



U.S. COAST GUARD

RESERVIST



VOLUME 51

ISSUE 8

THE OFFICIAL PUBLICATION OF THE COAST GUARD RESERVE



¡NO MÁS!

SO FAR IN 2004, FLORIDA HAS BEEN SLAMMED WITH FOUR HURRICANES AND TWO TROPICAL STORMS.

LETTER FROM THE EDITOR



CGHQ: A Survivor's Story

I had always enjoyed the duties of being a PA2 and the challenges it posed until asked to fill in for the person normally in this space, CWO2 Edward Kruska, while he was on leave. I accepted the challenge, but with tall shoes to fill, panic filled the reservoir in my brain where I usually store creativity. So when I arrived at HQ from D7 in early August, 2004, I wandered the halls of Coast Guard Headquarters until I finally found inspiration — or, more accurately, it found me: Our abundantly rich heritage was spread out before me in the form of statues, paintings and photographs. Headquarters is steeped in history and one need look only as far as the walls for proof. Vintage oil paintings depict heroic rescues at sea in styles that reflect bygone eras. The heritage issue gave us a sense of where we have been, and provoked thoughts about where we are headed. We hope you enjoyed the issue as much as we enjoyed putting it together.

Leaving the stellar crew at the Reserve Communications Division (G-WTR-2) was difficult. They are a wealth of information, a professional, hard-working and pleasant crew. Did I mention the well-stocked, efficiently run coffee mess? It's really something! I admit a tug at my emotions as I sat in as guest editor, thinking about my family and colleagues back in Florida. As August unleashed a flurry of vicious hurricanes on the peninsula, we watched the storms track over the state — first Charley, then Frances, then Ivan and finally Jeanne. It was the first time in over 100 years, say meteorologists, that four hurricanes in one season have made landfall in one state. This historic event gave rise to this month's cover story!

My assignment to Headquarters nicely rounded out a 20-month recall to active duty. It was a true honor to have worked here and I urge you to pursue a stint on active duty and at Headquarters. It greatly increased my knowledge and skills, and it will yours as well. There was no shortage of shipmates willing to offer guidance, support and mentorship. It was a place where honor, respect, and devotion to duty were readily evident. I'm grateful for the experience and recommend it wholeheartedly.

When you thumb through the pages of the magazine, please think about what you'd like to see covered and what you can contribute. It's a small staff working feverishly and your input is greatly appreciated.

— PA2 Judy Silverstein, USCGR
Guest Editor, Issue 7

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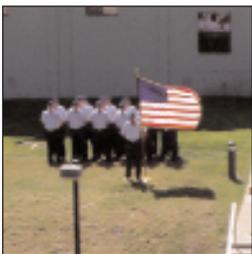
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The state of Florida is about to be renamed the state of Emergency after being battered by four hurricanes and two tropical storms.



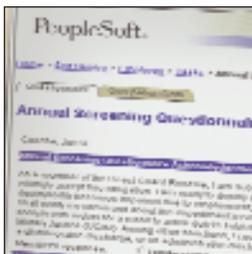
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Inaugural Preparations, Coast Guard Festival and REBI, "A" School Graduations.



28 Petaluma

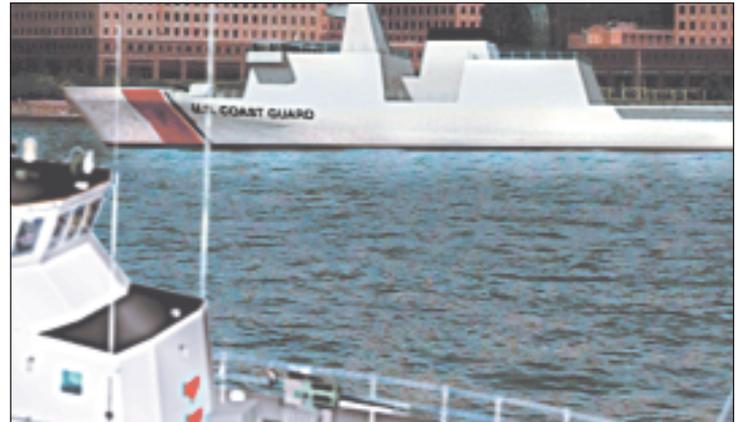
Our training center tour makes its second stop at TRACEN Petaluma.



30 Are You Ready?

It's that time of year again to fill out your Annual Screening Questionnaire.

24 Deepwater Update



An update on the ever evolving acquisition program.

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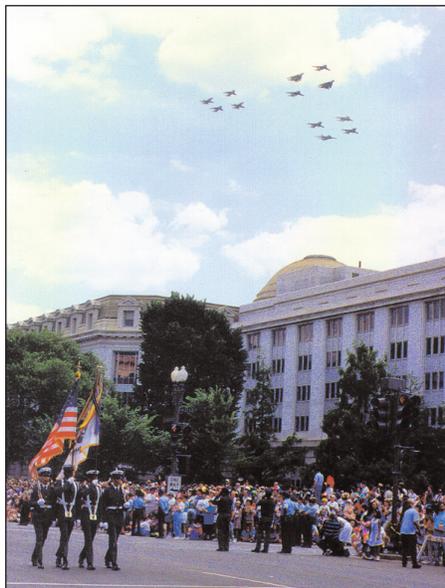


Heritage Issue Photo?

I was reviewing the Heritage Issue of *The Reservist* (Vol. 51, Number 7) and was wondering if you had any details regarding this picture (shown at right). Any details would be great.

*MSTC Paul Lonardo, USCGR
Suitland, Md.*

Ed's note: Yes, that photo was taken on June 8, 1991, during the Desert Storm Victory Parade in Washington, D.C. The USCG Color Guard is marching up Constitution Avenue while a flyover is taking place in the skies above our nation's capital.



Reprint Retirement Article?

Is there any chance that you'd consider updating and reprinting the one page article in the April/May 2000 edition of *The Reservist* magazine on "Estimating Your Future Earnings" in future editions of the magazine? It's very useful career planning information, and a very easy formula to use. I would think it should be updated and published once a year, or at least once every other year. It would be very helpful to be able to easily calculate future Reserve retirement pay without downloading software programs into our home computers; since we can't put "unauthorized" software on our WSIII's. Do you know any Web site we can use to calculate Reserve retirement pay without downloading the program into our computer?

*— LT Jeff Wasserman, USCGR
Washington, D.C.*

Ed's note: The April/May 2000 Retirement issue was one of the most popular issues ever. A reprint of all or part of the issue is being planned for 2005. Meanwhile, we suggest you continue to use PSC's retirement Web site, which contains a wealth of retirement-related information, including a retired pay calculator. Check it out at: <http://www.uscg.mil/hq/psc/ras.htm>

20 Years of REPOY

Wonderful job on the "20 years of REPOY" (Vol. 51, Number 5)! What a nice touch with photos, memorable REPOY moment(s), along with an update and their e-mail address! My wife, Ann, and looked at the photos and read with warm memories the comments from: Tim Sullivan, Paul Kohl, Charles Wade, Craig Monk and Dale Harris. It was wonderful to share time with the Reserve



Enlisted Person of the Year recipients and their family during our tour at CGHQ — what nice people they are.

*MCPO Bill and Ann Phillips,
USCGR(Ret.)
Portland, Ore.*

Ed's note: MCPO Phillips served as the Coast Guard Reserve's second Reserve Force Master Chief from 1994-98.

Thank you for a great article, photos and updates of the Reserve Enlisted Persons of the Year (REPOY). As the one who started this 20 years ago while in my tenure as president of the Naval Enlisted Reserve Association, it was great to read

about the exemplary Coast Guard careers of the selectees throughout the years, and to see how many have become commissioned officers. The reservists, as usual, outdo themselves and this year's selections continue the tradition of the best. Semper Paratus and may the program long continue.

*HMCM Emanuel S. (Manny) Ratner, USNR (Ret)
Westbury, N.Y.*

Iwo Jima: The Coast Guard Connection

Thank you so much for the wonderful article about the Coast Guard's role in the famous flag raising photo by PA2 Judy L. Silverstein in Volume 51, Number 6 of *The Reservist*. I knew for years there was a Coast Guard connection, but didn't know the facts. I have been telling all my Marine friends about it, but always had to start by saying that "I heard," without a source. Now I have a source.



Now I also have a question. The photo you published showing the men on Mt. Suribachi, shows two different flags being raised. The one not yet raised, appears to be mounted on a pipe described in the story. I also have "heard" that there were two actual raisings, as some didn't think the first flag was big enough to show up very well way up there. I also "heard" that both came off Coast Guard ships.

Perhaps Robert L. Resnick might have some recall on that. It would be nice to know if he kept in contact with Ira Hayes over the years as well. Thank you for any light you can shed on this.

*— Jerry Schoemick USNR, USCGR(ret)
Kenmore, N.Y.*

Ed's note: According to a story written by Coast Guard Historian Dr. Robert Browning, the original U.S. flag used was from the Coast Guard-manned LST-758. The replacement and larger flag was off the Navy's LST-779 ("Raising of Flag at Iwo Jima," February 1995 Reservist).

Where Were USCG Recruiters?

During the Chicago Air & Water Show Aug. 21-22, I observed an anomaly. The **four** branches of the Armed Forces (under DOD) had wonderful booths with static displays of military and custom-painted vehicles for their booths. It was a major recruiting op for their services. During the commentary of the show, the announcer repeatedly mentioned the 46 years the Coast Guard has participated in the Chicago Air & Water Show. Between our cutter (*Biscayne Bay*), small boats (from Calumet and Wilmette Harbors) working security, and our helo/small boat demo on Lake Michigan during the show, we were well represented.

However, the only booth the Coast Guard had was a Sea Partners booth from MSO Chicago, handing out their standard literature. The booth was manned by reservists and auxiliaries. There were no recruiters nor their recruiting literature whatsoever — no active duty folks at all.

With the reported nearly 2 million people attending each day at this supposed largest free airshow in the world, you would think our recruiting efforts would be pretty strong instead of non-existent. I would hope someone in the Recruiting Command will read this and take steps on improving our recruiting next year at the 47th appearance of the Coast Guard at the Chicago Air & Water Show.

— CWO2 Gerald Griner, USCGR
Chicago, Ill.

Reserve Warrant Officer Retirement

In the letters section of the March 2004 edition of *The Reservist*, CWO Edward Salva, USCGR, inquired about eligibility requirements as a CWO4. Your response was that CWO Salva need only hold the rank of CWO4 for 24 hours to qualify for retirement as W4. Unless the regs have changed dramatically, this may be incorrect. Warrant officers retire at the highest permanent rank held at the date of retirement. In that case, the 24-hour rule would apply. However, warrant officers may hold a permanent and a temporary rank at the same time.

In the case of CWO Salva, if he is promoted to temporary CWO4 and permanent CWO3 at the same time, which is usually the case, and remains in that status until retirement, he can only retire as a CWO3. These is an exception though. The regs state that if a member in a temporary rank serves 30 or more consecutive days of active duty, they are eligible to retire at the temporary rank.

I hope I have not muddied the waters. In my case, at retirement I was a temporary W4, permanent W3. Previous to retirement, I served 30 consecutive days of active duty and retired as a W4.

CWO4 William Farmer, USCGR(Ret.)
Los Osos, Calif.

Ed's note: We contacted Mr. Buel at PSC(ras) and he stands by the original answer published on page 4 of the March 2004 issue. Buel adds that CWO Farmer is most likely not aware of a policy change that took place quite a while back. Following is a quote from Chapter 8.C.8.a., Reserve Policy Manual, COMDTINST M1001.28A: "Unless entitled to a higher grade under another provision of law, a Reserve commissioned officer who is transferred to the Retired Reserve is entitled to be placed on the retired list in the highest grade satisfactorily held (24 hours for Coast Guard Reserve) in the armed force in which he or she is serving on the date of transfer." CWO Farmer correctly noted that at one time a promotion to CWO4 was a temporary promotion, and usually said officer would be permanently promoted from CWO2 to CWO3 at the same time. The temporary promotion process was eliminated sometime in the early to mid-90s, and all appointments to CWO and subsequent CWO promotions are now permanent (temp is gone except on the regular officer side).

More on D-Day 60th

The May issue of *The Reservist* concerning the involvement of 83-footers and LCIs on D-Day, is of extreme interest to me as I commanded an 83-footer and an LCI during World War II.

In June 1943, three months beyond my 21st birthday, I took command of the 83-452 in New London. Thereafter, along with three other 83-footers, it was on anti-submarine duty along the coast of Florida and in the Caribbean. At the time of the call for 83-footers to be transported to England, these four 83-footers were at sea in the Yucatan Channel, the reason they did not participate in the D-Day invasion. I took command of the LCI(L) 322 in the fall of 1944 in Jacksonville, Fla. upon its return from the European Theater. As part of a flotilla of LCIs assigned to the Pacific for the invasion of Japan, the LCI(L) 322 was at Saipan when the atomic bomb was dropped. It was decommissioned in Long Beach, Calif. in the spring of 1946.

CAPT William L. Brown, USCGR(Ret.)
Alexandria, Va.

I want to compliment you on a fine magazine. The May issue on D-Day was particularly good. As Flotilla Commander in the Auxiliary of Flotilla 103, First Northern Region at Station Eastport, Maine, I made mention of the article to Flotilla members. I felt all Auxiliary members should know their proud Coast Guard heritage. We also have three World War II veterans in the Flotilla. I also mentioned the article to the other five Flotilla Commanders in our Division.

Vol. 51, Number 6 on the World War II Monument and Iwo Jima were particularly good as well. My mother's brother was a Navy corpsman in that battle and survived. Your magazine keeps me up to date on current issues as a member of the IRR which is important in these times of call ups.

— SK1 Jeff Barnes, USCGR
Bangor, Maine

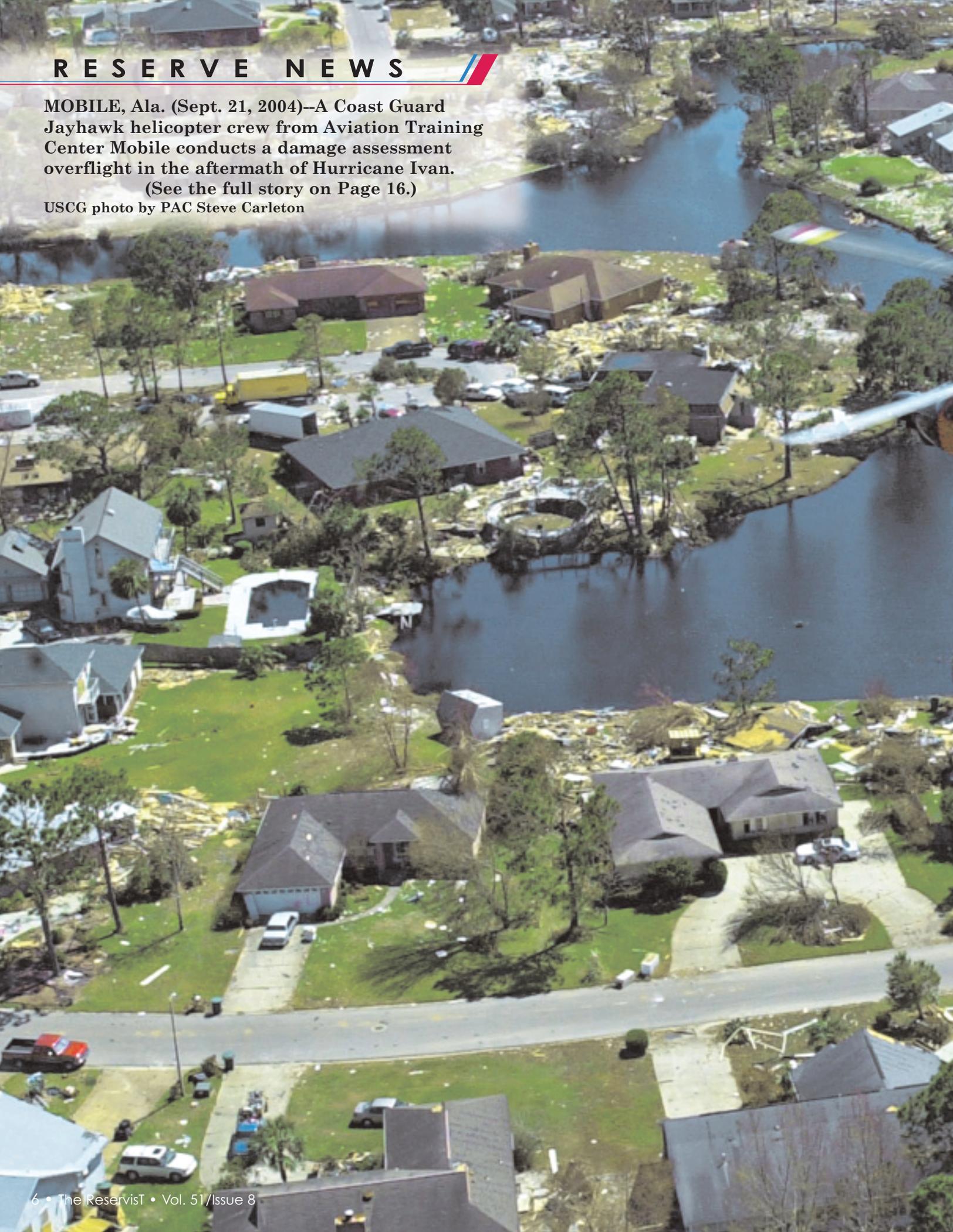
RESERVE NEWS



MOBILE, Ala. (Sept. 21, 2004)—A Coast Guard Jayhawk helicopter crew from Aviation Training Center Mobile conducts a damage assessment overflight in the aftermath of Hurricane Ivan.

(See the full story on Page 16.)

USCG photo by PAC Steve Carleton





NEW YORK, New York (Sept. 1, 2004)--A 25-foot Defender class security boat from Coast Guard Maritime Safety and Security Team 91106 keeps watch over passenger vessels and high profile landmarks in New York Harbor. The U.S. Coast Guard was leading the multi-agency waterside security effort around Manhattan during the Republican National Convention. USCg photo by PA3 Kelly Newlin





COAST GUARD

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LOS ANGELES, Calif. (Aug. 17, 2004)-- Members of PSU 311 take positions as part of urban terrain training on Terminal Island.

USCG photo by PA3 Mike Zolzer



Coast Guard Supports Inaugural Preparations

By PA1 John Gaffney, USCGR
AFIC Newsletter, "The Inaugurator" staff

As Election Day approaches and the American people prepare to choose their next president, a number of Coast Guard personnel are hard at work in the nation's capital ensuring the 55th Presidential Inauguration, Jan. 20, 2005, is performed as flawlessly as in years past.

Drawn from a variety of specialties, ranks and locations around the Coast Guard, they are now serving as members of a little-known organization called Joint Task Force — Armed Forces Inaugural Committee.

The JTF-AFIC is a temporary organization that comes to life every four years to plan, coordinate and manage military ceremonial support for presidential inaugurations. It traces its roots to the 1789 inauguration of the first president, George Washington, and is staffed by about 220 members from all of the military services. Fourteen Coast Guard personnel are currently aboard.

CAPT Donald Grant, a reservist from San Diego, is the senior Coast Guard officer aboard JTF-AFIC and serves as deputy director of ceremonies. In that role, he will oversee military ceremonial support to the inauguration.

"It's a total joint service effort here to provide armed forces ceremonial support to the inaugural ceremonies and parades," said Grant. "It has been a great experience working here. We are building an organization from the ground up — there were only 14 people here when I arrived and now there are more than 200 people here. It's an organization that stands up every four years for this very historic purpose and I'm excited to be part of that."

CWO Bob King is the JTF-AFIC credentials officer. He works with area authorities to ensure military personnel participating in inaugural activities receive the proper credentials for access to their duty locations during the inaugural period.

"There are two entities that issue credentials for the inauguration, the Secret Service and the U.S. Capitol Police," King said. "During the last inauguration, more than 4,000 credentials were issued to members of the military. I expect the number will be higher this time."

King is pleased with his decision to volunteer for duty at JTF-AFIC.

"It has exceeded my expectations so far," said King. "I think I'll look back on this assignment as one of the highlights of my career."

PS3 Mark Jeffries and BM3 Will Lorick serve as transportation dispatchers for JTF-AFIC, coordinating staff transportation and logistics requirements. They do some of the driving as well.

"I think this is a prestigious and historic assignment," said Jeffries, a reservist from Martinsville, Ind. "I had no idea what to expect, but it has been great. However, it can be difficult driving here with the high volume of traffic and the chaos that comes with volume."

In addition to the historic nature of the assignment, the Coast Guard personnel assigned to JTF-AFIC are intrigued by the opportunity to work with members of the other military services.

"This has been an interesting experience; it has been very rewarding being assimilated into the cultures of all the DoD services," Lorick said.

In addition to interesting and historic work, JTF-AFIC members enjoy the benefits of a year-long assignment in the nation's capital.

"It's nice working in D.C., there's so much culture and history here, I really like it," said PA3 Crystal Norman, JTF-AFIC personnel action noncommissioned officer.

Coast Guard members of JTF-AFIC began arriving in Washington in March. Their preparations for the inauguration were interrupted in June, when they were tasked to provide support for the state funeral of former President Ronald Reagan. They issued credentials to the media, augmented command and control, transported dignitaries to ceremonies, and marched in the funeral procession.

With the former president laid to rest in a stately and dignified manner, Coast Guard members of JTF-AFIC are now pressing forward to inaugurate the future president in an equally dignified manner.



A Coast Guard Honor Guard platoon marches up Pennsylvania Avenue during the Inaugural Parade in Washington, D.C. Jan. 20, 2001. This unit is part of the Presidential Escort which leads the president to the White House from the Capitol after the inauguration ceremony. Photo by Staff Sgt. Brendan F. Kavanaugh, U.S. Air Force



Photo by Ed Post

Scenes from Coast Guard Festival 2004

Coast Guardsmen stand solemnly at the National Memorial Service at the Coast Guard Festival in Grand Haven, Mich. Aug. 6.

Holiday Duty...

A 25-foot Safe Boat from Station Honolulu performs a regular security patrol over Fourth of July weekend.



Photo by PA2 Erica Taylor, USCG



Photo by CWO2 E.J. Kruska, USCGR

Recruits on the Move

Recruits from Whiskey Company (W-168) march by Sexton Hall at Training Center Cape May July 17. W-168 Company Commander is YNC Ron Baker, USCG. They graduated from boot camp on Aug. 13.



Photo by Mr. Scott Prince

REBI Class Romeo 09/04

*Reserve Enlisted Basic
Indoctrination Class Romeo 09/04
graduated July 23 and is shown*

*here aboard CGC Mako at
TRACEN Cape May, N.J. Front
row, l to r: PS3 Coleman, YN2
King, SK3 Lengkeek, PS3 Cea, SA
Elliott, FN Ballares, OS3 Rives,
PS3 Guevarra, YN3 Amato, PS3
Cancino, PS3 Esparza. Middle
row, l to r: MK3 Wyman, PS3 Wolf,*

*MST2 Wright, PS3 Baker, PS3
Arrojas, PS3 Lockwood, MK3
Carter, BM3 Reed, MKCS Self,
AET1 Scribner, HS2 LaFrance,
PS3 Gauthreaux. Back row, l to r:
PS3 Hicks, SN Soctomah, SN
Knight, SN Morrison, PA3
Santoro.*



Photo by Mr. Scott Prince

REBI Class Romeo 10/04

*Reserve Enlisted Basic
Indoctrination Class Romeo 10/04
graduated Aug. 20 at*

*TRACEN Cape May, N.J. REBI
instructors, standing in front, l
to r: MKCS Self, BMC Fabbo, OS1
Carella (not pictured, YN2
Cooper). Front row, l to r: PO
Anderson, FN Reyes, PO
Fabrittiis, SN McMilton, PO
Johnson, PO Hebenton, PO*

*Roman, SN Lyell, SN Korous, PO
Frenzel. Back row, l to r: PO
Puente, PO Caulfield, PO
McNamara, PO Dooher, PO
Sopher, PO Gonzalez, PO
McKenzie, PO Perry, PO Dickson,
PO Clark, SN Files, PO Albert,
PO Calabrese, PO Olcese.*

PS "A" Class 05-04

Port Security Specialist Class 05-04 graduated July 23 at TRACEN Yorktown. This class marched in the Honor Platoon for the funeral ceremony for President Reagan, and received a Spirit of Excellence Award for doing so. This was the first PS "A" class to host international students, representing their country of Yemen. Front row, l to r: Mr. Dan Montgomery, Instructor; SNPS Denise Rivera, SNPS Danielle Deboever, PS3 David Hau, PS3 Joseph Wilson, SNPS William Marsh, Mr. Akram Al-Quhali – Yemen Navy, Mr. Sam Solivan, Instructor. Second row, l to r:



Photo by MSTCS C. Stevenson, Asst. School Chief.

CWO4 Donald F. Allen, School Chief; Mr. Steve Childs, Instructor; LTJG Abdullah Ablan – Yemen Navy; SNPS David Arp, PS3 Collin Russell, SNPS Nicholas Standa, Class MAA; SNPS Cameron Miele, SNPS Eric Harrison, SNPS Richard Newman, Class Honor Graduate; SNPS J. Joshua Martinell, PS3 Jason Kravetz, Class Yeoman; SNPS Ryan Waltman, MK2 Ramon Moore, Class Advisor & Instructor.

Back Row, l to r: Mr. Ross Colquhoun, Instructor; SNPS Timothy Lewis, PS3 Paul Pichoff, SNPS Peter Conrad, PS3 John Johnson, Class Leader; SNPS Michael Haines, PS3 Nicholas Smith, SNPS Brian Rooney, SNPS Daniel Cosgrove, PS3 Benjamin Kolko, PS3 Jakobe Illich, PS3 Nicholas Ziminsky. Not pictured: Mr. Chuck Lindsey, Mr. Greg Smith, Mr. Mike Young, all Instructors.

PS "A" Class 06-04

Port Security Specialist Class 06-04 graduated recently at TRACEN Yorktown. Front row, l to r: PS3 Christopher W. Bellini. Second row, l to r: CWO4 D. F. Allen, School Chief; Mr. Dan Montgomery, Instructor; SNPS Julian J. Putek III, SNPS Jocelyn G. Figueroa, SNPS Colleen M. Sette, SNPS Ralph S. Torrens, MST1 Candy Davis, Class Advisor and Instructor; Mr. Steve Childs, Instructor. Third row, l to r: Mr. Ross Colquhoun, Instructor; Mr. Chuck Lindsey, Instructor; PS3 Carlos E. Riley, SNPS Matthew C. Munson, SNPS Casey A.



Photo courtesy CWO4 Don Allen, School Chief

McClelland, PS3 Shawn R. Kueck, SNPS John B. Ferrata IV, SNPS Christen L. Luoto, SNPS Brady D. Steinmetz. Fourth row, l to r: PS3 Jared K. Yaris, Class Yeoman; PS3 Matthew L. Shearn, Class MAA; PS3 Patrick B. Higgins, SNPS Brian P. Hehr, SNPS David R. Abreu, Wellness Coordinator; PS3 John P.

Maltman, SNPS Joshua W. Mundy, PS3 Bradley S. Clair, Class Leader and Honor Graduate. Back row, l to r: Mr. Mike Young, Instructor; SNPS Eric J. Cruz, PS3 Matthew S. Hosner, SNPS Travis W. Cutler, PS3 John L. Simpson Jr., PS3 Samuel W. Day, PS3 Erik S. Jepson, SNPS Jonathan L. Walker.



Some businesses and hotels along the Florida coast suffered catastrophic damage from Hurricane Ivan.

USCG photo by PA3 Stacey Pardini



¡NO MÁS!

***FLORIDA BEGINS TO CLEAN UP AFTER
THE WORST HURRICANE SEASON IN 100 YEARS.***

***STORY BY PA2 JUDY L. SILVERSTEIN, USCGR
D7 PUBLIC AFFAIRS***

“Floridians throughout the state owe a debt of gratitude to the Coast Guard. No one could have anticipated what hurricane season 2004 could have brought Florida, and the hard work of the Coast Guard helped ensure that we were prepared for the worst.”

— Florida Governor Jeb Bush

As Southerners stayed glued to radios and television sets, Hurricane Ivan slammed into Gulf Shores, Ala. Sept. 16, with devastating winds clocked at 130 mph, hurling debris throughout the turbulent night, spawning swirling tornadoes and pounding surf.

For Florida residents, it was the third major storm in five weeks. With brute force, Hurricane Charley struck just north of Fort Myers, Fla. Aug. 13. Followed by Hurricane Frances, which struck the East Coast Sept. 5, the two storms caused dozens of deaths and billions of dollars in damage.

It was the first time since reservists were fully integrated into the United States Coast Guard that the Southeast braced for a trio of turbulent storms. Testing the mettle of contingency plans and taxing personnel with long hours of back-to-back preparation and clean-up, a string of continuous summer storms churned toward the region.

USCG's Vital Balancing Act

That posed a series of complex problems for Captains of the Port. The Sunshine State has already

received \$178 million in hurricane aid and as of press time, 353,716 Floridians have registered for assistance from the Federal Emergency Management Agency (FEMA). Gov. Jeb Bush expressed strong concerns about preserving the flow of commerce and the arrival of fuel to his state even while hopes for a productive citrus season dimmed. It's a series of concerns the Coast Guard is used to juggling. But it's the first time in recent memory Coast Guard advisors were located within the Florida Emergency Operations Center. Their performance received high marks.

“Floridians throughout the state owe a debt of gratitude to the Coast Guard,” said Bush. “No one could have anticipated what hurricane season 2004 could have brought Florida, and the hard work of the Coast Guard helped ensure that we were prepared for the worst.”

From Miami to Charleston, Port Canaveral to New Orleans, consideration of keeping ports open to commerce had to be balanced carefully with safety concerns, according to CDR George Boyle, Senior Reserve and Training Officer, at Marine Safety Office (MSO) Tampa. Boyle, a reservist since 1976, works for the Florida Department of Transportation as a



Boats are washed up on shore along the Florida coast near Milton during Hurricane Ivan. Some businesses and hotels along the Florida coast suffered catastrophic damage from Hurricane Ivan.

Hurricane Ivan: A First Hand Account



civilian, but has been on active duty since Sept. 11, 2001. He recently returned from a week in the Florida Emergency Operations Center where he worked advising the Secretary of the Department of Environmental Protection during the onslaught of Hurricane Frances. Boyle had high praise for both Secretary Colleen Castille and the governor.

“The governor has so many people tugging at him, but he and Secretary Castille are well-versed in port issues and they’re impressive in their understanding of what we do to maintain navigable ports,” he said. “Everyone seemed to be aware of the vital role we play in keeping fuel coming into the state, which affects virtually everything from transportation to food and power,” he said. “The governor had grave concerns about the shortage of gasoline and diesel fuel, but understood safety issues thoroughly.”

There was an interagency element that also struck Boyle.

“It was good to see the lessons learned after 9/11 put into play,” said Boyle. “As agencies scrambled to share information, everything flowed smoothly.”

The remnants of Ivan pummeled Gulf states, destroying homes, flooding neighborhoods and leaving hundreds of thousands without power. It has been categorized as the deadliest hurricane since Floyd, which struck in 1999.

A Quick, Effective Response

According to the Seventh and Eighth Coast Guard District, the seamless integration of active duty and reservist members has ensured quicker response time and smooth management throughout an unusually hectic season. Nowhere was that more evident than in the aftermath of Ivan as teams from the East Coast mobilized support.

Group St. Petersburg had mobilized personnel after Hurricane Charley to check on auxiliary and reservist personnel located on the West Coast of Florida.

“Having well-versed and well-trained teams helps response efforts run smoothly,” said LTJG Brett Chianella, Law Enforcement officer at Group St. Petersburg, who has been on active duty since February 2003.

Chianella heads a Coast Guard team comprised of active duty and reservists with a wide array of abilities, skills and knowledge. That team was quick to respond when Hurricane Charley smacked into an area north of Fort Myers, Fla. in early August.

“The whole area was devastated and while Station Fort Myers suffered some damage, our fellow Coasties need time off to repair their own homes,” he said. “It’s very unfortunate...but it was also rewarding to be able to help out our fellow Coast Guardsmen and I know they’d have done the same for us.”

After two days of Hurricane Ivan heading directly for Mobile, Ala. it took a turn east at the last minute. At about 2 a.m. on Thursday, Sept. 16, Ivan came ashore (unwelcomed) in the area of Gulf Shores, Ala. and the western end of the Florida Panhandle (Panama City area). It hit with approximately 130 mph winds.

Our power flickered for a couple of hours and then about 2:30, it went out completely. Our phones were working intermittently throughout the ordeal. With heavy winds and rain throughout the night, we survived OK. As dawn approached, the winds and rain kept coming and we could see some of the aftermath of the storm — many branches were down in the front and back yard and a few shingles were off the roof.

Our son, Johnny, brought a generator over for our use. That took care of our freezer, two refrigerators, a fan and one light. I never gave much thought about generators before, but now I swear by them — it was a lifesaver. After a few days of putting up with the heat and humidity, the power came back in the late afternoon of Sept. 19.

Things are back to normal for us with the exception of some cleanup, cutting down a couple of trees, etc.

Over all, I believe that we were one of the lucky families and if it wasn’t for Johnny we would have lost a lot more. There are still many areas of Alabama and Florida that won’t be back to normal for months to come. Schools are still out, over 75 percent were damaged, the bridge that links Pensacola and Mobile along Interstate 10 is out and the detour is well over 50 miles. Curfew is still in effect in many areas, and Dauphin Island was hit real bad with over 20 homes destroyed.

Thanks to all of you that called with concerns for our safety and offering help and assistance. This helped us all pull through this Hurricane Ivan.

*By BMCS Jack Crowley, USCG(Ret.)
Semmes, Ala.*

Hurricane Jeanne

The Fourth Hurricane



As Floridians braced for the fourth hurricane in six weeks, Jeanne cut a vicious path through the center of the state after making landfall 35 miles north of West Palm Beach. It was close to the exact spot where Frances struck only three weeks earlier.

Jeanne made landfall as a Category 3 hurricane with winds of up to 120 mph just before midnight Saturday, Sept. 26. The 400-mile diameter system trounced across the state, and headed toward the Panhandle, an area still recovering from Ivan.

As the eye of the storm churned through the night of Sept. 24 and throughout Sept. 25, debris from earlier storms were turned into projectiles and branches scratched the sides of cars and tops of roofs, while torrential rains turned streets into rivers. Toppling light poles, more than three million people were without power during the weekend of Yom Kippur. Bridges throughout the peninsula were closed and all major airports were forced to cease operations, including MacDill Air Force Base in Tampa, while millions of homes and businesses were left without power. Aircraft from Air Station Clearwater were relocated to both Key West, Fla. and New Orleans.

However, the Coast Guard launched a 47-foot boat to rescue a man and woman in a sailboat off Ft. Myers Beach, Sept. 26. Later that night, an HH-60 Jayhawk helicopter and C-130 airplane began searching for two men when they reported their 31-foot fishing vessel *Rogue* adrift. The helicopter crew located the vessel seven miles west of Anclote Key, without the men on board. Due to foul weather, the search was temporarily suspended. At 2:05 a.m. Sept. 27, the men were located inside a life raft and hoisted up to the helicopter. Although the sun shone on Sept. 27, Floridians waited expectantly as rivers crested an unprecedented 27-feet above normal levels.

With two months left to the 2004 hurricane season, meteorologists are quick to say this has already been a historic season. Evidently, no state had ever suffered a four-hurricane pounding in one season since Texas, in 1886.

— PA2 Judy Silverstein, USCGR,
D7 Public Affairs

Chianella's team was able to assume search and rescue response and later law enforcement response to relieve their counterparts. They even offered their services to the Charlotte County Emergency Operations Center to assist other emergency workers. The team assisted a Charlotte Count, Fla. firefighter who lost power and sustained major roof damage. Pointing toward the skill and experience of his team on both the active duty and reserve sides, Chianella says it was an experience he'll not soon forget.

"We had YN's, EM's, DC's BM's, and MK's and they could hook this guy's house up to power from a generator in about 10 minutes," said Chianella.

Looking out for one another is a top priority in storms of the magnitude experienced in the Southeast this summer. Districts Seven and Eight have offered teams to assist in assessment and clean-up efforts and have tag-teamed with other agencies and other sectors of the Coast Guard.

"You have to look out for your people first and foremost," said CAPT Daniel Neptun, commanding officer of Group St. Petersburg. "Once that's completed we can turn to helping the community, which is also a priority."

Those sentiments were echoed by CAPT Robert Grant, Deputy Chief of Staff at the Seventh District. He recalls Hurricane Andrew, which pounded Florida and Louisiana with a vengeance in 1992.

"During Andrew, we had a reservist call up under Title 14," said Grant. "They responded within 48 hours, but now we have reservists ready instantaneously." His sentiments were echoed by CAPT Wayne Justice, Chief of Staff at the Seventh District.

"Training, readiness and flexibility were key to our crew's abilities to respond effectively, not just to one major storm, but three," said Grant. "Just a month prior to Charley we conducted a major hurricane exercise that tested our capabilities, particularly from a command and control perspective utilizing an Incident Management Team. That exercise, combined with the lessons noted and learned from each successive storm improved our performance and demonstrated once again the outstanding professionalism and commitment our servicemembers have to the mission."

Back in 1992, 128 reservists were recalled after Hurricane Andrew devastated south Florida. However, that was back in the days when reservists reported to their own Reserve units. With integration in full swing, reservists with their wide array of civilian skills are used to drilling on weekdays alongside their active duty counterparts. That means fewer reservists have to be recalled to active duty and it means they are fully trained to complement disaster recovery efforts.

A Familiar Scenario

As rescue and clean-up efforts in southwest Florida began after Hurricane Charley devastated both Lee



Coast Guard Station Pensacola suffered major damage from Hurricane Ivan. The small building on the left that used to extend out to the waters edge shows damage caused by the waves. It is unknown how much damage was caused to the inside of the building.

and Charlotte counties, Group St. Petersburg's ANT crew worked steadfastly with assistance from crews on the *CGC Oak* from Charleston, S.C., ANT Jax and ANT Fort Lauderdale. Within days, the teams had repaired in excess of 135 aids to navigation, a credit to their quick action.

Nearly three weeks later, teams on the East Coast jumped into action after Hurricane Frances touched down in Vero Beach, Fla. As the storm virtually blanketed the entire state, FEMA teams scrambled from Orlando to safer ground in Georgia. Once again, Florida residents on the West Coast boarded up homes, stockpiled water and braced for a powerful hurricane, as 100 trees or more were toppled by strong winds in north Tampa alone. Contingency plans were reviewed and preparations made just in case the Operations Center in St. Petersburg had to become a mobile unit.

Less than 10 days later, Hurricane Ivan threatened Florida's West Coast causing the Captain of the Port to close the ports of Manatee, Tampa and St. Petersburg in preparation for the impending devastation. As thousands were without power across several states, debates about fuel for air conditioning, supermarkets and hospitals became a growing concern. Gasoline became a precious commodity once again. The scenario was familiar even as storm names changed.

Coast Guard MSO New Orleans collaborated with the U.S. Army Corps of Engineers, local river pilot associations and the ports of Plaquemines, St. Bernard, New Orleans, South Louisiana and Baton Rouge, to conduct waterway assessments in the aftermath of Ivan. The MSO collaborated with local river pilots to develop an operational plan for reopening the lower Mississippi River to deep-draft navigation. The MSO received reports of a large tank floating in Tiger Pass (west of Venice, La.).

Coasties from across the South and Northeast stood by to respond quickly. That list included Emergency Response Teams, Damage Assessment Teams, Disaster Area Response Teams, Maritime Safety and Security Team 91112 from Meridian, Miss., and the Atlantic and Gulf Strike Teams. Teams from as far away as Boston and Elizabeth City, N.C. were poised to pitch in, and then the storm veered sharply, slamming into Florida's Panhandle and causing flooding as far inland as Chattanooga, Tenn. and much further up the East Coast into Pennsylvania and New Jersey.

Ivan's waves destroyed homes along the Florida coast while the National Weather Service (NWS) issued a flood watch for North Carolina, which had already suffered heavy flooding due to Hurricane Frances' persistent march across the eastern seaboard. Because so much of the city of New Orleans is located below sea level, residents and emergency workers

braced for unprecedented disaster in that city. Nevertheless, the storm spared them a direct hit as it charged northward into Florida's Panhandle. Concrete portions of a bridge on Interstate 10, the major east-west highway through Florida's Panhandle, were washed away, stranding residents and surprising many locals. A buoy in the region recorded waves 50-feet high.

Nicknamed "Ivan the Terrible," the Category 4 hurricane knocked out power to more than 1.5 million customers in four states, toppling trees and peeling off roofs. In Gulf Shores, Ala. where the storm's eye made landfall, electrical transformers blew up setting the sky aglow. It was a scene southern residents have experienced and feared several times throughout this fierce and stormy season.

While dozens of tornadoes roared through northwest Fla., Station Pensacola and ANT Pensacola reported flooding, and a 46-foot sailboat in the parking lot, placing them in "inoperable" status. As teams work doggedly, the ability to tap reservists helps alleviate some of the heavy workload, said Grant.

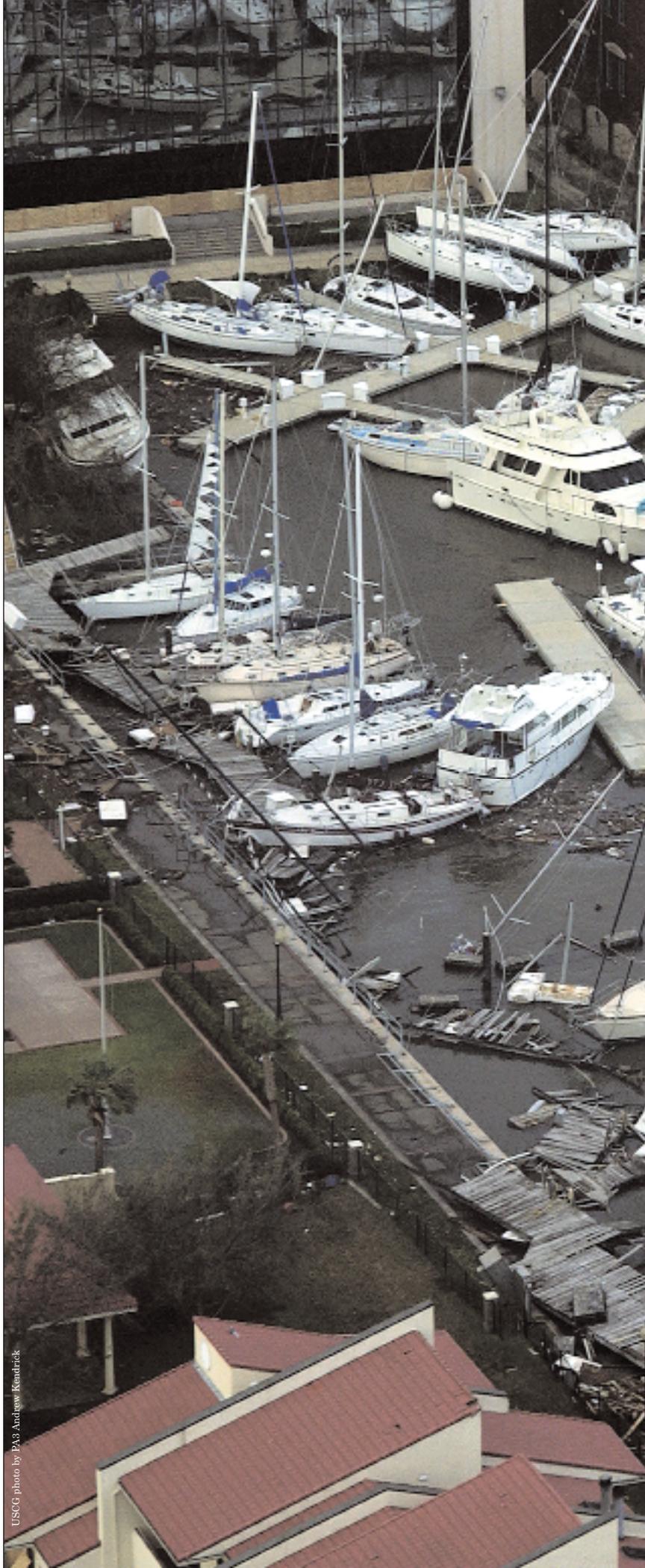
Unusual Hurricane Season

One could say preparedness became the catchphrase of the summer of 2004. Aircraft personnel performed relentless over flights to survey and assess the damage to critical aids to navigation. Small boat crews played a crucial role in communicating barriers to keeping waterways open in the aftermath of a string of storms that sent boats crashing into seawalls and in some cases, sinking.

"Training, readiness and flexibility were key to our ability to respond effectively, not just to one major storm, but three," said CAPT Wayne Justice, Chief of Staff for the Seventh District.

President Bush quickly signed disaster declarations for Alabama, Florida, Louisiana and Mississippi. However, as hurricane season approaches its peak, storm weary southeasterners are keeping a watchful eye on the Caribbean and Atlantic Oceans. At press time, Coasties in Districts Seven, Eight and LANT Area were scrambling to get rest as they braced for the next onslaught of storms. More hurricanes were churning through the Caribbean on a path that could take them into Florida or even North Carolina. Coasties stationed in the southeast know they'll remember this season, especially as they look forward to Nov. 30, the season's final day.

"We have never seen an unusual hurricane season like this," said Chianella, whose sentiments were felt throughout the Eighth district as well. "We have the support, people and talent to handle it in the Coast Guard. I don't think we'll forget these storms for a long time."

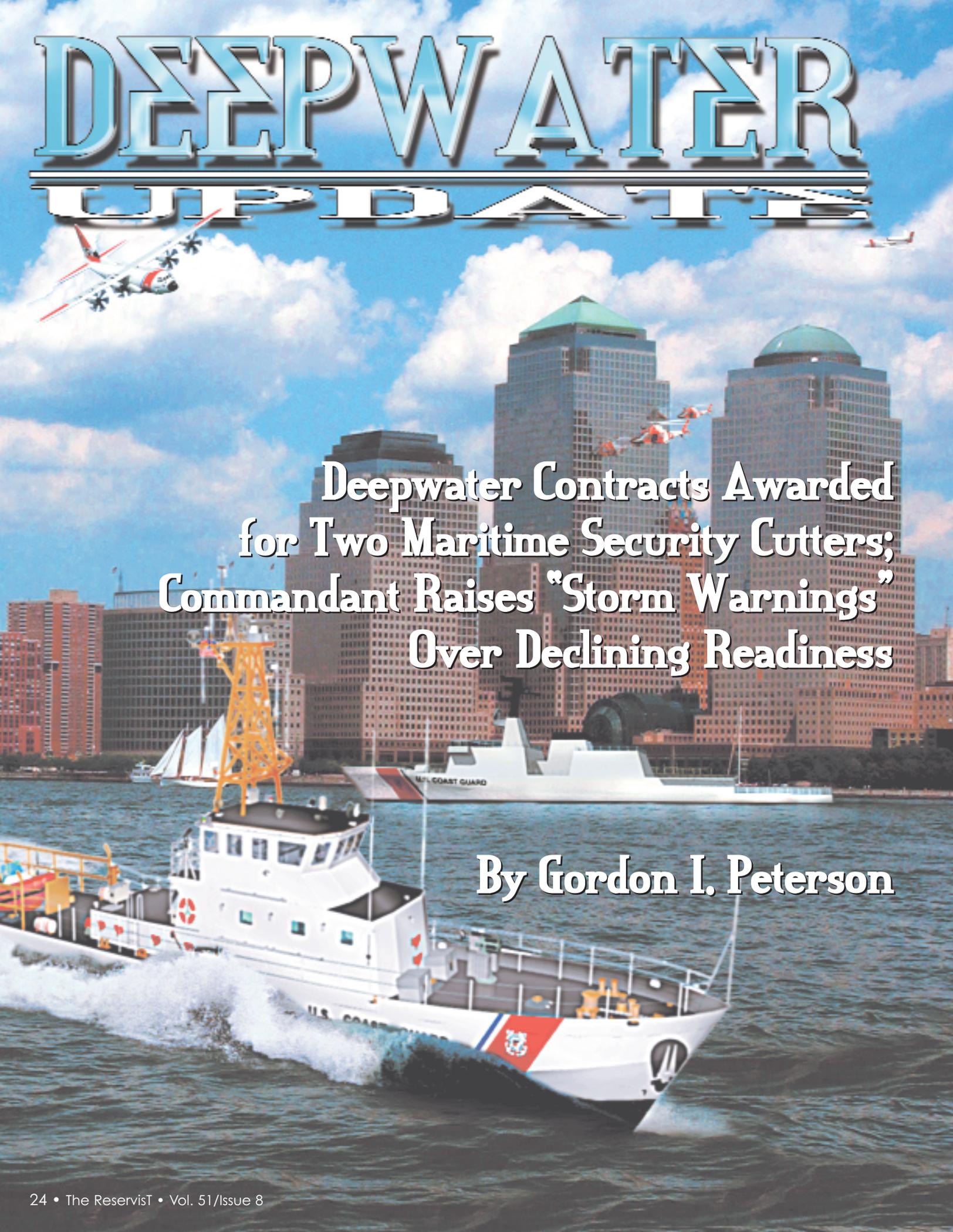


USCG photo by PA3 Andrew Kendrick



Boats in what's left of a marina in Kendrick, Fla., outside of Pensacola, are piled together from the force of Hurricane Ivan.

DEEPWATER UPDATE



Deepwater Contracts Awarded
for Two Maritime Security Cutters;
Commandant Raises “Storm Warnings”
Over Declining Readiness

By Gordon I. Peterson

Ed's note: In December 2003, *The Reservist* published a cover story, "Deepwater, Dawn of a New Era." We asked the author of that feature, Mr. Gordon Peterson, to give our readers an update. He is a retired Navy captain and technical director for the Anteon Corporation's Center for Security Strategies and Operations.

The Coast Guard's multiyear, multibillion-dollar Integrated Deepwater System (IDS) gained momentum in June, 2004 with the award of contracts for two new cutters to Integrated Coast Guard Systems, a joint venture between Lockheed Martin and Northrop Grumman — the Deepwater program's system integrator and partner in industry.

On June 24, the Coast Guard awarded ICGS a contract to start the design and final requirements work for the Maritime Security Cutter, Medium (WMSM, formerly known as the Offshore Patrol Cutter). The contract will advance the medium-sized cutter's original 2012 planned delivery schedule by a full three years — a compelling reminder of the need to deliver new and more capable platforms to the Coast Guard's inventory as quickly as possible. Four days later, a contract totaling \$140 million also was awarded to ICGS for the production and delivery of the first Maritime Security Cutter, Large (WMSL, formerly known as the National Security Cutter).

"A Significant Milestone"

"The contract award for the Maritime Security Cutter, Large is a significant milestone in the Deepwater program," said RADM Patrick M. Stillman, Program Executive Officer for IDS. "It begins the process that will, in several years, culminate in the delivery of the Coast Guard's first 21st-century cutter — a highly capable ship designed to satisfy the Coast Guard's multimission responsibilities. In addition to enabling the Coast Guard to fulfill its commitment to the National Fleet Policy, this class of cutters will play an important role in restoring the Coast Guard's operational readiness, capacity, and effectiveness at a time when the demand for its services has never been higher."

Northrop Grumman Ship Systems will lead the production effort for both cutters, with Lockheed Martin responsible for the design, manufacture, and integration of their systems for C4ISR (command, control, communications, computers, intelligence, surveillance, and reconnaissance). The Maritime Security Cutter, Large will be manufactured in Pascagoula, Miss. Its design calls for a 421-foot hull with a 4,112-ton displacement at full load when delivered in 2007. Propulsion for the twin-screw cutter will be provided by a combined diesel and gas propulsion plant designed for a maximum speed of 28 knots.

"Integrated Coast Guard Systems is very pleased to be developing these new ships, along with our capable partners on the ICGS team," said Jamie Anton, executive vice president of the joint venture. "We are developing and delivering new systems and capabilities to the Coast Guard so it can better perform the important work of guarding our coastlines and protecting U.S. maritime interests."

Each of the cutters will be designed to incorporate a stern ramp for the launch and recovery of new rigid hull inflatable boats, a flight deck to accommodate a range of rotary wing manned and unmanned aircraft, and modern command-and-control systems critical to the Coast Guard's ability to develop a common operating picture and acquire maritime domain awareness.

The notional design of the medium-sized Maritime Security Cutter anticipates a 341-foot vessel with similar capabilities and equipment as its larger counterpart. The Deepwater program is the largest recapitalization effort in the 214-year history of the Coast Guard. Since the June 2002 award of Deepwater's multiyear, multibillion-dollar contract to ICGS, the need to advance the progressive modernization and recapitalization effort with an appropriate sense of urgency has assumed heightened dimensions.

"Storm Warnings"

Coast Guard Commandant ADM Thomas H. Collins described his concern over current readiness trends in early March during congressional testimony on the Bush administration's proposed fiscal year 2005 budget.

"Our greatest threat to mission performance continues to be that our aircraft, boats, and cutters are aging, technologically obsolete, and require replacement and modernization," Collins told the House Coast Guard and Maritime Transportation Subcommittee March 4. Two weeks later, during his "State of the Coast Guard" address at the National Press Club in Washington, D.C., Collins elaborated.

"There are storm warnings along our projected track line," he told a capacity audience. "There are clear warning signals that our ability to sustain our readiness into the future is increasingly at risk. We are experiencing system failures at a steadily increasing rate."

VADM Thomas J. Barrett, vice commandant of the Coast Guard (who retired July 23, 2004), echoed the commandant's concerns during his own testimony on the Deepwater program before the same House



subcommittee April 26. Noting that most Coast Guard cutters and aircraft will reach the end of their projected service lives by 2010, Barrett revealed that the service's annual safety review for fiscal year 2003 reflected a mishap rate for reported apparent in-flight engine power losses of 62.74 per 100,000 flight hours.

"This rate is unacceptable," Barrett said, "and far exceeds the FAA [Federal Aviation Administration] guidelines of no more than one mishap per 100,000 hours or the U.S. Navy Safety Center guidelines of no more than 10 mishaps per 100,000 hours."

Barrett emphasized that the Deepwater program was urgently needed to recapitalize the Coast Guard.

"I cannot overstate the importance of the Deepwater acquisition on the current and future capability of your Coast Guard and its ability to meet national priorities," he said. "The Deepwater program represents a direct investment in the maritime safety and security of the nation. However, declining fleet readiness and increasing costs of maintaining aging assets are jeopardizing our ability to adequately address maritime security threats."

Of note, Barrett said that the Coast Guard experienced 676 unscheduled maintenance days for its cutters during the past year — a 41 percent increase over 2002 and the equivalent of losing more than three and one-half cutters to service.

"We have legacy cutters that are free of major equipment casualties less than 50 percent of the time," he stated. "Maintenance costs are escalating far beyond budgeted support levels and, given the exponential growth, choices become more and more

difficult each year."

Saying that Coast Guard crews took great pride in stretching the functional life of ships and aircraft, Barrett questioned how much longer they would be able to do so.

"We have been able to maintain minimum levels of readiness largely through the Herculean efforts, courage, and innovation of your Coast Guard personnel; however, only so much is possible with assets that are largely obsolete and whose machinery continues to fail," he said.

Restacked Priorities

The Coast Guard took steps to reprioritize the Deepwater program's modernization planning earlier this year — what ADM Collins described as a "restacking of priorities" — to address a growing concern with deteriorating readiness and system failures on legacy air and surface platforms. This spring, ICGS was directed to take immediate action to re-engine the Coast Guard's HH-65 "Dolphin" helicopter fleet.

In response to more extensive deterioration in the hull condition of its fleet of 110-foot Island-class patrol boats (WPBs), the Coast Guard's senior leadership also ordered the acceleration of the design and development of Deepwater's Maritime Patrol Coastal Cutter (WPC, formerly the Fast Response Cutter) — the intended replacement for 110-foot boats. Eight 110s are now under contract for conversion by Bollinger Shipyards, and the decision not to convert all 49 hulls as originally planned

reflects the significant deterioration the boats have experienced during their years of service in a harsh operating environment.

The conversion of the 110-foot boats proved to be more challenging technically than originally envisioned. "The learning curve for these first-in-class conversions was steeper than we anticipated," Deepwater program officials said, "and their modernization got off to a difficult start."

The first three 123s' return to operational service following delivery was delayed by several technical difficulties and post-delivery maintenance requirements. Deepwater acquisition officials met with their counterparts at ICGS to review the procedures and resources devoted to the conversion, test, trials, and delivery to ensure smoother results with follow-on hulls.

Deepwater's modernization upgrades for C4ISR systems on legacy assets and at shore installations also were adjusted this year to be responsive to emergent requirements. In response to a request from the Pacific Area Commander in March, for example, the Coast Guard accelerated Deepwater's planned C4ISR upgrades on the Cutters *Munro* and *Rush* to support upcoming out-of-hemisphere deployments.

The upgrades provided each cutter with access to the Department of Defense's Secure Internet Protocol Routing Network (SIPRNET) and a classified local area network. Concurrent with these command-and-control upgrades, Deepwater's C4ISR upgrade at the Communications Area Master Station Pacific (CAMSPAC) facility at Point Reyes, Calif., was completed. The first shore-based communications upgrade under the Integrated Deepwater System was completed in September 2003 at Communications Area Master Station Atlantic (CAMSLANT).

Additional Capacity Needed

Of the \$6.8 billion in fiscal year 2004 funding appropriated for the Coast Guard, \$668.2 million is allocated to Deepwater. The administration's budget

proposal for fiscal year 2005 identifies \$678 million in funding for the Deepwater modernization and recapitalization program. House and Senate conferees will resolve their differences later this summer before forwarding their spending proposal to President Bush to sign into law.

"Looking ahead," VADM Barrett testified to Congress in April, "it is clear that attaining additional capacity and capability is critical to the Coast Guard's ability to achieve the levels of future readiness needed to perform its expanded homeland-security tasks while concurrently carrying out its other responsibilities."

In early summer, the Coast Guard completed an assessment of the need to revise Deepwater's recapitalization requirements in light of the post-9/11 operating environment. This assessment was reviewed by the Department of Homeland Security's Joint Requirements Council; its findings and recommendations will be incorporated in programmatic recommendations contained in the development of the program's fiscal year 2006 budget request.

Program officials emphasize that Deepwater's acquisition strategy and current Deepwater Implementation Plan solution remain sound for the new and evolving responsibilities and missions that the Coast Guard has been asked to undertake. The Deepwater system-of-system acquisition retains the flexibility to enable it to be adapted to changing circumstances and emerging requirements, they say.

"There have been some people who have looked at the status of the Deepwater program at the present budget time and wondered why the 20-year marathon, as initially defined at contract award, has changed somewhat," said RADM Patrick M. Stillman, Deepwater's program executive officer, at the Navy League's Sea-Air-Space Exposition in Washington, D.C., in April. "The answer to that question is that change is fundamental to our planetary existence, and it is *absolutely* fundamental to the agility and flexibility of this contracting strategy that will bring this enterprise to fruition.

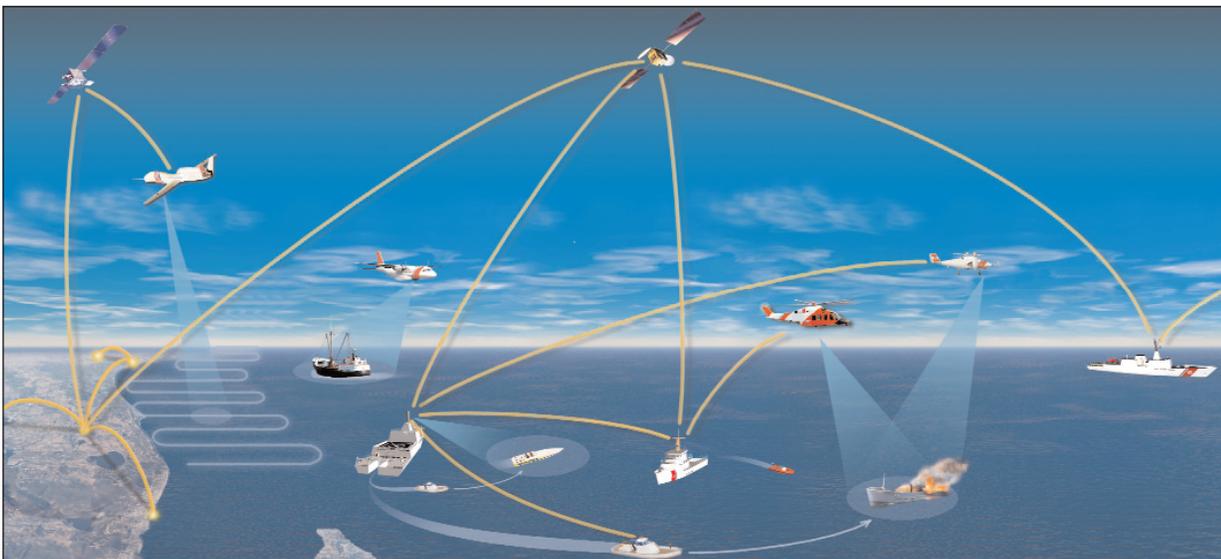




Photo by LCDR Cary Dixon, USCG

Training Center personnel form up to observe the ribbon-cutting ceremony for the official opening of Building 570 April 2, 2004. Photo by LCDR Cary Dixon

USCG Training Center Series Training Center Petaluma, California

By LCDR Cary Dixon, TRACEN Petaluma

Ed's note: This is the second in a three-part series on USCG training centers. The next issue will feature Training Center Yorktown. Training Center Cape May was already featured in Volume 51, Issue 6.

Nestled in the rolling hills of Two Rock Valley among the dairy farms and ranches is United States Coast Guard Training Center Petaluma. Located 50 miles north of San Francisco, this large training command spans more than 800 acres. Hosting seven job specific, apprentice-level “A”

schools and more than 50 specialized courses of instruction ranging from one week to six months in length, the center bustles with activity. Each day, more than 560 active duty, civilian, and contractor training and support staff strive to improve job performance through training and innovative solutions.

Goals and Schools:

“Our mission at Training Center Petaluma is to improve performance on the job for the ratings and programs we serve,” said CAPT Jack Smith, Commanding Officer. The enlisted ratings trained at the Training Center’s “A” schools are: Food Service Specialist (FS), Yeoman (YN), Storekeeper (SK), Health Service Technician (HS), Electronics Technician (ET), Information Systems Technician (IT), and Operations Specialist (OS). Additional courses offered include: Leadership and Management, Course Design, Instructor Development, Maritime Law Enforcement, Emergency Medical Technician, and the coveted Chief Petty Officer’s Academy. Training Center Petaluma is slated to train approximately 5,000 students in fiscal year 2004, including many international students.

A Part of History:

In 1942, “Two Rock Ranch” was purchased by the Army to erect a communications station for monitoring Japanese communications during World War II. The Coast Guard initially acquired the property from the Army in July 1971. The name was later changed to Coast Guard Training Center Petaluma because “Two Rock” was not found on area maps, making it difficult for students and visitors to locate the facility. Although considered for closure in both 1995 and 1999, Training

Center Petaluma has steadily grown and become a keystone of Coast Guard readiness, now filling a vital role in support of our nation’s homeland security missions.

What’s New and Upcoming Events:

July 1, 2003 marked the graduation of the first new line of highly trained enlisted specialists. To more effectively meet the demands of the advanced, high-tech homeland security and search and rescue missions, new job ratings were created in Operations Specialist (OS) and Information Systems Technician (IT). The Electronics Technician (ET) rating was also revised to combine traditional job tasks in electronics, weapons systems, radar, and telephone. To meet the increase in student throughput demands, a new 50,000-square-foot classroom space was recently constructed, adding to the existing 219 buildings and 128 family housing units aboard the Training Center. It was dedicated on April 2, 2004.

For more info, visit:

<http://www.uscg.mil/hq/tcpet/index.shtm> or you may contact the Public Affairs Officer, LCDR Cary Dixon at (707) 765-7514, or via email: ddixon@d11.uscg.mil



LT Ryan Reardon, left, and CDR Al Folsom make preparations to officially open Building 570, a modular facility that provides an additional 50,000 square feet of classroom space for training.

Photo by LCDR Cary Dixon, USCG

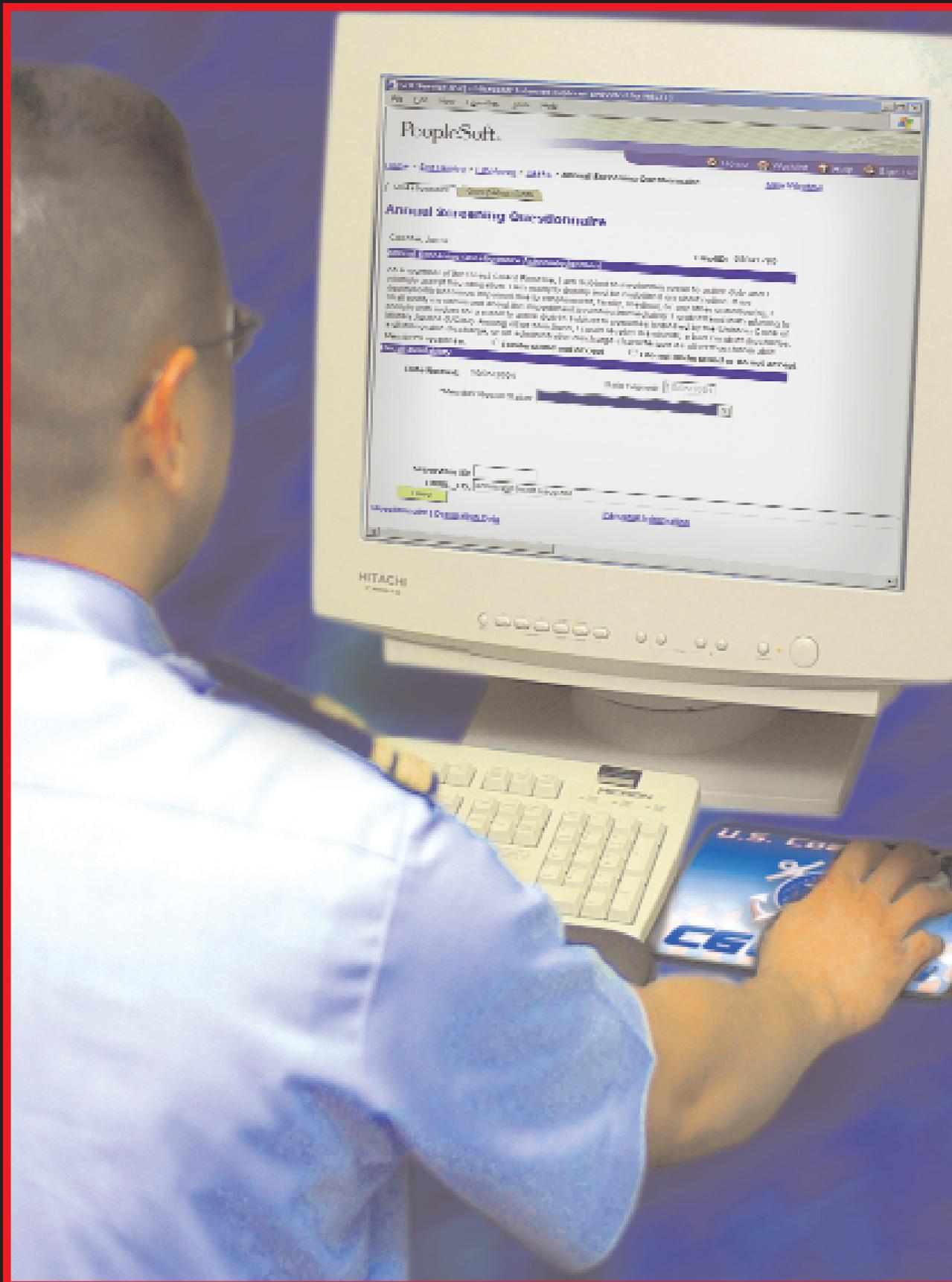


Photo Illustration by Chris Rose

Annual Screening Questionnaire Requirement

By PA2 Judy L. Silverstein, USCGR

Reservists are required by the Coast Guard and mandated by federal law to complete the Annual Screening Questionnaire (ASQ), by the end of October annually. This information is used to keep track of members in the Selected Reserve (SELRES). Having updated personal information allows the Coast Guard to ensure a smooth recall and mobilization process. It also allows the Coast Guard to track who is ready for mobilization, a critical component of our mission.

There are three easy ways to complete the ASQ: Direct Access, download via computer, and contact your unit. Completely filling out both tabs of the Direct Access form or all blocks of the downloaded form, even if your information has not changed, is an annual requirement.

Direct Access

Log into Direct Access at <https://hr.direct-access.us/>, then click *Self Service, Employee, Tasks, and Annual Screening Questionnaire*. Once there, fill out the ASQ Acknowledgement. You have two choices: *'I accept and understand'* and *'I do not understand or do not accept.'* If you click *'I accept and understand,'* be sure you click on *'Available'* in the Recall Availability dropdown box.

Clicking *'I do not understand or do not accept'* has serious implications likely resulting in temporary transfer to the Standby Reserve or discharge. *If you click this block, you must notify your command immediately of your status and whether it is temporary or permanent.*

Once you complete the acknowledgement, click the *Personnel Information* block and update any portion needing correction. Be sure you click *'Save'* to ensure the database will automatically note you have made your annual changes, required by federal law. Reservists who have provided an e-mail address to Direct Access will be reminded annually before the end of September, to complete and submit the ASQ. ***The questionnaire can be accessed and changed at any time of the year so you can actually change it as often as your information changes. However, you must update your information by Oct. 31 of each year.***

Download via Computer

You may also download a copy of the Reserve Personnel Screening Questionnaire — Form CG PSC-3799R (6/03). Log on to the Internet at <http://www.uscg.mil/hq/psc/forms/>. Scroll down to the PSC Forms and Worksheets Section and click on form *CG PSC-3799R, Reserve Annual Screening Questionnaire (ASQ)*. Once downloaded and printed, fill out all the questions, sign and date the form and send it to your unit. Members who are students should enter their school name in the employer block of the civilian employer and enter "student" in the standard occupation code block. Members who are not employed should enter "not applicable" in the employer block and enter "unemployed," "homemaker" OR "retired" in the standard occupation code block. Don't forget to include your current mailing address and applicable phone numbers including cell phone and work numbers.

Contact Your Unit

Reservists who have not provided an e-mail address to Direct Access should have received an ASQ in the mail by the end of September. If you did not receive a form in the mail, please ask your unit to mail or fax a copy to you. Ask your unit to ensure your correct mailing address is listed in Direct Access. Upon receipt of the form, follow the instructions listed above and send the form back to your command. They will input the information into Direct Access for you.

Annual ASQ requirements can be found in Chapter 4 of the *Reserve Policy Manual (RPM)* <http://www.uscg.mil/hq/reserve/pubs/rpm.pdf>. Chapter 5 covers policy regarding transfer to the Standby Reserve (e.g.: temporary hardship and key employees).

Reservists can also refer to ALCOAST 448/04 for further information.



In Brief

• **RETIREMENT CERTIFICATES** — Personnel Service Center Retiree and Annuitant Services Section (PSC RAS) sends out three certificates and one retired lapel pin for each retiring active or reserve member. The three types of certificates are: (1) Retirement Certificate, (2) Presidential Appreciation Certificate, (3) Spouse Appreciation Certificate (if married). PSC(ras) extracts data directly from Direct Access to aid them in the accuracy of the certificates. It is extremely important that CG-4170s are updated promptly after marriage and/or divorce in order to ensure correct information on Spouse Appreciation Certificates. If a member has recently been married or divorced, PSC(ras) recommends that units contact them via the Internet Web Request, www.uscg.mil/hq/psc/retform.htm or by phone at 785-339-3412 (Last Name A-G); 3434 (Last Name H-M) or 3414 (Last Name N-Z). PSC(ras) strives to make sure that certificates are accurate. They do not include certificates for dependents other than the spouse nor do they provide frames or U.S. flags. Frames and U.S. flags should be provided by local units. The Standard Military Family Recognition Certificates are located at: www.uscg.mil/hq/g-s/g-si/g-sii/forms/formindx.htm, the Certificate of Appreciation (for children), is Form Number CG 5673. For info, contact YN2 Kelli Gonzales, PSC(ras) Section, 785-339-3434, e-mail: kgonzales@hrsic.uscg.mil

• **WEEKEND ASSISTANCE FOR RESERVISTS AT PSC** — Reservists at PSC are now “answering the call” one weekend a month to assist and answer questions from reservists nationwide! The weekend schedule for the remainder of 2004 is as follows: Nov. 20-21, Dec. 11-12. Contact PSC at 1-866-772-8724; Web: www.uscg.mil/hq/psc/

• **TAX SEASON W-2 ADDRESS CHANGES** — Tax season is almost upon us, so here’s a quick reminder from the Personnel Service Center (PSC). The address (Block 22) on your Leave and Earnings Statement is where your W-2 will be mailed. If incorrect, you have until Nov. 30, 2004 to change it (end of the November LES cycle). Change it through your SPO support staff or change it yourself in Direct Access. If you miss that deadline, you will have to wait until after Feb. 15, 2005 to request a duplicate 2004 W-2. Questions can be directed to PSC’s help line at 1-866-PSC-USCG (772-8724).

• **BRUCKENTHAL MEMORIAL TACLET COIN** — Mr. David Agata is a longtime guest instructor at TACLET South who owns a small company that makes specialty items for specialized response teams. Mr. Agata has ordered special TACLET South challenge coins to honor fallen Coast Guardsman DC3 Nate Bruckenthal. The coins are \$18 each (plus \$8.25 shipping) with proceeds to the trust fund for Nate’s widow, Patti, and

their little baby girl due in October. The “heads side” is the TACLET South crest with a mourning band across



the center. The tails side shows an attacking eagle clutching a spear. Behind the eagle is a map of Iraq and a flowing flag. Above the eagle there are five stars, one for each branch of service. On the top edge is inscribed, Operation Iraqi Freedom. The bottom bears the Latin command Hostes Oppugnate — which means “Take the Fight to the Enemy.” For more info, contact Mr. David Agata directly at nsadave449@earthlink.net or direct correspondence to: Mr. David Agata, c/o Mighty Mens Gear, 1031 NW 80 Avenue, Margate, FL 33063. Web site: www.mightymensgear.com Please tell Mr. Agata you serve in the Coast Guard. *(USCG does not endorse this product; this is published as a service to our readers.)*

• **UPCOMING DEADLINES** — Here are some important deadlines for reservists: Reserve Program Administrator applications, Nov. 1, 2004, see ALPERSCOM 075//04; CGR Outstanding Junior Officer of the Year Award, Dec. 1, 2004 (see ALCOAST 459/04); Selected Reserve Direct Commission (SRDC) applications due at CG Recruiting Command, Oct. 29, 2004 (selection board convenes Nov. 29, 2004). For SRDC Spring 2005 panel, packages due at CGRC April 1, 2005 (selection board convenes May 2, 2005), see ALCGRECRUITING 010/04 for more info. Reserve Officer Candidate Indoctrination (ROCI) courses convene May 7, 2005, and Aug. 13, 2005.

• **FISCAL YEAR 2005** — Oct. 1 marked the beginning of a new Fiscal Year for the Coast Guard and Coast Guard Reserve. Make sure you schedule and then follow through on your 48 drills and 12 active duty day requirements for a satisfactory year toward retirement. However, certain units’ members are allowed 60 drills and 15 ADT days including: PSUs, HDCUs, NCWGs, SMTC, SOUTHCOM, NORTHCOM, TRANSCOM, Joint Forces Command, and MSSTs. If you have questions, please direct them to LT Christa Jackson, 202-267-2646, e-mail: cjackson@comdt.uscg.mil

• **SENIOR RESERVE OFFICER PANEL RESULTS** — Reserve officers are reminded to review the results of the Senior Reserve Officer panels published in COMCOGARD MLC LANT NORFOLK R 211708Z SEP 04 and COMCOGARD MLC PAC ALAMEDA R 201655Z SEP 04.

Upcoming Events

NOVEMBER 2004

• **USCG FLAGS ACROSS AMERICA DAY** — Sixth annual, Nov. 6, 10 a.m., Coast Guard Hill, Arlington National Cemetery, Arlington, Va. If you can't attend, why not plan an event in your local area to honor USCG veterans? Contact USCG Flags Across America, e-mail: uscgflags@yahoo.com or visit the Web site: <http://uscgcpoa-dc.org/faa/>



• **SOUTHERN CALIFORNIA VETERANS DAY** — Saturday, Nov. 6, Houghton Park, Long Beach, Calif., following morning parade, come to Houghton Park for entertainment, speeches, static displays, and more! Coasties are invited. Contact CWO4 Don Darnauer at 562-435-3746; E-mail: donbarbi@aol.com

• **ESGR COAST GUARD RESERVE NASCAR EVENT** — Saturday, Nov. 20, ESGR will have CG Reserve in the Busch Race at Homestead-Miami Speedway. Race will air on NBC at 1 p.m. For info, see ESGR's Web site at: www.esgr.org/americascar/ or contact LTJG Greg Peck, 202-267-1250, gpeck@comdt.uscg.mil

DECEMBER 2004

• **PEARL HARBOR DAY WREATHLAYING** — Tuesday, Dec. 7, 11:45 a.m. at CGC Taney in Baltimore's

Inner Harbor. Contact Mr. Paul Cora, 802 S. Caroline Street, Baltimore, MD 21231; Phone: 410-396-3453; E-mail: paul@baltomaritimemuseum.org Web: www.baltomaritimemuseum.org

JANUARY 2005

• **55th PRESIDENTIAL INAUGURATION** — Thursday, Jan. 20, 2005! As always, the USCG will be participating in this event in Washington, D.C. See story in this issue on page 12.

• **USS SERPENS 60TH ANNIVERSARY COMMEMORATION** — The DC Chapter of the Chief Petty Officers Association is sponsoring the 4th annual wreathlaying at Arlington National Cemetery, Arlington, Va. Saturday, Jan. 29, 2005, 12 noon, to honor the Coast Guard's worst single disaster during World War II. Contact MCPO Mark Allen, mallen@sgt-inc.com or 202-267-6235.



FEBRUARY 2005

• **ROA MID-WINTER CONFERENCE** — Feb. 13-16, Hilton Hotel and Towers, Washington, D.C. For info, contact ROA, One Constitution Ave., N.E., Washington, D.C. 20002; Phone: 202-479-2200; Web: www.roa.org

Medals & Awards

Defense Superior Service Medal

CAPT Kendel D. Feilen,
USTRANSCOM

Defense Meritorious Service Medal

CWO3 M. Brzezicki, DoD Hlth Reg IV
MCPO John J. Kozeluh, MIFC Atlantic

Meritorious Service Medal

CDR Maureen M. Steinhouse, LANT

Coast Guard Commendation Medal

CDR Thomas M. Quin, MSO Charleston
CDR Edward Wingfield, Natl. Mar. Ctr.
LT Ronald Pigeon, MSO Portland, ME
CWO E. Blackford, Group Charleston
MST1 John Cynkar, MSO Jacksonville
PS1 Thomas Walker, MSO Jacksonville
PS1 Stephen Wilder, MSO Jacksonville

Coast Guard Achievement Medal

LCDR Tina Bassett, Nat. Mar. Ctr.

LCDR David L. Teska, USTRANSCOM
LCDR Robert Eastburn, Natl. Mar. Ctr.
LT Josh C. Peters, MSO Cleveland
LT Aaron Wallace, MSO Boston
MSTCS Richard Perito, MSO Boston
YNC Anne Priestman, D1
SK1 Anita R. Vincent, D8
EM2 Steve C. Adler, MSO Jacksonville

Commandant's Letter of Commendation

LT Wilbur Velarde, R&D Center
LTJG Cliff DeTemple, MSO Cleveland
MCPO John J. Kozeluh, MIFC Atlantic
PSCS Steven Dickson, Nat Mar Center
EM2 Steve C. Adler, MSO Jacksonville

Reserve Good Conduct Medal

10th
YNCM Marilyn J. Carr, PSC

7th
SKC Mary Fowlkes, Group Milw.
6th
PSC Wm. Ralston, MSO Wilmington
YN1 Patricia Feeney, D9
5th
YN2 Betty Corbett, MSO Wilmington
4th
MST1 Ginger Tippet, MSO Wilm.
2nd
PS1 Timothy Cherry, MSO Wilm.
PS2 Jason Simpson, MSO Wilm.
PS2 Nathaniel Stokes, MSO Wilm.
1st
PS2 Graham Horne, MSO Wilm.

Armed Forces Reserve Medal

PSC David Cheesman, MSO
Wilmington

RESERVE MERCHANDISE*



The Coast Guard Exchange System now has some new CGR items available including the following on this page. To order, contact Coast Guard Exchange System Special Orders, 1-800-242-9157; ask for Kathy or Amy.



Key Chain FOB
(Stock No. NKC60)
\$2.00



CGR Ball Cap
(Stock No. BC16-CG)
\$7.99



Window Decal
(Stock No. D53-CG)
\$1.00



CGR Patch
(Stock No. P69CG)
\$2.25

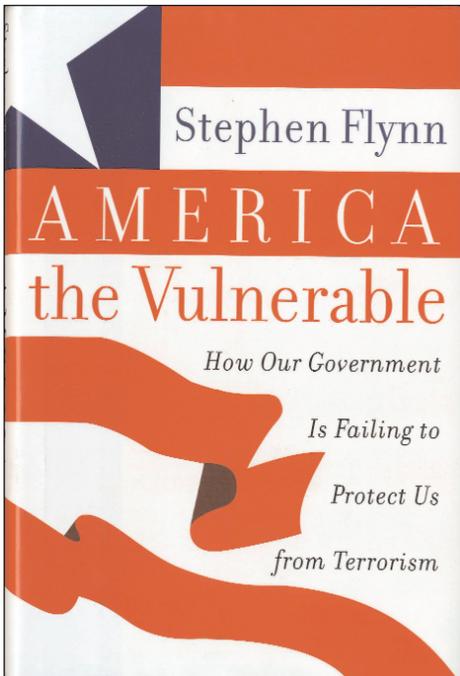


Window Strip, (Stock No. D54-CG)
\$1.00

America the Vulnerable

How Our Government is Failing to Protect us From Terrorism

By CDR Stephen Flynn, USCG(Ret.)



According to Stephen Flynn, a retired Coast Guard commander and widely regarded as one of America's leading experts on national security, America still remains dangerously unprepared to prevent and respond to a catastrophic terrorist attack on U.S. soil. *America the Vulnerable* is a powerful and urgently needed call to action, in which Flynn offers a startling portrait of the radical shortcomings in America's current plan for homeland security more than three years after Sept. 11, 2001.

Beyond providing evidence of many of our most glaring security gaps and inefficiencies, *America the Vulnerable* proposes a radical and workable new framework for dealing with our post-9/11 national insecurity. Flynn makes clear that the home front needs to be mobilized, and delivers a call to wake up and take action that no American can afford to ignore.

Stephen Flynn is the Jeane J. Kirkpatrick Senior Fellow in National Security Studies at the Council on Foreign Relations. He was the lead author of the task force report "America: Still Unprepared, Still in Danger," and his articles have appeared in *Foreign Affairs*. A 1982 Coast Guard Academy graduate, Flynn served 20 years as a commissioned officer in the U.S. Coast Guard. During his Coast Guard seagoing career, he had two tours as commanding officer of the CGC Redwood and CGC Point Arena, and one tour aboard CGC Spar.

America the Vulnerable, published by Harper Collins Publishers Inc., 10 East 53rd Street, New York, NY 10022, (www.harpercollins.com) is 256 pages, printed July 20, 2004, ISBN: 0-06-057128-4.

Rogue Wave

The U.S. Coast Guard on and after 9/11

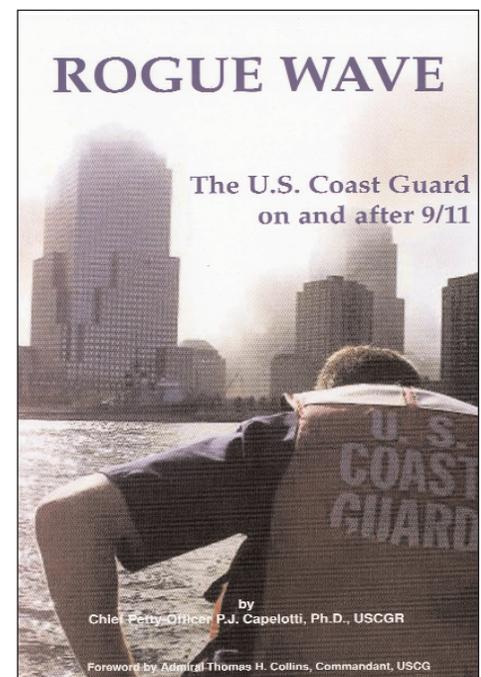
By Chief Petty Officer P.J. Capelotti, USCGR

Coast Guard Reservist PAC Pete Capelotti has written a 210-page book *Rogue Wave: The U.S. Coast Guard on and after 9/11*. On Sept. 11, 2001, the men and women of the Coast Guard, including reservists and auxiliaries, reacted swiftly and courageously. As a Service, the Coast Guard met the immediate challenges put before it with purpose and shifted focus to address this new terrorist threat to our homeland.

With 10 chapters and a foreword by Coast Guard Commandant ADM Thomas H. Collins, the book covers Activities New York, the Atlantic Strike Team, First Coast Guard District in Boston, the Area Commanders, Office of the Commandant, Coast Guard at the Pentagon, Headquarters Directorates of "M" and "O," and the Coast Guard Reserve and Auxiliary.

Capelotti has a Ph.D. and has augmented the Coast Guard Historian's office at USCG Headquarters, Washington, D.C. since 1991. He is a college professor of American Studies and anthropology and a Reserve Chief Public Affairs Specialist.

Rogue Wave, The U.S. Coast Guard on and after 9/11, published in 2004 by the U.S. Coast Guard Historians Office, is available through the Government Printing Office, www.gpo.gov (Stock Number 050-012-00440-4).



Advancements

Effective Sept. 1, 2004

From Enlisted Reserve
Advancement Announcement
(ERAA) No. 09-04

BOATSWAIN'S MATE (BM)

BMCM M GREER
BMCM S DAUGHERT
BMCS S MCDONALD
BMCS J PANCARI
BMCS T PRICE
BMCS J MORALES
BMCS J HEBERT
BMCS J TRACY
BMCS W BUNTING
BMCS D LAMBIRTH
BMCS T HOYER
BMCS G GREER
BMCS K SHOEMAKE
BMCS G WILLIAMS
BMC R WURGLER
BMC S HOGAN
BMC C BERRY
BMC A KINMAN
BMC F ESHELMAN
BMC D CASS
BMC S PETERS
BMC M BUNKER
BMC M GUITERAS
BMC J GARRISON
BMC W PRINCLOT
BMC M VARGO
BMC E LANGEFEL
BM1 K OSHEA
BM1 A STEEL
BM1 T ROSENSTE
BM1 K HARPER
BM2 S CROSSAN
BM2 J ROSS

DAMAGE CONTROLMAN (DC)

DCC C ZOLEZZI
DCC B SCOTT
DCC J SALERNO
DCC R WATSON
DCC G DEYOUNG
DCC R DAVIS

ELECTRICIAN'S
MATE (EM)
EMCS A APENBURG

ELECTRONICS
TECHNICIAN (ET)
ETCM R HINES

FOOD SERVICE
SPECIALIST (FS)
FSC J OBRIEN
FSC S BOWEN

FSC M TULLY
FSC R DUFFY
FSC M GLENN
FSC T ZASTROW
FSC D REAGAN
FS3 K HOGAN

GUNNER'S MATE (GM)

GMCS J HORN
GM1 D ROMANO
GM2 T STEPHENS

INVESTIGATOR (IV)
IV3 J PACKER

MACHINERY TECHNICIAN (MK)

MKCM T CHIPMAN
MKCM R GRINNELL
MKCM P SCHULTZ
MKCM M OQUENDO
MKC R SILVA
MKC R BOYER
MKC S KRZESZOW
MKC M GULBRANS
MKC A SMITH
MKC G WILLARD
MKC J PELLINEN
MKC F STIPKOVI
MKC A WILLIAMS
MKC C ANDERSON
MKC J ELSENBUR
MKC M ONEILL
MKC S YATES
MKC C HORAK
MKC S LENKE
MKC W ROBINSON
MKC J FANELLI
MKC W BROWN
MKC D KEATING
MKC W MORAN
MK1 A CANADY
MK1 W STDENIS
MK1 T KEANE
MK1 M PLANTE
MK1 D NOE
MK1 A DEUSSING
MK1 C MCBETH
MK1 L TOLEDO
MK2 D MADISON
MK2 J RUMFIELD
MK2 C CAULFIEL
MK2 R OLESCHUK
MK2 A WHITE
MK2 B PICKETT
MK2 J CRAWFORD

MARINE SCIENCE
TECHNICIAN (MST)
MST1 J VANDUSEN
MST1 F BARAHONA
MST1 J DORE

MST2 J PIECHOSK
MST2 J BLACKMAN
MST2 M STEPHERS

PORT SECURITY SPECIALIST (PS)

PSC R HANDY
PSC C POSTLETH
PSC P QUINLAN
PSC T BRENNAN
PSC A CARRILLO
PSC M BARTH
PSC P LEMAGIE
PSC T SHEA
PSC D DONOHUE
PSC H BARRERA

STOREKEEPER (SK)

SKCS S FLETCHER
SKC W PAVONE
SKC F ROMAN

YEOMAN (YN)

YN2 H HOPKINS
YN2 K DOLAN

Effective Oct. 1, 2004

From Enlisted Reserve
Advancement Announcement
(ERAA) No. 10-04

BOATSWAIN'S MATE (BM)

BMCS D WEATHERS
BMCS D STRADER
BMCS M JORJORIA
BM1 C DILLINGH
BM1 B HOFFMAN
BM1 B CRANE
BM1 P ELLIS
BM1 D SIMPSON
BM1 E ROBINSON
BM1 R FROST
BM1 L OLMO
BM1 W DYER
BM1 G BROWN
BM1 J GALVAN
BM1 D MCCLURE
BM2 M STOUT
BM2 K LAYMAN

FOOD SERVICE SPECIALIST (FS)

FSC H CROSS
FS1 J DARE
FS1 S KOELLER
FS1 L HARCZAK
FS1 S LEVY
FS1 S HAMMAN
FS1 D SCHAAL

GUNNER'S MATE (GM)

GM1 H NG
GM2 M MISJUNS

INFORMATION SYSTEMS
TECHNICIAN (IT)
IT2 B ARMSTRON

MACHINERY TECHNICIAN (MK)

MKCS G TEENEY
MKC J WILLHITE
MKC P JENKINS
MK1 J SCARBROU
MK1 J VELLA
MK2 S ROWE
MK2 J KIESLICH
MK2 G CHATHAM
MK2 K KENNEDY
MK2 T MCNEW
MK2 D MILLER

MARINE SCIENCE TECHNICIAN (MST)

MST1 K RILEY
MST1 D NEBEL
MST1 R ISLER
MST1 L GOULD
MST2 C FOX
MST2 L FROHMAN
MST2 R EPPERSON
MST2 K KUHN
MST2 L POTTER
MST2 J SWAIN
MST2 H HYMAN

PORT SECURITY
SPECIALIST (PS)
PSC C MULLINS

STOREKEEPER (SK)
SKC C BOSTON
SK3 C BYRNE

YEOMAN (YN)
YN2 J CLARK
YN2 J BRADY
YN2 K MILFORDW
YN2 S RUSS

These lists are taken directly
from ERAA No. 09-04,
ALCGERSCOM 072/04 (R
251405Z AUG 04) and ERAA
No. 10-04, ALCGERSCOM
077/04 (R 211856Z SEP 04).
Questions should be directed
to YNC Jeff Pilkington,
jppilkington@hrsic.uscg.mil or
785-339-3410.

Retirements

RET-1 (Retired With Pay)

AUGUST 2004

CAPT James Comerford, D9
 CDR David A. Binder, D1
 CDR Gerard K. Kelley, D1
 CDR James R. Lasher, D11
 CDR Mark E. Longmeier, D13
 CDR Merle J. Smith, D1
 LCDR W. C. Austin, LAREA
 LCDR W. C. Marquardt, D13
 LT Robert A. Weber, D9
 CWO4 Samuel E. Mobly, D8
 CWO4 Kenneth L. Wilburn
 CWO3 Alvin H. Stanush, D8
 IVC M David W. Major
 ETC Kenneth A. Mason, D8
 IVC Charles W. Knoer, D9
 IVC Edward A. Kuhnert, D8
 PSC M. D. Holmes, MLCPCAC
 YNC Sally E. Houston, D8
 EM1 George A. Basnight, D5
 ET1 Robert E. Decker, D11
 FS1 B.D. Patterson, MLCPCAC
 MK1 L. M. Tsugawa, D14
 PS1 David V. Hartley, D5
 BM2 Arnold Rose, D9
 BM2 Richard J. Stratton, D1
 MK2 William W. Balls, D5
 OS2 Thomas A. Batalon, D1

SEPTEMBER 2004

CAPT Harold E. Hughes, D2
 CDR George Gill, D2
 CDR Charles W. Gower, D8
 CDR Ralph S. Voorhies, D8
 LCDR L. P. Appleton, D14
 LCDR Harold L. Dufilho, D13
 CWO4 William J. Davis, D5
 CWO2 M. L. Horton, D13
 ETCM Edward F. Moore, D1
 PSCM Joseph Doldan, D5
 PSCM R. M. Gruchalla, D13
 PSCS T. P. Sullivan, D13
 SKCS Elaine L. Ocker, D11
 EMC Richard S. Sipos, D1
 MSTC George W. Plotner, D8
 BM1 Edmund S. Davis, D7
 DC1 Roy N. Jorgensen, D2
 MST1 Derek H. Barnard, D13
 MK1 W. M. Champine, D1
 PS1 George W. Basnett, D5
 PS1 Joseph Y. Carson, D1
 YN1 Charles E. Miller, D2
 EM2 Stephen C. Adler, D7
 FS2 Joseph M. Hastedt, D1
 IV2 Jim M. Newton, CGIS

RET-2 (Retired Awaiting Pay)

MAY 2004

OS1 Eugene Hash

JULY 2004

LT Charles R. Jones

AUGUST 2004

CDR R. M. Kobayashi, D14
 LCDR Dennis L. Dyer, D11
 CWO4 Charles R. Chase, D5
 BMCS Billy Betsill, D8
 EMCS C. J. Pomaski, D1
 BMC Victor J. Viola, D1
 MKC Philip A. Benjamin, D7
 PAC Janine D. Wilson, D5
 YNC Janice C. Minson, D1
 MK1 Michael B. Gray, D11
 BM1 Anthony E. Misunas, D7
 BM1 Jodi L. Mosher, D1
 MST1 Roberto G. Lovick
 PS1 Edgar A. Bowen, D5
 PS2 Clifton S. Danley, D7
 PS2 William J. Smith, D5
 EM3 Martin Clark, D8

SEPTEMBER 2004

CAPT John P. Hurley, D7
 CDR Patrick L. Caylor, D13
 CDR Francis B. Orlando, HQ
 LCDR Christopher P. Otto, D8
 MKCM J. A. Howard, LAREA
 MKC J. M. Blankenship, D8
 DC1 Robert A. Dore, D13
 EM1 Paul R. Loibl, D7
 PS1 Jesus E. Figueroa, D11
 PS1 Larry D. LaGrand, D8
 SK1 Ronald L. Fox, MLCPCAC
 DC2 Douglas D. Barnes, 13
 DC2 Nancy E. Roby, D9
 MK2 Richard Kadlec, D1

Source: YN2 Kelli Gonzales, Personnel Service Center (ras)



EM2 Steven Adler, USCGR, receives congratulations and Bravo Zulu from Group Mayport Commanding Officer Catherine Haines at his July 30 retirement ceremony at Mayport, Fla. The ceremony marked a 28-year Coast Guard career for Adler.



Col. B. Dawn Wheeler, USAF, left, presents CAPT Kendel D. Feilen, USCGR, with the Defense Superior Service Medal at his retirement ceremony at USTRANSCOM, Scott Air Force Base, Ill. June 4.



BMC Jim Wall, USCGR(Ret.), 72, sounds the boatswain's pipe during the retirement ceremony of CDR Lynn Koepke at Chicago's Navy Pier aboard M/V Mystic Blue July 2. Being piped ashore is a long-standing retirement tradition.

Photo courtesy SCPO Russell Hoyser, USCGR

Photo courtesy CAPT Kendel D. Feilen, USCGR

Photo by LTJG Grant Spooner, USCGR(Ret.)

Taps

- **CAPT John V. Bruen**, USCGR(Ret.), Aug. 18, 2004, in Middletown, Conn. Survived by his wife, Irene Bruen.
- **CAPT Edmund P. Jauch**, USCGR(Ret.), Aug. 21, 2004, in Cupertino, Calif. Survived by his spouse, Irene Jauch. Interment Santa Clara Mission Cemetery.
- **CAPT William F. Pierce**, USCGR(Ret.), Sept. 18, 2004, in Boston, Mass. Survived by his wife, Maryanna Pierce.
- **CAPT Leroy Reid**, USCGR(Ret.), Aug. 25, 2004, Atlanta, Ga. Survived by his daughter, Nancy Wallace.
- **CAPT Jerome J. Salomone**, USCGR(Ret.), July 5, 2004, in Hammond, La. Survived by his wife, Ruscilla Aalomone. Interment Tickfaw Cemetery, Tickfaw, La.
- **CAPT Gilbert H. Schutzensdorf**, USCGR(Ret.), Aug. 26, 2004, in Clearwater, Fla. Survived by his wife, Alice M. Schutzensdorf.
- **CAPT Doris Scripture**, USCGR(Women's Reserve), Sept. 10, 2004. Served during World War II and then in various Reserve units after WWII. Interment Arlington National Cemetery, Arlington, Va.
- **CDR Harold A. Norgard**, USCGR(Ret.), Aug. 8, 2004.
- **CDR Robert S. Raymer**, USCGR(Ret.), Sept. 18, 2004, in Scottsdale, Ariz. Survived by his spouse, Elinor Saymer. Interment Sept. 23, 2004, at National Memorial Cemetery, Scottsdale, Ariz.
- **LCDR Dennis W. Bowman**, USCGR(Ret.), July 31, 2004, in Galveston, Texas. Survived by his wife, Pamela Scott.
- **LCDR Blanche L. Parker**, USCGR(Ret.), Aug. 21, 2004, in Corona Del Mar, Calif. Interment Los Angeles, Calif.
- **CWO4 Robert L. Casselman**, USCGR(Ret.), July 21, 2004.
- **CWO4 Thomas M. McHale, Jr.**, USCGR(Ret.), Aug. 17, 2004, in Westminster, Md. Survived by his wife, Mary McHale. Interment Garrison, Md.
- **CWO3 Spencer A. Monson**, USCGR(Ret.), June 30, 2004, in Florence, Ore. Survived by son, Steven.
- **PSCM Bruce L. Stobbe**, USCGR(Ret.), Aug. 10, 2004, in Tualatin, Ore. Survived by his wife, Mrs. Mary Stobbe. Interment Tigard, Ore.
- **MKCS Ray W. Rogerson**, USCGR(Ret.), Sept. 13, 2004, in Leesburg, Fla. Survived by his wife, Dot Rogerson.
- **PSCS Robert Dan Abel**, USCGR(Ret.), Aug. 19, 2004. Survived by Bertha Abel. Funeral services were held Aug. 23, 2004 at Jefferson Barracks National Cemetery, St. Louis, Mo.
- **MKC Elfterios P. Gianakis**, USCGR(Ret.), Sept. 3, 2004, in Cupertino, Calif. Survived by his son, Michael Gianakis. Interment Oakhill Cemetery, San Jose, Calif.
- **PS1 Marvin F. Rothstein**, USCGR(Ret.), Aug. 26, 2004, in Long Beach, N.Y. Survived by his wife, Sandy Rothstein.
- **SK3 Sylvia Gilhooley**, USCGR(Women's Reserve), Aug. 19, 2004. Served during World War II. Interment Arlington National Cemetery, Arlington, Va.



Reserve Pay and Formal Training Problems

In this article, I will not discuss 9/11 or the new normalcy. Instead, I will discuss two of my pet peeves: reserve pay and formal training problems.

First, let's consider reserve pay problems. Too often, I engage in damage control and restoration efforts to ensure that reservists receive an honest day's pay for an honest day's work. When addressing such problems, I typically find that at least one of the following mistakes has occurred: 1) the reservist has accumulated more than 48 drills; therefore, they cannot normally be paid for more drills unless pre-approved by Commandant (G-WTR); 2) the reservist did not receive authorization to drill; basically the paper work was not filled out properly or was not submitted; and 3) the reservist filled out and submitted everything properly, but the unit dropped the ball. To make things worse, I rarely learn about the pay problem before 45-60 days have elapsed since the drill was completed.

Please help your local chain of command and help the Gold Badge in your Area of Responsibility help you. I would certainly not wait 60 days to receive my pay, nor would I expect you to. If the commanding officer of your unit were not paid, how long would he/she wait before reporting the problem and having it corrected? Again, an honest day's pay for an honest day's work should be the minimum expectation!

In most cases, the drill/pay process is a simple one. After the reservist submits the drill request in Direct Access (DA) to the supervisor, that supervisor approves it in DA. Once the reservist completes the drill, the supervisor enters it as complete in DA. The member then receives an electronic pay deposit. The pay cutoff dates are listed at

<http://www.uscg.mil/hq/psc/altersru/2003/z03/z03.pdf>.

The reservist should receive his/her direct deposit for drill pay within two to four weeks from the day the supervisor "approves" the drill(s) in DA. To ensure timely payment, reservists and supervisors should ensure prompt approval of drill performance.

Reservists should ask questions if the payment is not received within a month of approval.

Next, let's look at reservist training issues. As I conduct unit visits, I am often asked, "Why don't reservists receive quotas to Coast Guard C schools?" My simple and immediate answer has always been, "Reservists are authorized to attend — and do attend — Coast Guard C Schools." Nothing, however, is ever as simple as it seems. In many cases, reservists do not receive training because the proper training request

procedure is not followed.

More often than not, there is no Short-Term Training Request (STTR) on file at TQC. At times, the reservist has neither filled out nor submitted the documentation. If you want to go, you have to ask! At other times, a supervisor mistakenly feels that sending a reservist to training will deplete unit

training funds and prevent an active duty member from attending a higher priority training opportunity. This should not be the case. Most C School quotas for reservists are funded by G-WTR. Funds for pay, allowances and travel are available from your FOT branch — normally in the form of Annual Training (AT) orders.

Finally, the reservist who receives orders to the requested training opportunity must make a conscientious effort to actually attend. For a reservist with a flexible schedule, however, short-notice quota cancellations can be a ticket to immediate training. The unit can contact TQC and solicit for open seats in convening classes. If you don't ask, you don't go. And we all know that no one benefits from empty seats in the classroom.

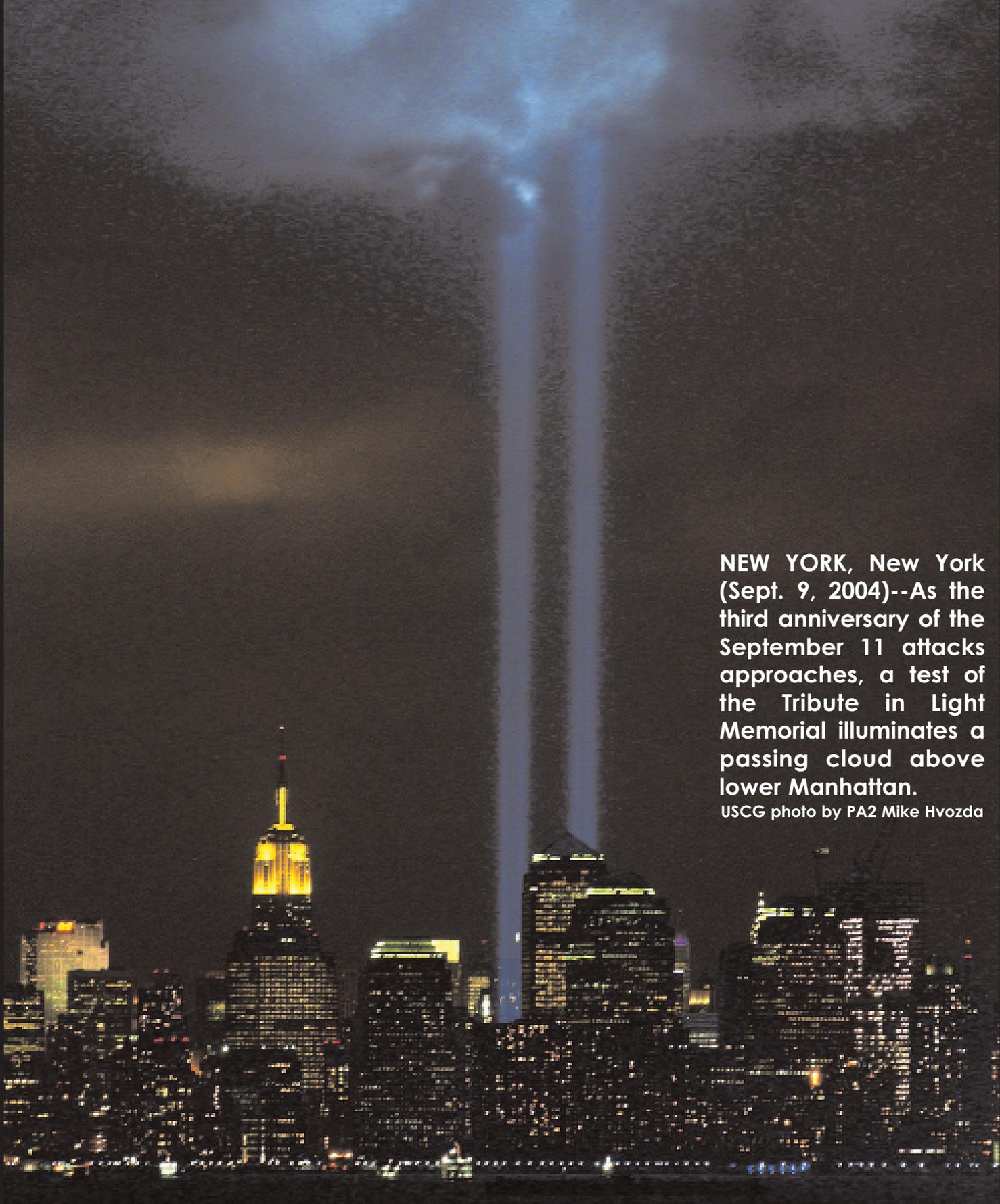
In most cases, the reservist training process works as follows: 1) as with active duty sailors, the reservist initiates the training process by filling out and submitting an STTR to the supervisor; 2) the supervisor endorses the STTR and forwards it through the chain of command for approval; 3) the approved STTR is submitted to TQC; 4) TQC sends DA orders to the reservist and unit; and 5) the reservist attends training and returns to the unit.

The reservist, the shop, the unit and the Coast Guard all benefit greatly from having a well-trained and highly motivated member. It is imperative that we understand and properly implement this process, taking advantage of the personally rewarding and professionally advantageous training opportunities available to Team Coast Guard.

One Team, One Fight, One Coast Guard!



**By MCPO Kevin D. Isherwood, USCG
Command Master Chief, 14th District
kisherwood@d14.uscg.mil**



**NEW YORK, New York
(Sept. 9, 2004)--As the
third anniversary of the
September 11 attacks
approaches, a test of
the Tribute in Light
Memorial illuminates a
passing cloud above
lower Manhattan.**

USCG photo by PA2 Mike Hvozda

**Commanding Officer (mas)
Personnel Service Center
444 SE Quincy Street
Topeka, KS 66683-3591**



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