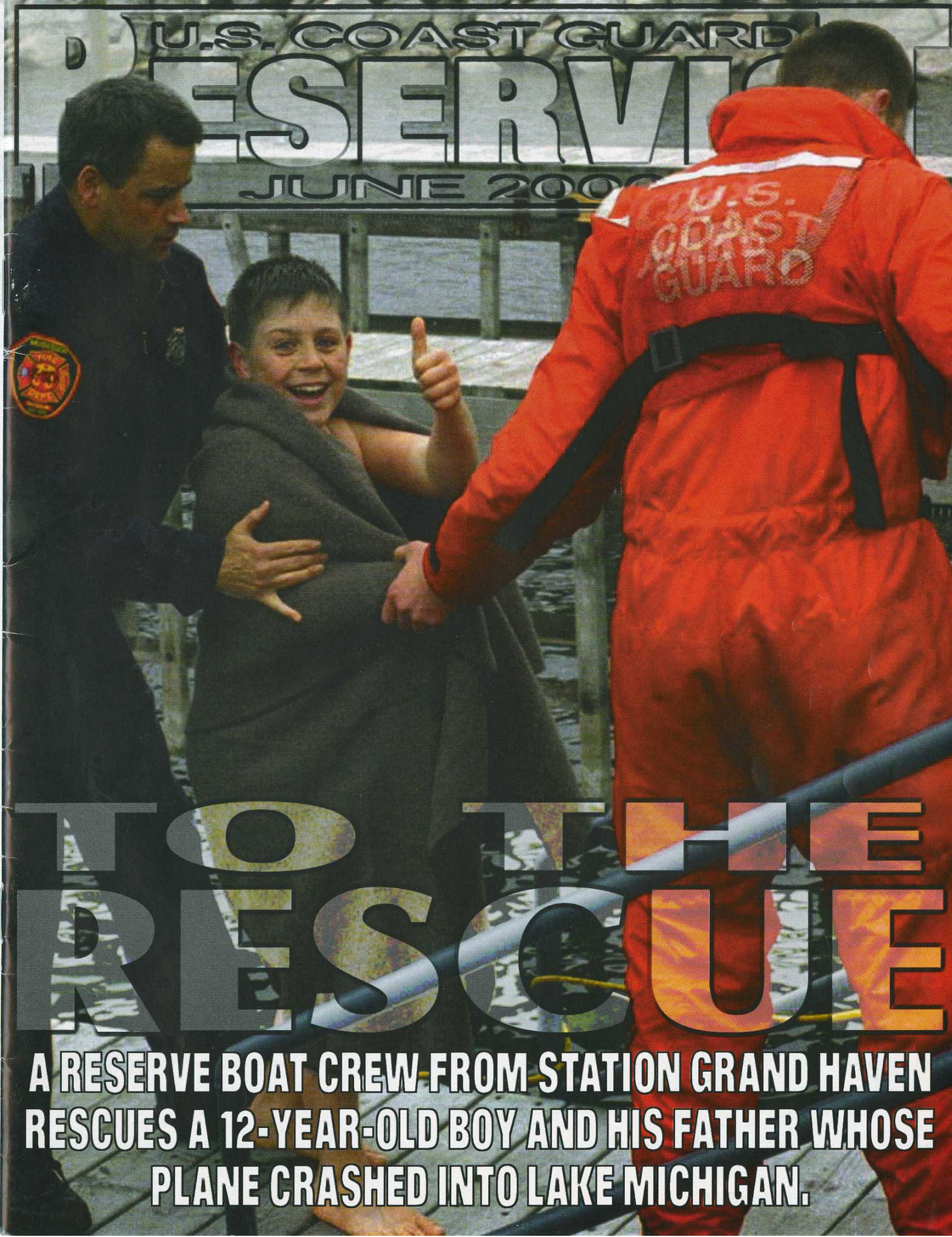
U.S. COAST GUARD
RESERVE
JUNE 2006



TO THE RESCUE

A RESERVE BOAT CREW FROM STATION GRAND HAVEN RESCUES A 12-YEAR-OLD BOY AND HIS FATHER WHOSE PLANE CRASHED INTO LAKE MICHIGAN.

JUNE 2000

VOL. XLVII NO. 4

In this Issue

4 Letters to the Editor | 5 License Plate | 6 View from the Bridge

10 Reservists to the Rescue!

It was like a scene from *The Twilight Zone* when Station Grand Haven's Reserve crew rescued father and son from Lake Michigan.

7 EPOY
PS3 James Cullen and BMC Bradley Hinken are selected for 1999.

8 Reserve News
Sparks and Morris Awards, PSU 311 insignia celebration, Sloan Wilson Day, Farewell ADM Smith.

14 South Africa
This month's stop... for Coast Guards Around the World

16 Readiness
If, as the Commandant has said, our readiness is like a dull knife...here's how we can start to sharpen it....

19 Front & Center | 22 Bulletin Board | 27 On Deck

THE COAST GUARD RESERVIST
JUNE 2000

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ON THE COVER: *Charlie Lawrence gives a thumbs up following his rescue by the Coast Guard after his father and he crashed into Lake Michigan in their airplane. Photo by Lisa Medendorp, The Muskegon Chronicle.*

Letter from the EDitor & Chief

PAC Edward J. Kruska, USCGR

Ready to run and ride for Tom's Run II are left to right, CDR Chuck Polk, CDR Dale Rausch, Paul Redmond and CPO Ed Kruska, taken at C&O Canal trail's Dam Four during a check ride May 5.

What an exciting summer it's shaping up to be for the Coast Guard and for reservists across the nation.

On May 6, I attended ***Sloan Wilson Day*** in Colonial Beach, Va. LT Wilson, author of many fine novels, was honored by the Coast Guard that day and I had the opportunity of presenting LT Wilson with the proofs from our May issue featuring him (see photo below). It was an exciting and memorable event. By the time you read this, our second annual ***Tom's Run*** fundraiser for ALS will be history (see photo above). Congratulations to ***PS3 James Cullen*** and ***BMC Brad Hinkin*** on their selections as Enlisted Persons of the Year for 1999 who were honored at CGHQ during June.

Also in June, Summer Stock will take center stage across the Great Lakes and especially in Michigan, our featured license plate of the month this issue. I'm planning a "SummerStock Hop" trip around the Great Lakes during June. Hope to see some of you.

OpSail 2000 is shaping up to be a tremendous event and between that, SummerStock and all the other ADSW opportunities, I really see that our reservists are in demand all across the nation. Make sure you check out the Bulletin Board for many of these opportunities are still open if you are qualified.

Don't forget to get all your paperwork done if you plan on sitting for the Reserve ServiceWide Exam Oct. 21. It's due by the end of June — see the Bulletin Board for more details.

We're starting to brainstorm ideas for the Coast Guard Reserve's 60th birthday during 2001, so let me know if you have any ideas. Stay fit, stay healthy and stay Semper Paratus. **— Ed.**

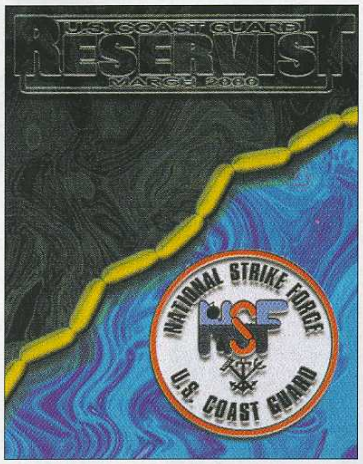
Photo by Massey Rausch

LETTERS TO THE EDITOR

NATIONAL STRIKE FORCE

The article on the National Strike Force in the March 2000 *Reservist* reminds me of the numerous spill responses I have been associated with and the first rate members of the Strike Force with which I have served since 1973. I was an instructor at the Coast Guard Hazardous Chemical School in Yorktown until it was incorporated into the Port Operations Course. In my civilian profession, I am a Project Manager or Safety Officer for response and remediation of toxic substance spills and Lead Instructor for training response/clean-up workers.

The Coast Guard leads by example for spill response and helped write the first definitive book on Hazardous Waste Operations and Emergency Response (NIOSH publication 85-115). However, the pictures on pages 15 and 18 clearly depict Coast Guard personnel making the same errors we were making in 1973. We made these during the *Exxon Valdez* spill in 1989 and continue to make them. On page 15, the members of the Coast Guard are allowing themselves the opportunity to be contaminated by the constituents that make up the oil through absorption and inhalation. "Rain Suits" are not tested nor certified to be chemical resistant. The suspenders of the bibs can be seen through the jacket (this tells me it is a rain suit, ***not*** a chemical protective suit), the hoods of the rain suits are not covering their heads, the gloves are not taped to the sleeve, no member is wearing a respirator, the safety glasses are being worn on the top of the members head, one suit is ripped on the left leg (this tells me it is cheap rain gear, ***not*** a chemical protective suit), one member has his jacket open and no one is wearing his hard-hat.



The picture on page 18 again illustrates our shortcomings in identifying hazards of oil spills as the members are not wearing respirators. Oil has benzene in it. When crude oil or refined products are released into the environment, the benzene is released into the air. If clean-up personnel are not wearing appropriate respirators, they will become contaminated at some level by absorption through the eyes and inhalation into the lungs.

As Federal On-Scene Coordinator representatives are charged with safety on spill response sites (PSC Service Wide Training Course Book on MER), our example of safe working conditions and personal protective equipment is shown to be lacking in these photos. As the Safety Director and Lead Instructor for my organization, I must ensure the training provided by the company I work for provides worker Safety and Health training. For all spill responders, hazardous waste site remediation workers, asbestos abatement workers, contractors and supervisors, it is imperative that hazards on spill response sites be recognized and safety measures instituted.

During the *Exxon Valdez* spill clean-up, contractors were allowed to expose civilian workers, through absorption, by letting them wear "rain suits" for oil spill clean-up, and to airborne contaminants, by not insisting they wear an appropriate respirator. The result: most workers complained about the "Valdez Crud" and 10 years after the *Exxon Valdez,* my office is still receiving inquiries about adverse health effects from exposure to oil (tooth loss, blindness, hair loss, lung cancer, etc.). If we are to set the example, let us set a good example.

— PSC Robert J. Gryder, USCGR
Eagle River, Alaska

IN DEFENSE OF SAFETY

I was very upset when I read the letters under "Watch That Safety and Thanks," in the March 2000 *Reservist*. The ladder that the member is standing on is not half open. It is actually being leaned against the lighthouse. This is permissible as long as the ladder angle is maintained at its designed limits. I am a professional maintenance man and a former safety council member and know about these things. The members of our ANT have enjoyed an impeccable safety record and to my knowledge, no Reserve member has ever been injured on the job.

I wonder if in this age of political correctness we as an organization have lost sight of who we are, what we are, and why we exist? I would invite them to find and read a copy of the "Creed of the United States Coast Guardsman." As to the hat. There was no one, repeat no one, around us and Chief Slusarz wore his hat to prevent sunburn. I wish I'd been smart enough to do the same thing. We all know how inadequate our uniform is. I gave up more than 15 years ago trying to get better headgear authorized for various conditions. The uniform is perfect after all. Frankly the chiefs would be appalled at what I let my crew wear when we are not in the public eye to prevent crew fatigue and exposure. Before you start criticizing something you don't understand, please get all the facts first.

In closing, I'd also like to take the opportunity to thank BM1 Bradley VanDiver, OIC ANT Humboldt, for the great Letters of Appreciation he sent to our OIC. The best compliment he paid us was in trusting us to know our jobs and letting us do them.

— BM2 Ron Minnis, USCGR
ANT San Francisco

RATING DISCRIMINATION?

I have watched the Coast Guard Reserve transition itself from a separate entity formerly known as "those reservists" into what we are now trying to achieve with *Team Coast Guard* as "part timers." I welcomed this change and feel it is working. However, while drilling recently, I was approached by two active duty members who inquired about entering the Reserve. I told them that if they did not mind the lack of advancements afforded to HSs in the Reserve, then they might be better off changing rates or enlist in another branch.

With close to 8,000 members in the Reserve, there are only eight billets for HSC. It is quite different in other ratings such as BM, DC, IV, MK, MST, SK, YN and of course PS where there is ample opportunity for advancement. I don't know the reason for the lack of HS billets. There is always a need for HSs to do EAD at various unit clinics, which are always under-staffed and over worked.

If we are going to actively recruit members from the active duty side, let's be honest with them and let them know that it's not a level playing field for all ratings.

The message I'm getting from the Reserve is that I'm not as valuable as a BM or MK. Having spent 17 years in the Guard (five active, 12 Reserve) I feel like the Reserve has not aligned itself with the active duty on this issue. Perhaps we should turn our energy toward making the Reserve more like the active duty...where *all ratings* are recognized.

— HS1 Chris Plummer, USCGR
Plantation, Fla.

Ed's note: We asked CDR Neil Hurley of Reserve Programs and Policy Division at CGHQ to respond. Here is his response: HS1 Plummer is not looking at the broader picture. You must look at more than just the number of E-7s in each rating. If you use the analogy of building a house, you need the right craftsmen at the appropriate level to accomplish the job efficiently. You don't need the same number of plumbers and electricians as you do carpenters or masons. Coast Guard rating structures are based upon the needs of the Service. The old saying, "choose your rate, choose your fate" still rings true. Each rating has a slightly different advancement pyramid, and opportunities for individuals can vary greatly among the different ratings. The following stats show the number of Reserve E-7s as a percentage of the entire rating: PS, 10.0; MK, 6.6; BM, 5.9; YN, 6.6; IV, 22.0; MST, 11.6; HS 7.7. As you can see, you have a better chance of being an E-7 as an HS than you do being an MK, BM or YN. Of course, each rating also has other advantages and disadvantages. These include advancement potential to other pay grades, civilian job skill marketability, rating size (this affects number of billet locations you can choose from), speed of advancement (this is a function of rating loss rates and size of rating), and job environment. It works the same way in the active duty Coast Guard. The only major difference is that active duty members can be moved at government expense to where the work is located. If you still feel "discriminated" against because of your rating, you should raise those concerns to your force manager. Force managers for all ratings are listed at: www.uscg.mil/hq/mcpocg/1force/force.htm.

Italian Coast Guard

The March *Reservist* showed a photo on page 21 of five Italian patrol boats. The one in the middle (CP 2204) has the Guardia Costiera stripe with the small blue and white stripes in the front of the big red stripe. I wonder how many Coasties will catch this one?

— MKCM William Dobson, USCGR(Ret.)
Reno, Nev.

Correction

RADM Riker's retirement was listed incorrectly as May 14 in the April/May 2000 issue. It is Friday, July 14, 11 a.m. at TRACEN Cape May, N.J.

License Plate of the Month

Michigan: Great Lakes State

Surrounded by four of the Great Lakes and covered with 11,037 inland lakes, Michigan bustles with water-related activity, especially in summer. With nearly 10 million residents, the state boasts more recreational boaters than any other state. Its 116 lighthouses also leads the nation and they dot 3,288 miles of Great Lakes shoreline. With that much water, it's no wonder that Michigan is home to the Coast Guard Festival in Grand Haven, Coast Guard City, USA. Michigan is also the site of two Coast Guard air stations and approximately 20 Coast Guard stations, 10 of which are designated SummerStock stations ("stocked" in part by reservists).

This summer, Coast Guard Reservist ***BMC Todd Reed*** will serve at one of those SummerStock stations, in Ludington, Mich. for the eighth year. Reed, the national Naval Enlisted Reserve Association's (NERA) Outstanding Enlisted Coast Guard Reservist back in 1988 (now called Enlisted Person of the Year), is shown here with his Michigan USCG plates that he purchased for his 1997 Jeep Cherokee and 1999 GMC Pick-Up.

"The Jeep is my wife Debbie's so she's number one, of course, while I'm USCG 7, for E-7," explained Reed a reservist for 28 years and an auxiliarist for 12. "I'm a big believer in *Team Coast Guard*. I love each Coast Guard component and think they're all vital. But I simply wanted to promote the Coast Guard and think the acronym USCG on a license plate is most identifiable to the public."

It's worked! People stop to talk with him about the Coast Guard all the time.

When not doing Coast Guard work, Reed's civilian occupation as a professional photographer keeps him busy. Debbie and Todd run a photo studio and the chief also teaches at nearby West Shore Community College. Their most recent venture is publication of a book entitled *Ludington: Point to Point*. You can view some of the chief's photography at his Web site (*www.toddreedphoto.com*) where you'll also find links to the Coast Guard Reserve and D9's Coast Guard Web site (*www.uscg.mil/d9/uscgd9.html*)

One of the first two-week ADT periods Reed served was aboard *CGC Unimak (WTR-379)* in the early 1970s. Interestingly, Reed recalls that the training officer aboard *Unimak* then was ***ENS J. Timothy Riker,*** USCGR. ***RADM Riker's*** farewell View from the Bridge is published on the following page.

Photo courtesy of BMC Todd Reed, USCGR

BMC Todd Reed, USCGR

"STARBOARD WING"

THE WATCH GOES ON...

Ed's note: This is RADM Riker's Farewell View. We salute and honor him for his 30 years of service to the U.S. Coast Guard and the United States of America. His retirement ceremony is slated for July 14, 11 a.m. at TRACEN Cape May, N.J.

Growing up in a small Ohio town, it became a family tradition to go to the big city of Columbus at least once a year for shopping and sightseeing. Lunch for this one-day trip was always at the Mills Cafeteria on High Street directly across from the Statehouse. I recall a whimsical mural on the cafeteria wall. Proceeding around and about illustrated bakers, steaming cups of coffee, and pastries was this message: "As you go through life, brother, keep your eye upon the doughnut, and not upon the hole." I think it meant focus on important things, not minor ones; pick and choose matters of substance, not ephemeral notions to pursue. At least that is the way I always interpreted it. So it is not really much of a stretch for me to use this somewhat humorously painted wall to connect two points for those of you reading this, and who will remain on watch.

"Remember that although we in the United States Coast Guard have accomplished much good work, there is much yet to do. The watch goes on. America's voyage continues."

First point: Consider and remember the larger purpose we are about here. Our oath binds us to protect and defend the Constitution — not just any constitution — but the one written in 1787, ratified in 1788, amended a few times since then, yet still having as one of its chief purposes to "secure the blessings of liberty to ourselves and our posterity." Previous to this, those blessings were presented as inalienable Rights in the *Declaration of Independence*, among them being that all are created equal, and all are entitled to "Life, Liberty, and the pursuit of Happiness." Now, we know that what we said back then was not entirely practiced, but we also know that with the course of this nation having been so fixed, we have, as evidenced by a noisy history replete with success, failure, experiment, gain, loss, and inspired tenacity, made remarkable progress toward our ultimate goals. And these goals are worthy.

Of the 56 who signed the *Declaration of Independence*, by late 1826, only one survived: Charles Carroll of Carrollton, Md. He was 89 years old, a remarkable age at that time, and it is reported that during his last years, he was "highly honored." For reasons not known to me, in 1826, he decided to symbolically re-sign the Declaration, and in so doing, revalidate the principles to which he and the other 55 had so courageously subscribed a half century before. Having so re-signed, this is part of what he then wrote to us:

"...I do hereby recommend to the present and future generations the principles of [the Declaration of Independence] as the best earthly inheritance their ancestors could bequeath to them, and pray that the civil and religious liberties they have secured to my country may be perpetuated to the remotest posterity and extended to the whole family of man."

It is fair to say that the liberties referred to by Charles Carroll have indeed been extended: both in logical concept, and to many places around the world.

Second point: We belong to an organization that has played — and continues to play — a significant, if perhaps unsung role in the preservation and extension of those liberties. Our missions of enforcing the law, of rescuing the distressed, of protecting property and our natural environment, of defending the republic, provide an important part of the framework within which the richly diverse people known as Americans can work, play, worship, learn, speak, argue, resolve, and otherwise enjoy the blessings of liberty.

William Sulzer, a member of Congress from New York, once spoke his admiration for what the members of one of our predecessor services did. From the floor of the U.S. House of Representatives in 1902 he spoke this way, and his comments apply to every member of our service, regardless of assignment:

"...They are always on deck, always on duty, always earning their pay, always at the service of their country...Their work is never done."

True then; true today.

So my parting comments to you are these: Remember the bequest of our ancestors. Remember the prayer of Charles Carroll of Carrollton. Remember the expectations of Sulzer. Remember that, although we in the United States Coast Guard have accomplished much good work, there is much yet to do. The watch goes on. America's voyage continues.

Thank you for the example you set for all Americans. Thank you for your friendship. Semper Paratus.

By Rear Admiral J. Timothy Riker, USCGR
Deputy for Mobilization & Reserve Component Affairs, LANTAREA

CULLEN, HINKEN WIN EPOY FOR 1999

WASHINGTON, D.C. — ***BMC Bradley S. Hinken*** and ***PS3 James K. Cullen II*** have been named 1999 Coast Guard Enlisted Persons of the Year (EPOY). Both were selected for their exemplary military bearing, leadership ability and work performance.

BMC Hinken, this year's active duty EPOY, is currently assigned to Station Calumet Harbor in Chicago. He will be transferring to ANT Team Grand Haven, Mich. this summer. He was previously assigned to Station Ludington, Mich.

During 1999, Hinken managed SAR and law enforcement efforts on the waterways around Chicago. He utilized superb leadership skills and directed a diverse combination of Coast Guard resources in response to nearly 550 SAR and 200 law enforcement actions. He also oversaw more than 20 major marine events held in the Chicago area, including the annual Chicago Air and Water Show. He also volunteered to serve as an instructor for Group Milwaukee's annual Boat Crew School, where new Coast Guard members are introduced to seamanship and crewman skills to prepare for the boating season. He founded a school partnership program between Station Calumet Harbor and Taylor Elementary School in Chicago, and served as the station's Auxiliary liaison, overseeing patrols and operations for auxiliarists in 15 separate flotillas.

"I'm thankful for this award but am especially thankful to all the hardworking crew members at both Stations Calumet Harbor and Wilmette Harbor," said Hinken. "Everything they did allowed me to win this award...I was just a part of it."

Hinken, who enlisted in the Coast Guard in 1987, was born in Owosso, Mich and is married to Deborah Hinken. They have two children: Sarah and Samuel. BM1 Hinken was not meritoriously advanced to chief by winning the EPOY. Although nominated for the EPOY as a BM1, he was slated for advancement to chief on March 1, 2000.

This year's Reserve EPOY, PS3 Cullen, is currently stationed at Activities New York. He was instrumental in creating, advocating and coordinating several new law enforcement initiatives to improve and enhance the professionalism of the Coast Guard Police Department (CGPD) at Activities New York which included valuable training opportunities for his active duty CGPD counterparts. As a full-time Police Sergeant in Morristown, N.J., Cullen consistently shared his knowledge and experience with other members of the CGPD. In addition to his Reserve duties, Cullen is a volunteer Emergency Medical Technician with the Morristown, N.J. ambulance squad.

"I am overwhelmed and deeply honored to have been named as Reserve EPOY, and to have been given the opportunity to represent the Coast Guard at various public events," said Cullen. "I've learned how much respect that the general public has for our service, and it has made me even prouder to wear the Coast Guard uniform. This organization has assembled the finest and most dedicated team of people I have ever seen, and I consider myself very lucky to have been given the opportunity to work with them."

Born in West Covina, Calif., Cullen enlisted in the Coast Guard Reserve in 1997. He earned Bachelor's and Master's Degrees from Fairleigh Dickinson University in Madison, N.J. and is currently attending Rutgers University School of Law in Newark, N.J. He is married to Kathleen F. Cullen and they reside in Lake Hopatcong, N.J.

Both Hinken and Cullen were selected from a competitive field of Coast Guard active and reserve personnel (see EPOY nominees in box). They were recognized during ceremonies in Washington, D.C. the week of June 19-23. ALCOAST 180/00 announced their selections.

Reserve Enlisted Person of the Year:

← PS3 James K. Cullen II Activities New York

Active Enlisted Person of the Year:

BMC Bradley S. Hinken → Station Calumet, Ill.

Active Duty Nominees

Name	Unit
HS1 Mark Williams	D1, Activities New York, N.Y.
TC1 Sean Feeley	D7, Air Station Savannah, Ga.
HS1 Edward Chacon	D8, Group Corpus Christi, Texas
BM1 Bradley Hinken	**D9, Station Calumet Harbor, Ill.**
ET1 Mark Poisson	D11, *CGC Conifer,* San Pedro, Calif.
SN Christopher Burnside	D13, *CGC Bluebell*, Portland, Ore.
AMT1 Randall Ching	D14, Air Station Barbers Pt, Hawaii
FN Jason Urban	D17, *CGC Ironwood*, Kodiak, Alaska
MK1 Mark Nelson	LANT, *CGC Harriet Lane*, Portsmouth, Va.
HS1 Curtis Dubert	MLCLANT, ISC Boston, Mass.
BM1 Brian Breheny	PAC, *CGC Rush*, Honolulu, Hawaii
TT1 Kevin Dugan	MLCPAC, ESU Seattle, Wash.
MK2 Eilish Strandfeldt	HQ Units, TRACEN Cape May, N.J.
MK3 Jose Fuentes-Moure	CG Academy, New London, Conn.

Reserve Nominees

PS3 James Cullen	**D1, Activities New York, N.Y.**
QM2 Andrew Marshall	D7, GANTSEC
MST1 Tommie Wright	D8 MSO Paducah, Ky.
BM2 Troy Stallings	D9, Group Detroit, Mich.
QM2 Ryan Dickensheets	D11, Group Humboldt Bay, Calif.
PS2 Jeffrey Thomason	D13, Station Seattle, Wash.
YN2 Cheryl Borg	D17, *CGC Anacapa*, Petersburg, Alaska
HS3 Kevin Wiles	LANT, PSU 307, St. Petersburg, Fla.
SK1 William Pavone	PACAREA, Harbor Defense Command
FS1 Michelle Tully	MLCPAC, ISC Seattle, Wash.

MSO San Francisco Bay takes Sparks Award, Morris Award to PSU 305

MSO San Francisco Bay, Calif., and ***PSU 305*** of Fort Eustis, Va., are winners of the 1999 Sparks Award and Morris Award, respectively.

The Sparks Award is presented annually by the Reserve Officers Association of the United States to the Active Command judged to be the most supportive of a totally integrated Coast Guard force. MSO San Francisco Bay was selected due its high level of success in creating a total force environment.

Their measures went well beyond the requirements for unit integration. Especially noteworthy was the demonstrated participation of reservists in all MSO activities, including multi-agency Strike Force operation teams, which conducted unannounced random inspections of over 2,800 Hazardous Material containers in 1999. They also initiated an innovative program for recognizing employers of Reserve Coast Guard members. A Reserve officer also played a critical role in the investigation and prosecution of the operator, master and chief engineer of a foreign-flagged vessel responsible for polluting U.S. waters.

"We are truly honored by this award," said ***CAPT Harlan Henderson***, commanding officer of MSO San Francisco Bay. "It is a testament to the extraordinary effort each member of MSO San Francisco Bay, both reserve and active duty, has put into making our reservists such integral and important members of our team. Thank you for recognizing their excellence. "

ALCOAST 208/00 announced MSO San Francisco Bay's selection from a very competitive field of 11 top-notch units, with runners-up MSO Providence, R.I. and Group Seattle, Wash. The Sparks Award was presented to MSO San Francisco representative ***CDR Robert C. Weil***, USCGR, at the ROA Annual Convention in Milwaukee, Wis. June 23.

Congratulations also go out to PSU 305 for the Thomas E. Morris Coast Guard Reserve Award. Sponsored by the Navy League of the United States, the award recognizes the Coast Guard deployable contingency command with the best mobilization readiness.

The unit achieved outstanding levels in status of resources and training system (SORTS) reports, readiness/deployment inspections, exercise play and Professional Qualification Standards (PQS) completions. PSU 305 sustained C2 SORTS status during FY 1999, and the unit exported its expertise throughout the Naval Coastal Warfare community, providing communications personnel and boat support to Riverine Interoperability Exercise (RIOEX) 99, FTX River Rumble and RTX Bright Star 99.

"PSU 305 is as good as it gets," said ***CDR Carol Rivers***, commanding officer of PSU 305. "Truthfully, I have not previously experienced the level of teamwork, high morale and end results that I have at this unit."

The Morris award will be presented to PSU 305 by a Navy League representative at Fort Eustis on Aug. 19 (tentatively). ALCOAST 170/00 announced the Morris Award winner.

Celebration time at PSU 311

Photo courtesy of SCPO Neil Holmdahl, PSU 311, USCGR

Thirty seven PSU 311 members received the new PSU insignia at the close of the unit's March drill weekend. In addition to each qualifying member receiving a certificate, they also celebrated with a cake, shown in front of unit members here at their San Pedro, Calif. drill site.

Sloan Wilson Day

Photo by PAC Edward J. Kruska, USCGR

It was celebration time in Colonial Beach, Va. recently when famous author and Coast Guard Reservist LT Sloan Wilson, second from right, turned 80 on May 8. Governor James Gilmore of Virginia declared it "Sloan Wilson Day" in the Commonwealth of Virginia and his proclamation was presented on the city's waterfront by CDR Chuck Polk, USCGR, far right. Looking on are Pete Bone, Mayor of Colonial Beach, left, who also presented a plaque and Wilson's wife, Betty. Wilson was featured in the April/May 2000 Reservist Magazine.

DACOWITS Driver

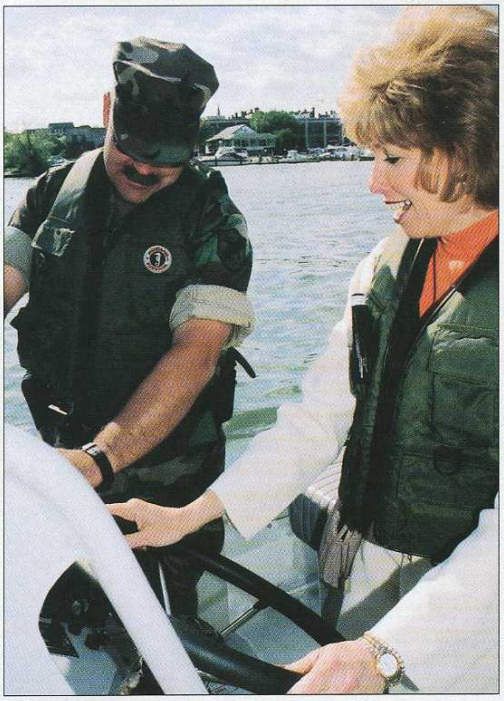


Photo by PA3 India N. Roderick, USCGR

Vickie McCall, Chair of the Defense Advisory Committee on Women in the Service (DACOWITS), takes the helm of PSU 305's 25-foot Raider boat on the Potomac River near Alexandria, Va. Assisting McCall is PSU 305's BM1 Reggie Perry who was participating in a unit drill. McCall was attending the annual DACOWITS conference in late April hosted by the Coast Guard in nearby Washington, D.C.

Farewell Admiral Smith...

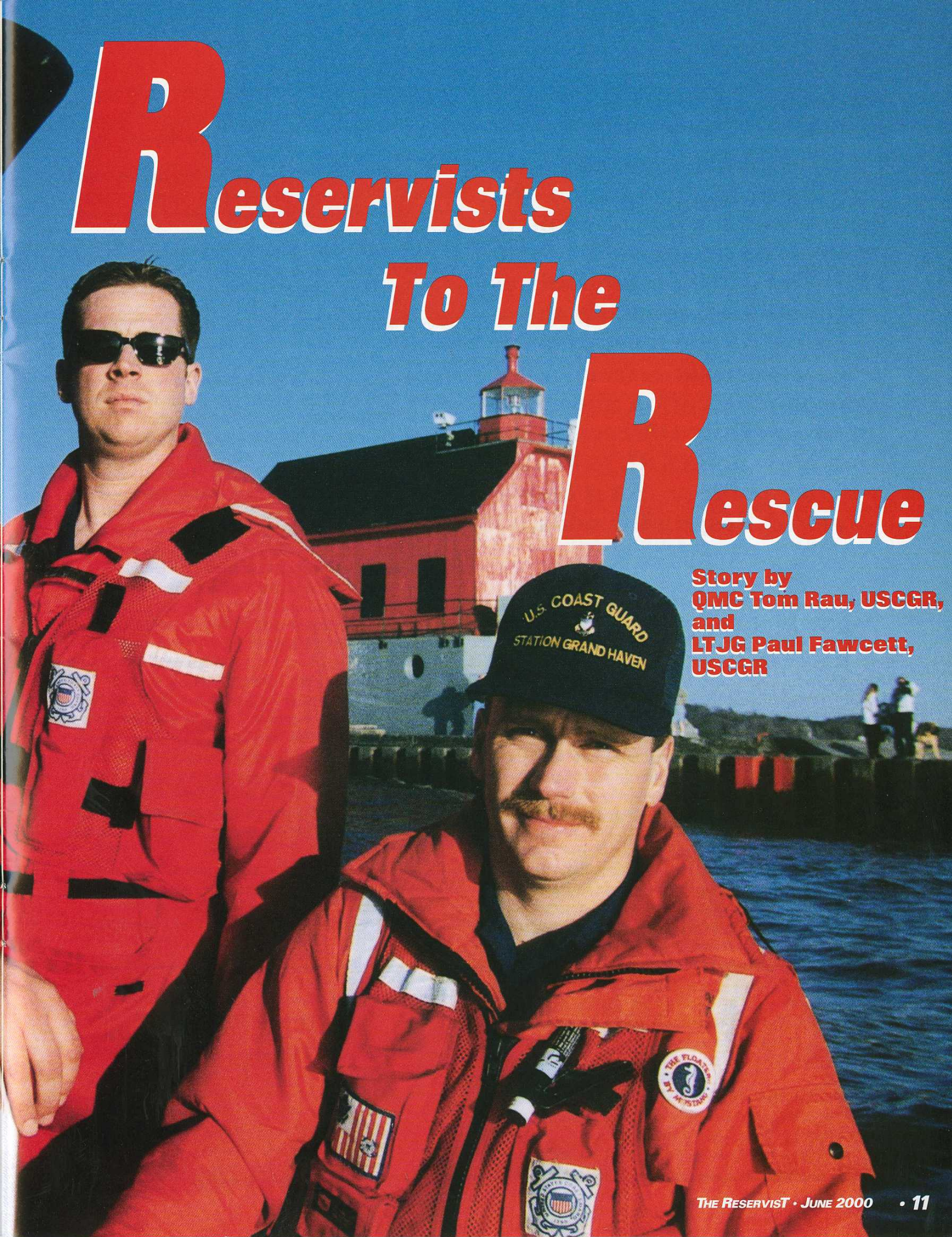
The funeral procession and caisson for ADM Willard J. Smith slowly weaves its way through Arlington National Cemetery to Coast Guard Hill where the Coast Guard's 13th Commandant was laid to rest on April 27. The mile and a quarter procession included the Coast Guard Band, Honor Guard, and several hundred Coast Guardsmen and onlookers who came to pay their last respects.

Photo by PAC Edward J. Kruska, USCGR

Lighting the way...
left to right, BM2 Roland Ashby, PS3 Allen Hosford and MKC John Anten, the Reserve crew from Station Grand Haven, Mich., who rescused a father and son after their plane crashed into Lake Michigan.
Photo by BMC Todd Reed, USCGR

Reservists To The Rescue

Story by
QMC Tom Rau, USCGR,
and
LTJG Paul Fawcett,
USCGR



What are the odds of a father and his 12-year-old son surviving an airplane crash into Lake Michigan, in thick fog, in 39-degree water while clinging to an airplane tire of their Cessna 172? The odds are probably as slim as finding nearly the entire rescue team to be reservists — from Telecommunication Specialist to Group Duty Officer to station crew and OOD, to Media Liaison officer. Yet it happened, despite the odds.

Station Grand Haven, Mich., Saturday, April 15, 2000: At 1442, the OOD, reservist BM1 John Hersrud, received a telephone call from reservist TC2 Debra Ball at the Group Grand Haven communications center regarding a possible downed aircraft in Lake Michigan.

Dr. Charles Rousch, the reporting party whose home overlooks Lake Michigan, later said: "I had the feeling he (the pilot) was feeling his way down in the fog. So I ran to the bluff to try and see it but didn't see anything...then I heard a loud bang, and the engine noise stopped." Rousch, a pilot himself, immediately called the Coast Guard and 911 with his portable phone.

Within minutes after Rousch's call, a Station Grand Haven reserve boat crew aboard a 25-foot Rigid Hull Inflatable (RHI) boat broke the pierheads at Grand Haven en route to the reported crash site, approximately seven miles north of Grand Haven. A heavy fog greeted the boat crew.

"It was spooky," said MKC John Anten. "The water, sky and nearby shore took on an eerie likeness. It was difficult telling one from the other."

The crew sped north through the fog; the coxswain's eyes shifted from the radar screen to the bow where tears trickled from the crewmen's eyes as they peered into the thick soup.

"It was cold," said PS3 Allen Hosford.

Approximately seven miles north, the boat crew encountered a lone kayaker near the Mona Lake entrance; on shore a gathering of people suggested that the crew was near the crash site. This was confirmed by the kayaker who told the crew he heard an airplane, then a splash, then nothing.

Following the kayaker's lead, the boat crew headed off into the fog toward the northwest. Approximately two miles out, BM2 Roland Ashby throttled down. The crew leaned their ears into the fog — nothing. One or two minutes later they throttled down again. The Group radio operator's voice along with the sputtering Johnson outboards echoed across the fog. Anten suggested that they shut down the engines and tune out the radio. They did but heard nothing.

"I was turning to tell Ashby to fire up the engines when I heard a faint cry," said Anten.

Ashby and Hosford heard nothing. Firing up the engines, they continued northwest.

A minute or so later, Ashby stopped and again shut down the engines and radio.

"This time we all heard a child-like cry," said Hosford. "It sounded like the distant shrill of kids at play."

Continuing northwest for a moment or two, Ashby again shut down the engines for the third time. The hollering grew louder. The boat crew shouted instructions into the fog to keep hollering. Picking their way through the fog, they found a small clearing where an amazing sight greeted them. Off the bow, a dark, round, head-like object appeared on the still water. As they drew nearer, they saw a man and a boy clinging to an airplane tire.

"It was as if fingers from above placed them there. There was no wreckage, no gas or oil on the water, nothing, just this man and a boy clinging to a tire," said Hosford who further added, "It was like a scene from

"It was spooky. The water, sky and nearby shore took on an eerie likeness. It was difficult telling one from the other."

— MKC John Anten

"There was no wreckage, no gas or oil on the water, nothing, just this man and a boy clinging to a tire. It was like a scene from *The Twilight Zone.*"

— PS3 Allen Hosford

The Twilight Zone."

Above the fog a Coast Guard helicopter hovered. The Station Grand Haven 47-foot Motor Life Boat and a nearby North Muskegon County fireboat with paramedics aboard zoomed toward the scene. While support vessels were in route, the reserve crew aboard the RHI hauled the victims aboard.

"The father could barely speak or move. He couldn't hold his head straight, his lips were blue, his body rigid. We had a heck of a time getting a PFD on him," said Ashby.

The father was wearing blue jeans, a polo shirt and docksider shoes. His son wore the same except he had no shoes or socks.

"This rescue was definitely divinely influenced," said Hosford. "It was only a matter of minutes before they would've slipped way."

"I thought we were going to die," said 12-year-old Charlie Lawrence. "My fingers were getting so cold it was hard to hang onto the tire. When the Coast Guard got to us, I figured I could last another 10 minutes."

Charlie and his dad were lucky they even survived the impact.

"I couldn't push the door open because of the water pressure, so I had to swim out the window as the plane went down," said the dad, Bernie Lawrence.

According to Charlie, his dad had to break out a window to get him out; by then the cockpit was under water.

"It seemed within a minute the plane filled with water," said Charlie. "My hands and legs were numb by the time the Coast Guard arrived."

When the Muskegon fire boat arrived on scene, they transferred a paramedic over to the RHI, and the crew raced toward Muskegon. Moments later they moored at Station Muskegon where an ambulance greeted the father and son. At the hospital, the father's core body temperature read 89 degrees, up from an estimated 85-degrees in the water. The elapsed time from the moment the boat crew launched to when they plucked the father and son from the water was 18 minutes.

"I guess it just wasn't their time," said Anten.

Maybe so, maybe not? But, it might well have been their time had the crew not shut down the engines and radio allowing them to hear the wail of a desperate child. Bernie Lawrence, 50, and his son Charlie, were later released from Muskegon's Hackley Hospital. The cause of the crash is under investigation.

Also supporting the rescue were reservists LT Tom Gasser, Media Liaison officer; LTJG Paula Malone, Group Duty Officer; BM1 John Hersrud, Station Grand Haven OOD; and TC2 Debra Ball, Group Radio Operator.

The fact that almost the entire response team was reservists was probably more a coincidence than it was unusual since reservists routinely stand duty along with their active duty counterparts at Group and Station Grand Haven. If this rescue shows anything, it's a validation of Group and Station Grand Haven's commitment to *Team Coast Guard.*

"This is an example of *Team Coast Guard* working like it's supposed to," said LT Karl Willis, Operations officer for Group Grand Haven. "Everyone involved performed the way they were trained and beyond. It was a solid rescue; I would expect that from any of our people."

It may have ended differently if...

While refueling the RHI at Station Grand Haven after the rescue, the same boat crew was directed to respond to a mayday south of Grand Haven. The call turned out to be hoax. Had that hoax call been made an hour earlier, the father and son rescue might well have turned into a futile search.

"Hoax calls are not only an egregious assault on the maritime community; they can be life threatening," said CDR Roger Dubuc, Commander, Group Grand Haven.

Ed's note: QMC Tom Rau has served 26 years in the Coast Guard and is serving this summer at Station Muskegon, Mich. He is author of "Boat Smart," a weekly column based on his Coast Guard experiences that is distributed from late May through October in 13 newspapers and one magazine. Check them out at: www.boatsmart.net. Rau can be reached at: trau@jackpine.com. LTJG Paul Fawcett drills at Group Grand Haven and works at Ball State University in Muncie, Ind. as the head of the Aquatics Department. You can reach him via e-mail at: Mrwatersafety@aol.com or pfawcett@gw.bsu.edu.

This month's stop...

South Africa

Story by Captain Paul Rugg, National Sea Rescue Institute of South Africa

Courtesy NSRI Web Site

A five-meter rigid inflatable craft from the Wilderness base (station 23).

Ed's note: This is the fourth in our series on "Coast Guards Around the World." The author of this article, CAPT Paul R. Rugg, lives in Durban North, South Africa and is a semi-retired Master Mariner, having served his whole working life in the British and South African Merchant Marine Services. CAPT Rugg's friend, LCDR Cuyler Heath, USCGR(Ret.), of Ocracoke, N.C., told Rugg about this series of articles running in The Reservist. CAPT Rugg then submitted the following report on the South African National Sea Rescue Institute. Check out the NSRI's Web site at: www.nsri.org.za

Located on the southern tip of Africa, South Africa's coastline extends from the Atlantic Ocean on the western side to the Indian Ocean on the south and east. Though South Africa's Navy has been around since 1922, its National Sea Rescue Institute (NSRI) was formed in 1967 following the sinking of a fishing vessel on the Cape coast with the loss of all 17 on board because of the unavailability of a rescue service. Efforts to start a sea rescue service were then initiated by the letter-writing campaign of Pattie Price, who herself had once been rescued by life boat from a foundering ship in the English Channel. In the 33 years since its founding as the South African Inshore Sea Rescue Service, NSRI has grown considerably into an organization that plays a major role on the South African coastline.

The NSRI plays an important role in the search and rescue organizations in South Africa. South Africa, with a population of

43.4 million people, is obliged by International Laws and Agreements to provide search and rescue facilities off it's coastline in the event of aviation mishaps or maritime disasters. The Department of Transport and their marine division, the Maritime Safety Authority, can call on the services of the SANDT (Air Force and Navy), Portnet, several large marine salvage companies, private air and helicopter services and the NSRI.

The main NSRI office is in Cape Town with regional offices in Port Elizabeth, Johannesburg and in Durban. Despite its steady growth, there are only 17 full-time paid staff members based at Headquarters in Cape Town and in smaller offices in Durban, Port Elizabeth and Johannesburg. Over 650 volunteer members, both men and women, from all walks of life work at 24 rescue bases located along the coastline and one inland. Crew members must be over 18, medically fit, good swimmers, have their own transport and work and live near rescue bases. Their local knowledge of their own waters and coastline is often the key to a successful rescue. High professional standards are required in seamanship, radio work, navigation, lifesaving, first aid, fire fighting, mechanics, helicopter operations, safety and survival at sea and search and rescue techniques. Senior crew are also skilled in search and rescue techniques, disaster management and control. Some crew members also go on to qualify as rescue divers and others as qualified paramedics. All duty crews carry radio pagers for a rapid rescue response and duty controllers also issued cellular telephones.

Currently, the NSRI fleet stands at 52 rescue craft. These craft range from a 13-meter deep sea vessel down to a four-meter surf craft that can be deployed on a high-speed trailer.

NSRI's primary role is search and rescue along the coastline and up to 50 nautical miles seawards. Operations cover a wide spectrum and range from removing sick and injured merchant seamen and fishermen to assisting and rescuing yachtsmen, skiboat fishermen, divers, rock anglers and general swimmers washed out to sea along the dangerous South African coastline. The NSRI also teaches water and boating safety to schools, scout groups, yacht clubs and other service organizations. Groups of schoolchildren are given tours of the NSRI bases during which time its mission and equipment are thoroughly explained.

Since its inception, more than 10,120 rescue missions have been carried out that have resulted in the assisting and saving of over 17,650 lives. Also, 5,350 craft have been towed or assisted. The NSRI has been responsible for or involved in almost 97 percent of all sea rescues along the South African coastline. Of these rescues, 78 percent were small boat-related missions, 14 percent for fishing and merchant vessels while eight percent were for swimmers, animals and others. It is estimated that the cost for an average rescue is approximately R7,500 ($1,209 U.S. dollars).

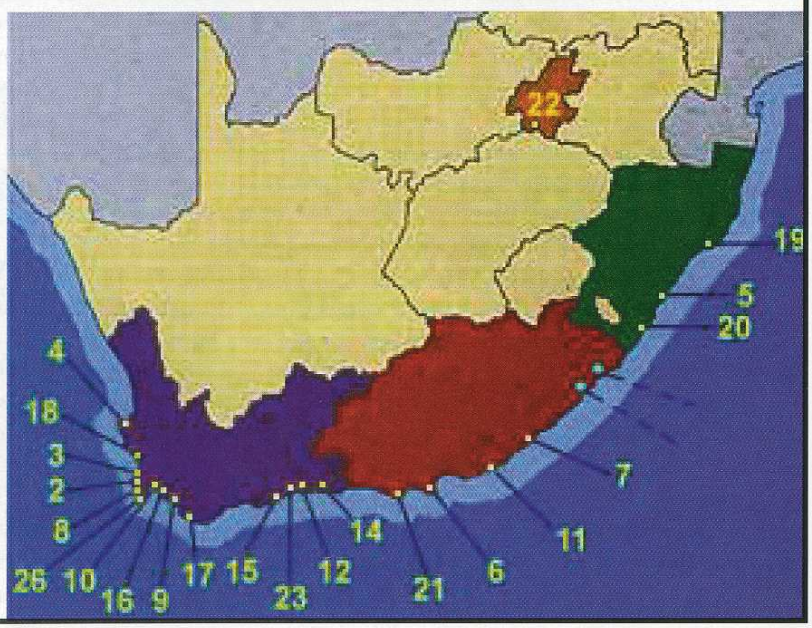
NSRI is a registered section 21 company (non-profit) and, like New Zealand's coastguard, holds fundraisers throughout the country. NSRI's national budget for 1999 was close to R6.2 million ($1 million U.S. dollars). There is no other organization that could take NSRI's place without extensive cost to the taxpayer. NSRI does receive an annual government grant (R300,000 or $48,387 U.S. dollars) as well as other smaller grants from municipalities throughout the country. Fuel grants accounted for 40 percent of NSRI's cost in 1999 and other monies come in via donation appeals, from bequests, street collections, collection boats, sale of insignia and Christmas cards as well as other fundraising activities throughout the country. NSRI has also reinstated subscription membership to help increase funding.

As a changing South Africa looks to the future, the NSRI's main aim is to solidify their present position and concentrate on improving the sea rescue activities along the coastline and to continue promoting water and boating safety both inland and offshore.

NSRI Stations in South Africa

2 Bakoven
3 Table Bay
4 Saldanha Bay
5 Durban
6 Port Elizabeth
7 East London
8 Hout Bay
9 Gordons Bay
10 Simonstown
11 Port Alfred
12 Knysna
14 Plettenberg Bay
15 Mossel Bay
16 Strandfontein
17 Hermanus
18 Melkbostrand
19 Richards Bay
20 Shelly Beach
21 St. Francis Bay
22 Vaal Dam (inland)
23 Wilderness
26 Kommetjie

Auxillary Stations
— Coffee Bay
— Port St. Johns



Courtesy NSRI Web Site

The Coast Readiness Mana

By CDR F. X. O'Byrne, Jr., USCG

Ed's note: This is the first of a two-part series CDR O'Byrne has penned on readiness. CDR O'Byrne is a Coast Guard Fellow, at the Center for Naval Analyses in Alexandria, Va. Comments may be directed to him at: obyrnef@cna.org.

The Commandant said in his March 2000 State of the Coast Guard address, "...we must focus on restoring our readiness and shaping our future." RADM R. Dennis Sirois, Director of Reserve & Training, devoted an article to Coast Guard readiness in the March 2000 edition of *The Coast Guard Reservist* magazine. The Area Commanders have directed some routine operations and training be curtailed to lessen the strain those operations are having on unit readiness. Readiness: it's the word we all hear and read about and this article continues that trend, with some background thoughts and a brief look at the Coast Guard's new Readiness Management System.

Coast Guard Reservists live and breathe readiness; always have — always will. Readiness is the sine qua non of the Coast Guard Reserve. Reservists are justifiably proud of their accomplishments performing Coast Guard missions. Indeed, the Coast Guard wouldn't be what it is today if not for past and present contributions of its Reserve Component. For example, 12 reservists were recalled following the crash of Alaskan Air 261 off the coast of California. And an all Reserve boat crew rescued a father and his 12-year-old son when their plane crashed into Lake Michigan in April (see the cover story in this issue on page 10). With the Reserve so thoroughly integrated into the active duty forces, reservists see first hand readiness problems affecting the Coast Guard.

How can the Coast Guard get a handle on this readiness problem? Many of you may be familiar with SORTS, the Status of Readiness and Training System. SORTS is used throughout the four Department of Defense (DoD) services, but in the Coast Guard we basically use it only for our major cutters and port security units. The system does what it says: It produces a numeric indication of the status of the readiness and training of the unit completing the forms. That may be fine and well for the cutters and PSUs. But the Coast Guard is made up of more than just cutters. What about the readiness status of the small boat stations? Or the groups? The MSOs? The air stations? How do we measure readiness at those and other units? The short answer is that we don't measure it, and that's part of our readiness problem.

Most servicemembers who've been around the Coast Guard for a while have the experience to know when the readiness of the unit they serve at is not up to what it could be or should be. Those servicemembers know — call it intuition, or deduction, or just a gut feeling — when something at their unit is not as it should be. And those servicemembers could probably identify the roots causing the readiness problem at their unit. And that's great! It's that type of experience — the ability to see what's causing a problem — that enables the crew to take action to remedy the situation, if they can.

When the remedy is within the grasp of the members assigned to a particular unit, I'll wager those same members fix the problem, or at least come up with a satisfactory work around. The difficulty is that with funding and personnel problems growing — for all number of reasons: old equipment, growing economy and so forth — the solutions to many of the readiness problems servicemembers face at their units are systemic and are beyond the ability of the unit to fix. Units can't grow money and they can't hire people. So, problems with maintenance or whatever start growing and readiness begins to go down. All of us have heard of this happening; many of us have experienced it, and continue to experience it first hand.

What's Being Done

What's being done about these readiness problems? One of the major things being done was mentioned above, i.e., the direction by the Area Commanders to reduce routine operations so that we'd be certain to be ready when the next emergency, which we all know is coming, arrives. Another thing being done is the creation of the Readiness Management System.

The Readiness Management System (RMS) is being developed by the Readiness System Development Team (RSDT). The team is made up of four full-time Coast Guard men and women, with another 15 part-time members. It is their work that has produced the RMS, with

Guard's gement System

the approval and full backing of the Coast Guard Leadership Council (LC). The LC is comprised of the Commandant, the Vice-Commandant, the Chief of Staff, the two Area Commanders, and the Master Chief Petty Officer of the Coast Guard.

What is the RMS? What is it going to do? And how do you play a part? First off, the RMS is not a silver bullet; it's not going to solve readiness shortfalls. What it is going to do is give the Coast Guard a system to measure readiness throughout the entire service. As I said earlier, SORTS is a system to measure and report on unit readiness, and that the service had no other servicewide method to measure and report on the readiness of all its units. Well, RMS will become that system. By the time you read this, the RMS will be involved in a pilot project at several small boat stations and groups.

While many experienced personnel "know" when their unit is not up to snuff with readiness, RSDT members wanted to find out what things those experienced individuals relied on to "know" the state of readiness at their units. So, RSDT members visited several small boat stations and groups to find out what things were important to those units for determining unit readiness. The RSDT then took those things and created a readiness measurement framework instrument that eventually will be completed, and routinely updated by all units on the Coast Guard intranet.

So what? More paperwork to tell us what we already know? Perhaps, in a way. Completing the measurement tool will likely tell you what you already know: you're short billets, short bodies, short funding, and your equipment is older than California's giant redwoods. However, one of the team's fundamental principles is that units should only have to provide the information that can only be known at the unit level...and that all other information should be derived from other sources. For example, why should the unit commander or exec have to keep track of people or billets? There are perfectly good databases at OSC Martinsburg, W.Va. for that. The database would even have what schools a person has attended. But the database cannot know when the unit commander certifies a coxswain, or when a member qualifies on weapons, or when people are in the hospital.

That's what is meant by "complete the instrument." Completing the instrument tool won't solve a unit's readiness problems and it won't "manage" them, as its title implies. What the RMS will do both locally and servicewide is enable responsible personnel to: (1) get a handle on what readiness problems are affecting Coast Guard units, locally and servicewide, and (2) put into action plans to improve readiness.

Eventually, all units in the Coast Guard will be reported in the RMS. The goal is for the system to provide Coast Guard leaders with accurate, current, servicewide information on factors impacting unit readiness. It will give the unit CO the ability to make better, informed decisions about where to put scarce resources *today*, where to focus effort on preparing for *tomorrow*, and will also give the CO a tool to *communicate needs* up the chain of command while getting the job done today. Providing our service leaders with that information will enable them to better manage our limited resources on a servicewide level, and may get you some help on the local level. The important things about the RMS are that it's a servicewide system, that it's current — routinely kept updated on the Coast Guard Intranet, and that responsible personnel will have timely access to the data for improved decision making regarding readiness problems and solutions.

What You Can Do to Help

What can you do to help in this effort to more effectively manage Coast Guard readiness? When you get wind that the RMS has come to your unit, be supportive of unit efforts to provide the most accurate information you can when completing the measurement tools. The system is being designed to foster learning, so any improvements in the system itself will be welcome. The effectiveness of the system will depend in large part on how accurate the information you provide correctly reflects the situation at your unit. Together we can all do our part to improve Coast Guard readiness, one step at a time. Your support of the RMS is one of those important first steps to be sure we keep the *semper* in *Semper Paratus.*

Is the Cash-Strapped Coast Guard's New Motto Really...

Semi Paratus?

By Jayson Spiegel, Executive Director
Reserve Officers Association

Ed's note: This article was originally published in The Washington Times *on May 12, 2000, and is reprinted here with permission of* The Washington Times. *Spiegel is executive director of the Reserve Officers Association.*

Despite all the talk about defense budget increases and the need to modernize our armed forces, one service is in danger of being left behind.

Although no service does more with less, budget cuts seriously endanger the readiness of the Coast Guard. In fact, due to budget shortfalls, the Coast Guard was left with no choice but to slash certain operations by 10 percent.

Simply put, underfunding the Coast Guard imperils the safety, security and prosperity of Americans at home and on the high seas. From saving lives at sea and responding to oil spills, through drug interdiction and alien migrant interception, to prevention of the smuggling of weapons of mass destruction, the Coast Guard frequently will be the first and sometimes the last line of defense for the U.S. homeland, particularly on our maritime borders.

While the Coast Guard is one of the most admired institutions of government, it tends to be forgotten during the budget wars. Although the Coast Guard attended all of last year's readiness meetings with the president, the Coast Guard was not included in the emergency supplemental legislation that the administration submitted to Congress. Only after bringing this omission directly to the attention of Congress was the Coast Guard able to secure some funding in the 1999 Emergency Supplemental.

Again this year, the supplemental funding request for the armed services failed to provide sufficient funds for the Coast Guard's most pressing readiness needs.

On top of that, the president's budget sought to slash the Coast Guard Reserve by almost 10 percent, even though the requirements for the Coast Guard Reserve have increased exponentially. In fact, no other Reserve force is as fully integrated into its active duty counterpart as is the Coast Guard Reserve.

Underfunding the Coast Guard is particularly distressing because the United States has always been a maritime nation. Earlier this year, in its report to the president, the Interagency Task Force on U.S. Coast Guard Roles and Missions "reinforced the value of a multi-missioned Coast Guard with law enforcement, and humanitarian-focused emergency-response authority, and military capability...."

As anybody at the Pentagon will tell you, freedom isn't free. The same is true for maritime security. If we are to preserve that security we must be willing to fund the Coast Guard sufficiently. This state of affairs is also ironic. *Government Executive Magazine* reported in March that the Government Performance Project gave the Coast Guard its highest mark — an overall A — for the second time. Clearly, the Coast Guard is as efficient and cost-effective a governmental entity as any taxpayer could hope for. Although the FY2001 budget does request a 14 percent increase in Coast Guard funding, the real test is yet to come.

The measure of the Coast Guard's fiscal health will be taken next year, when its acquisition budget must double from $400 million to $800 million for the next 15-20 years to pay for rebuilding the Coast Guard's aging deep water fleet. The age of the fleet is indeed striking. When the cutter *Laurel* was recently decommissioned, it completed 58 years of service, meaning it dated back to World War II.

Although the Coast Guard has squeezed every efficiency out of its critical deep water recapitalization project, maritime security cannot be assured into the 21st century without sufficient funding for modern ships. Every day, the Coast Guard labors on in relative obscurity. Since 1790, it has defended our maritime borders and sovereignty, conducted daring rescues, interdicted drugs and illegal aliens, ensured security of our ports and waterways and responded to oil spills.

For two centuries, the Coast Guard has lived up to its motto, "Semper Paratus," always ready. But without sufficient funding, will the Coast Guard be reduced to "Semi Paratus," sometimes ready?

As we enter the summer boating season, think about the men and women of the Coast Guard who stand watch over our waterways and know that without sufficient funding to ensure a robust Coast Guard, America's borders and maritime security will be endangered as we enter the 21st century.

Bravo Zulu...

• ***CWO3 Curtis W. Bradley***, D7 Tactical Law Enforcement Team, is the 1999 recipient of the CAPT David H. Jarvis Award for Inspirational Leadership. ***BMC Brian Klimeck*** is the 1999 recipient of the Douglas A. Munro Award for Inspirational Leadership. ALCOAST 152/00 announced both the Jarvis and Munro Awards.

• The Coast Guard Integrated Support Command New Orleans is the first and only military organization to win the Louisiana Quality Award sponsored by the Louisiana Department of Economic Development. The award is presented to an organization that achieves the highest statewide Malcolm Baldridge ratings.

• ***LT Olen F. Roberts, Jr.***, USCGR, has been recognized by the Reserve Officers Association Brigade of Volunteers for extraordinary volunteer service within his ROA chapter.

• Recruiting Awards were recently presented for 1999 at Coast Guard Headquarters. Recruiter of the Year was ***TC2 Isabel Caporale*** of Recruiting Office Newark, N.J.; Reserve recruiter of the year was ***BMC Greg Satchwell*** of Recruiting Office Tampa. Reserve Recruiting Office of the Year was ***Tampa, Fla.*** Congratulations to all!

• ***MCPO Dave Franz*** of the Coast Guard Yard has been selected as Firefighter of the Year for American Legion Post 20 in Baltimore. Franz is a lieutenant with the Baltimore City Fire Department and a CG Reservist since 1986.

Know a CG Reservist who should be recognized in this section? Send it in via regular mail to Commandant (G-WTR-2) or via e-mal to: ekruska@comdt.uscg.mil

Photo courtesy of LCDR Bryan R. Emond, MSO Milwaukee

Wisconsin state Rep. Steven L. Nass, left, presents the Wisconsin Military Achievement Award to Coast Guard Reservist MK1 Charles G. Barclay of MSO Milwaukee. Barclay was among 47 enlisted members of the seven Reserve components to receive the award at the state capitol in Madison last fall. This was the 35th year for these military awards.

Photo courtesy BM1 Eric Renker

Coast Guard Reservist BM1 Eric Renker, center, receives a Silver Beaver Award from Mr. Paul Druoin, Chairman of the West Central Florida Council Silver Beaver Selection Committee, while wife Pamela looks on. Renker, an Eagle Scout who drills at Station Sand Key, Fla., received the award Feb. 17 for his dedication to scouting. He was one of only five Silver Beaver recipients out of over 5,000 Council volunteers. It is scouting's second highest award.

Awards & Medals

DOT SUPERIOR ACHIEVEMENT AWARD

YNCS Stewart T. Shoulta, PC, G-OPN*
** Awarded for work at G-OPN as civilian for USCG*

LEGION OF MERIT

CAPT Richard Tinsman, G-SI/Y2K
CDR David Roundy, G-SI/Y2K

CG COMMENDATION MEDAL

CDR William C. Doty, MSO/Grp Phil.*
**Gold Star in of second*
LT Sanford Sears, G-SI/Y2K
LT David Teska, G-SI/Y2K
CWO4 William Turner, G-SI/Y2K

CG ACHIEVEMENT MEDAL

CDR Charles Adams, G-SI/Y2K
LCDR Lee A. Handford, w/O, PSU 305
LT David R. Allen, ISC Honolulu (fot)
LT William F. Davenport, w/O, PSU 305
LT Karl S. Leonard, PSU 305
LT Susan M. Mercurio, MSO Wilm. N.C.
LT Alan L. Yelvington, Gp Astoria, Ore.
FSCM Robert A. Dugin, PSU 305
PSCS Wayne G. Miesen, PSU 305
YNCS Stewart T. Shoulta, Act. Balt.
PSC George W. Young, PSU 305
PSC Monty Willaford, PSU 305
YNC Jerry Lyons, G-SI/Y2K
YNC Mary J. Strange, MSO Tampa, Fla.
ET1 Wesley R. Hoggard, PSU 305
MK1 Joseph M. Craig, w/O, PSU 305
GM2 Greg Colvin, PSU 305
GM3 Nathan Encrapera, PSU 305
FS2 Joe R. Winstead, PSU 305
IV2 David M. Cheesman, PSU 305
YN2 Jennifer Hull, G-SI/Y2K
Staff Sgt. Stephen McKinney, w/O, USA

COMMANDANT'S LETTER OF COMMENDATION

LTJG Jim Johnson, MSO Boston
FS1 Earnie Duffy, ISC New Orleans
SK1 James Mitchell, MSO Tampa, Fla.
YN1 George Paidousis, MSO Pitts.
YN2 Linda C. Peters, MSO Tampa, Fla.
BM3 Heather Hammond, Sta Yankeetown, Fla.
MK3 Tony Hardy, PSU 305

MERITORIOUS TEAM COMMENDATION

ISC Honolulu (fot)
CGC Sumac (WLR 311)*
** Reserve Team: BMC Timothy M. Jasina, MKC William O. Doerr, FS2 Dave Thomas, BM3 Timothy W. Braun, SN James Brackett III, and SN Jeremy Ferris.*

USCG Operations System Center, W.Va.*
** LT Raymond Brown, BM1 Reginald Perry, GM1 William Coachman, Jr., MK1 Jerome Lowery, MK1 Joseph Craig, GM2 Stuart Ellington.*

SOUTHWEST ASIA SERVICE MEDAL

PSU 305, Fort Eustis, Va.*
** Awarded to 65 members participating in Bright Star 00*

ARMED FORCES RESERVE MEDAL

BM1 Gary S. Pettit, D9*
** Silver hourglass for 20 years service*

Have you received an award recently that you'd like to see published in this section? Send a copy of your citation to Commandant (G-WTR-2) and it will be published when space permits or when enough awards build up to warrant publication of this section.

ESGR Awards

Employer Support of Guard and Reserve offers four different awards for employers supportive of reservists. The four awards include the following:

• **My Boss is A Patriot:** This is a certificate of appreciation plus a lapel pin that is sent to every employer nominated by an individual reservist. The nomination may be submitted at any time. There is no cutoff date and the program is a continuing effort. The award nomination is sent to NCESGR's Awards Section via the commanding officer of the nominating reservist's unit (see form on page 21).

• **State Chair's Award:** A limited number of these plaque-mounted certificates are presented annually by state committees for employer support. The award recognizes employers who have gone above and beyond the legal requirements for employer support.

• **Pro Patria Award:** This award is Latin meaning "for the Nation." The award symbolizes the patriotism of the recipients as employers who have demonstrated support of the national defense by adopting policies that make it easier for employees to participate in the National Guard and Reserve. Each state may only give one award annually.

• **Employer Support Freedom Award:** This is the top award in the program. The award recipient is an employer who must meet approximately 20 demanding criteria for superior support of reservists and Guard employees.

Check out ESGR's Web site at: *www.esgr.org* or call them at ***1-800-336-4590*** for more information.

My Boss is A Patriot Awards

• **Leonard R. Richileau**
Citizens Insurance, Howell, Mich.
Nominated by Steve R. Lain, PSU 309

• **Apex Telecomms. Mfg. Inc., N.H.**
Nominated by Russell J. Smith Station Portsmouth Harbor, N.H.

• **Chief James Higginbotham**
City of Parma Fire Dept., Ohio
Nominated by John Craig, PSU 309

• **Steven Kopczynski, York County**
Fire and Life Safety, Yorktown, Va.
Nominated by Dennis Davis, PSU 305

EMPLOYER SUPPORT OF THE GUARD AND RESERVE

"My Boss Is A Patriot"
Award Nomination Form

Please print legibly or type all information requested on this form.
We cannot process your nomination without complete information.

This section pertains to your civilian employer, employer-owner or supervisor:

Nominee's Name: _____
(As it should appear on the certificate)

Business/Company Where You Work: _____
(Write out the company's full name)

Street Address: _____

City: _____ State: _____ Zip: _____ Phone: _____
(Include area code)

This section pertains to you, the nominator:

Your Complete Name: _____

Rank: _____
(Please spell out, don't abbreviate.)

Daytime Phone: _____
(Include the area code)

Your Component: ARNG USAR USNR USCGR
(Circle one) ANG USMCR USAFR

IRR or IMA (Circle one only if it applies to you.)

Street Address: _____

City: _____ State: _____ Zip Code: _____

This section pertains to your National Guard or Reserve unit:

Your Unit: _____
(Please spell out, don't abbreviate.)

Unit Address: _____

Unit City: _____ State: _____ Zip Code: _____

Your Commander's Name: _____ Rank: _____

The Certificate of Appreciation is forwarded to the unit commander in a presentation folder.
Your boss may be eligible for higher recognition, but only if you take the time to explain!
Please attach a few lines on a separate sheet of paper to explain why your boss deserves this recognition.
Mail to: Awards Office, NCESGR, 1555 Wilson Blvd., Suite 200, Arlington, VA 22209-2405.
For more information, call 1-800-336-4590 or check the ESGR Web site: www.esgr.org

IN BRIEF

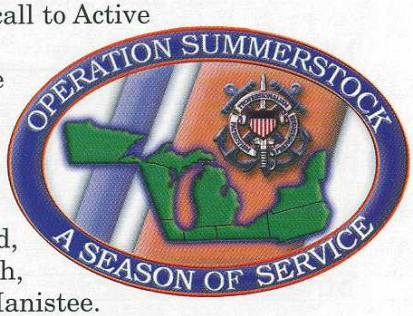
• **CGR RECRUITING CARDS** — Coast Guard Reserve perforated recruiting cards were included in the July/August 1998 and June 1999 issues of *The Reservist*. A box full of 500 of these sheets (20 cards per sheet) remain in stock and are available to interested reservists on a first-come, first-serve basis. Simply drop us a note or e-mail requesting these cards. Include the number of sheets you would like with your return address. Mail to: Commandant (G-WTR-2), USCG HQ, 2100 Second Street, SW, Washington, DC 20593-0001 or e-mail: *ekruska@comdt.uscg.mil*.

• **CITIZEN-SAILORS IN LAW ENFORCEMENT** — The theme of *The Reservist Magazine's* 7th annual citizen-sailor issue is "Citizen-Sailors in Law Enforcement." If you're in the law enforcement field in some capacity at the local, state or federal level, we'd like to hear from you. Submit 100-200 words about your job with an "action photo" if possible. Electronic text submissions are preferred but hard copies by regular mail are perfectly acceptable. Prints, slides or digital images are acceptable but 35mm prints or slides are preferred. Please see the May 1999 issue, page 18 (*www.uscg.mil/reserve*), "How to Get Published in The Reservist" for story and photo suggestions. ***Deadline is July 21, 2000***. Please submit to: Commandant (G-WTR-2), USCG Headquarters, 2100 Second Street, SW, Washington, DC 20593-0001 ATTN: Citizen-Sailors in Law Enforcement.

• **CIVILIANS WHO SUPPORT RESERVE PROGRAM** — *The Reservist Magazine* would like to spotlight civil service employees who work for the Coast Guard Reserve program. Some of these civilians also drill as reservists — all the better. But we need your help to pull this off. Send us a 100-200 word article and a photo of your special CG civil servant (busily at work if possible). Deadline is July 1, 2000 (extended for previous issues). Send to Commandant (G-WTR-2), USCG Headquarters, 2100 Second Street, SW, Washington, D.C. 20593-0001. ATTN: Civilians for CGR.

• **MUNRO HALL FOYER REDESIGN** — The Chief Petty Officers Association at TRACEN Cape May is in the process of redesigning the Munro Hall Recruit Barracks foyer to honor the legacy of SM1 Douglas A. Munro. If you would like to contribute, mail your check to: Cape May CPO Assoc., c/o MCPO Ed Lerma, Chapter Treasurer, 1 Munro Ave., Cape May, NJ 08204. Contact him at either 609-898-6310 or e-mail at: *elerma@tracen-capemay.uscg.mil*. The dedication is tentatively set for Sept. 27, 2000.

• **OPERATION SUMMERSTOCK 2000** — The 9th District's annual program is already underway but excellent opportunities still exist for members of *Team Coast Guard* — including Retired Reservists (RET-2) — to volunteer for ADSW-AC assignments. Members in RET-2 status who were previously qualified during the last 12 months either on standard or non-standard Coast Guard small boats as a coxswain, engineer or crew member are encouraged to apply for Recall to Active Status for the duration of Summerstock. Duty will be at one of the following D9 SAR stations: Alexandria Bay, Niagara, Sackets Harbor, Marquette, Bayfield, Washington Island, Grand Haven, Harbor Beach, Ludington and Frankfort/Manistee. Most billets will be available from June 7 to Sept. 4 to volunteers who are willing to serve a minimum of 45 days. Interested personnel should contact YN2 Patricia Feeney, D9(osr), at 216-902-6116 (*pfeeney@d9.uscg.mil*) or CWO Bob Hargrove, MLCLANT (pf) at 757-628-4496 (*rhargrove@mlca.uscg.mil*).



• **PERSONNEL MANUAL ON-LINE:** Great news for all personnel who manage Coast Guard personnel policy. Commandant (G-WPM-1) has put the Personnel Manual on the internet. This is a significant accomplishment in getting info and policy out to all of *Team Coast Guard*. Congratulations to ***LCDR Roger Mason*** and his team, including webmaster ***LT Andrew Neimann*** for a job well done. Check it out at: *http://www.uscg.mil/hq/g-w/g-wp/g-wpm/WebHelp/WHStart.htm*

• **RESERVE AVAILABILITY POOL (RAP) CHANGE** — An important policy change has been implemented for those using the RAP. All entries in the pool will be deleted from the Web after one year unless updated or an extension is requested by the member. Many entries appear obsolete (retirement, promotions, unit changes, etc.). If you currently have an entry online, please review it for accuracy and e-mail the webmaster to date stamp your entry, update it or delete it. Webmaster's e-mail is: *skrisher@comdt.uscg.mil*

• **RESERVE SERVICE WIDE EXAM** — The date of this year's test is Saturday, Oct. 21, 2000, so mark your calendar now! To be eligible, your MRNs, Performance-Based Rating Quals, and EOCTs must be completed by June 30, 2000. You also need to have your regular current rating evaluation completed by May 31, 2000, and submitted to HRSIC (adv) no later than July 1, 2000. Special evaluations for those who need one must be dated no later than July 1, 2000. The most common reason for a required special evaluation is a recent advancement. If

you were recently advanced, you must have an evaluation in CURRENT PAY GRADE to be eligible to participate in the SWE. Without an eval in CURRENT PAY GRADE, you have not been recommended by your Commanding Officer to participate. Reserve SWE questions may be directed to HRSIC Advancements (adv) at 785-357-3400 or e-mail: *hrsic-adv@hrsic.uscg.mil; FAX: 785-295-2668.* Also, check out the Coast Guard ServiceWide Exam Web site at: *www.ddd.communitech.net/swem/shtml*

• **RESERVISTS FOR OPSAIL 2000 —** The 1st District is soliciting for Active Duty, Reserve and Auxiliary volunteers who are qualified coxswains, crew members or engineers to serve on TAD/ADSW-AC in support of OPSAIL 2000 events at New York City from July 1-11, 2000. Multiple boat crews will be needed as well as boarding officers and team members. For more information, contact YNC Guyon or LTJG McGuire at 617-223-2371/3463. LANTAREA cutter personnel with command approval submit requests to MLCLANT (pf) to CWO Hargrove/LTJG Reed at 757-628-4496/4495/FAX 4511. Other LANTAREA personnel with command approval contact your servicing ISC (pf). Interested auxiliarists should submit their request to LANTAREA (AQAX) via their leadership chain.

• **RIBBON CHECKER** — Not sure where certain ribbons go when putting on your uniform? Now there's a web site that can help. It allows you to simply check your ribbons and what order they should be in. Check it out at: *http://kepler.egr.duke.edu/USCGRibbons.html*

• **TRACEN CAPE MAY ADSW** — Several openings possible for late summer/early fall for 30-60 days ADSW. Instructors, PERSRU, gym assignments and medical may be available. Contact Mr. James Kunec at 609-898-6522.

Upcoming Events

JUNE 2000

• **OPSAIL 2000** — This millennium tall ship celebration runs from late May through late July on east coast ports including: San Juan, May 25-29; Miami, June 7-10; Norfolk, June 16-20; Baltimore, June 23-29; Philadelphia, June 23-29; New York, July 3-9; New London, July 12-15; and Portland, Maine, July 28-31. Contact OpSail 2000, 1615 I Street, NW, Suite 900, Washington, DC 20036. Web site: *www.opsail2000.org*.

• **ROA SUMMER CONVENTION —** The ROA, which this month marks the 50th anniversery of its congressional charter, will hold it's summer meeting at Milwaukee Hilton, Milwaukee, Wis., June 21-24, Contact ROA, 1 Constitution Ave., N.E., Washington, D.C. 20002. 202-479-2200. FAX: 202-479-0416. Web: *www.roa.org*

• **ENLISTED PERSONS OF THE YEAR** — Both Active and Reserve EPOYs will be honored the week of June 19-23 in Washington, D.C. Main ceremony is set for Friday, June 23, CGHQ cafeteria, at 9 a.m. Contact Office of MCPO-CG at 202-267-2397 or your Command Master Chief for more information.

• **COAST GUARD AUXILIARY 61ST BIRTHDAY** — The Auxiliary was originally called the Reserve when it was established June 23, 1939. Check out their Web site at: *www.cgaux.org*.

JULY 2000

• **RADM RIKER'S RETIREMENT** — RADM J. Timothy Riker, USCGR, will retire after 30 years, 21 days and a wake-up! The ceremony is Friday, July 14, at TRACEN Cape May, N.J., 11 a.m. Contact: CWO3 Bill Carson, TRACEN Cape May, N.J., 1 Munro Ave., Cape May, NJ 08204. 609-898-6969; E-mail: *wcarson@tracencapemay.uscg.mil.*

It's CG Auxiliary birthday time June 23... and summer is CG Festival time in CG City, USA!

• **COAST GUARD FESTIVAL** — July 28-Aug. 6, in Grand Haven, Mich. National Memorial Service, Aug. 4; parade and fireworks, Aug. 5. Contact: U.S. Coast Guard Festival, P.O. Box 694, Grand Haven, MI 49417. 616-846-5940 or 1-888-207-2434. Web: *www.grandhaven.com/ghcgfest.*

AUGUST 2000

• **COAST GUARD'S 210TH BIRTHDAY** — Coast Guard Day is, of course, Aug. 4! Isn't it about time your command started planning your event? For a listing of Coast Guard Day picnics across the nation, check Fred's Place Web site at: *www.fredsplace.org*. To have your picnic listed, e-mail Barb Chiles at: *barb@fredsplace.org*.

• **CGC SPAR LAUNCHING** — Christening and launching slated for Aug. 12, 10 a.m. at Marinette Marine Corp., Marinette, Wis. The new *CGC Spar* replaces decommissioned World War II cutter that honored Coast Guard Spars (Women's Reserve). Contact YNC James West, Pro-Marinette, 1600 Ely Street, Marinette, WI 54143-2434. 715-735-4109. E-mail: *jwest@promarinette.uscg.mil* Web site: *www.uscg.mil/hq/g-a/awl/bclass/*

• **CHIEF PETTY OFFICER CONVENTION** — Aug. 28-Sept. 1, 32nd annual at Clarion Hotel in Mobile, Ala. For info, contact BMCS Jack Crowley, 334-649-8800 or E-mail: *jjccc99@aol.com*

• **OLD TIMER'S PICNIC** — Following the CPOA 32nd annual convention in Mobile, Ala., Sept. 2, hosted by Mobile CPOA Chapter. Contact BMCS Jack Crowley, 335-649-8800 or e-mail: *jjccc99@aol.com*

Recent Retirements

DECEMBER 1999
YNCS Joe E. Tirado, D11

MARCH 2000
CDR Orlando Amoroso, D11*
EMC Ronald Nathan, D11

APRIL 2000
LCDR Debra C. Buchanan, D13
CWO4 Donald B. Boyd, D7
TCCM Arthur P. Brisco, D1
MK1 Arthur G. Patterson, D11
QM1 John R. Manuto, D11
PS2 Robert T. Morrow, D7
SK2 Gabriel Amaral, D14

MAY 2000
CAPT Jon S. Beasley, D8*
CAPT John A. Grippi, D11*
CAPT Terence McCabe, D1*
CAPT Lawrence F. Merlino, D1*
CAPT Terrence E. Sauvain, D5*
CDR Charles T. Barrett, D8*
CDR James R. Beaupre, D8*
CDR Virgil P. Caselli, D11*
CDR Page Croyder, D5
CDR William H. Jones, D1
CDR David G. McDougall, D5
CDR Robert L. Rice, D9*
LCDR Dennis W. Bowman, D8*
LCDR Richard A. Kidder, D1*
LCDR Edward G. Pick, D5*
LCDR John A. Rafferty, D1*
LT Lyman E. Barger, D8*
LT Michael J. Edmonson, D11
CWO4 Charles T. Burgamy, D13*
CWO4 Willie O. Kelly, D7
CWO4 Donald W. Johnson, D5
CWO4 William J. Mantz, D5
CWO3 Thomas H. Coleman, D1*
CWO2 Kelvin D. Dixon, D5
ETCM Earl W. Bloodworth, D7*
PSCS Garald L. Arnett, D11*
PSCS William O. Jones, D5
QMCS Raymond P. Burke, D1
BMC Dennis P. Olvany, D8
FSC Fred Vogel, D1
MKC Michael J. Bussjaeger, D5
MKC Walter E. Doolittle, D13*
PSC David W. Daniels, D5
PSC Stephen J. Kelley, D1
RDC Joseph M. Long, D1
SKC William R. Head, D11*
YNC Frank X. Colla, D1
YNC John J. Williams, D5
FS1 Henry D. Yarborough, D8
HS1 Gerald W. Connolly, D1
IV1 Irwin A. Bock, D9*
MK1 Ronald R. James, D8
MK1 Douglas F. McGar, D13*
MK1 Bill H. Mintun, D11*
MK1 Henry P. Serafini, D1
MSTI Murray L. Kurzman, D1*
PS1 Ronald W. Ferger, D5*
PS1 Jon W. Littlefield, D1
PS1 Robert W. Ray, D8*
PS1 Mary S. Wood, D7*
SK1 Thomas D. Stanton, D1*
YN1 Robert A. Rega, D7*
BM2 Donald W. Bryden, D9*
BM2 Fredrick J. Hansen, D13
BM2 John T. Lincoln, D5*
EM2 Jack Fortmeyer, D9*
PS2 Andrew V. Saba, D1*
EM3 Jack L. Mintun, D11*
PS3 Kevin J. Pretty, D1

JUNE 2000
YN3 Stella M. May, D8

** RET-1 (Retired With Pay); all others without * are RET-2 except where noted. Source: HRSIC (ras). If you recently retired and do not see your name here, that means we have not yet received your paperwork from HRSIC (ras). Be patient...it will be printed!*

Upcoming Reunions

AUGUST 2000

• **CGC WESTWIND (WAGB-281)** — Crew Reunion 2000! Aug. 25-27 at Wyndham Milwaukee Center Hotel. Contact: Frank Roberts, 115 Carl Seitter Drive, Wilmington, NC 28401. Days: 910-232-0494, Evenings: 910-762-0900, FAX: 910-343-8045, E-mail: *olenf@gte.net*

• **CGC COURIER (WAGR/WTR-410)** — Aug. 31-Sept. 4, Nashville, Tenn., former crewmembers and those associated from 1952-74 invited. Contact: LCDR Rob "Scotty" Hathaway, USCG(Ret.), 43 Medinah Dr., Reading, PA 19607-3398. 610-777-7567. E-mail: *scotty@nni.com*

SEPTEMBER 2000

• **CGC BIBB (WPG/WAGC/WHEC-31)** — 9th biannual reunion, Sept. 21-24, Virginia Beach, Va., Contact Richard Olson, 574 Wyoming Ave., Maywood, NJ 07607-1542.

OCTOBER 2000

• **WWII GREENLAND PATROL** — Ships, shore stations and aircraft units of USCG, Navy and Army 500th AAA Battalion. Oct. 1-5, in Branson, Mo. Contact John Stamford, 1533 Wales Avenue, Baldwin, NY 11510. 516-223-1467. E-mail: *jstam8885@aol.com*

• **USCG LIGHTSHIP SAILORS** — Oct. 5-7, Baltimore, Md., Contact: Marty Kryzwicki, 94 Albemarle St., St. Paul, MN 55117. 651-488-6166. E-mail: *marty.k@juno.com*

• **YORKTOWN REUNION** — Oct. 20-22, reunion for all instructors, administrators, students, active duty, reserve, retired at Yorktown, Va. For info, contact CDR R.W. Falhaber, USCG(Ret.), 5 Bloebill Drive, #511, Naples, FL 34108. 941-597-8688.

• **ALL COAST GUARD REUNION** — Oct. 22-26, at Fort Mitchell, Ky. (near Cincinnati), Drawbridge Inn, ADM Loy, USCG Commandant, is keynote speaker. Contact: CWO4 Baker Herbert, USCG(Ret.), P.O. Box 544, Westfield Center, OH 44251, E-mail: *USCGW64@aol.com*

MAY 2001

• **CGC RUSH (WHEC 723)** — 1970-71 Vietnam tour is holding a reunion May 6-10, in Las Vegas, Nev. Contact: Royal Baby John A. Vogel, 520-783-3625 or e-mail: *lrvogel@cybertrails.com*

■ **LT Sol J. "Salty Sol" Fleischman**, USCGR (Ret.), 89, of Sun City Center, Fla., passed away April 20, 2000. Born Sept. 10, 1910 in Hawkinsville, Ga., he was a well-known Tampa Bay radio and television personality and a true pioneer in broadcasting. An Eagle scout, he served in the Coast Guard aboard the *USS Huron* (PF-19) as a damage control officer during World War II. He began his broadcasting career at 18 doing play-by-play of football games by telegraph at WDAE-AM and began his TV career with WTVT/Channel 13 in 1956 with a nightly sports and fishing show. He was also part of Channel 13's daily morning show with Ernie Lee. He interviewed sports personalities from Babe Ruth to Babe Zaharias, from former Coast Guard Reservist Jack Dempsey to Pete Rose. He fished with President Hoover, baseball great Ted Williams, golfer Jimmy Demaret, musician Benny Goodman and beer magnate Gussie Busch. Among his many awards and honors, he was inducted into the International Fishing Hall of Fame, Tampa Sports Hall of Fame and elected to the University of Florida Athletic Hall of Fame. Twice he was named Florida's No. 1 Conservationist. In 1988, the Gandy Boulevard boat ramp at the Coast Guard Auxiliary building was renamed the "Hillsborough County Salty Sol Fleischman Boat Ramp" by the Tampa City Council. He considered that his greatest honor. He is survived by his wife, Helen; two sons, Sol, Jr. and Marty; stepsons Mike Sweat and Don Corwin; brothers David and Joe; sisters Adeline Rosenblatt, Freda Rosenblatt, and Florine Fleischman; five grandchildren. At his request, there was no funeral service and he was cremated. Donations can be sent in his name to the Tampa Bay History Center, P.O. Box 948, Tampa, FL 33601. 813-228-0097.

■ **LT Anton C. Peterson**, USCG (Ret.), 100, of Long Beach, Calif., passed away March 24, 2000 of natural causes. He had just turned 100 years old on March 5. Born in Newman Grove, Neb. he traveled by wagon with his older brother to the Lutheran Orphanage in Stoughton, Wis. when he was three years old and joined the Navy at 16. He served 24 years in the Coast Guard including service as engineering officer aboard the *USS Sellstrom*. He retired from the Coast Guard Aug. 1, 1947. In 1992, he was awarded the "Quality of Life Award" by the Wrigley Association for his help and guidance of children. His son, Ronald, preceded him in death as did his wife, Naomi Hoffeld, in 1956. He is survived by three daughters, Diane Marshall of Lakewood, Calif., Nadine Cash of Rio Rancho, N.M., and Esther Smith of Shelby, Ala.; 14 grandchildren, 28 great-grandchildren and two great-great grandchildren. He was cremated with interment at Green Hills Memorial Park, Rancho Palos Verdes, Calif. on March 30, 2000.

■ **LTJG Jason "Jay" W. Olguin**, USCG, 26, of Carpinteria, Calif., passed away March 12, 2000, in Salem County, N.J. from severe trauma from a car accident on the Delaware Bridge. Born in San Pedro, Calif. on Feb. 8, 1974, he graduated from the Coast Guard Academy in 1997. His first assignment was aboard *CGC Hamilton* in Long Beach, Calif. He then transferred to Atlantic Area staff in Portsmouth, Va. and was assigned to International Relations at the time of his passing. He is survived by his wife, LTJG Suzanne C. Benko, USCGR, of Chesapeake, Va., parents Fred and Anna Olguin of Carpinteria, sister Tina Webb, paternal grandparents Gustav and Elise Olguin of Buellton, Calif., maternal grandfather Robert Martin of Garden Grove, Calif. Funeral services were held March 21 at First Presbyterian Church in Santa Barbara, Calif. Interment at Carpinteria Cemetery with full military honors, including an HH-65 flyover.

■ **CWO4 Norman R. Hettman**, USCGR (Ret.), 78, passed away May 1, 2000 at Angel's Touch Care home in Bullhead City, Ariz. Born and raised in the Alhambra/Pasadena, Calif. area, he was an Eagle scout who then served in the Navy during World War II and served in South America, Australia and the Middle East, and on the Victory Ship *O'Henry*. In 1945, he earned his wings as a blimp pilot at Moffatt Field, Calif. He received a Silver Star and other medals for his WWII service. After the war, he worked for the Pacific Telephone Company until he retired after 35 years of service. He also retired from the Coast Guard in 1981 with a total of 42 years years of military service. Active in the Coast Guard Auxiliary, he was a Division Vice Captain, boating safety instructor, and vessel examiner who patrolled Lake Mohave in his vessel *Norche* and became known as "Mr. Coast Guard" in Bullhead City. He is survived by his wife, Blanche Hettman, sister Shirley Embree, daughter Sandra Long, sons Norman R. Hettman Jr. and John Bartkus, granddaughters and great-grandchildren. Memorial services were held on May 20, 2000 at United Hope Methodist in Bullhead City. There will be a private military burial at sea at a later date. In lieu of flowers, the family requests that donations be made to the Arizona Alzheimer's Association, 1028 E. McDonald Road, Phoenix, AZ 85006.

■ **PSCS Charles H. Fewster**, USCGR (Ret.), 67, of Arbutus, Md., passed away March 26, 2000. Born and raised in Baltimore, he served with the Navy Seabees from 1950-53 before joining the Coast Guard Reserve. He served at the Coast Guard Yard Firehouse at Curtis Bay, Md. before retiring in 1990, and was a retired Captain of the Baltimore City Fire Department. He is survived by his wife, Charlotte, two sons, Michael of Baltimore and Robert of Arbutus, Md.; a daughter, Deborah Sprucebank of Bel Air, Md.; his mother Margaret Marie Fewster of Arbutus; a brother, Philip of Towson, Md.; two sisters, Anna Miller of Arbutus and Cathy Clayton of Elizabeth, Colo; four grandchildren and a great-granddaughter. A funeral Mass was held March 30 at Our Lady of Victory Roman Catholic Church, Arbutus, Md. Interment Meadowridge Memorial Park, Elkridge, Md.

■ **BMC David D. Donnelly**, USCGR, 52, of Bedford, Texas passed away March 9, 2000. Born in Oceanside, N.Y., Dec. 25, 1947, he served 34 years in the Coast Guard. He was a Vietnam veteran who served on active duty from 1966 to 1974. He was assigned to CG Reserve Unit Dallas in 1974, served during the Persian Gulf War and was Executive Petty Officer of Coast Guard Station Texoma, Texas. He was a strong advocate of the "One Coast Guard" concept and his devotion to duty and dedication to the Coast Guard will be missed. As a civilian, he was as a computer engineer for the Sabre Group. He is survived by his wife Gloria, son Wayne, sister Nancy, and brothers Douglas and Donald. A memorial service with full military honors and a burial at sea was conducted by Coast Guard Sabine Pass, Texas, his last Coast Guard duty station, on April 9, 2000.

MESSAGES

Here is a partial listing of the latest messages from the Reserve Web Site Message Board. A complete listing can be found at www.uscg.mil/reserve/msg.htm.

R 171301Z MAY 00	ALCGPERSCOM 036/00	Addendum No. 1 OPAL 05-00
R 161512Z MAY 00	ALCOAST 217/00, COMDTNOTE 1500	Leadership Training
R 161158Z MAY 00	ALCOAST 216/00, COMDTNOTE 1000	Temporary Separation from the Service Policy
R 151609Z MAY 00	ALCOAST 215/00, COMDTNOTE 1650	Enlisted Ancient Albatross
R 151540Z MAY 00	ALCOAST 213/00, COMDTNOTE 5370	Political Activities of Military/Civilian Employees
P 141320Z MAY 00	ALCOAST 212/00, COMDTNOTE 5360	Half-Masting of National Ensign
R 131856Z MAY 00	CPO 0513-00	CPO Academy (CPOACAD) Reserve Courses
R 121605Z MAY 00	ALCOAST 211/00, COMDTNOTE 16672	Summary of Significant Changes to Navigation Rules, Intl & Inland
R 121601Z MAY 00	ALCOAST 210/00, COMDTNOTE 16114	Deployable Pursuit Project Background & Media Guidance
R 121300Z MAY 00	ALCOAST 209/00, COMDTNOTE 1710	Navy Motion Picture Service
R 111708Z MAY 00	ALCOAST 208/00, COMDTNOTE 1540	1999 RADM Bennett S. Sparks Award Selection *(MSO San Fran, p. 8)*
R 111301Z MAY 00	ALCGPERSCOM 035/00	OCS Interview Form CG-5527
R 110228Z MAY 00	ALCOAST 207/00, COMDTNOTE 1650	Authorization for Display of Additional Battle Streamer
R 091955Z MAY 00	ALCOAST 205/00, COMDTNOTE 1710	2000 Army Invitational Tennis Championship
R 091929Z MAY 00	ALCOAST 203/00, COMDTNOTE 5760	The Arnold Sobel Endowment Fund/CG Foundation Scholarships
R 081131Z MAY 00	ALCOAST 201/00, COMDTNOTE 5100	Safety Going Into Summer
P 051946Z MAY 00	ALCOAST 200/00, COMDTNOTE 5354	Asian/Pacific American Heritage Month (May 2000)
R 031404Z MAY 00	ALCOAST 197/00, COMDTNOTE 1650	2000 National Image, Inc. Meritorious Service Award
R 031341Z MAY 00	ALCOAST 196/00, COMDTNOTE 1650	2000 Federal Asian Pacific American Council (FAPAC)
R 021333Z MAY 00	ALCOAST 195/00. COMDTNOTE 1520	Postgraduate Opportunities — Academy Instructor Program
R 021254Z MAY 00	ALCOAST 194/00, COMDTNOTE 6220	Disinfectants for Spills of Blood
R 012050Z MAY 00	ALCOAST 193/00, COMDTNOTE 1500	New Web Site: CG Career Central
R 012045Z MAY 00	ALCOAST 192/00, COMDTNOTE 5890	Regional Claims Investigation Officer Training Workshop
R 011700Z MAY 00	ALCOAST 191/00, COMDTNOTE 7200	Treasury Offset of Payments for Collection of Debt Owed Govt.
R 011548Z MAY 00	ALCOAST 190/00, COMDTNOTE 1500	Incident Command System (ICS) Train-the-Trainer
R 280012Z APR 00	ALCOAST 188/00, COMDTNOTE 1560	New Procedures for OAR Testing Program
R280009Z APR 00	ALCOAST 187/00, COMDTNOTE 5700	National Transportation Week (NTW)
R 272044Z APR 00	ALCGPERSCOM 033/00	College Student Precomm. Intiative Selection Panel Results
R 271518Z APR 00	ALCGRSV 012/00	Waiver of IV Performance Quals & IV2 End of Course Tests (EOCT)
R 251516Z APR 00	ALCGPERSCOM 032/00	Solicitation For PY101 Reserve Officer Selection/Retention Board Members & General Lessons Learned from Previous Boards
R 251515Z APR 00	ALCOAST 185/00, COMDTNOTE 3870	Strategic Intelligence Postgraduate Program Solicitation
R 251305Z APR 00	TQC0425-00	Change (8) to COMDTNOTE 1540
R 241917Z APR 00	ALCOAST 184/00, COMDTNOTE 5090	2000 Pollution Prevention Award Winners
R 241648Z APR 00	ALCOAST 183/00, COMDTNOTE 6000	Patient Confidentiality & Disease Reporting
R 241520Z APR 00	ALCOAST 182/00, COMDTNOTE 5420	Input to Diversity Advisory Council (DAC) \
R 191335Z APR 00	ALCGENL 013/00	Solicitation for Recruit Co. Commanders (CC) S.P.E.A.R. 2001
R 211701Z APR 00	ALCGPERSCOM 030/00, CMDTNT 1572	FY01 Reserve War & Staff College
R 211536Z APR 00	ALCOAST 181/00, COMDTNOTE 1650	Solicitation for CG Equal Opp. Counselor of Year Award Noms.
R 201120Z APR 00	ALCGOFF 015/00	Officer Personnel Mgmt. SITREP for April
R 202036Z APR 00	ALCOAST 180/00, COMDTNOTE 1650	1999 CG Enlisted Person of Year Selections *(see page 7)*
R 201812Z APR 00	ALCOAST 179/00, COMDTNOTE 6000	U.S. Coast Guard Refractive Surgery Policy
R 181715Z APR 00	ALCGRSV 011/00	Revised Cut Off — Reserve Advancement Eligibility List
R 181410Z APR 00	ALCGOFF 014/00	Reserve Program Administrator (RPA) Designation Board
R 171202Z APR 00	ALCOAST 176/00, COMDTNOTE 1020	Standard Military Family Recognition Certificates
R 141422Z APR 00	ALCOAST 174/00, COMDTNOTE 16000	SITREP Four — Project Kimball — Phase 1/Session 2: The Work
R 141339Z APR 00	ALCOAST 173/00, COMDTNOTE 16535	Buoy Tender Systems Study (BTSS) SITREP Eight
R 131406Z APR 00	ALCOAST 171/00, COMDTNOTE 5420	Solicitation for CAPT Williams CGR Award For Excellence
R 131404Z APR 00	ALCOAST 170/00, COMDTNOTE 5420	1999 Thomas E. Morris CGR Trophy Award Winner *(PSU 305, p. 8)*
R 121733Z APR 00	ALCOAST 168/00, COMDTNOTE 1524	Workshop for Education Service Officers (ESOS)
R 121407Z APR 00	ALCGPERSCOM 028/00	Direct Commission Aviation Program Selection Board Results
R 111651Z APR 00	ALCOAST 167/00, COMDTNOTE 1710	MWR Awards
R 101405Z APR 00	ALCOAST 164/00, COMDTNOTE 1650	Authorization for Display of Additional Battle Streamer
R 071505Z APR 00	ALCGRSV 010/00	Submission of SELRES Determination Packages
P 061343Z APR 00	ALCOAST 159/00, COMDTNOTE 5360	Death of Former Commandant *(ADM Willard J. Smith, p. 9)*
R 052315Z APR 00	ALCOAST 157/00, COMDTNOTE 1500	FY01 Leadership & Management School (LAMS) Training
R 052046Z APR 00	ALCOAST 156/00, COMDTNOTE 5300	Leadership Council Actions

"GUEST COLUMNIST"

GREETINGS FROM THE 11TH DISTRICT

One of the biggest challenges I believe we face in the Coast Guard Reserve is finding ways to keep our very fragmented Reserve force informed, motivated, mentored and (most importantly), advancing. Some very dedicated individuals have worked tirelessly for our collective benefit, beginning with our first Command Master Chief of the Coast Guard Reserve Force, ***MCPO Forrest Croom***, followed by ***MCPO Bill Phillips*** and now, ***MCPO George Ingraham***. Each master chief has moved the senior Reserve enlisted position(s) farther along and each has provided the example of professionalism and patience with both their seniors and their juniors. As it should be, each master chief has made his contribution and each has built on the work of his predecessor.

From its humble beginnings, the role of the Reserve Command Enlisted Advisor (RCEA) and the eventual addition of Reserve Command Master Chief (RCMC) at the District level has become a tool for reserve advocacy. The addition of the district level RCMC positions really was the start of the present day senior enlisted leadership network that now exists throughout most of the reserve community. As a member of that community, I consider myself fortunate to be associated with some of the most caring and helpful Command Master, Senior and Chief Petty Officers in the Coast Guard.

Here in the 11th District I am fortunate to have five outstanding Command MCPO, SCPO and CPOs on my team who help "pass the word" to the rest of the Reserve community. Over the years, I have also been fortunate to have had the outstanding support from my active duty counterparts, ***MCPO David Ojeda*** and ***MCPO Steve Spencer.*** I also enjoy the support from my active duty counterparts, D11 CMC ***Dave Spadoni*** and PACAREA CMC ***Jeff Seifried***. The whole team has the support and advocacy of ***MCPO-CG Vince Patton***. These Active and Reserve Command Master Chiefs have all helped me and allowed me to grow and steered me in the right direction. I hope you are as fortunate in your rate. To that end, I encourage you to meet your Command Chief, Command Senior Chief or your Command Master Chief. He or she is a valuable resource and charged with being there to help you stay informed.

If you know the (Gold or Silver Badge) Command Master, Senior or Chief in your unit, ask yourself how that individual got to where they are today. No doubt someone took the time to help them and guide them on the path leading to their goal and their position. In short, if they needed help, someone was there to respond.

I make the point about taking the time to seek help and to provide help because it is critical that we do so. I have found that the further we immerse reserve forces into active duty commands, the more challenging it is to provide proper career guidance for individual reservists. This means that each one of us (not just Command Chiefs, but everyone) must look around and find those promising individuals who will replace us someday. Is your relief out there needing just a little encouragement and mentoring? Can you help that person become a more valuable resource? Take the time to find out, and perhaps meet a future Reserve Force Master Chief in the making.

On another note, I would like to encourage each of you to join some sort of military advocacy group or organization. There are plenty of these groups around who speak for active duty and reserve service personnel. Some groups speak louder and more effectively than others. While we as individual military reservists cannot directly lobby our congressional representative for benefits, basic needs or issues, our friends (and voice) in some of these advocacy organizations can legally lobby Congress. If you feel that Congress may be missing the mark with regard to our pay or your benefits, one or more of the following organizations can lawfully inform them of your thoughts about the situation. Your voice can be part of those heard from: The Fleet Reserve Association (FRA); The Non-Commissioned Officer's Association (NCOA); The Coast Guard Enlisted Association (CGEA); The Chief Petty Officers Association (CPOA); The Naval Enlisted Reserve Association (NERA); The Reserve Officer's Association (ROA); The Veterans of Foreign Wars (VFW); and The American Legion to name a few. I also encourage you to visit their various web sites to see how (often) they advocate issues for you. Once you decide which organization best represents your ideas, support that organization with you membership and your time.

In closing, know that I take great pride and share in your triumphs as a fellow reservist. I also thank you for sacrificing your precious personal time to serve this great county of ours! Bravo Zulu and Semper Paratus!

Ed's note: MCPO Stafford can be reached at 119A Brenton Court, Mountain View, CA 94043. Phone: 650-903-9410. E-mail: CGD11RCMC@aol.com.

By MCPO J. R. Stafford, USCGR
Reserve Command Master Chief, Eleventh District

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