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SPARs GRADUATE-MOVE TO GROTON

The 22 young women who have completed their basic training at the Naval Recruit Training Center at Bainbridge, Maryland, are the vanguard of many others expected to follow.

They represent the first SPARs trained as a company since World War II when some 11,000 served their country, relieving men for duty at sea.

The Coast Guard looks to these women as the nucleus for future Reserve strength. The SPARs enlisted for three years; one year is spent on active duty and the remainder in their hometown Reserve units.

The Navy is interested in this new SPAR program, because during war or national emergency, the Coast Guard becomes part of the Navy.

The 22 SPARs who took their training at the Navy's Bainbridge base soon found out "boot" camp was no pushover. They worked hard at their training which included physical education, naval and Coast Guard history and organization, citizenship and personal appearance.

Seaman Recruit Suzy SMITH, who had never known regimentation, suddenly found herself getting up by the dawn's early light, to dress, wash, chow-down and march out to the drill field each morning. Military drill played an important part in her training.

The Coast Guard Reserve is justifiably proud of "its girls," who did so well at Bainbridge. During their 10-week tour, the Coast Guard women managed to walk off with an impressive list of honors.

The SPARs won the recruit flag for academic achievement three times and

twice won the award for the best drill company. The girls also composed their own Coast Guard song and walked off with the "Music Flag," a special award presented on Washington's Birthday.

One of the SPARs even managed to earn the American Spirit Honor Medal, the top honor at the recruit center. She was Katherine Mary TULLY of Worcester, Massachusetts. (Reported in the May 1965 *RESERVIST*).

Just as all work and no play makes Jack a dull boy, the same holds true for Jane. The girls' recreational program, though tight with all their studying and homework, was ample and diversified. The girls saw movies, had record hops, song fests and swim meets. Liberty on the base and in nearby towns was a welcome relief during the final weeks.

After graduation from basic training many of the girls took their leave and went home. Others, particularly those from the West Coast, spent their leaves in nearby Washington, D. C., or went north to New York City.

Next stop for the SPARs was Groton, Connecticut, and the Coast Guard Training Center where some are training to become storekeepers while others are studying for the yeoman rating.

At the end of their Groton tour the SPARs will be ordered to a number of Coast Guard District Offices and to Headquarters in Washington, D.C., to complete their year of active duty.

Another group of SPARs, still not recruited, is scheduled to begin training in the fall. The current plan is to train one group each year.



SPARs ON REVIEW—The Graduation Review for the SPAR Company which recently completed recruit training at Bainbridge, Maryland.

Reserve Officers Get Viet Nam Duty

Seventeen 82' patrol craft of the United States Coast Guard have been ordered to Viet Nam for duty with the U.S. Navy's Seventh Fleet. The patrol craft will be under the operational control of the Navy and will be assisting the Republic of Viet Nam in naval operations to counter any infiltration from the sea. Coast Guard participation is part of the enlarged U.S. support of the Republic of Viet Nam in interdicting the flow of men, weapons and material by sea routes into the hands of the Viet Cong communist guerrillas. The recent sinking in the Vung Ro area of a North Vietnamese vessel carrying more than 80 tons of munitions, including some 4000 weapons, emphasized the danger of the communists' efforts to infiltrate by sea.

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FIRST OCS CRUISE 'COMPLETE SUCCESS'

On the last day in April the CGC TANAGER and the CGC UNIMAK departed the Reserve Training Center, Yorktown, for the first Officer Candidate School open-sea cruise since the school moved from its original home at the Coast Guard Academy. On board the two vessels of the OCS Practice Squadron were 108 eager officer candidates. The ten-day dual ship cruise which included two days in port at Nassau-in-the-Bahamas gave the OC's practical training in ship handling, seamanship, and officer responsibilities at sea.

In previous classes at Yorktown, this training had been limited to classroom work and short cruises in the York River and the Chesapeake Bay aboard the CGC CUYAHOGA.

The first day at sea was a busy one. The itinerary began with man overboard and abandon ship drills being carried out on both vessels. Shortly after, an aircraft arrived on scene from the Coast Guard Air Station, Elizabeth City, North Carolina, and served as part of a Ditch-and-Rescue Exercise and general SAR drill. This was followed by a walk-through of General Quarters. The OC's were integrated into the crew of the ships in a training capacity and participated in the routine watches and functions of a Coast Guard vessel at sea.

The main feature of the second day's training was a highline drill between UNIMAK and TANAGER in which a dummy "sick seaman" was transferred. While routine ship board training continued on the third day, the fourth day at sea was marked by



OCS UNDERWAY TRAINING—*Sextant training was an important feature of the OCS at-sea curriculum on board CGC TANAGER and CGC UNIMAK.*

SPAR Among Captain Selectees

CDR Mary H. ARBENZ, USCGR (W) will become the Senior SPAR Officer when she is promoted to the rank of captain in the Reserve. She replaces SPAR CAPTAIN Dorothy BECKWITH who retired recently. Commander Arbenz is among sixteen inactive duty commanders approved for promotion to captain.

Nine of the selectees, including Commander Arbenz are due for immediate promotion. Promotion for each of the others will be effected as vacancies occur.

The selectees are:

John MAHRLEY
Thomas W. HOHLWECK
Mary H. ARBENZ
Frederick T. LINDENMEYER
Bernard A. HYDE
Jack G. MARKS
Edward W. CRAIG
William C. MARTIN, Jr.
Adrian K. LANE
Hamilton F. MOORE
Harold Z. GALLANT
Charles E. CHAMBERLAIN
John E. ENIS
Edward L. BOISSEREE
Thomas A. D. KODGKINSON
John F. KELLEHER

a towing drill in which TANAGER was taken into tow by UNIMAK. This gave the Officer Candidates training in towing procedures and a familiarization with the characteristics of nylon hawsers.

The next morning the OCS Practice Squadron moored at Union Wharf, Nassau-in-the-Bahamas, and after the in-port watch was set, the crew and trainees were granted liberty. This proved to be exciting for all hands, since several commercial cruise ships were in port, and a general carnival atmosphere prevailed. While in Nassau, most of the OC's also had a chance to do some tax-free shopping.

Back at sea again, the first order of business was practical training in gunnery with TANAGER practice firing its 3"/50 and UNIMAK firing its 5"/38 and its 50 calibre machine guns. Training also continued in standard shipboard operations as the vessels steamed back toward Yorktown. The last night at sea climaxed the cruise with a spectacular demonstration of pyrotechnics used for signaling and for SAR cases.

The enthusiasm of the officer trainees and the success of this premier open-sea cruise have made it possible to incorporate one of these cruises into the standard curriculum for each OCS class. The next one is scheduled for December 1965.

MEMORIAL DAY REVIEW RECALLS CIVIL WAR DUTY

Dazzling white in Washington's Memorial Day sun, a company of Regular and Reserve Coast Guardsmen marched briskly by in the Grand Review for the Civil War Centennial. This was a bright and spirited reminder of a less fortunate time when the Nation's loyalties were divided. It is especially significant to our service since the Coast Guard's cutters fought under both the Stars and Stripes and the Stars and Bars.

One of the most famous ships of the Civil War, the side-wheeler HARRIET LANE is credited with having fired the first shot of the war in April 1861, on the eve of the bombardment of Fort Sumter. As part of a force sent to relieve the beleaguered fort, she came upon the southern steamer NASHVILLE trying to run into Charleston harbor without showing her colors. The cutter fired a shot across the steamer's bow, and according to the cutter's captain, "it had the desired effect."

Later, the HARRIET LANE participated in the first Union victory, the capture of Fort Clarke and Fort Hatteras, which were bases for blockade runners in Hatteras Inlet and off the Carolina Coast. Then, transferred to the Union Navy, she served as the flagship of Admiral David Porter whose grandfather had been a master of one of Alexander Hamilton's original ten revenue cutters. At Galveston, Texas, she was captured and finished the war as a Confederate ship along with five other cutters in southern waters which had been seized to defend the Southern Cause.

By November 1864, the Union's cutter fleet consisted of 11 screw propeller steamers, 3 side-wheelers, and 14 sailing vessels. They helped enforce the blockade and lent support to the Army and Navy striking into the South.

The cutter NAUGATUCK escorted the MONITOR when she sailed out into Hampton Roads on 9 March 1862 to do battle with the Confederate ironclad MERRIMAC. The cutter MIAMI saw action at Willoughby's Point, where she landed President Lincoln on Confederate-held soil before the fall of Norfolk, Virginia.

RESERVE DRILL ATTENDANCE APRIL 1965

Officer Average	97.5%
Enlisted Average	89.2%
National Average	90.2%
Highest District	
13th CGD	93.4%



DRIVER IMPROVEMENT GRADUATE BM2 **Ralph B. LARSEN** is shown receiving his wallet-sized certificate from **CDR G. Ernest BOURNE, US-CGR, Manager of the Utah Safety Council in civilian life.**

VIETNAM—from page 1

The regular crews of the 82' vessels are being augmented by the assignment of two officers, lieutenant and below, to serve as commanding officer and executive officer. Among these officers are three Coast Guard Reservists who volunteered for extended active duty for the Viet Nam patrols. LTJG Clinton H. SMOKE, Jr., USCGR, has been transferred from the Fifth District Office while LTJG William C. VERGE, USCGR, and LTJG Joseph P. COOLEY, USCGR, were recalled to active duty from home.

The patrol craft which will comprise Coast Guard Squadron One, as the group is being called, are now being sealifted to Subic Bay, Philippines, by the Military Sea Transport Service from various ports in the U.S. Meanwhile, the crews are undergoing approximately one month of extensive training under COMWESTAREA before proceeding to Subic Bay.

With six-foot draft and speeds of 17 knots for some models and 21 for others, the Point-Class cutters will work inshore where the bigger Navy craft can't maneuver. Inlets, river mouths and island-dotted sea coasts that make a smuggler's paradise are the kind of waters for which these boats were built. They will operate from the shelter of Navy "mother ships" rather than from land bases, and for major repairs will go to the Subic Bay Naval Station. They will remain at sea for three or four days at a time.

Since the tours of duty for all services in Viet Nam are for one year, a need for additional Reserve personnel is not expected at this time. Admiral J. Roland, Commandant of the Coast Guard, has expressed his appreciation to the many Regulars and Reservists who volunteered for this duty.

CALLAWAY REUNION SET

Attention ex-crew and former officers of the USS CALLAWAY! The first reunion of the crew of the World War II, Coast Guard-manned assault transport will be held 1-3 August 1965 in Washington, D.C.

CALLAWAY was commissioned into Naval Service on 11 September 1943 with Coast Guard Captain D. C. McNEIL as her first commanding officer. She served most of her wartime duty in the Pacific islands campaign, usually as the flag-ship of an assault task force. In that capacity CALLAWAY served in the landings on Kwajalein, Emiran, Saipan, Leyte, and Iwo Jima. Her gunners were credited with downing three enemy aircraft and warding off numerous other air attacks. However, during her passage through the Surigao Straits on 8 January 1945, she was hit by a burning Japanese aircraft. In that incident twenty Coast Guardsmen lost their lives, and most of her superstructure was destroyed.

Following her last combat mission as a support ship in the occupation of the Japanese Mainland, CALLAWAY served as a troop transport between the Philippines and the West Coast. She arrived at New York in April 1946, and her Coast Guard crew was removed in May of that year.

No doubt this lengthy history of wartime service produced many friendships and fabulous "sea stories." The Washington Reunion will be an excellent opportunity to renew both! Chairman Wallace E. Shipp has planned an exciting schedule of special Washington tours, luncheons, and dinners as a prelude to the 175th Anniversary of Coast Guard on 4 August. This is an excellent opportunity for former members of the CALLAWAY crew and their families to visit Washington. Westerners and Mid-Westerners may want to combine this with a visit to the Coast Guard Exhibit at the New York World's Fair.

Additional information may be obtained by writing: Wallace Shipp, 5319 Manning Place, N.W., Washington, D.C., 20016.

Reserve SN Is Top Medic

Coast Guard Reserve Seaman Kenneth E. DOLINICK carried off top position in the graduating class of the U. S. Naval Hospital Corps School at Great Lakes, Illinois. He finished as the honor student of the Navy, Marine Corps, and Coast Guard group, attaining a scholastic average of 97.04 for the course.

TRAINING CENTER RICH IN HISTORY

Ten miles from the mouth of the York River in Tidewater Virginia is the well-known Coast Guard Reserve Training Center. Not so well known to the many Reservists who go there for summer training is the wealth of colonial Americana which Yorktown symbolizes. Within this Colonial National Historical Park is the Yorktown Battlefield, Colonial Williamsburg, and the Town of Old Yorktown. Still an attraction on Old Yorktown's main street is the oldest customhouse in the United States, and also the home of Thomas Nelson, one of the Virginia Delegates who signed the Declaration of Independence.

As many veteran Reservists know, the Training Center is literally surrounded by the Yorktown Battlefield, site of the final victory by the American and French Allies in the War for American Independence.

It was 25 April 1781, that Lord Cornwallis marched north from Wilmington, North Carolina, convinced that the southern colonies could not be held until Virginia had been reduced. He arrived in Petersburg, Virginia, to find General Lafayette and his French Infantry facing him across the James River in Richmond. In that situation, Cornwallis moved down the James in hopes of joining forces with General Clinton at Norfolk. Meanwhile, Admiral DeGrasse and 24 men-of-war of the French Fleet sailed from the West Indies to support an attack on New York City. However, in a letter dated 14 August 1781, DeGrasse announced he would sail for the Chesapeake for united action against Cornwallis. About the same time General Washington learned from Lafayette that Cornwallis had occupied and fortified Yorktown. Near the end of August, DeGrasse encountered 19 ships of the British Fleet off the Virginia Capes. After a running naval battle the British fled, leaving the French Fleet in command of the coast. During this Naval action, Washington left a skeleton guard along New York's Hudson River and set out for Virginia with the remainder of the Continental Army. They were transported in ships across the Chesapeake to the vicinity of Williamsburg and on 28 September, marched to Yorktown. The first line of attack was along Wormley Creek (now used to moor the Coast Guard Training Center's small boats) with the Americans advancing on the right and the French on the left. In fear of being outflanked,

see CORNWALLIS on page 4

COMMAND CHANGE AT YORKTOWN

CAPT Mark A. WHALEN, USCG, will be relieved as the Commanding Officer of the Coast Guard Reserve Training Center, Yorktown, Va., early this summer to become the Chief, Operations Division, Third Coast Guard District. Captain Whalen assumed command of the Center in the summer of 1963. Replacing him will be CAPT. O. R. SMEDER, USCG, who is currently assigned to the Office of Personnel at Coast Guard Headquarters.

Captain Smeder was graduated from the Coast Guard Academy and commissioned ensign on 29 May 1939. His first orders sent him to the 12th District in San Francisco, where he completed several temporary assignments before his first permanent assignment to the Cutter ITASCA. During his two-year tour aboard that ship, he and the ship made a goodwill tour of several Central American countries.



WHALEN



SMEDER

Transferred next to the Fifth District, Captain Smeder was attached to the CGC BIBB until October 1941. During this tour, he attended the Navy Mine Warfare School which was on the present site of the Reserve Training Center at Yorktown. Subsequently, he was detailed to the Navy Bureau of Ordnance, Underwater Section, Washington, D.C., and charged with the research and development of net and boom defenses. He was released from this assignment in 1943 to become a student aviator.

Captain Smeder completed training at Pensacola Naval Air Station and was designated a Coast Guard Aviator on 26 January 1944. He was then assigned to the Coast Guard Air Station at St. Petersburg, Fla. Following an assignment at the Brooklyn Air Station and at the San Francisco Air Station, Captain Smeder left the aviation wing of the Service to become Executive Officer of the Coast Guard Cutter ESCANABA at San Francisco.

Captain Smeder's first sea command was the Coast Guard Cutter BUTTONWOOD in the 14th District. He was also the Chief of Personnel in

Coast Guard Goes To World's Fair

Going to the Fair this year? Coast Guard Reservists and other visitors to the New York Fair can learn the fundamentals of small boat navigation and safety practices by visiting the U.S. Coast Guard Exhibit. This exhibit for all small boat buffs is housed in its own building at the "Marina of the Future," on the Flushing Bay side of Shea Stadium.

The theme of the exhibit is "The Good Skipper." The good skipper is the almost invisible man, the man (or woman) you hardly ever notice because he never does the inconsiderate, stupid or dangerous thing that calls attention to himself. The exhibit shows what makes a good skipper and in so doing makes clear the desirability of observing the written, and unwritten, rules of maritime decency.

The section entitled "Red Right Returning" shows not only the history and functions of the U.S. Coast Guard since its founding in 1790, but with models and animations presents the techniques of elementary piloting and coastwise navigation. The entire system of navigational aids in New York Harbor, from Ambrose Light Vessel to the Battery, is explained in eight steps by an animated chart model. From it, visitors not only learn what it takes to maintain safe traffic lanes in a great world port, but also the significance of each kind of navigational aid in orderly traffic movement.

A visitor-operated device explains RDF (radio direction finding) by placing a simulated radio direction finding set in different relationships to Execution Rocks Light. Swinging the antenna enables the make-believe skipper to increase or decrease the audio volume emanating from Execution Rocks until he gets the 'null' that gives him his correct bearing from the light.

A new-style lantern that focuses the rays of a 12-volt lamp into a beam visible for miles on a clear night is

that district. Then he received a second sea command as the "skipper" of the Coast Guard Cutter CHAUTAUQUA at San Francisco. His last sea command was as Commanding Officer of the Cutter ANDROSCOGGIN at Miami.

In August 1962, he was assigned as the Staff Assistant to the Chief, Office of Personnel at Coast Guard Headquarters, his second Headquarters assignment. Captain Smeder expects to move to Yorktown later this summer.

WHO WILL BE 25 YEARS YOUNG ON FEBRUARY 19, 1966?

CORNWALLIS—from page 3

Cornwallis attempted to escape with his army to Gloucester on the opposite side of the York River, but a storm ruined what little chance of success there was in this venture. In grave danger of an all-out frontal assault from the 16,000 French and American troops, Cornwallis offered to surrender on the 17th of October. Two days later his entire force, 7,073 strong, was surrendered and American Independence was practically assured. The "Moore House" where the surrender was negotiated still stands today near the gate of the Coast Guard Center.

Reservists going to Yorktown for the first time this Summer will certainly want to devote some liberty time to a tour of the historically rich Battlefield area. Guided tours and tourist information are provided locally at special rates to military personnel. For American history buffs, an excellent book on the area and its historical significance is *The Glory of Yorktown* by Jean Henri Clos.

displayed alongside an automatic lamp changer. This remarkable little device will automatically replace a burned out bulb within a few seconds of the failure. Four bulb changes can be made before human attention is needed.

The sounds of horns, sirens, whistles, diaphones, gongs and bells are broadcast to help new skippers recognize these different kinds of audio aids.

In addition to a complete radio station handling traffic for the area, the exhibit also contains an operating radar unit scanning water traffic in the Marina area.

The dramatic story of search and rescue work forms a colorful close to the exhibit. So, if you are going to the Fair this year, be sure to put this exhibit on your list. It is of special interest to Reservists and their families.

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