **CPOA Convention** — National convention, Aug. 22-26, 1994 in Seattle, Wash. Contact: QMC Doug Metzler, D13(oan). (206) 220-7274.

• **Galloo Island, N.Y.** — Members of USCG lifeboat /light station and CGC 83359. Reunion scheduled for Sept. 16-18, 1994, Sackets Harbor, N.Y., Ontario Place Hotel. Contact: Gordon Koscher, 4712 Glenwood Dr., Mantua, OH 44255. (216) 274-2927.

• **Greenland Patrol** —Second annual, Oct. 26-30, 1994, Howard Johnson Hotel, Norfolk, Va. Held in conjunction with the CG Combat Veterans Association. Contact: A.F. Courter, 14334 Thornwood Trail, Hudson, FL 34669. (813) 856-7387.

• **RTC Yorktown, Va.** — Fifth annual reunion for all former Yorktowners Oct. 21-23, 1994 at RTC Yorktown. Special attraction this year is dinner cruise on *Spirit of Norfolk*. Contact: Tom Travers, 998 Ridgewood Lane, West Chester, PA 19382. (610) 436-0181.

• **Spokane Reserve Units** — All Spokane, Wash. Coast Guard Reserve Units reunion is scheduled for Aug. 6, 1994 at Fairchild Air Force Recreational Facility at Clear Lake. Contact: Charles Holden, 1318 E. Dalke, Spokane, WA 99207. (509) 487-5917.

• ***USS Callaway (APA-35)*** — Oct. 4-6, 1994 in San Francisco. Contact: R.L. Stambach, 4293-B Island Circle, Fort Myers, FL 33919-4427. (813) 481-0359.

• ***USS Champlin (DD-601)*** — Oct.18-23, 1994 in Charleston, S.C. Contact: George H. Styles, 45 Oak Avenue, Smithtown, NY 11787. (516) 265-2155.

• ***USS PC-590*** — Sept. 16-18, Dayton, Ohio. Contact: F.C. Munchmeyer, 226 rue Saint Peter, Metairie, LA 70005. (504) 834-9191.

Nationwide TEMAC/SADT/EAD

As of 6/15/94

Place	Duration	Rate/Rank	Quals	Point of Contact
D9, Cleveland, OH	92 days (starts July 1)	E4 or E5	Boarding exp., process violation cases	LT Armstrong, (216) 522-3932
D17 (dl), Juneau, AK	60 days (starts mid-July)	E5-O4	Work/life legal assis., fed/state bar member	LCDR B. Schroder, (907) 463-2095
Loran Station Kodiak, AK	60 days (July 1 to Sept. 30)	CWO(Mat)	Public works or equivalent engineering exp.	LTJG McMillin, (907) 463-2252/3
HQ (G-CI)	60 days (starts ASAP)	YN2	Maintain International Maritime Org. files	YNC Pauley, (202) 267-2280

THE SECRETARY OF DEFENSE

WASHINGTON, THE DISTRICT OF COLUMBIA

25 MAY 1994

MEMORANDUM FOR PERSIAN GULF WAR VETERANS

SUBJECT: Persian Gulf War Health Issues

As you may know, there have been reports that some Persian Gulf War veterans are experiencing health problems that may be related to their service in the Gulf. We want to assure each of you that your health and well-being are top priorities for the Department of Defense.

There are many hazards of war, ranging from intense combat to environmental exposures. Anyone who has health problems resulting from those hazards is entitled to health care. If you are experiencing problems, please come in for a medical evaluation. Active duty personnel and their eligible family members should report to any military hospital and ask to be included in the Department's Persian Gulf War Veterans Health Surveillance System. You will receive a full medical evaluation and any medical care that you need. Reserve personnel may contact either a military hospital or their nearest Veterans Affairs Medical Center and ask to be included in the DoD Surveillance System or the VA's Persian Gulf War Health Registry. You will receive a full medical examination. Depending on the results of the evaluation and eligibility status, reserve personnel will receive medical care either from military facilities or from VA facilities.

There have been reports in the press of the possibility that some of you were exposed to chemical or biological weapons agents. There is no information, classified or unclassified, that indicates that chemical or biological weapons were used in the Persian Gulf. There have also been reports that some veterans believe there are restrictions on what they can say about potential exposures. Please be assured that you should not feel constrained in any way from discussing these issues.

We are indebted to each one of you for your service to your country during the Persian Gulf War and throughout your military careers. We also want to be sure that you receive any medical care you need.

Thank you for your service.

John M. Shalikashvili
Chairman
of the Joint Chiefs of Staff

William J. Perry
Secretary of Defense

On Deck

By MCPO Forrest W. Croom

Command Enlisted Advisor
Coast Guard Reserve

Questions or comments? Write or call:
Commandant (G-R CEA), USCG HQ, 2100 2nd St. SW, Washington, D.C. 20593.
Phone: (202) 267-6844 Fax: (202) 267-4553 E-mail: F Croom/G-RPost

This is my last article as G-R Command Enlisted Advisor, so I think it's appropriate to discuss the future. The future is like each space shuttle launch: new expectations, new findings and improvements. Yes, a price is paid for each launch, but look at the spin-off benefits the rest of the country realizes from the space program: electronics, teflon cooking utensils, and other devices. Many people are beginning to believe that the United States' future and the space program are inseparably linked.

We in the Coast Guard can relate to that. We have been launching new ways of doing things for some time now. We have worked so long with so little doing so much that the rest of the world is just getting onboard. Now we are looking into the future again and as I see it the Coast Guard Reserve is going to do just fine.

Here is what I think our future holds. First, I believe we have bottomed out in our reductions. Secondly, I believe the Coast Guard Reserve's future will be linked with the needs of the Coast Guard, not DoD. We will still be able to attend to our DoD responsibilities, but our existence will be based on Coast Guard needs and missions, not DoD. Next, I believe we will see a much stronger Reserve program because it will be based on training provided by the active commands with the most up-to-date equipment the Coast Guard owns.

Each reservist will have an active home base, but will maintain a reserve identity. Both officer and enlisted reservists will be qualified to perform duties performed by the active component. More will be expected of both active and reserve personnel; however, along with greater expectations, the benefits (as in the case of the space program) will also be greater than we realize today.

In the future, our Service will play a greater leadership role amongst the military services because we have peacetime missions as well as war time. Hopefully, we will not have to use the latter. The peacetime missions will enhance our worth to our country, citizens and ourselves. There are going to be changes in the years to come, many of which will be unlike any you may have dreamed. Yes, the future is bright for the Coast Guard and is especially bright for those who are willing to work hard and accept what comes down river with a positive attitude and can-do spirit. The benefits for those who persevere will be very rewarding.

Finally, I want to thank all of you for the support you have given me the last three years. It has been a pleasure to serve all of you. I know I didn't answer all the correspondence sent me, but I did read it and when necessary took action. I've found that one of the greatest rewards for me has been getting to know the many outstanding men and women of our Coast Guard Reserve. This is one of those intangible spin-off benefits I will always cherish. My only regret is that I will not have an opportunity to work with the new team of ADM Kramek and MCPO-CG Trent. You have two of the finest leading a team that will set the standard for years to come. May God bless all of you in your endeavors and may the Coast Guard always be "Semper Paratus."

Photo by MCPO Forrest W. Croom, G-R CEA

Double-duty diversion...

Members of the Shuttle Support Team at Port Canaveral were getting underway for shuttle ops in April 1994 when they were diverted by a SAR case in which the overloaded scallop boat Little Giant was taking on water. The Coast Guardsmen assisted the boat, ensuring the crew's safety. This included MK2 Dennis Dunn cutting an inductor hose which had wrapped itself around one of the Little Giant's crew members, threatening to carry him overboard. Coast Guard Reservists pictured left to right: BMC Richard Kelly, BMC John Kozeluh, BM3 Mary Maher and Dunn.

U.S. Department of Transportation

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