

U.S. COAST GUARD
RESERVIST
AUGUST 1999



The

MASTER

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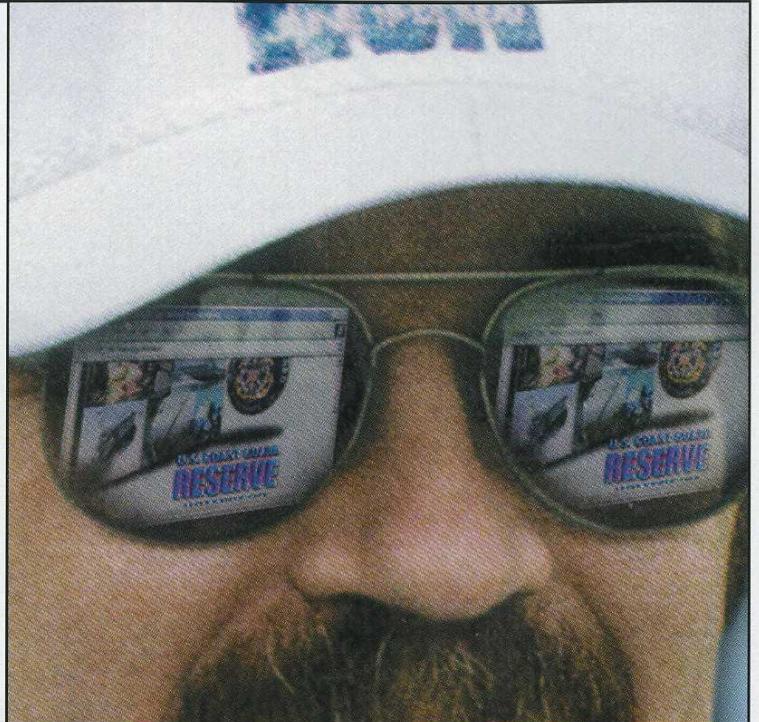
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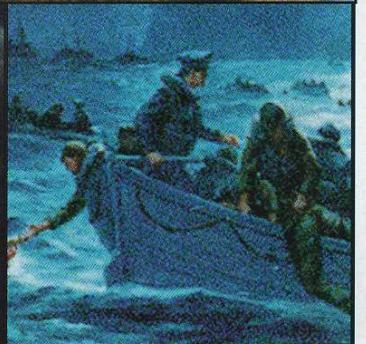
The Master

What else would you call somebody who can get 50 Coasties to run 200 miles for fun and a good cause?

Some call him
CWO Tom Brooks...
we call him "Master."



RESERVE
TRAINING



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Letter from the EDitor's boss

Ed's note: For a change of pace, we asked CDR Chuck Polk, outgoing Chief of the Reserve Communications Division (G-WTR-2) at Headquarters, to write a guest column for this issue.

As most of you know, this has been a summer of 30th anniversaries for our nation.

Perhaps the most significant was that of man's first walk on the moon. The Vietnam War was still going on, Richard Nixon was enjoying his presidential honeymoon, and a scraggly, insignificant 17-year-old kid from Louisville, Ky., joined the Coast Guard Reserve. It was not an easy time to be military anything, but something deep inside me wanted to go this route.

On Monday, Aug. 11, 1969, I flew to Philadelphia. There, I joined 10 other miserable young men on a bus that took us to Cape May, N. J., where nine weeks of screaming began.

A lot of water has passed over the dam since that year. I graduated from boot camp, attended the first Port Security "A" School, and went to college — all significant events in my young life. I suspect most of us have similar memories.

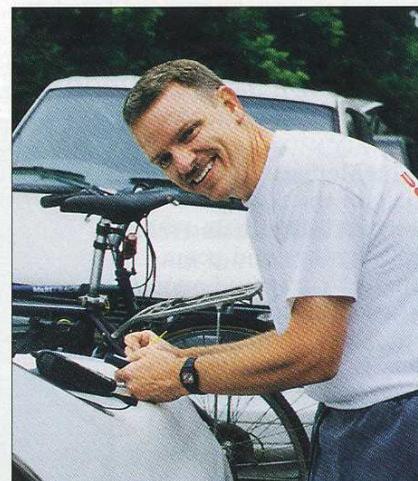
It's been a long road, often times bumpy, but always one I couldn't imagine leaving. At the 30-year mark, it's clear how blessed I've been to serve for so long. I complained a lot, especially in the early, obligated years. And I never, ever thought I'd stick around to see 20 years, much less 30. After all, how many of us really do?

The last five years have been the best. Since late 1994, I've been privileged to head our Reserve Communications Division, which includes *The Reservist* and its supreme editor, PAC Ed Kruska. While Ed would prefer I didn't say this in such a public forum, he has been the single reason this publication is a tremendous success. In reality, military rank notwithstanding, I came here to work for him, not the other way around. We should all be so fortunate to have an Ed Kruska around.

On another note, I also must recognize the focus of this month's issue, CWO4 Tom Brooks. In his time in my division, Mr. Brooks quickly became the heart and soul of the office, especially following the onset of his illness. He is being medically retired this month, although he has continued as the Reserve Webmaster from his home. We still miss his daily presence at Headquarters.

And with that I come to the close of a fantastic five-year active duty run at CGHQ, having nominally led a fine staff and worked with great folks from non-rates to admirals. My plea to them, as with all of you, is simple: practice the Golden Rule every day with everyone. It's a philosophy that's made this 30 years work for me. You'd be amazed at what it can do for you and those with whom you work. The Coast Guard and its Reserve can only get better if you do!

— CDR Charles E. Polk, III, USCGR



CDR Polk during Tom's Run

LETTERS TO THE EDITOR

A MEMORIAL DAY TRIBUTE

Your May 1999 issue was an especially well done tribute to those who have served and those who continue to serve. LCDR Kelly Strong's poem, reminding us of the price of freedom, really tugged at my spirit and emotions. Thanks for the reminder!

— LCDR Joe Ferri, USCGR (Ret.)
Cedar Hill, Texas

The Memorial Day 1999 article in the May *Reservist* was a fitting tribute. The story and poem brought to my mind another Coast Guard monument, this one at Sandy Hook, N.J. (pictured below). That memorial was erected in memory of Coast Guard Reservists who served at Reserve Group Sandy Hook, and was placed through the efforts of CDR Daniel Croce, LT Thomas Butler and YNC Maureen Alexander. At the time of the dedication in May 1997, I had also written a poem of remembrance. The words speak to their memory and to the memory of all shipmates. May we never forget those who have served our nation and our Coast Guard.

— CDR Ronald D. Biller, USCGR(Ret.)
Staten Island, N.Y.

Ed's note: The words to CDR Biller's poem "Shipmates" can be found on the web version of this issue as a link from this letter.

One of the privileges of being a retiree is to receive a copy of *The Reservist*, which is, as stated in my letter published in the July/August 1991 issue, an outstanding magazine.

The lead article in the March issue concerning CAPT Stratton was very interesting and was forwarded to LCDR Margaret Dwyer of the Navy. Dwyer was in the original WAVES group with Stratton for military indoctrination and training at Smith College in 1942. She remembers Stratton as an outstanding person.

Similarly, the May 1999 issue featured Coast Guard monuments and memorials. This calls to mind a Coast Guard memorial at SUNY Maritime College which apparently is little known. The origination of this memorial began with a chance meeting I had with retired ADM Moore in the lobby of the Guest House at Governor's Island, during the USA's Bicentennial celebra-

tion in 1976. In my mentioning having served on the *CGC Onondaga*, the Admiral stated that he was her first commanding officer. When the ship was decommissioned after WWII, he was offered the ship's bell in accordance with tradition. At that time he was the Commandant of the N.Y. State Maritime Academy at Ft. Schuyler, N.Y.

Although he had to pay the freight all the way from the west coast, he accepted and had the bell installed on the flagpole for the school's parade ground.

It took me until 1985 to visit the school and see the bell. What immediately struck me was the fact there was no identifying mark connecting it to the *Onondaga*. It then took another five years to prove that it was from the ship since the admiral was deceased and no one could prove its source. Finally, in 1990, the majority leader of the N.Y. State Senate obtained the necessary proof. As a result, a memorial plaque was created which was dedicated on Nov. 2, 1990 at a full-dress parade ceremony with the cadets.

Subsequently, in 1991, at the annual meeting of The Ancient Order of the Pterodactyl at Pensacola, Fla., (mindful that U.S. Coast Guard aviation was conceived by crewmen on board the *Onondaga* in 1915, and that *Onondaga* fought gallantly repelling the Japanese attack on Dutch Harbor as a prelude to The Battle of Midway), a resolution passed unanimously that a future cutter be constructed and christened *Onondaga*.

Having served on the *Onondaga* in the Aleutians during 1942-43 as the first Reserve officer assigned from the Academy, as described in an article in *The Reservist*, May-June 1980, my experiences on board are well remembered. The Aleutians Campaign has been described as the forgotten campaign of WWII as has the U.S. Coast Guard as its forgotten

Service. It would seem that as far as Coast Guard Headquarters is concerned, the *Onondaga* is its forgotten ship. Coincidentally, her sister ships, the *Escanaba* and the *Mohawk*, have been rightfully honored as current cutters. Ironically, a cutter is named *Adak* after the Aleutian island where we were deployed in May of 1943 and from which the successful recapture of Attu Island was launched.

— CAPT Norbert W. Muench,
USCGR(Ret.)
Seminole, Fla.

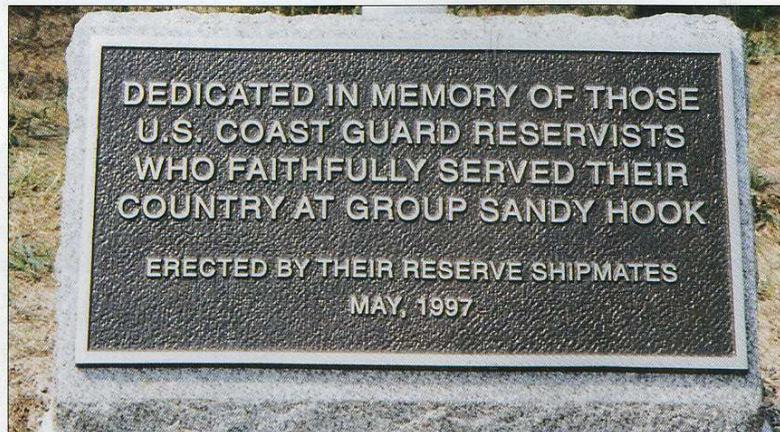
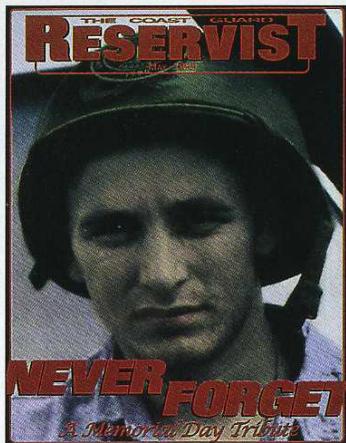
IRRITATED BY N.J. PLATE

Your License Plate of the Month in the May issue was submitted by a New Jersey "Coastie." I have no problem with that at all. What got me irritated was the statement that he had chosen "LBICG" because everyone in New Jersey...and southern New York knows LBI stands for Long Beach Island." Well, I've lived in southern New York all my life, as has my wife, and the "LBI" means nothing to us. What's more, the only "Long Beach Island" that I daresay most southern New Yorkers have heard of is the one right here where I live on Long Island's South Shore!

— PS1 Murray L. Kurzman, USCGR
Long Beach, N.Y.

USCG NOT A MILITARY SERVICE?

One of our Coast Guard members recently participated in a triathlon event, and registered in the military participant division. He did extremely well, and in fact, won the Men's Military Division, securing the best time among others in this category. The Coast Guardsman was later told by the event coordinator/judge that he could not be recognized for his overall standing in the Military Division because, in her words, "you were Coast



Guard, which is not considered Military. Thus, we did not move you into that division."

As the senior ranking enlisted person of our nation's oldest continuous seagoing armed force, I along with the thousands of other members and former members of the Coast Guard, don't take such uninformed comments like that very lightly.

I would greatly appreciate it if you could inform your readers, who might very well help us in spreading the word and eliminating such rumors and myths. The United States Coast Guard is indeed a military service! It always has been since its inception on Aug. 4, 1790. Our Service has actively participated in every major war and conflict in our 209 years of existence, where literally thousands have died in battle.

Ask any Marine who fought in World War II at the battle of Guadalcanal, and I'm sure you would hear an earful about the Coast Guard's active participation in helping the Marines secure their victory. Better still, look up "Coast Guard" in the dictionary. I checked three different kinds, and the word "military" was in each definition.

Although we're viewed mostly in the public's eye as a humanitarian service that is responsible and dedicated to protecting and saving lives and property at sea, other missions including marine environmental protection, maritime safety, and law enforcement of our nation's waterways are indeed

major contributions. Above all, we are proud of our multi-mission peacetime responsibilities as well as our obligation to serve in combat when needed.

As defined by the laws of Congress, and honored and respected by our fellow service members of the Army, Marines, Navy and Air Force, the United States Coast Guard may be the smallest, but we have always had a prominent and important role in the defense of our nation as a military service.

— MCPO-CG Vincent W. Patton, III
Washington, D.C.

Ed's note: MCPO-CG Patton's letter was originally intended for various ironman and triathlon magazines. As a direct result of this letter and other efforts, the member was awarded the victory. It is published here for reader interest.

LEFT-HAND SALUTE REVISITED

The Reservist continues to be an outstanding magazine and a great recruiting tool, but it makes me sad. Every time I pick up an issue, I wish I was 20 years younger so that I could go thrash in the surf again with America's best.

I would like to make a comment on CDR Archie Smith's letter, "Saluting with Left Hand" in the April issue. If anyone has questions about such salutes, the *Blue Jackets Manual* might be a good source for clarification. Members of the sea services, including

the Coast Guard, Marine Corps and Navy, always salute when out of doors, covered, and not involved in work details. This includes times when a person is carrying something of large volume in his or her right hand, when carrying a rifle at right shoulder arms and so on. In both cases, the individual is obligated to salute. In the former case, it is called a left-hand salute. In the latter case, the individual executes a left-hand rifle salute, not to be confused with, "present arms."

— LCDR Richard M. Schlenker,
USCGR(Ret.)
Castine, Maine

A REAL SENIOR DISCOUNT!

I was at the local hardware store recently, picking up some paint and other things I needed to redo one of the bedrooms in our home. I had a generic type t-shirt on with a Coast Guard saying on it. I could see the cashier at the register reading it as she was waiting on me. All of a sudden, she asked, "Senior?" After just making senior chief May 1, I replied, "yes!" As I was walking out, I said to myself, gee, I wonder how she knew — there was no rank or rate on the shirt. When I got home, I gave the receipt to my wife, and she exclaimed, "Oh, they gave you a senior citizen's discount, I wonder why?"

It was a very humbling experience.
— MKCS Roger Grinnell
Newport, R.I.

LICENSE PLATE OF THE MONTH

Louisiana: The Pelican State



CDR Larry L. Jones, USCGR

The numbers eight and nine are significant ones for Coast Guard Reservist **CDR Larry L. Jones**. Born in the eighth month, ninth day (Aug. 9), it's been *eight* years since Desert Storm ended in 1991. So we salute CDR Jones and his Louisiana Desert Storm license plates, shown here on his 1995 Chevrolet Lumina (#8) and 1999 Dodge Caravan (#9). Louisiana, the 18th state, was admitted to the Union April 30, 1812.

Jones has other connections to the number eight. His

last unit prior to returning to active duty was HDCU 208 and when he concludes his EAD tour as Planning Officer for, of course, the Eighth Coast Guard District in New Orleans, he would like to be assigned to PSU 308.

A resident of River Ridge, La., located *eight* miles from New Orleans, Jones attended the first Reserve Officer Candidate Indoctrination class at RTC Yorktown in 1983. After training at Camp Blanding, Fla., he deployed with replacement unit PSU 301 to Al Jubayl, Saudi Arabia.

"PORT WING"

RESERVE POLICY BOARD



The Reserve Policy Board recently convened in Anaheim, Calif. for its last meeting of 1999. Although formal Board recommendations are not anticipated until October, there are some "early indicators" which merit reporting. Of greatest concern to this current Board are issues affecting the Integration of

reservists into Active Duty commands, training, qualifications and advancement of Reserve members, and other issues affecting support such as pay and IDT berthing.

During the period between the first Board meeting in January and the last meeting in June, several Board members have engaged in dialogue with both Active Duty and Reserve personnel to determine the depth and breadth of these issues. They were able to report to the Board with their personal observations.

Of all the contacts made, only one instance of disparate treatment of reservists was reported. The few pay and berthing issues were local to a particular command, and, in one case, remedied during the visit. The general consensus from those who visited units was that the Active Duty component has fully embraced the Reserve community and the few remaining Integration issues are incidental in nature.

Another "indicator," not specifically related to the unit visitation program which demonstrates the health of the Active Duty/Reserve relationship, surfaced in recent discussion to reprogram RPAL billets to meet new or emerging customer needs. Field commanders who have reservists assigned are very reluctant to give up even one reserve billet to a reprogramming initiative. A common theme from Active Duty commanders

is "I need all of my reservists to do the job." It is a strong indicator that Integration is working, and working well.

The Board continues to work on issues of advancement opportunities for senior enlisted, training quotas, and officer career path issues. We anticipate that some of these issues will be fully addressed in the next few months with the release of study recommendations from various concurrent efforts such as the Junior Officer Needs Assessment, Senior Enlisted Needs Assessment and the IDPL Officer Management Study.

For the first time since its inception, the Board had the benefit of having two warrant officers as members: one reservist, one active duty. In addition to valued

input on virtually every key issue, these members were able to bring a wealth of experience and subject matter expertise to the table. Finally, a proposal receiving much discussion is to transition the Reserve Policy Board to a standing advisory body, with staggered terms that will allow for an overlap of incoming and outgoing members. This will give the RPB the ability to tackle issues that require long-term monitoring and to be more responsive to initial issues as they arise. What will never change, however, is the perennial duty to listen to the Reserve community and the customers we serve to make informed recommendations. This allows us to

be the most efficient and effective force multiplier possible.

It was Epictetus who said, "Nature has given mankind one tongue and two ears, that we may hear twice as much as we speak." Through this process, the Reserve Policy Board has, in most recent years, been an effective tool for change and refinement. I envision that in the years ahead, a standing advisory body will serve to enhance the Board's ability to address contemporary issues affecting the Coast Guard Reserve as a critical component of Team Coast Guard.

Ed's note: An RPB Update discussing recommendations made in 1998 as well as a list of RPB members was published in the February 1999 issue on page 11.

"THE RESERVE POLICY BOARD HAS, IN MOST RECENT YEARS, BEEN AN EFFECTIVE TOOL FOR CHANGE AND REFINEMENT."

**By Rear Admiral Carlton Moore, USCGR
Deputy for Mobilization &
Reserve Component Affairs, Pacific Area**

This Month's Issue...

SHOULD THE WORD "RESERVE" BE TAKEN OUT OF RESERVE TRAINING CENTER YORKTOWN?

Ed's note: LT William Rogers suggested in the December Reservist that we reprint items from the Reserve Forum. We begin this initial "Reserve Forum" by discussing a name change for RTC Yorktown, which turns 40 in 1999. For the unabridged text, check out the Reserve Forum's Topic #478 on the Reserve web site: www.uscg.mil/reserve. You will need to register and receive a password before entering the Reserve Forum.

Time to Take the "Reserve" Out of RTC?

When are we going to drop the "R" from RTC Yorktown? It is hardly a Reserve training center anymore. This is not to downgrade the exceptional role that reservists serve, but by and large, it is an active duty TRACEN. It is time to call it TRACEN Yorktown, for all of *Team Coast Guard!*

— Rich Vlaun

I could not agree more. While RTC's Commanding Officer from 1994-97, I formally proposed the name change. The name was frustrating for crew members, who had to explain to their friends or neighbors that they really did work full time and not just on weekends. When RTC was commissioned in 1959, about 6,000 reservists trained there each summer. During the rest of the year, there was OCS and a very small Marine Safety School. So Reserve Training was truly the meat and potatoes of the place. During my tour, we calculated that less than eight percent of our training was delivered to reservists or resulted in "reserve" commissions at OCS.

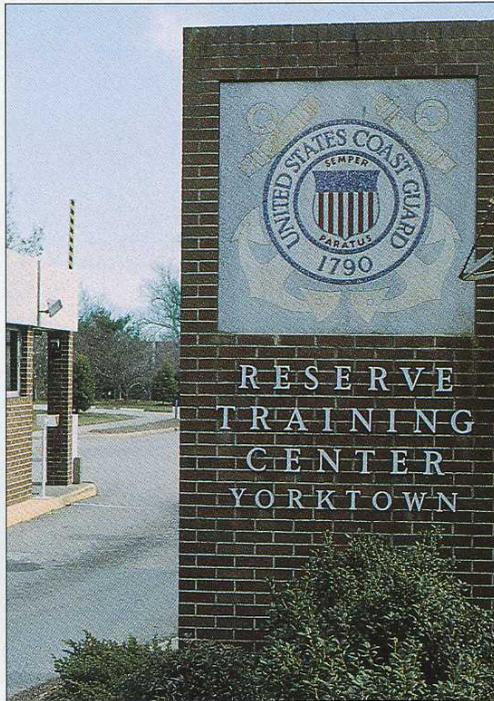
— CAPT Greg Magee, USCG

I personally think the name change should be at or below the bottom of the priority list. Sorry, but I was not embarrassed or troubled telling friends I was at RTC and telling them the "R" stood for Reserve. It doesn't bother reservists to train at *real* TRACENs. Why is it such a bad thing to say I trained at a Reserve TRACEN which I did in 1976? I just can't agree that a single dime should be spent on a name change, and it will cost hundreds of thousands of dollars to do it.

— Roger O'Day

It is time for a change. I remember all the talk of a name change during my tour(s) there, and was wondering whatever happened to the idea? I realize a name change is costly, but we did it at PPC, and that one didn't make any sense. This one makes sense! What a great way to start the new century!

— BMCM Wray



PAC Edward J. Kruska, USCGR

What's in a name? Shakespeare concluded that a rose would smell just as sweet by any other name. Yorktown will still be Yorktown whether its name is predicated by the word "Reserve" or not. What is a little disturbing are statements that the label "Reserve" somehow lessens Yorktown's status within the Coast Guard and the military community. Does this same stigma then apply to the men and women of the Reserve? If the name remains Reserve Training Center, there should be no shame in any association with the Coast Guard Reserve. If we do change it, I agree that the conventional wisdom would be to simply call it TRACEN Yorktown. It's practical, but it is hum. Why not name it for one of our own? Since a good chunk of the operating budget for the facility still comes from the Reserve appropriation, the name should still have a Reserve connection. Here's a suggestion: Dorothy C. Stratton Center for

Maritime Safety and Protection. A mouthful for sure, but a name that embraces the wide scope of training located there, and gives fitting honor to her extraordinary service to the country and the Coast Guard as a citizen-sailor.

— LT Michael Bee, USCGR

I went to RTC in 1981 to MK "A" school. I was on active duty and wondered why Yorktown was called a Reserve school. If the name has become obsolete, then it should have been changed to reflect the true nature of the base a long time ago.

— MK1 Ted Wright, USGGR

As a civilian, I'm a training instructor for the Navy at RTC Great Lakes, Ill. RTC stands for Recruit Training Command. It's confusing for other services to know what goes on at Yorktown.

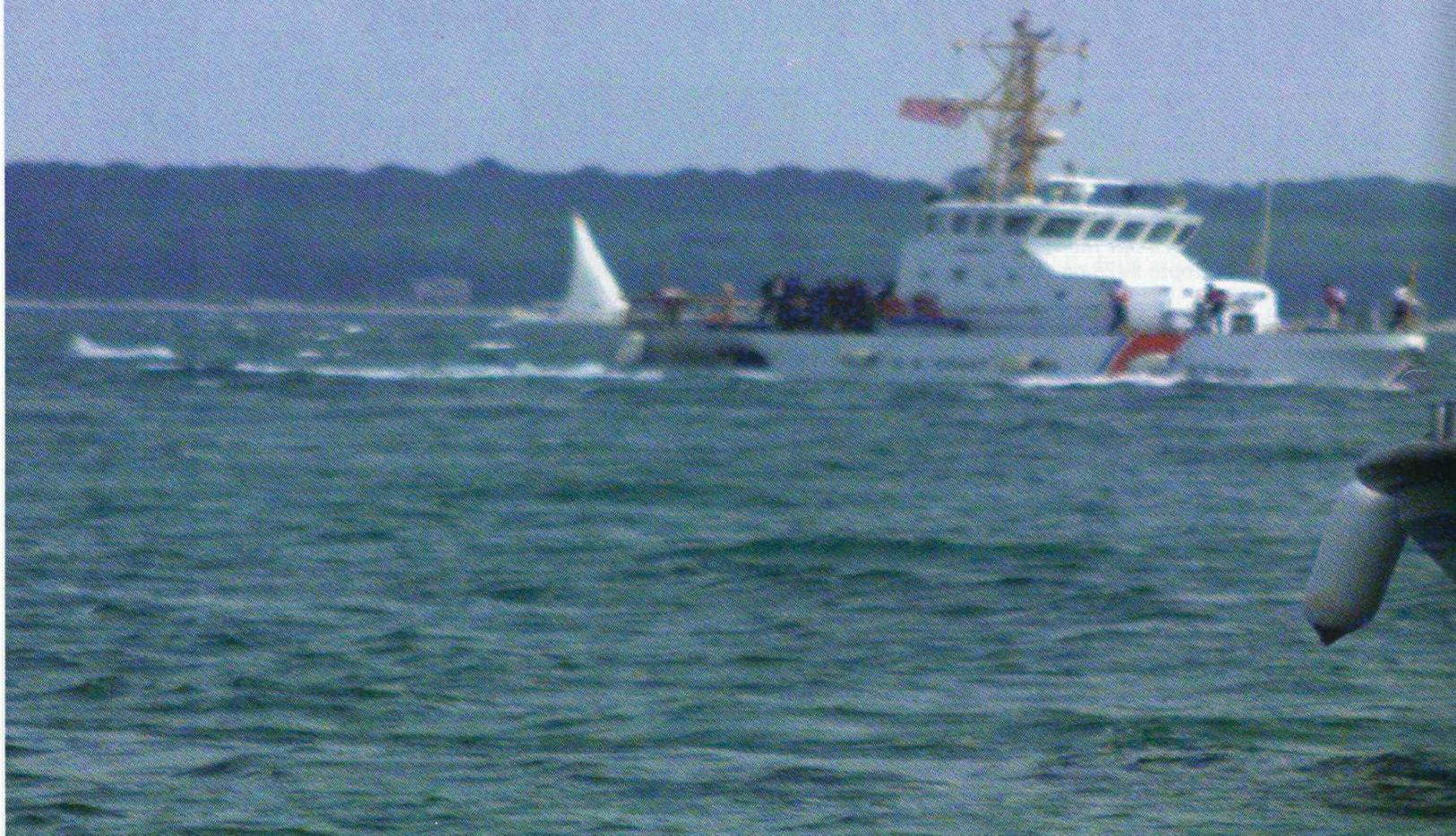
— BM3 Jon Lowman

I agree it is time to change the name of RTC. Over my career I have performed ADT over 12 times at RTC, and I loved it. In the "old days," it was Reserve funds that rebuilt the place and allowed it to be such a wonderful base. But the time is long past to take the "Reserve" out of Yorktown. It had value years ago, but like everything else, it is time to move on. Whatever it costs to change the name, do it.

— CWO4 Anthony Zickgraf

We have TRACEN Petaluma and TRACEN Cape May. Why not TRACEN Yorktown? I have mixed feelings about dropping "Reserve" from the name though.

— BM2 John Massingill, USCGR



A 47-foot Motor Life Boat escorts the Kennedy and Bessette families, aboard CGC Sanibel, back from the funeral.

RESERVISTS RESPOND TO KENNEDY CRASH

MARTHA'S VINEYARD, Mass. — When the single-engine plane piloted by **John F. Kennedy Jr.** disappeared enroute to Martha's Vineyard July 16, it set off a search headed by the Coast Guard.

Reservists, many aboard for their drill weekend, played a large role in the search and support during this operation, which received heavy international media coverage.

Kennedy, 38, son of the 35th U.S. president, took off from Caldwell Airport in Fairfield, N.J. the night of July 16 enroute to Hyannis Port, Mass. Flying with him was his 33-year-old wife, **Carolyn Bessette Kennedy**, and sister-in-law **Lauren Bessette**.

Kennedy family friend **Carol Ratowell** notified Coast Guard Group Woods Hole at 2:15 a.m. July 17. The command center in Boston then contacted the Federal Aviation Administration and asked it to investigate.

The Air Force Rescue Coordination Center at Langley Air Force Base, Va., took search and rescue mission control of the case at 3:28 a.m. A 41-foot patrol boat from Station Long Island Sound was launched shortly before 4:30 a.m. to investigate an electronic locating transmitter signal received by the AFRCC. The source of the ELT signal was tracked to

Mattituck, N.Y. After a thorough search of the area, the 41-footer reported negative results at 6:11 a.m.

The Coast Guard, in coordination with the AFRCC, began a massive search at 8:30 a.m. The initial search area focused on Rhode Island Sound, Block Island Sound, Long Island Sound, and the area north of Long Island out to Martha's Vineyard. Eventually, assets were diverted to focus search efforts on the western approaches to Martha's Vineyard based on the last known position of the missing aircraft from radar. Debris identified as items belonging to the Kennedy aircraft washed up on the beach in the early afternoon hours on July 17.

The Coast Guard surface assets involved in the search included the *CGC Point Wells*, *CGC Hammerhead*, *CGC Sanibel*, *CGC Willow* and other small boats from Groups Woods Hole, Long Island Sound and Moriches. The National Oceanographic and Atmospheric (NOAA) Research Vessel *Rude* also assisted. Coast Guard air assets from Air Station Cape Cod included a Coast Guard HU-25 Falcon jet and two H-60 helicopters. The New York Air National Guard supplied an H-60 helicopter and C-130 plane.

Station Woods Hole and Station Menemsha assisted with



PA1 Pete Milnes, USCG

USS Briscoe after the burial at sea of John F. Kennedy Jr., his wife, Carolyn, and her sister Lauren Bessette.

the search with a 47-foot boat, a 41-foot Utility Boat and two Rigid Hull Inflatables. Five reservists were part of these crews including **BM1 Steven McDonald**, **BM2 Joseph Quintiliani**, **BM2 Charles Cipoletta**, **MK2 Peter Drury** and **SN Sean Maguire**. Group Woods Hole had its Reserve weekend scheduled July 17-18, so the reservists assigned to the Group were in the thick of this story from the outset.

While the focus of the search was on Woods Hole and Martha's Vineyard, the event set off a whirlwind of activity at First District headquarters in Boston.

When the news first broke, **RADM Richard M. Larrabee**, First District Commander and former Director of Reserve & Training (1994-97), spoke via phone to a nationally televised Pentagon briefing. Later that night, on morning news shows the next day, and throughout the next week, Larrabee briefed and fielded questions from the media.

Meanwhile, at D1's Public Affairs Office, phones began ringing the morning after the incident and continued all day and into the night. Two reservists on their regularly scheduled drill weekend, **PACM Norman Deragon**, who researched and wrote many of the talking points used by Larrabee during his briefing, and **ET1 Virginia Adams**, were soon fielding media inquiries. They were soon assisted by the active duty public affairs staff, led by **LT Gary Jones**, as well as **YN3 Donna Milhalco**, who came over from D1

Legal to assist with the barrage of calls and inquiries.

Other reservists stepped in to help as the operation continued around the clock. **BMCS Al Johnson**, on Extended Active Duty with D1 Operations, voluntarily came in to assist the public affairs staff as the operation moved into the evening hours. Meanwhile, at Air Station Cape Cod, reservists including **YNC Dianne Lacava** and **YN1 Winston Lyford**. **LT Robert Gillan**, **LT Nick Holder**, **LTJG John Alcott** and **PSCS Richard Turcott** all assisted at the Air Station's Unified Command Center.

"Initially, it was absolutely crazy and the phones never stopped ringing, it was very hectic," said Deragon. "We set up a media center down in the lobby [of D1's headquarters] and by Saturday afternoon, were able to get a handle on everything. My thanks go out to many people, like SCPO Johnson and YN3 Milhalco, who stepped in on short notice."

On July 20 the wreckage and bodies were found. The Coast Guard again played a role maintaining a security area during the recovery and in the staging of the burial at sea held off Martha's Vineyard July 22. **CGC Sanibel** (WPB 1312) escorted those attending the service to the Navy ship, **USS Briscoe**.

President Clinton called RADM Larrabee on July 18 to thank the Coast Guard for all it had done.

"This is a sad day for America," Clinton said.

PSU INSIGNIA NOW ON DECK

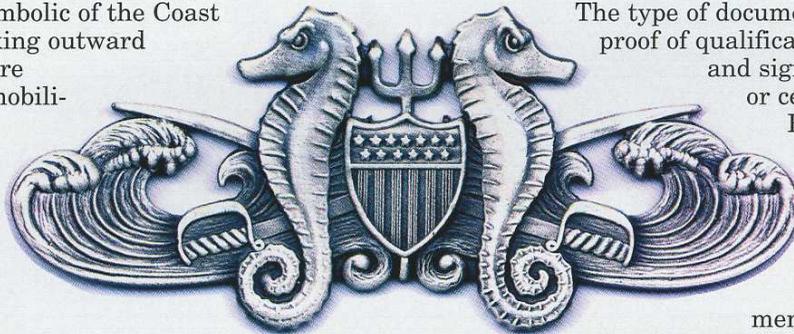
By now, many of you know that the Port Security Unit Insignia Message has been released. The message (ALDIST 221/99, DTG R221210Z JUN 99) explains the qualification requirements for the insignia.

The PSU Insignia idea originated in Saudi Arabia during OPERATION DESERT STORM. The pin was proposed as qualification recognition for those members who obtained specialty training in port security operations in a national defense environment. The approved insignia is very similar to the original design submitted in 1991.

The insignia design and qualification criteria were developed by a team consisting of representatives from the PSU Program Manager (Commandant [G-OPD]), Coast Guard Headquarters Office of Reserve Affairs (G-WTR), along with the Port Security Rating Manager and the Reserve Force Master Chief.

Four elements of the insignia are symbolic of the PSU community. The trident represents America's maritime power. The crossed naval swords represent the security aspect of the PSU mission performed jointly with the Navy. The shield is symbolic of the Coast Guard. The seahorses looking outward upon the breaking waves are symbolic of vigilance and mobility in the coastal mission.

Several questions have been asked regarding the qualification standards for the insignia. Listed below are answers to several of those questions.



CATEGORIES

There are three categories of qualification for the PSU Insignia.

- (1) Those members of a PSU who served prior to May 1, 1995, and participated in an **operation**;
- (2) Those members of a PSU who served prior to May 1, 1995, who participated in an **exercise**;
- (3) Those members who served or serving **currently** as part of a commissioned PSU after May 1, 1995.

QUALIFICATIONS

Operation: There are three criteria for qualifying for the insignia for an operation (e.g., OPERATION DESERT SHIELD / STORM and OPERATION UPHOLD DEMOCRACY):

- The member must be a graduate of the Camp Blanding PSU Course or a member of PSU 301, 302 or 303 and attended the DESERT STORM or UPHOLD DEMOCRACY ramp-up training at Camp Perry, Ohio, or the USMC Combat Skills Course at Quantico, Va.

- The member must have successfully deployed as a **member of a PSU** during OPERATION DESERT SHIELD/STORM or OPERATION UPHOLD DEMOCRACY.

- The member must have deployed for the full deployment.

Exercise: If the member deployed during an exercise (e.g., EXERCISE ALLEGIANT SENTRY, EXERCISE FLAME RIVER) and not an operation, he or she must have completed two exercises prior to May 1, 1995. Additionally, the person must have been a member of a PSU for two years and must have completed the PSU Course (Camp Blanding, Camp Perry) or the Combat Skills Course.

Current: Current PSU members and those who became members of a PSU after May 1, 1995, must have qualified under the following criteria:

- Be a member of a PSU for a minimum of two years.
- Complete all billet assigned Personnel Qualification Standards (PQS).
- Fully meet all overseas deployment qual standards during the two-year period.

Active duty: Active Duty personnel are authorized to qualify for and wear the insignia. Members and former members of the Battle Roster PSU are eligible if they meet the criteria.

APPLICATION

There is no formal application to submit for the insignia per se. However, members who believe they meet the qualification standards must provide documentation as evidence that they qualify along with a Coast Guard cover letter to their command.

The type of documentation required to show proof of qualification includes a completed and signed PQS, completion letters or certificates from Camp Blanding or Camp Perry, a completion letter from the Combat Skills Course, and evidence that the member was assigned to a PSU. Additionally, documentation is required to show deployment on an operation or two exercises if the member was attached to a PSU prior to May 1, 1995.

An "application" may not be submitted via the Internet or e-mail. All requests for the insignia must be submitted via hard copy with supporting documentation.

If a member qualified for the insignia as an enlisted person in OPERATION DESERT STORM and was subsequently commissioned as an officer, that person would wear the silver insignia for the qualification as an enlisted member. If the member (now officer) re-qualified as an officer in the PQS and deployment standards, that member could re-apply to wear the gold insignia.

AVAILABILITY

The actual insignia will be available some time in late summer or early fall. A separate ALDIST will be issued on the availability and procurement procedures. Once the insignia are available, the unit is to use unit AFC-30 funds for the members' initial issue of the insignia. Subsequent procurements are the responsibility of the individual member.

There is a mechanism in place for commands and PERSRUs to track the subsequent qualification of an individual for the PSU Insignia. Human Resources Service and Information Center (HRSIC) has created a Personnel Management Information System (PMIS) code to be used for the PSU Insignia qualification. The PMIS code is SU, an ALDIST will be issued advising the procedures for use of the code.

If you have further questions, and you cannot find the answer in ALDIST 221/99, please send e-mail to: KMBrown@comdt.uscg.mil or call 202-267-0564.

— By LT Kevin M. Brown, Commandant (G-WTR-1)

THE GATEKEEPER

CITIZEN-SAILOR OF THE MONTH: BM2 JOEL T. MUSICK, GATEWAY ARCH SUPERVISOR

The Gateway Arch in St. Louis is a big, big structure and so one would think that someone with the responsibility of being in charge of security and emergency services would have to fill some big, big shoes.

However, no one is surprised that **BM2 Joel T. Musick**, a reservist attached to the Marine Safety Office in St. Louis, is that person. For the last seven years, Musick has served as a National Park Service supervisor at the Jefferson National Expansion Memorial. He can be seen supervising the six officers that provide security and medical services to the 3.5 million visitors to the 630-foot stainless steel structure that sits near the Mississippi River's bank.

A look inside his office clearly tells the story — Musick is a member of the Coast Guard. Coffee cups, banners, and replicas of Coast Guard assets fill the room. And while most reservists pull their drills on weekends, that's not possible for Musick who notes that weekends at the national park are always the busiest.

However, for most Marine Safety Offices, weekday drills provide much needed help as many transfers, boardings and towboat inspections take place during the week. And for Musick, being a resident of the St. Louis area is a plus to MSO St. Louis as his years of experience on the Mississippi River allow him to show new members of MSO St. Louis the local area.

"He has earned the trust of the active duty command," noted **CDR David Sulouff**, a senior reserve member at MSO St. Louis. "He is a very dedicated individual."

Musick, father of two, started his service to the nation in 1981 and served four years in the U.S. Air Force. He then

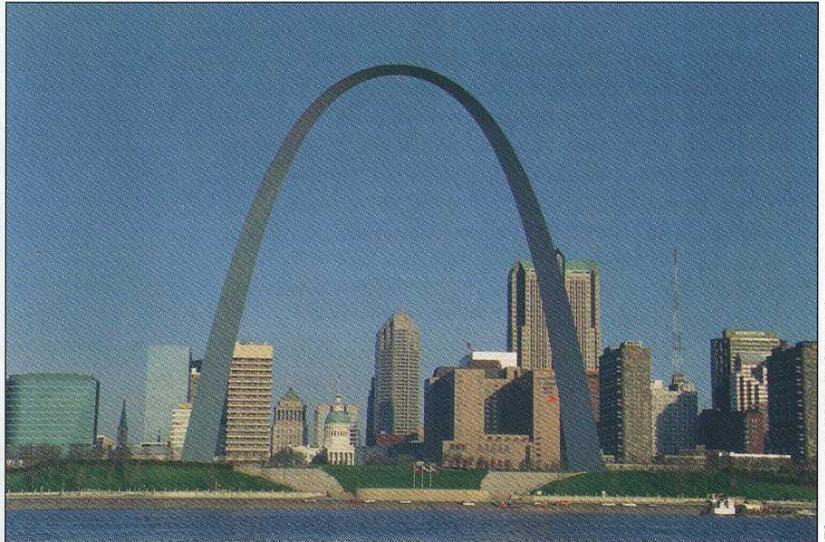


Photo courtesy BM2 Joel Musick

The Gateway Arch in St. Louis.

served five years on active duty in the Coast Guard from 1986 to 1991 before joining the Coast Guard Reserve.

So, the next time you see, read, or hear about the Gateway Arch, remember that one of our own is helping to ensure not only the safety of our nation's waterways, but also helping to ensure that millions of visitors to the Jefferson National Expansion Memorial can enjoy the park.

— *MCPO Gary W. Petty, USCGR, D8 Public Affairs*

FRENCH TAKES WILLIAMS AWARD

LIHUE, Hawaii — **CDR(sel.) Harold J. French** has been named the 1999 recipient of the CAPT Edward R. Williams Coast Guard Reserve Award for Excellence.

An Operations Officer for HDCU 114, which recently relocated to Long Beach, Calif., from Honolulu, French was selected primarily due to his demonstrated track record of achievement in the enhancement of diversity in the Coast Guard. His achievements include playing a key role in the recruitment and selection of minority and female candidates for the Ready Reserve Direct Commission program and recruiting minority and female members of other services for the Coast Guard Reserve. He also mentored active duty Coast Guardsmen transitioning to both the Reserve and retirement, and vigorously promoted the Coast Guard as a career option to minority high school students.

As the D14's Federal Emergency Management Agency representative, French forged a diverse group of military and civilian personnel into an effective disaster relief team that responded when Super Typhoon Paka struck Guam on Christmas Day 1997.

The Williams Award is sponsored by the National Naval Officers Association (NNOA). French was honored at a banquet during NNOA's annual conference on July 30 in Little Creek, Va. ALDIST 232/99 announced the selection.

USTRANSCOM WINS NDTA AWARD

SCOTT AIR FORCE BASE, Ill. — The Coast Guard Element of the Joint Transportation Reserve Unit at U.S. Transportation Command has been selected for the 1999 National Defense Transportation Association Award. The award recognizes the Coast Guard unit that has distinguished itself in operational transportation missions.

The unit distinguished itself while augmenting USTRANSCOM active duty forces in supporting many Department of Defense missions. The 14 officers and nine enlisted members contributed to 885 flight missions and the movement of over 8 million measurement tons of cargo.

USTRANSCOM was featured on the cover of the April 1999 *Reservist*. ALDIST 243/99 announced the selection.

CG SAYS "GOODBYE" TO CGC SUMAC...

ST. LOUIS — Decommissioning ceremonies were held here on July 9 for *CGC Sumac* (WLR 311), the Coast Guard's oldest river tender.

In a solemn occasion held at the foot of the Gateway Arch on the Mississippi River, the 21 active duty and six reservists assigned to the cutter walked off its gangway just after saluting the vessel's ensign for the last time.

In addressing a standing room only crowd of visitors and former shipmates that had returned to see the commissioned vessel for the last time, Eighth District Commander **RADM Paul J. Pluta** said, "She and her crews have been a familiar and a welcome site to mariners sailing along the Western Rivers, and her life has been a diverse one, serving in many different environments and capacities."

Pluta noted that the 55-year-old cutter had been one of the Coast Guard's primary aids to navigation platforms and that it had serviced thousands of aids to navigation throughout her lifetime.

Over the years, *Sumac* has been stationed in Owensboro, Paducah, and Hickman, Ky.; Peoria and Cairo, Ill.; Dubuque, Iowa; and St. Louis, Mo.

Construction of the cutter started on March 13, 1944, when its keel was laid. The launching of *CGC Sumac* on Oct. 14, 1944, at the Peterson & Haecker yards in Blair, Neb., was heralded by the Coast Guard, partly due to the fact that it was the first Coast Guard



USCG photo

CGC Sumac

vessel to be christened by a SPAR. On that day, newly inducted Coast Guard SPAR **Y3/c Helen M. Peterson**, then of Omaha, Neb., christened the cutter.

Constructed with three Caterpillar diesels and a total shaft horsepower rated at 2,145, the 390-ton vessel was the last of the biggest river tenders in service.

Of the many notable people attending the decommissioning ceremony was the former SPAR who smashed a bottle of champagne over the *Sumac's* bow just before it slid into the "Muddy Mississippi."

The former SPAR, now **Helen Lynch**, 77, said the event was, "A great honor for me to attend."

Also on-hand was **Mrs. Jacqueline Marder**, daughter of **LT John J. McSalley**, the first commanding officer of the *Sumac*.

BMCM Robert B. Hunsaker, last officer-in-charge of *Sumac*, said in addressing those at the decommissioning, "Months ago, when we first started preparing for *Sumac's* decommissioning, we established one goal. That was to bring honor to *Sumac* and all those who have sailed her. For it is the crew, the people, who have worked her decks over the decades that have made *Sumac* a living, breathing entity. I hope we have accomplished that goal today.... Folks will remember and talk of her for years to come, as well they should," he added.

"To the current — and last — crew of *Sumac*, you are heirs to a long, proud, and honorable tradition in our seagoing service," said Pluta.

Reservists attached to *Sumac* included **BMC Tim Jasina**, **MKC Bill Doerr**, **FS2 D. Thomas**, **BM3 T.W. Braun**, **SN J.B. Brackett** and **SN J.M. Freis**.

"It's always sad to end an era in your life like drilling aboard *Sumac*, but it's always exciting to look forward to something new, with different potentials and possibilities," said Coast Guard Reservist **Doerr** who will now transfer to *CGC Cheyenne* (WLR 75404).

The future of the *Sumac* may include a listing in the National Register of Places.

— **MCPO Gary W. Petty**, USCGR



PAC Edward J. Kruska, USCGR

MKC Bill Doerr, left, and BMC Tim Jasina aboard CGC Sumac. Several of Sumac's reserve members are being re-assigned to the CGC Cheyenne.

AND SAYS "HELLO" TO CGC HALEY



USCG photo

CGC Haley at the CG Yard in Baltimore.

Haley honored with cutter

BALTIMORE — The Coast Guard honored its first and most famous journalist by commissioning a cutter in his name here July 10.

Named for Pulitzer Prize winning author of *Roots*, **Alex Haley**, *CGC Haley* (a former Navy ship) will be homeported in Kodiak, Alaska.

"By seeking his own roots, Alex Haley enlarged the world for millions of Americans, connecting us with a history we thought was lost," said keynote speaker Transportation Secretary **Rodney Slater**.

Also attending the ceremony at the Coast Guard Yard were Haley's family and some of the actors from the mini-series based on *Roots*.

Haley, who passed away in 1992, served 20 years in the Coast Guard from 1939-1959. He began his career as a ship's steward, writing love letters for fellow shipmates in his spare time. He later became the Coast Guard's first journalist, now known as the Public Affairs Specialist rating.

He lived the last 14 years of his life on a 120-acre farm near Norris, Tenn., and had a condominium in Knoxville. A 13-foot statue of Haley was unveiled in Knoxville, Tenn. at Haley Heritage Square in April 1998.

AND THREE NEW KEEPER CLASS COASTAL BUOY TENDERS



John Burkee, Pro-Marinette

CGC William Tate being launched at the Marinette Marine Corporation Shipyard, May 8.

MARINETTE, Wis. — The Coast Guard launched and christened three new cutters recently at Marinette Marine Corporation.

The *CGC Barbara Mabry* (WLM 559) was launched March 27, ninth cutter of the 175-foot Keeper Class of Coastal Buoys Tenders, and was sponsored by **Mrs. Karen Callahan**, wife of **Rep. Sonny Callahan**. **Barbara Mabry's** namesake was assigned with her husband Michael as Keepers of the Key West, Fla. lighthouse in 1826. After he died, she continued serving as the Keeper until her retirement in 1864 at the age of 82. The

new cutter will be homeported in Mobile, Ala.

The *CGC William Tate* (WLM 560) was launched May 8, tenth cutter of the Keeper Class. It was sponsored by **Mrs. Jean K. Oberstar**, wife of **Rep. James L. Oberstar**. William Tate's namesake was **CAPT William J. Tate** of the U.S. Lighthouse Service and assigned as Keeper of the North Landing River Lights in Coinjock, N.C. He and his wife, **Addie**, assisted **Wilbur and Orville Wright** in their earliest efforts at flight, taking Wilbur into their home until Orville could join his brother.

They helped the Wrights assemble their first glider in North Carolina. **CAPT Tate** also pioneered the use of airplanes to monitor Aids to Navigation.

The *CGC Harry Claiborne* (WLM 561) was launched June 26, eleventh cutter of the Keeper Class. *CGC Claiborne's* is sponsored by **Ms. Nancy E. McFadden**, General Counsel of the U.S. Department of Transportation. *CGC Claiborne's* namesake was Assistant Keeper of South West Pass Lighthouse, La., Keeper of Pass A L'outré Light, and Bolivar Point Lighthouse, Galveston, Texas.

USCG QUILT: FROM RAGS TO STITCHES

BOWLING GREEN, Ohio — In a sense, the Coast Guard quilt that Coast Guard Reservist **BM1 Deb Marsh** just finished took her 12 years to make!

That's because in 1987, when Marsh graduated from boot camp, she began collecting Coast Guard t-shirts and has continued the practice throughout her 12-year career.

"I was cleaning out my t-shirt drawer and started cutting up t-shirts for rags," said Marsh, of PSU 309. "But I just kept putting my Coast Guard shirts aside and that's when I got the idea for the quilt."

Once she began working, the quilt actually took six weeks to make (an hour here, an hour there, according to Marsh). The quilt includes Coast Guard t-shirts from Desert Storm, Haiti, Quantico, and one from a ship in Saudi Arabia. Marsh even designed a Desert Storm t-shirt herself.

When Marsh's boat operations officer at PSU 309, **LCDR Laurie Edgar**, found out she was making the quilt, she was shocked.

"It was so out of character for me that she didn't believe I did it," laughed Marsh. "I submitted it to *The Reservist* for publication because I thought a lot of reservists would like seeing this quilt and remember the good times of their careers. I hope everyone enjoys it."

— **BM1 Deb Marsh**, USCGR



BM1 Deb Marsh

BM1 Deb Marsh and her career quilt

A COMMUNITY OBSERVANCE

THE WOODLANDS, Texas — Over a dozen local residents turned out for a neighborhood Memorial Day ceremony organized by a Coast Guard Reservist and his family.

LTJG Robert Schoen presided over the first annual Autumn Branch Memorial Day ceremony while his wife, **Dianna**, provided music and promotional materials. The intent of the 15-minute ceremony, which followed a format suggested by the local American Legion, was to remind neighbors about the true meaning of Memorial Day. It also gave those attending the opportunity to learn about the proper way of disposing of old, unserviceable American flags.

It is the Schoen's hope that similar ceremonies will occur on Memorial Day throughout the local area in years to come. For more information on organizing a neighborhood ceremony, please contact American Legion Post 305 at 281-367-7384.



LTJG Robert Schoen presides over his neighborhood's inaugural Memorial Day ceremony

LTJG Robert E. Schoen, USCGR

— **LTJG Robert Schoen**, USCGR

CALLED TO DUTY ON TWO FRONTS

FRANKLIN, Tenn. — Coast Guard Reservist **CDR Ron Davis** is one of the citizen-sailors activated due to the NATO campaign in Kosovo. A member of the U.S. Transportation Command, Davis helped coordinate the airlift and sealift of U.S. personnel and material into Yugoslavia for three weeks beginning in mid-May.

Davis is also a Williamson County, Tenn. District Attorney, and was the prosecutor who handled the country music-legend **George Jones** drunk-driving case. The case made national headlines after Jones' one-car accident on March 6.

Prior to Davis' deployment, **CDR Tim Butler**, of Maplewood, Minn., also of USTRANSCOM, spent 23 days TDY in Germany. USTRANSCOM was featured in the April 1999 *Reservist*.

RESERVISTS GRADUATE FROM NEW CWO INDOC. CLASS

NEW LONDON, Conn. — The first three-week Chief Warrant Officers Indoctrination Course held at the Leadership Development Center included reservists for the first time. Coast Guard Reservists **CWO2 Linn Violet** of Activities San Diego and **CWO2 Richard Hollen** of MSO Louisville, Ky., graduated April 9 along with the 24 Chief Warrant Officers who comprised Class 03-99. Class instructors **LT Bob Backhaus** and **CWO Dean Jones** led the students through the new curriculum at the Coast Guard Academy's Yeaton Hall. The class used to be four weeks, but was reduced to three, in part because of student feedback.

ADT at HQ: Reservist says "Just Do It!"

WASHINGTON, D.C. — It all began with a simple e-mail.

After a long, hard week at my civilian job, I settled into my computer at home in Brockton, Mass. to relax and check my e-mail. I proceeded to check out the Reserve Home Page, specifically the Reserve Forum, then stopped by *The Reservist* magazine to see how the staff was coming along with the "Back Issues" on-line project. The staff at *The Reservist* intended to put all issues dating back to the first issue in November 1953 on-line.

Wow! What a concept!

But much to my surprise, the project announcement had been removed from the site. I scrolled to the bottom of the site and sent an e-mail asking what had happened to the back-issues project?

The next day, I received a reply from the editor explaining that the back issues project had been put on the back burner as immediate news was priority and his staff was small and very busy. The chief then jokingly asked me if I "wanted a job?" I made a couple of phone calls, received approval from my command and the next thing I knew, I was flying into Washington Dulles Airport for my two weeks of ADT!

On Tuesday, April 27, I reported to the Headquarters Reserve Communications Division (G-WTR-2), home of *The Reservist*. I was given a tour of what I call the "epicenter" of the Coast Guard Reserve. Not only did I meet the staff of *The Reservist* and the Reserve Communications Division, I also met the entire Office of Reserve Affairs, including Command Reserve Force **MCPO George Ingraham**, and then Director of Reserve and Training, **RADM Tom Barrett**.

That wasn't all...Headquarters has a media information center, aerobic center, weight room, exchange, dry cleaners, convenience store and day-care center. At nearby Fort McNair, Coasties have access to running and walking next to the waterfront on the Potomac River, soccer, golf, etc.

I was wowed!

Before long, I was working side-by-side with **PA2 Chris Rose**, *The Reservist Magazine's* graphic artist. Sheer wizardry is accomplished by Rose using his computer with software for the graphics featured in the magazine.



PAC Edward J. Kruska, USCGR

YN1 Anne Priestman

After Rose showed me the ropes accessing the back issues, I completed six years of back issues dating back to 1990. The information was then sent to Reserve Webmaster **CWO4 Tom Brooks** who is currently working to format the text and prepare the information for the web.

In the midst of my ADT, I also assisted with final production of the May 1999 *Reservist*. I sat in on the magazine's Review Board which consists of a representative from each division within the Office of Reserve Affairs as well as one from the CG Personnel Command, Reserve Personnel Management Division. During this meeting, I discovered that questions addressed in the "Letters to the Editor" section needing answers are fully researched to ensure accurate responses.

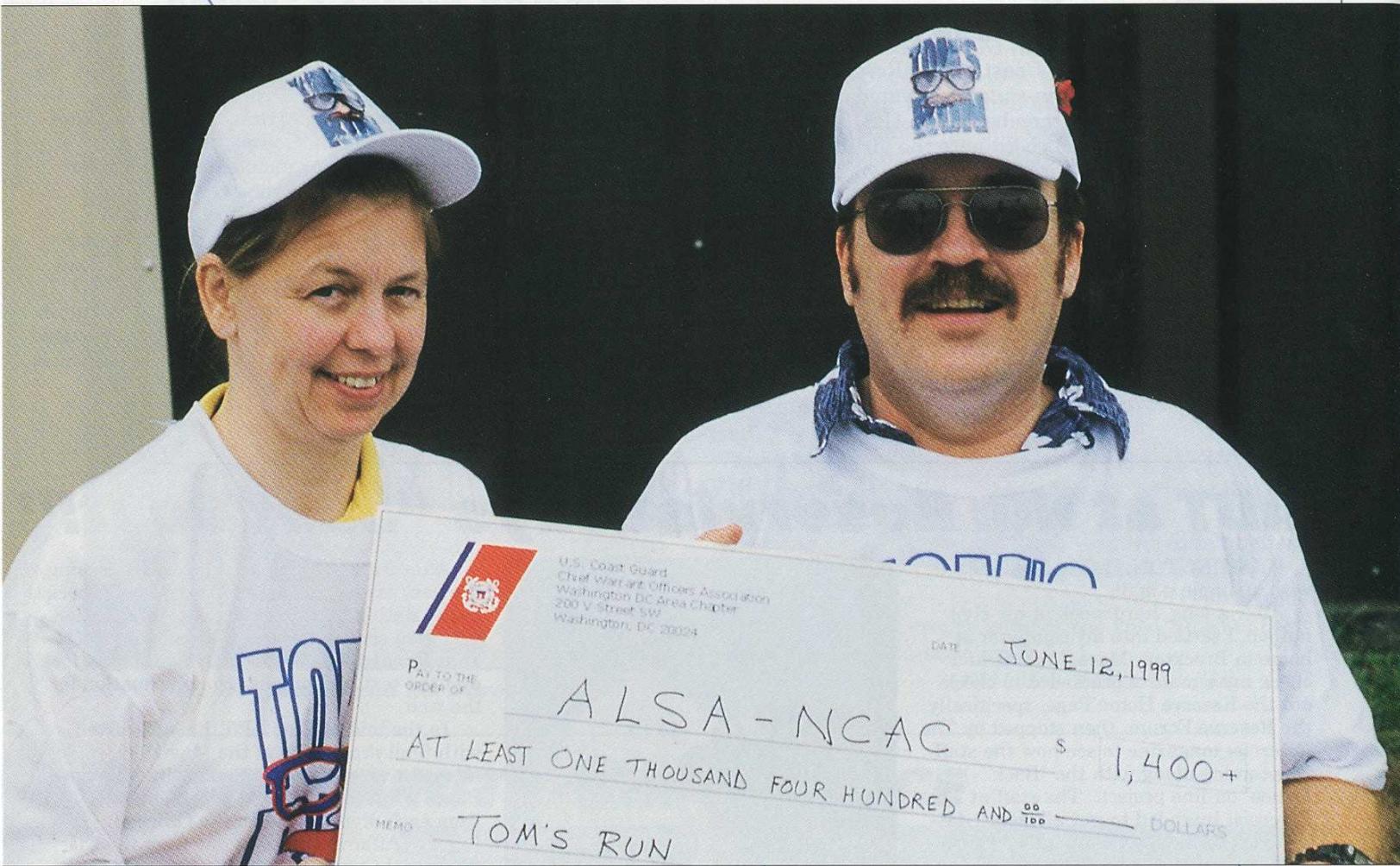
A few days later, I was taking notes at the State of the Coast Guard address given by **ADM James Loy** at Andrews Air Force Base in Maryland. I also figured out why the history of the Coast Guard Reserve is exhibited

each month in *The Reservist*...**CDR Chuck Polk** and the editor, **PAC Ed Kruska** are historians by hobby. For example, during my two weeks, they set up an interview with **LT Sloan Wilson**, USCGR(Ret.), the author of many fine novels, including *The Man in the Gray Flannel Suit*, *Ice Brothers* and *Pacific Interlude*. What enticed me to join the Coast Guard Reserve nearly 19 years ago, came back to me after hearing nearly two hours of extremely interesting sea stories and history.

But this is not all that I did during my two weeks at Headquarters. This was a real opportunity to air my views on various topics including training and pay issues, and the problems that still exist with integration and *Team Coast Guard* — and believe me, I aired my views!

As the two weeks ended, I had a good feeling that many of these concerns were heard with the possibility of change down the road. I also left Headquarters feeling much more Coast Guard spirited. No matter what you may have heard about Headquarters, I whole heartedly recommend to reservists in the field that if they can spend their ADT at Headquarters, even for one time, just do it!

— By YN1 Anne Priestman, USCGR



THE WEBMASTER MASTER

AFTER BEING DIAGNOSED WITH AMYOTROPHIC LATERAL SCLEROSIS, LOU GEHRIG'S DISEASE, IN AUGUST 1998, THE COAST GUARD RALLIED BEHIND RESERVE WEBMASTER CW04 TOM BROOKS AND HELD A FUNDRAISER FOR ALS IN HIS HONOR.

Story and Photos by PAC Ed Kruska, USCGR

Onlookers cheered as a steady stream of Coast Guard runners and bikers made their way through the front gate at CG Telecommunications and Information Systems Command (TISCOM), Alexandria, Va. during the late morning hours of June 12. Seated at the finish line was CWO4 Tom Brooks.

His face beamed!

"The Lord says to be thankful in all things, but it was very difficult to do that at first," Brooks told the audience at the conclusion of a fund raiser in his honor. Dubbed Tom's Run, the fund raiser was a continuous 200-mile relay down the historic Chesapeake & Ohio Canal towpath.

Brooks, the Coast Guard Reserve's Webmaster, was referring to the moment when he first learned of his diagnosis in August 1998: Amyotrophic Lateral Sclerosis (ALS), commonly known as Lou Gehrig's Disease.

A Career of Helping People

Born in Canton, Ohio, Tom's 26-year Coast Guard "Run" began two weeks after he graduated from Westminster (Md.) Senior High School in June 1973. He graduated with Kilo-88 at TRACEN Cape May, N.J. a few months later.

"I joined the Coast Guard because it's the only service with a dual mission, both wartime and peacetime," said Brooks.

He liked computers and wanted to be a yeoman, so off he went to Governors Island, graduating with the last YN "A" school class held there. Other assignments included tours aboard *CGC Jarvis*, Air Station Barber's Point, Hawaii, *CGC Red Birch*, Pay Center in Riverdale, Md., Brooklyn Supply Center, N.Y., TRACEN Cape May, N.J., TRACEN Petaluma, Calif., Pay & Personnel Center Topeka, Kan. (now HRSIC), and Headquarters in Washington, D.C.

"Throughout my career, I've always done my best to further the Coast Guard's goals, whether that was in the area of training, AMVER or within the Reserve program," said Brooks. "I love the Coast Guard. It's been good to me," said the 44-year-old Brooks.

In 1996, Brooks took on the huge task of revising the old *Reserve Administration & Training Manual (RAT-MAN)*, and turned it into what is now known as the *Reserve Policy Manual (RPM)*. Of course, he was largely responsible for getting it on the web as well.

"I put the RPM together in a readable format, but it was the Reserve program experts who gave me the information," said Brooks.

In 1997, he began helping LCDR Bill Edgar, now sta-

tioned in D13, with the Reserve web site. Brooks taught himself the intricacies of web applications and was off and running.

"LCDR Edgar was still the 'god' of the Reserve web site, but I slowly took it over to relieve the burden on him," said Brooks.

Whether reviewing the old Reserve Unit Administration Training curriculum, teaching classes, or putting things on the Reserve web page, a common theme throughout Brooks' career has been helping people.

"My philosophy has always been to help the individual in the best way possible that will meet his or her needs," said Brooks.

For 26 years in the Coast Guard, Brooks helped others. Now it was *his* turn to be helped.

From Broken Bones to Bikes...

One cold night in February 1998, Brooks went with his family on a church ice skating outing near his home in Sykesville, Md. During the outing, he fell and broke his ankle. It laid him up for a couple of weeks, but he eventually came hobbling into work on crutches. The ankle healed fine, but Brooks noticed that he didn't have the strength he did before the break. Then, he began losing strength in his arm. It was time for another medical check. Further testing ruled out other possibilities and the diagnosis finally came in: ALS.

ALS is a fatal, neurodegenerative disease that occurs when motor nerve cells cease to function and die. While a person's mind remains sharp and alert, muscle control is lost. Each year, 5,000 new cases of ALS are diagnosed — over 13 new cases per day. On average, people with ALS survive only two to five years from the time of diagnosis.

There is no cure...yet!

By the time Brooks got around to telling each of his shipmates individually of his condition, he

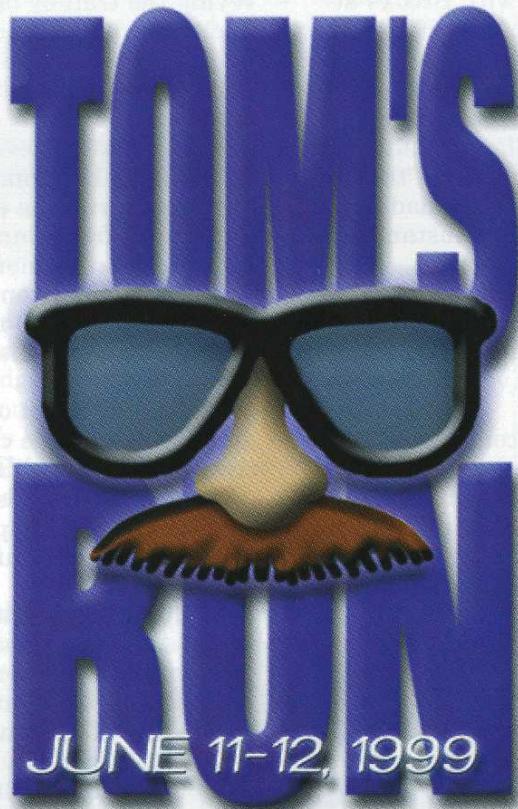
was well past the crying stage.

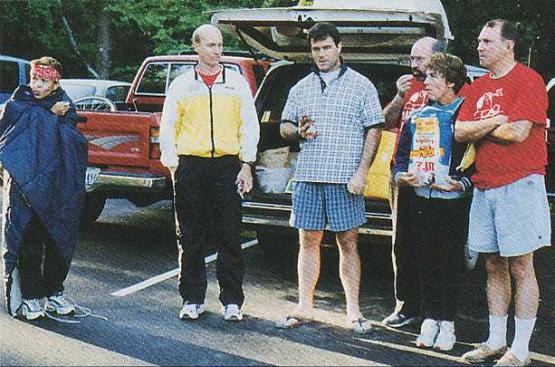
"Hey, miracles can happen, but even so, I know where I'm going anyway when I leave this earth...I've already had a good cry," Brooks told one fellow Coastie. "But still, I truly believe that where there is life, there is hope."

When Coast Guardsmen learned of his plight, they rallied behind him.

"Right from the beginning, and all along through Tom's Run up to my retirement, I have been overwhelmed by everyone and what they've done for me," said Brooks.

Despite his diagnosis and eventually, use of a walker, his outlook remained positive, and he continued coming into work until mid-February 1999, when he began





From the beginning, along the route and right to the end, some of the participants in Tom's Run '99: (l to r) CWO3 Margie Jackson, Brian Jones, LCDR Gene Adgate, Paul Redmond, CDR Carol Rivers, CDR Neil

Hurley; CAPT Frank Buckley, Rivers; Hurley, Jones, Adgate, RADM Tom Barrett, CAPT Doug Clapp, LCDR Jim Simpson, Paul Barrett, and CDR Steve Vanderplas.

telecommuting from home. Now, while his wife, Debra, works and the kids are in school, members of his church check in on him during the day.

"He has kept going and continues to maintain a positive attitude as well as be productive as Reserve Webmaster," said PA2 Chris Rose, who worked closely with Brooks at Headquarters during the last year. "That kind of dedication is rare and is a real inspiration to me."

He also recently created another web site by himself: www.tlbrooks.com.

Meanwhile, back at HQ, CAPT Doug Clapp, Chief, Office of Reserve Affairs had a brainstorm. A veteran of the Coast Guard's 1995 200-mile C&O Canal relay, Clapp had been hoping ever since for a repeat event, but circumstances never permitted it...until now.

"The Coast Guard has had a relationship with the C&O Canal since the relay in 1995," said Clapp. "In 1996, we couldn't do another relay because massive flooding wiped out parts of the towpath, so we have held volunteer work days to help reconstruct the canal."

The idea of another relay happened to come about at the same time as Brooks' diagnosis.

"We wanted to do both a team event and something for Tom, so it was a good match to make it a charity event for ALS," said Clapp.

Coincidentally, Brooks himself had biked the C&O Canal trail twice, hiked it and canoed part of it.

It was perfect...and Tom's Run was born!

Event coordinator LT Phil Brookings was soon forming a committee which held weekly meetings over lunch hour. A Web site was cranked out and Tom's Run was advertised in *The Reservist*. On weekends, Coast Guardsmen began surveying the trail by bike and making notes of special conditions that might hinder a smooth relay. The Washington, D.C. Chapter of ALS became involved and the D.C. Chapter of the Chief Warrant Officers Association agreed to sponsor the event.

Here's how the event worked: Coast Guardsmen formed teams of 10-15 runners accompanied by bicyclists. The idea was to run the entire length of the 184.5-mile C&O Canal trail from Cumberland, Md. down to Washington, D.C. Tack on 15 more miles to TISCOM in Alexandria and you have a nice even 200 miles. Each runner would run an average leg of 6-10-miles. The biker would supply water, first aid gear and also carry a cell phone for communications.

"As the word got out, and the date of the event approached, people came out of the woodwork from all over the country," noted Brooks.

Support and funds came in, Coast Guardsmen from Headquarters, Hampton Roads and Pittsburgh volunteered, and Tom's Run took shape.

A Snippet o' Americana

A journey down the C&O Canal towpath is a miniature of American history. It's a fantastic story of transportation, commerce, and yes, even legal battles! The idea of the C&O Canal was conceived as the American frontier began moving west. President George Washington wanted to link the Chesapeake Bay with the western country, and formed the Potomack Company which built canals in and around the Potomac River.

But it was the 363-mile Erie Canal, started July 4, 1817, that inspired the "magnificent ditch" called the Chesapeake & Ohio Canal.

Businessmen to the south of the Erie Canal feared New York would get all the trade, so they wanted to build a route to connect Maryland and Virginia to Pittsburgh, on the Ohio River. Their idea was to build it along the Potomac River from Georgetown in the District of Columbia to Cumberland, Md., then over the mountains to the Ohio River.

On July 4, 1828, President John Quincy Adams turned the first spadeful of dirt and construction began. At times, more than 6,000 laborers used axes and stumppullers while 700 horses, mules and oxen



Debra and Tom Brooks along with CWO John Smith, President CWOA DC Chapter, present a check to the National Capital Area Chapter of the ALS Association, for \$1400, a portion of the money raised for Tom's Run '99. Looking on are John Burgett and Sally Brasse, both of National Capital Chapter of ALS.

pulled plows and wagons. Irish and German immigrants, hired to dig the ditch, often fought over non-payment of wages. Many died of diseases like cholera and were buried along the canal. At one point, a hole nearly a mile long had to be blasted through a mountain, now known as the Paw Paw tunnel.

Ironically, when the Canal finally reached Cumberland in 1850, 22 years after construction began (at a cost of \$22 million), the railroad had already been there eight years, and the idea of the C&O Canal was outdated. The Canal, hailed as "a dream passage to western wealth," never did make it to the Ohio River as originally planned. But it did open up the Potomac Valley to commerce, farms and small industries. Boats traversing up or down the canal were drawn by mules and moved at four miles per hour through a system of locks and dams.

A run or bike ride along the C&O Canal is indeed a journey through American history. At old Fort Frederick, Md., settlers first heard the news that British Gen. Edward Braddock failed to heed the advice of his aide-de-camp, George Washington, and was ambushed before Fort Pitt.

Stonewall Jackson tried to destroy dams which fed water into the C&O Canal during the Civil War, and the war nearly ended at Williamsport, Md. when a retreating Gen. Robert E. Lee could not recross a rain-swollen Potomac. Those interested in boats would find that James Rumsey operated the first steamboat in America near Shepherdstown, W.Va. At nearby Antietam, the bloodiest battle of the Civil War occurred in September 1862.

At Harpers Ferry, W.Va., John Brown's famous raid occurred in 1859, and the C&O Canal joins for a mile with another American jewel — the Appalachian Trail.

Finally, the canal became a National Historical Park following Supreme Court Justice William O. Douglas' celebrated hike along the path in the 1950s.

From Start to Finish

It was dark out and *very* early.

C&O Canal history was probably the furthest thing from the mind of LCDR Gene Adgate and LT Hal Barringer as they warmed up for Leg 1 of Tom's Run at 4:30 a.m. on June 11. Adgate ran the first 11-mile leg out of Cumberland, Md., while Barringer, along with LT Frank Kulhawick of OSC Martinsburg, W.Va., served as Adgate's bike support.

"This was one of the most worthwhile and exhilarating events I have ever done, and my hat is off to the planners and organizers — running was the easy part," said Adgate.

Barringer said that riding the C&O Canal towpath in the pre-dawn hours was "awesome."

"It was dark and I couldn't see anything, but I could hear trains running parallel to us on the opposite side of the trail and the smell of honeysuckle was really thick...it was just kind of neat," said Barringer.

Tom's Run was off and running (and biking), for the next 30 hours. Vehicles filled with gear, food and bikes went ahead of the current runner to ensure a smooth transition at each of 33 check points along the way. Most of the towpath was canopied by trees, serving as a natural air conditioner, and the June weather was picture perfect.

One of the event coordinators was Paul Redmond, a civilian at HQ and retired reservist. While some participants joined the relay at various points, Redmond endured the entire journey without much sleep.

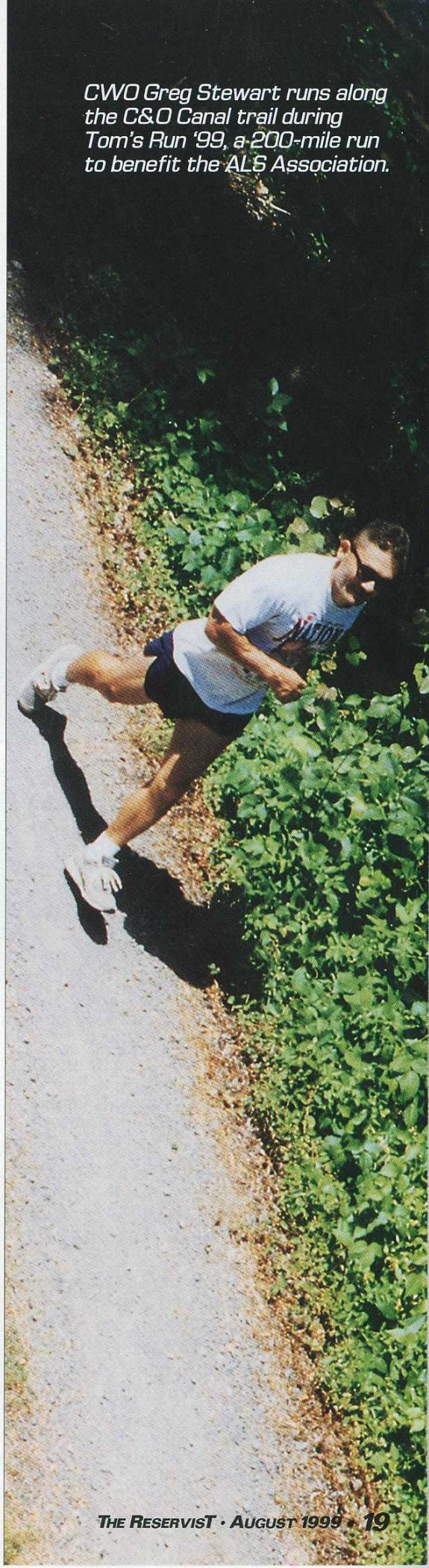
"You *do* get tired, but you have to make sure things are covered in the way of transitioning from relay checkpoints," said Redmond. "You know, it's the logistics of the thing. It's not hard, but you have to keep at it."

The checkpoints also served to encourage and pep up exhausted participants. One of the faster runners among the group (who some would say didn't need encouragement) was Brian Jones, a civilian who works for Reserve and Training at Headquarters. The former Richmond University Division I runner said that Tom's Run was "the most fun I've had in years."

"It was the ultimate team-building event, but also a great deal of fun," said Jones. "It really brought the participants closer together."

CWO3 Margie Jackson, a reservist from Baltimore, ran in the middle of the night and also, as she did in 1995, anchored the last leg for the "Barrett's Buzzards" team. The "Barrett" was in honor of RADM Tom Barrett, former Director of Reserve & Training, while the "Buzzards" referred to Buzzards Point, where HQ is located in Southwest D.C. In '95

CWO Greg Stewart runs along the C&O Canal trail during Tom's Run '99, a 200-mile run to benefit the ALS Association.





CDR Bill Randall jogs into the Paw Paw Tunnel, one of the scenic views along the 200-mile route.

Jackson ran on the "Larrabee's Lament" team.

"I enjoyed Tom's Run so much," said Jackson, who crossed the finish line carrying a Coast Guard flag mounted on a stick found along the trail. "It was particularly meaningful because we did it for a special person and a special cause."

Another team coordinated by LT Lara Allison of Headquarters, named "Lara's Lott," also participated, finishing within minutes of the first team (an amazing tribute to competent planning of this "predicted time" event).

"The greatest thing about Tom's Run was that a wide cross-section of people from every component of the Coast Guard got involved," said Allison.

All runner's and bikers, including RADM & Mrs. Sheila Barrett, assembled a mile from TISCOM before running the last leg together to the finish line. Once there, a short program, emceed by CAPT Louis Farrell, was held and refreshments served. A check for \$1,400 was presented in honor of Tom Brooks to the ALS Chapter of Washington, D.C. by CWO John Smith, who represented the Chief Warrant Officers Association D.C. Chapter. Tom's Run also made the local news on radio outlets in the Washington, D.C. area.

In the weeks following the event, more donations trickled in and the final total came to approximately \$2,200.

"CWO4 Brooks lent his name and spirit to this run not to do a thing for Tom Brooks, but rather, I think, he did it so he could do something for the people who have helped him meet the challenge of this terrible disease," said CAPT Doug Clapp.

The thing that really impressed CDR Neil Hurley about Tom's Run was the grace and attitude that's been displayed by Brooks throughout his ordeal.

"If faced with the same circumstances, I only hope that I could live up to the role model that he has set for me personally," said Hurley.

Reserve Force MCPO George P. Ingraham said that the event was great not only for CWO4 Brooks and for ALS, but it also helped people deal with his illness, and it brought everyone closer together.

CAPT Jim Willis, Deputy for Reserve & Training, agreed.

"Tom talked over and over again during the program about how proud he is of his Coast Guard family and how much he enjoyed the event, as he sat there at the finish line in his Tom's Run T-shirt wearing his Tom's Run ballcap," said Willis, who ran six miles of the trail in complete darkness (lit only by a bike light) near his home in Martinsburg, W.Va.

Ditto that from CAPT Frank Buckley, Division Chief for Reserve Policy and Programs at Headquarters.

"The bonding experience of doing the run was only exceeded by seeing Tom's face at the finish line," said Buckley.

And what of Brooks' comments about being "thankful in all things?"

"Yes, it was difficult to be thankful at first, but when I think of my friends and family here, then I'm reminded of many day-to-day blessings and I *can* be thankful in all things," said Brooks as the program concluded.

His face beamed.

Ed's note: CWO4 Tom Brooks will be medically retired on Aug. 21. You can contact CWO4 Brooks at 6503 Church Street, Sykesville, MD 21784 or send him an e-mail at: tlbrooks@aol.com. The Web site for ALS is: www.alsa.org.

THE COAST GUARD RIDES AGAIN!



*LT Jerry
Wombacher
sits aboard
General Lee.*

Reservist Re-enacts WWII Beach Patrol Days

Fifty-five years after they disbanded, the Coast Guard Beach Patrol rides again! That is, at least in California, due to the efforts of Coast Guard Reservist LT Jerry Wombacher.

"I've owned horses for years and when I read about the Mounted Beach Patrols featured in the July 1997 *Reservist*, I was inspired and interested in getting more information," said Wombacher. "I bought a copy of *Prints in the Sand* by Eleanor C. Bishop, and with help from the Coast Guard Museum Northwest and the Coast Guard Historian's Office, I started collecting the uniforms, saddles and tack."

The Beach Patrols first began patrolling in October 1942. They were formed because of fears that enemy submarines could easily surface and land agents along the many deserted stretches of America's coasts. Working in conjunction with the Army, Navy and FBI, the Coast Guard created and maintained an effective coastal information system. There were no known successful saboteur landings during World War II, due in part to the work of the patrols.

At their peak, the Beach Patrol had 24,000 officers and men ranging in age from 17 to 73. The patrols utilized 3,200 horses, 2,000 dogs, and covered 50,000 miles of coastline. By September 1944, with the Allies clearly winning the war, the patrols were disbanded and its personnel reassigned to other units.

For his part, Wombacher is currently assigned to the D11 Public Affairs Office in San Pedro, Calif., where he and his horses, *Peppers* and *General Lee*, are given their marching orders. His third horse, *Clover*, is still in "boot camp" as she is still being broken in. Wombacher rides in a World War II Coast Guard uniform on a restored McClellan saddle.

"We have ridden in parades, appeared at veterans cere-

monies, and other similar events," said Wombacher who placed third in the equestrian division in this year's Fourth of July parade at LaVerne, Calif. In some parades where they allow candy, he tosses lifesavers to the crowds — another symbolic gesture of the Service he represents.

The horses are kept at Wombacher's one-and-a-half acre homestead, dubbed the "San Dimas Mounted Beach Patrol Station." They are free to roam on a quarter-acre pasture.

"It's a lot of work keeping horses, and there are no enlisted men to clean up and help with the daily chores like the WWII Beach Patrol officers had," chuckled Wombacher, who feeds the horses alfalfa for breakfast and oats for dinner.

Wombacher's favorite part of his assignment is talking with the real Sand Pounders, sharing their memories and stories, exchanging photographs, and watching them handle the saddles and tack he has — the same equipment they used over 50 years ago.

"I've had folks come up to me at an event and share an experience they had with the Beach Patrol," said Wombacher. "They all have a fond memory or a positive comment. Some of these guys light up with a smile, some get a little teary eyed, but they are all proud to have served on the patrols."

Wombacher hopes to establish Beach Patrol displays for museums, as the Army has done for the cavalry. He also hopes that a group of Coast Guardsmen can be organized to represent the Coast Guard in the Festival of Roses Parade on New Year's Day 2001. If you are interested in riding as a Beach Patrol reenactor, contact Wombacher at 551 S. Walnut Ave., San Dimas, CA 91773-3335, by phone at 909-305-1303 or via e-mail: JWMW551@worldnet.att.net.



UNTOLD STORY

BY GARY TURBAK

REPRINTED WITH PERMISSION

WHILE THE HEROIC SACRIFICES OF THE FOUR CHAPLAINS ABOARD THE SS DORCHESTER ON FEB. 2, 1943, OFF GREENLAND ARE WELL KNOWN, THE EQUALLY COURAGEOUS ROLE OF COAST GUARDSMEN THAT NIGHT HAS REMAINED HIDDEN.

Doubtless you've heard of the four chaplains who went down with the troop ship *Dorchester* in World War II. Theirs is one of America's most poignant wartime tales, but you may not know the entire story, as the full account of U.S. Coast Guard bravery that cold night in the North Atlantic has never been told.

In fact, many descriptions of the *Dorchester's* sinking portray the Coast Guard as blithely ignorant of the tragedy going on around them. One naval history book says, "The [Coast Guard] escort remained unaware of anything wrong until after the transport had sunk." A *Reader's Digest* account said, "The escort vessels pushed on into the darkness, unaware that the *Dorchester* was sinking." And at New York's Staten Island, the *Dorchester's* embarkation point, a monument to the men who died in the attack contains this same mistaken notion.

"I've heard this nonsense, and it makes me angry," says Ben Epstein, who was on the *Dorchester* that night. "Those Coast Guard guys pulled me and a couple of hundred others out of that icy water. They put their lives on the line for us. They were our saviors."

'Rest of the Story'

Here, then, is the rest of the four chaplains' story:

On Jan. 22, 1943, the *Dorchester* left Staten Island for the North Atlantic carrying 904 men, mostly replacement troops for bases in Greenland. Built in the 1920s as a luxury cruise ship, the vessel had come out of mothballs to aid the war effort. At Newfoundland, Canada, the *Dorchester* picked up two freighters and U.S. Coast Guard cutters *Tampa*, *Comanche* and *Escanaba* as escorts.

It was a rough trip for the little convoy. Periodically,

winter winds whipped the North Atlantic to an icy froth, and the ships flopped about like toy boats in a riled bathtub.

"At times I thought the *Dorchester* was going to disintegrate," recalls Epstein.

Ice and heavy seas tore away part of the *Tampa's* anti-submarine rocket platform and washed some life rafts overboard. Sea spray froze on everything, including men's faces. To make matters worse, Coast Guard sonar detected the presence of a German submarine.

"Nerves were at the breaking point," recalls Tampa boatswain's mate John Pearse. "A submarine could easily come to periscope depth, and a U-boat running on the surface was virtually invisible to radar and sonar back then."

By Feb. 2, however, the convoy had moved to within 150 miles of Greenland. Protective air cover would be available the next morning, but that night *Dorchester* Captain Hans Danielson told the troops to sleep in their clothes and life jackets an order ignored by many.

His fear was well founded. At 12:55 a.m., a torpedo ripped into the *Dorchester's* right side, and the old ship immediately began to sink. As the men clamored to the deck, the four chaplains on board — Jewish rabbi Alexander Goode, Catholic priest John Washington, and Protestant ministers George Fox and Clark Poling — took charge of handing out life jackets. When the supply was exhausted, the chaplains removed their own life jackets and courageously gave them to others.

Minutes later, the *Dorchester* went under — with the four chaplains standing on the deck, their arms linked, singing praises to God. Many other men also went down with the ship. Hundreds more plunged into the icy water.

Truth finally told

Here, however, is where truth sometimes becomes a casualty, too. Contrary to most tellings of this story, the Coast Guard did not steam on ignorantly into the night. Aboard the nearby *Comanche*, sonar operator Dick Swanson heard the torpedo hit.

"The sound quality was not good that night," he recalls, "but there was no doubt about what it was."

Immediately, the Coast Guard swung into action. All three cutters fired a fusillade of star shells, illuminating the scene in a ghostly white light — and making themselves sitting ducks for the sub.



The National Memorial Service is held at the Escanaba Memorial in Grand Haven, Mich. during the annual Coast Guard Festival.

Loaded with depth charges, the cutters would likely disintegrate with any kind of a hit. As the *Comanche* escorted the two freighters out of the area, the *Escanaba*, which was not equipped with radar, began looking for survivors.

To prevent another attack, the *Tampa* screened (patrolled) the area, looking electronically for the submarine. Only recently did the significance of their maneuver become known.

In 1997, David Fox, nephew of chaplain Fox, went to Germany and located two crew members of *U-223*, the sub that sank the *Dorchester*. Through an interpreter, the men told Fox of lying terrified on the ocean bottom listening to the ping-ping-ping of Coast Guard sonar, like large ball bearings being dropped on the sub's deck.

What the submarine crew did not know, however, was that the Coast Guard's hands may have been tied.

"I'm not sure what we could have done even if we had found the sub," says Pearse. "With all the men from the *Dorchester* in the water, depth charges were not really an option."

But the bluff worked: the sub remained pinned down, and the rescue continued.

Topside, the scene was grisly and surreal. Each life jacket carried a small, battery-powered red light to aid in rescue.

"There were acres of floating bodies," says Pearse, "and in the dark, those red lights dotted the water everywhere you looked."

Methodically, the *Escanaba* moved through the sea, crewmen in the bow calling out for survivors. But even with a life jacket, a man in this water could live no more than a few minutes, so individual bobbing lights usually marked corpses, not survivors.

Coast Guard Saviors

Men in lifeboats and rafts fared better. One by one, the *Escanaba* sought these craft out, gently pulling alongside. A few Coast Guardsmen, specially trained and equipped with rubber suits, dove into the water to aid survivors and two life rafts to the cutter. As the sea tossed their little vessel, other Coast Guardsmen climbed over the side and down cargo netting to the water, where they guided the able-bodied to safety and carried up those too cold to save themselves.

Epstein was one of these. Initially thrown into the water, he swam in the darkness until other survivors in a life-boat hauled him aboard. By the time the *Escanaba* found



LT Kerry Keith represents the Coast Guard Reserve during a Four Chaplains Service at VFW Post 10087 in Beverly Hills, Fla.

Photo courtesy of LT Kerry Keith, USCGR

them, however, he was too chilled to move, so two Coast Guardsmen carried him onto the cutter. Like other nearly frozen survivors, he was stripped naked, laid on a table, and literally rubbed back to life by the massaging hands of his rescuers.

"I'm alive today because of those guys," he says. "They were wonderful."

In all, the *Escanaba* rescued 133 men.

About 3:20 a.m. — for uncertain reasons — the *Tampa* went to protect the freighters, and the *Comanche* returned to screen for the *Escanaba*. But for *Comanche* CAPT Ralph Curry, simply riding shotgun was not good enough. Contrary to orders and protocol, he interrupted screening maneuvers again and again to rescue survivors.

"I thought it was more important to pick up the men," he says flatly. "They were all but frozen, and the only way to get them aboard was to throw a rope around them and haul them up like cargo."

Thanks to the *Comanche*, 97 more men were saved.

When it became clear there were no more survivors, the *Comanche* and *Escanaba* followed the *Tampa* and freighters toward Greenland. Within hours of the torpedo hit, the 230 *Dorchester* survivors were in the hospital — thanks to their Coast Guard protectors.

Escanaba Tragedy

For decades, members of the cutter escort have wondered how their role in this event became so distorted.

"We abandoned the *Dorchester* all right," says Swanson, "but by that time she had been on the bottom for hours."

And, of course, there were 230 living, breathing testimonials to the success of the Coast Guard's rescue.

"The survivors became survivors because the Coast Guard picked them up," says Pearse.

Truly, the four chaplains did not have a monopoly on heroism that night.

Finally, there is a sad and ironic footnote to this story: Four months after the *Dorchester* tragedy, the *Escanaba* — while on another escort mission on June 13, 1943 — suffered a torpedo hit of her own. She sank immediately, and virtually all the crewmen (130) who performed so valiantly that night in the North Atlantic went down with her.

Ed's note: Each year during the Coast Guard Festival in Grand Haven, Mich., a National Memorial Service commemorates the service and sacrifice of those aboard Escanaba. The author of this article, Gary Turbak, is a freelance writer and frequent contributor to The American Legion and VFW magazines. He served four years in the Air Force and resides in Missoula, Mont. This article was originally published in the February 1999 issue of VFW magazine and is reprinted here with permission of both the author and VFW. The Reservist thanks World War II-era Coast Guardsman Mr. Ray Sheffield of Louisville, Ky. and Capt. Tom Kahle, Wisconsin Air National Guard, who brought this story to our attention.

FRONT & CENTER

CONGRATULATIONS

• **CAPT Gerald K. Barker**, USCGR(Ret.) of Topeka, Kan. recently shot an 85 at Alvamar Hills Golf Course in Lawrence, Kan. What makes that significant is that Barker is 85 years old and it was the 85th time he has shot his age!

• Congratulations to the following Coast Guard units honored March 11, 1999 in San Diego, Calif. at the fifth annual Excellence in Food Service Awards.

Small Dining Facility Afloat: *CGC Tybee* (WPB 133), San Diego, Calif.

Small Dining Facility Ashore: Sta. Marblehead; Marblehead, Ohio.

Medium Dining Facility Afloat: *CGC Mackinaw*, Cheboygan, Mich.

Medium Dining Facility Ashore: Sta. Cape D; Ilwaco, Wash.

Large Dining Facility Afloat: *CGC Dallas*, Charleston, S.C.

Large Dining Facility Ashore: Air Sta. Cape Cod, Otis ANGB, Mass.

MEDALS & AWARDS

Army Commendation Medal

- LT Al Yelvington
Group Astoria, Ore.

Coast Guard Commendation Medal

- MCPO Al Hayes
Commandant (G-WTR-1)

Coast Guard Achievement Medal

- LT Olen F. Roberts
MSO Wilmington, N.C.

Commandant's Letter of Commendation

- MK2 Wally Balls
MSU Curtis Bay, Md.
- PS3 Bradley D. Rogers,
Station Portland, Ore.

CG Meritorious Team Commendation

- MSO Wilmington, N.C.
Sea Partners Team*
- * LT Olen F. Roberts, MSTC

Matthew I. Marlow, PSC James R. Pearce, PSCS Claude L. Haynes, PSC James C. Williams, BM1 Marc C. Lamper, PS1 Arthur T. Gurley, PS2 Oakley D. Baldwin, GM3 William L. Harvey, PS3 Patricia A. Roberts, MST2 Jeffery W. Chapman, Vice Comm. Patricia Roberts, USCG Aux.

Special Operations Service Ribbon

- Mobile Support Unit
Curtis Bay, Md.*
- * CDR Jim Yacobi, MKCM Bill Fisher, MKC Steve Dameron, MK1 Wallace Casey, MK1 Jeffery Greer, MK1 Bill Schoonover, EM1 Otto Schlicht, ET1 Dwight Burrige, MK2 Wally Balls, MK2 Steve Steimer, MK2 John Whiteside, ET2 Art Tilley, DC2 Bruce Poore, ET3 David Zawisa, EM3 Darnell Davis.

ATTENTION...

The Next Issue of...

THE COAST GUARD RESERVIST

**WILL BE COMBINED AS THE
SEPTEMBER/OCTOBER ISSUE. IT WILL BE
THE 6TH ANNUAL CITIZEN-SAILOR ISSUE.
AVAILABLE IN OCTOBER.**

RETIREMENTS

APRIL 1999

PS1 Michael C. Flannery, D5
RD2 Ronald J. Gebhard, D7

MAY 1999

ET1 Roderic B. Larrick, D11*

JUNE 1999

LCDR Ronald K. Baird, D5
LT James Anderson, D11*
CWO3 Richard J. Volpel, D13
PSCS Albert B. Roenish, D9*
EMC Kenneth Champion, D11
MKC Harry C. Hunt, D11
PSC Dennis L. Widdekind, D5
BM1 John R. Kriete, D7
BM1 Ronald N. McEachern, D11
BM1 Thomas E. Spafford, D9
EM1 Samuel Garza, D8
MK1 Edmond R. Miller, D9
FS2 Jerry Gospondnetich, D11*
BM3 Gregory S. Emde, D7

JULY 1999

CAPT Sharon J. Armstrong, D5
CAPT Claudio R. Azzaro, D11
CAPT Benjamin B. Baker, D1*
CAPT Vincent Dipasqua, D11*
CAPT David V. Edling, D11
CAPT John T. Egbert, D13

CAPT William C. Heming, D1*
CDR Joseph O. Brown, D8
CDR Milton H. Ennis, D8
CDR Roy G. Phelps, D5*
CDR Thomas M. Studwell, D11
CDR Carroll P. Wedlund, D13
CDR Denise E. Wike, D11
LCDR Stephen L. Birdsall, D11
LCDR Thomas M. Doyle, D1
LCDR Garnet L. Eckardt, D13*
LCDR John D. Girard, D9
LCDR Francis S. Hunt, D1
LCDR Thomas R. Lynch, D5
LCDR Paul W. Martinke, D7
LCDR Thomas W. McEllen, D5
LCDR John B. Murphy, D7
LCDR Robert W. Pettis, D7
LCDR Mark W. Schultz, D1
LCDR Leroy E. Smith, D7
LCDR Michael Zmaczynski, D1
LT Douglas I. Almskog, D1
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LT Larry M. Cote, D13
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LT Randy L. Evans, D8
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LT Franklin W. Hollister, D14
LT Robert D. Hunt, D8
LT Donald J. Lastine, D8

LT Allen R. Miller, D5
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LT Walter F. Rogers, D13
LT Wayne A. Ruggles, D8
LT Richard R. Schaefer, D5
LT Philip L. Snodgrass, D11
LT Scott S. Way, D7
LT Donald E. Winnen, D9
LT James A. Zint, D8
CWO4 Thomas R. Bong, D11*
CWO4 Gerald Malinowski, D9*
CWO4 Edward J. McCall, D9
CWO4 Jack L. Redfern, D5*
CWO4 Richard Robinson, D11*
CWO4 Steven D. Strehle, D13
BMCM Stephen J. Slovenz, D1
EMCM Clifford H. Zeh, D8*
ETCS Arthur W. Cushman, D5*
MKCS Eric C. Karsgor, D11*
MKCS Lloyd O. Smith, D13
PSCS Gerald L. Arnett, D11
PSCS Maxey G. Baxter, D7*
BMC Stephen J. Kenny, D7*
BMC George L. Molt, D5
BMC Tyree D. Pruitt, D5*
MKC John A. England, D8*
PSC John E. Gilbert, D1*
PSC Howell Hinson, D5
PSC Roland L. Jones, D5
PSC Joseph Maurer, D1*

PSC Charles E. Watson, D7
BM1 Gary H. Swenson, D11*
DC1 John G. Berlanga, D8
ET1 Gary E. Olsen, D11*
MK1 Eugene A. Barnard, D8
MK1 Terry N. Gray, D5
MK1 William P. Hoffken, D5
PS1 Richard N. Augustine, D8*
PS1 George W. Bassnett, D5
PS1 Harold G. Snodgrass, D5*
YN1 Isay M. Gulley, D7

AUGUST 1999

BMC Gerhardt J. Bublitz, D9
BMC John V. Miglarese, D7
MK2 Garland D. Hunt, D5

SEPTEMBER 1999

PS1 Patrick J. Phillips, D9

OCTOBER 1999

BM1 David A. Cadiz, D11

NOVEMBER 1999

PSC Sherald R. High, D5

* *RET-1 (Retired With Pay); all others without * are RET-2 except where noted. Source: HRSIC (ras)*

TAPS

✦ **CAPT Henry F. O'Connell**, USCGR(Ret.), 77, of Winthrop, Mass., passed away April 21, 1999. Born in Winthrop, he served aboard the *USS Cavalier* and *USS Callaway* during World War II, and earned undergraduate and a law degree from Boston College. As a civilian, he was an attorney and served as Assistant Attorney General for Municipal Affairs for the Commonwealth of Massachusetts from 1969 to 1988. He is survived by his brother, Richard, of Belmont, Mass. A funeral Mass was held at St. John the Evangelist Church, Winthrop on April 24 with interment at Winthrop Cemetery, Winthrop, Mass.

✦ **ASMCM James Jay "Jimmy" Johnson**, USCGR(Ret.), 73, of Savannah, Ga., passed away Feb. 10, 1999. Born in Savannah, he served in the U.S. Navy during World War II and the Korean Conflict. He then enlisted in the Coast Guard Reserve. He also served in the 117th Air National Guard. He was a member of the Navy League, a Past Commander of American Legion Post #184 and a member of the VFW. As a civilian, he retired from Southern Bell Telephone Company, having worked as a supervisor with over 35 years of service. He is survived by his wife, Lillian Ubele Johnson of Savannah; son James; daughter, Marsha Kopper; three grandchildren, Dustin, Brandon and Chelsea; a step-grandchild, Breanna. Funeral services were held Feb. 16, 1999 in the Chapel of the Hubert C. Baker Funeral Home in Savannah with interment at Forest

Lawn Memory Gardens. Remembrances may be made to Faith Lutheran Church, the Bethesda Alumni Association and the Morris Slotin Fund, in care of Alee Temple.

✦ **PSCM Francis Xavier McFadden**, USCGR(Ret.), 73, of Virginia Beach, Va., passed away April 10, 1999. Born in Conshohocken, Pa., he served in the U.S. Marine Corps during World War II and fought in the Battle of Okinawa. As a civilian, he joined the Washington, D.C. Metropolitan Police Department in June 1949, specializing in riot and anti-demolition and use of weapons. He was a member of the White House, Metro Police and Coast Guard Shooting teams and participated in the National Matches at Camp Perry, Ohio. He joined the Coast Guard Reserve in 1953, and provided weapons training to reservists not only on weekends but for the entire three months of summer. He was also the chief instructor for the Virginia Beach Rifle and Pistol Club. Upon his retirement from the Police Department, he became master arms coordinator for the 5th District. He retired from the Coast Guard Reserve in 1986. He is survived by his wife of 47 years, Mildred K. McFadden; a daughter, Susan, and her husband Carl Patow; a son, John and his wife, Patricia; three grandchildren, Taeko and John McFadden and Alexander Patow; two sisters; four brothers; and many nieces and nephews. A funeral Mass was held at Little Creek Amphibious Base Chapel, Virginia

Beach, Va., April 13, 1999. A close family friend, the Rev. Ronald Carrillo, SF, celebrated the Mass while eight retired master and senior chiefs served as pall bearers, and ISC Portsmouth provided six members of a joint service honor guard and a bagpiper who played *Amazing Grace*. Interment with full military honors at Princess Anne Memorial Park, Virginia Beach. In lieu of flowers, memorial donations may be made to the At Home Care Hospice, 1450 Kempsville Road, Virginia Beach, VA 23464, or to the Virginia Beach Emergency Medical Service (Ocean Park), P.O. Box 5545, Virginia Beach, VA 23455.

✦ **Mario Joseph Casadonte**, USCGR(Ret.), 69, of Bradenton, Fla., passed away April 29, 1999. Born May 13, 1929 in Philadelphia, he was a skilled craftsman in cabinet making. He was a member of the local Moose Lodge and the Coast Guard Reserve. He is survived by his wife, MaryAnn; a daughter, Catherine Metzler of Sharon Hill, Pa.; a son, Joseph of Bradenton; two brothers, Donald of Seaside Heights, N.J., and Joseph of Sharon Hill; three grandchildren. The Good Earth Crematory, Bradenton, Fla., was in charge of arrangements. There were no immediate services as the time of his death. In lieu of flowers, memorial donations may be made to the National Coalition Against Domestic Violence, P.O. Box 18749, Denver, CO 80218.

IN BRIEF

• **DISTANCE LEARNING TECHNOLOGY EDUCATION** — The Office of Auxiliary (G-OCX) offers two exciting technology oriented "C" schools. The first course offering (AUX-04) *Distance Learning Technology Education (Basic)*, teaches students over a three-day period to build a website, make a power point presentation, conduct PC video conferencing, and use a multi-media studio. The second three-day course (AUX-08) *Distance Learning Technology Education (Advanced)*, focuses on using the Internet to prepare curriculum materials for on-line courses and appropriate tools and software for teaching students on-line. Both courses are held at Oklahoma State University, in Stillwater, Okla. and reservists and active duty personnel are eligible to apply. Information on class convenings and prerequisites will be posted on TQC's website (www.uscg.mil/hq/tqc). Also, class schedules and material on the courses can be viewed at the Auxiliary Distance Learning Education Website (<http://coetechnology.okstate.edu/cgaux>). For more information, contact Mr. Art Johnson, Office of Auxiliary, at 202-267-1006.

• **REMAINDER OF NEW WOMEN'S UNIFORM ITEMS ISSUE** - Enlisted female reservists will receive a package in the mail during late summer to order the remaining new women's uniform items. Each SELRES member will be issued one (1) skirt and two (2) dress slacks. Please pay particular attention to ordering instructions and the sizing charts enclosed in each package to ensure proper fitting. Do not order these items directly from the Uniform Distribution Center as the orders must be approved at Headquarters for funding purposes. If you do not get a package by late September, please contact SK1 Karen Bray at 202-267-1932; e-mail: kbray@comdt.uscg.mil or CWO3 Sandie Robillard at 202-267-0566; e-mail: srobillard@comdt.uscg.mil, at Commandant (G-WTR-3).

• **TUITION ASSISTANCE** — The Coast Guard Institute reports they continue to encounter reservists who are applying for tuition assistance *after* they complete a course. The policy requires that all members apply for tuition assistance *prior* to beginning the class (unless it is a distance learning course longer than 18 weeks in length). Reimbursing members is quite time consuming and requires five times as long to process after the fact. Questions should be directed to Ms. Carolyn Smith, Coast Guard Institute, Voluntary Education Department, 5900 SW 64th St., Oklahoma City, OK 73169-6990, 405-954-7236 or e-mail: CSmith@cginstitute.uscg.mil

• **COAST GUARDS AROUND THE WORLD** — Beginning with the January 2000 issue, *The Reservist* will publish a year-long series about the Coast Guards (in many cases, navies) from other nations. If you have expertise in any nation's coast guard and would like to write an article for this series, drop us a line. Our address is on page 3.

• **COASTIES OF THE CENTURY** — If you had to name a Coastie of the Century, who would it be? Drop us a line with your top three picks and we'll put together a compilation based on our readers' responses for an article later this fall.

• **COLD WAR CERTIFICATES** — Secretary of Defense William S. Cohen has approved a Cold War Recognition Certificate for award to all members of the Armed Forces and Federal Government who faithfully served the U.S. during the Cold War era, Sept. 2, 1945 to Dec. 26, 1991. *This includes members and former members of the Reserve and National Guard who served honorably at any time during the 46-year period.* Congress established the certificate in Section 1084 of the FY1998 National Defense Authorization Act. Individuals must certify that they served both faithfully and honorably. Acceptable documentation includes any government form that includes the applicant's name, social security number or military service number or foreign service number, and date of service. Please send photocopies only as these documents will not be returned. Write: Cold War Recognition, 4035 Ridge Top Road, Suite 400, Fairfax, VA 22030. 703-275-6279. FAX 703-275-6749. E-mail: coldwar@fairfax-emh1.army.mil (E-mail requests must have supporting documenta-

tion before they will be acted upon). Web: <http://coldwar.army.mil/>

• **ATTENTION VIETNAM-ERA COASTIES** — Former Coast Guardsman is attempting to locate shipmates from *CGC Point Grey* (WPB 82324), *CGC Point White* (WPB 82308) and *CGC Point Jefferson* (WPB 82306), stationed at Cat Lo, South Vietnam, from 1967-69. Contact: Robert F. MacLeod, 8268 Ferrell Place, Harrisburg, NC 28075, 704-455-6868. E-mail: LVEFFIE@aol.com

• **USNI 1999 ENLISTED ESSAY CONTEST** — The U.S. Naval Institute is sponsoring an Enlisted Essay Contest. Essays up to 2,500 words in length may be submitted by enlisted personnel only, including active, reserve and retired. Essays may address any subject regarding the sea services. USNI awards cash prizes of \$1,000, \$750 and \$500 to authors of the three winning essays, which will be published in the February issue of *Proceedings*. Deadline is Sept. 1, 1999. Contact: USNI, 291 Wood Road, Annapolis, MD 21402-5035, 410-295-1058, FAX: 410-269-7940. E-mail: kclarke@usni.org. Web site: www.usni.org/Proceedings/PRO.htm

• CHECK OUT THESE HOT LINKS

Anthrax Vaccination Website

www.defenselink.mil/other_info/protection.html#AnthraxCoastGuardG.I.Joe

(featured in January 1999 issue)

www.hasbrotoys.com/gijoe/lcoast_guard.html

New buoy tender launch dates, photos and videos of previous launches, check out Coast Guard Pro-Marinette, Wis. web site:

www.uscg.mil/hq/g-a/awl/bclass/

Coast Guard X.500 E-Mail Directory Services,

(you can use it to look up e-mail addresses of DOT employees, SWII users, and SWIII users. <http://cgmailhub.osc.uscg.mil/>)

Coast Guard Band Concert Schedule for 1999

www.cga.edu/band/

Coast Guard Boat Crew Seamanship Manual,

COMDTINST.M16114.5B

www.uscg.mil/hq/g-o/cgaux.default.htm

Officer Career Development Guidebook

<http://www.uscg.mil/hq/g-w/g-wt/g-wtl/oegb/index.htm>

Reserve Retirement Pay (U.S. Air Force site)

<http://www.arpc.org/arpc.htm>

Uniformed Services Employment & Reemployment Rights Act,

www.dol.gov/elaws/userra0.htm

REUNIONS

• **GREENLAND PATROL OF WWII** — Sept. 22-24, 1999, reunion at Radison in New London, Conn. including dedication of memorial at the USCG Academy. Contact: John S. Stamford, Baldwin, NY 11510, 516-223-1467 or e-mail: JSTAM8885@aol.com

• **LST 202** — Oct. 21-23, 1999, in Omaha, Neb., at Ramada Inn, 72nd and I-80. Contact Art Smith, 4541 St. Andrews Court, Middletown, OH 45042. 513-727-9413.

• **NATIONAL ASSOC. OF FLEET TUG SAILORS** — Sept. 2-5, 1999, in Boston. Contact Bob Roy, President, 7668 Kyak Court, Micco, FL 32976. 561-664-0569. E-mail: kroy2425@pdm-net.com.

• **USS BAYFIELD (APA-33)** — Oct. 8-12, 1999, in San Antonio, Texas. Contact George Sargent, 8861 South 3rd Street, Franklin, WI 53132-9193. 414-761-0829. E-mail: BFSLR1.aol.com.

• **USS CASCO (WAVP-370)** — Oct. 1-2, 1999, at San Diego, Calif., Hanalei Hotel, 1-800-700-3328. Contact: Gary Wehrmann, 8610 Queen Heights, San Antonio, TX 78250-2312. 210-647-6376 (days); 210-680-0690 (evenings) or e-mail: gwehrmann@aol.com. Web: http://members.aol.com/gwehrmann/casco_reunion/casco.htm

UPCOMING EVENTS

SEPTEMBER 1999

- **THE KILLER STORM** — Set to air on Friday, Sept. 17 at 9 p.m. EDT; 10 pm PDT. The heroic rescue efforts of the Coast Guard, during the October 1991 storm that devastated New England, are featured in this History Channel special. This two-hour special includes several re-creations of actual rescue efforts and was filmed with the full cooperation of and participation with various Coast Guard units including Cape Cod, Boston, San Diego and Cape Canaveral.
- **MID-SOUTH RIFLE TOURNEY** — At the Memphis, Tenn. Sports Shooting Association range, Sept. 18. Only event of its kind involving citizen-soldiers/sailors from all branches of service. Units or individuals wishing to compete should contact the Tournament Committee, P.O. Box 18032, Memphis, TN 38181-0032 or contact LT Bill Flanigan, 1-800-489-4040. E-mail: flan-family@aol.com or USCG contact, MKC Robert Hill, 901-.
- **COAST WEEKS INTERNATIONAL CLEANUP** — Saturday, Sept. 18; help kick off Coast Weeks by helping clean-up our shorelines. Any unit or group interested should contact their state cleanup coordinator. Contact Center for Marine Conservation at 1-800-CMC-BEACH or 202-429-5609. Website: www.cmc-ocean.org
- **GREENLAND PATROL WWII MONUMENT DEDICATION** — Thursday, Sept. 23, 11 a.m., Coast Guard Academy, New London, Conn. Contact: John Stamford, 1533 Wales Ave., Baldwin, NY 11510, 516-223-1467; E-mail: JSTAM8885@aol.com.

- **DOUGLAS MUNRO MEMORIAL RE-DEDICATION** — Monday, Sept. 27, 11:30 a.m., Cle Elum Cemetery, Cle Elum, Wash., 90 minutes southeast of Seattle on I-90; Commandant, MCPO-CG and CG Band tentatively to attend. CG Combat Veterans Association dedicated monument here Sept. 27, 1992 to commemorate 50 years since Munro's heroic actions and ultimate sacrifice at Guadalcanal. For information, contact RDCM Mark Brown, 206-217-6149 or e-mail: MWB453@gateway.net

- **USNI WARFARE EXPOSITION & SYMPOSIUM** — Sponsored by U.S. Naval Institute, Sept. 29-30, at Pavilion Convention Center, Virginia Beach, Va. Contact: USNI, 291 Wood Road, Annapolis, MD 21402-5035, 410-295-1058, FAX: 410-269-7940. E-mail: kclarke@usni.org

OCTOBER 1999

- **RESERVE SERVICEWIDE EXAM** — Is slated for Saturday, Oct. 16. See ALCGRSV 011/99 (R 241700Z May 99).

NOVEMBER 1999

- **MARINE TRANSPORTATION SYSTEM RESEARCH & TECHNOLOGY CONFERENCE** — Nov. 2-4, hosted by Maritime Administration at the National Academy of Sciences, Washington, D.C. Open to those interested in management and protection of our nation's waterways and ports. For information, contact Alexander C. Landsburg, 202-366-1923 or e-mail: alex.landsburg@marad.dot.gov

MESSAGES

R 1222131Z JUL 99 ALDIST 238/99, COMDTNOTE 1650
R 121411Z JUL 99 ALDIST 236/99, COMDTNOTE 7220
R 061320Z JUL 99 ALDIST 234/99, COMDTNOTE 16114
R 011939Z JUL 99 ALCOAST 046/99, COMDTNOTE 5720
R 011753Z JUL 99 ALDIST 232/99, COMDTNOTE 5420

R 011039Z JUL 99 ALDIST 231/99, COMDTNOTE 4050

R 301727Z JUN 99 ALDIST 230/99
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R 282003Z JUN 99 ALCGRSV 020/99
R 281739Z JUN 99 ALCGRSV 019/99
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R 251223Z JUN 99 ALCGPERSCOM 058/99
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R 241855Z JUN 99 ALDIST 225/99, COMDTNOTE 1500
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R 111940Z JUN 99 WT06-99

1998 Association for Rescue at Sea (AFRAS) Award Winner
Interim Change Seventeen to Coast Guard Pay Manual
Motor Lifeboat Surf Training Doctrine
Commandant's Independence Day Message
1999 CAPT Edward R. Williams Coast Guard Reserve Award for Excellence Winner (*LCDR Harold J. French, USCGR*)
Possible Delays in Pickup/Delivery of Household Goods (HHG) Within National Capital Region (NCR)
CG Hearing Officer Program Reorg./Establishment of CGHO
Naval Engineering Advisory #6 FY99; Uniform National Discharge Standards
1999 Senior Reserve Officer Assignment Process
Late OERs for IDPL ADM Selection/CAPT Retention Boards
Natl Military Family Assoc. Very Important Patriot(VIP) Award
Officer Promotion Authorization Listing (OPAL) No. 07-99
Solicitation For Operational Units to Sponsor Officer Trainees
November 1999 Servicewide Examination (SWE) Competition
Enlisted Advancement Opportunities
12th Ann. Women Officers Prof. Assoc./Prof. Dev. Symposium
Reserve Solicitation For OPSAIL 2000
Coast Guard Elite Athletes of the Year
Temporary Shortage of Women's New Light Blue Shirts
FY00 Reserve War & Staff College Courses
Coast Guard Doctrine Study
Port Security Unit (PSU) Insignia (*See article on page 10*)
Comp. Under Multi Award Task & Delivery Order Contracts
60th Ann. of the USCG Aux. (*See June/July 1999 Reservist*)
Officer Personnel Management SITREP for June
Late OERs for Reserve CAPT Selection Board
CPO Acad. Res. Course G-P-CPO-ACAD (CPOE) PMIS 230442
Eligibility For PY00 Inactive Duty Promotion List
Retention & Sel. Boards For RADM, CAPT, CDR, LCDR, LT
Coast Guard Chief Petty Officers Academy (CPOACAD)
May/Nov 98 SWE Revised Predictors for E-5 Through E-9
SELRES Recruiting & Overbilleting

HAPPY 209th

BIRTHDAY

USCGH



Commanding Officer (mas)
Human Resources Service & Information Center
444 SE Quincy Street
Topeka, KS 66683-3591

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