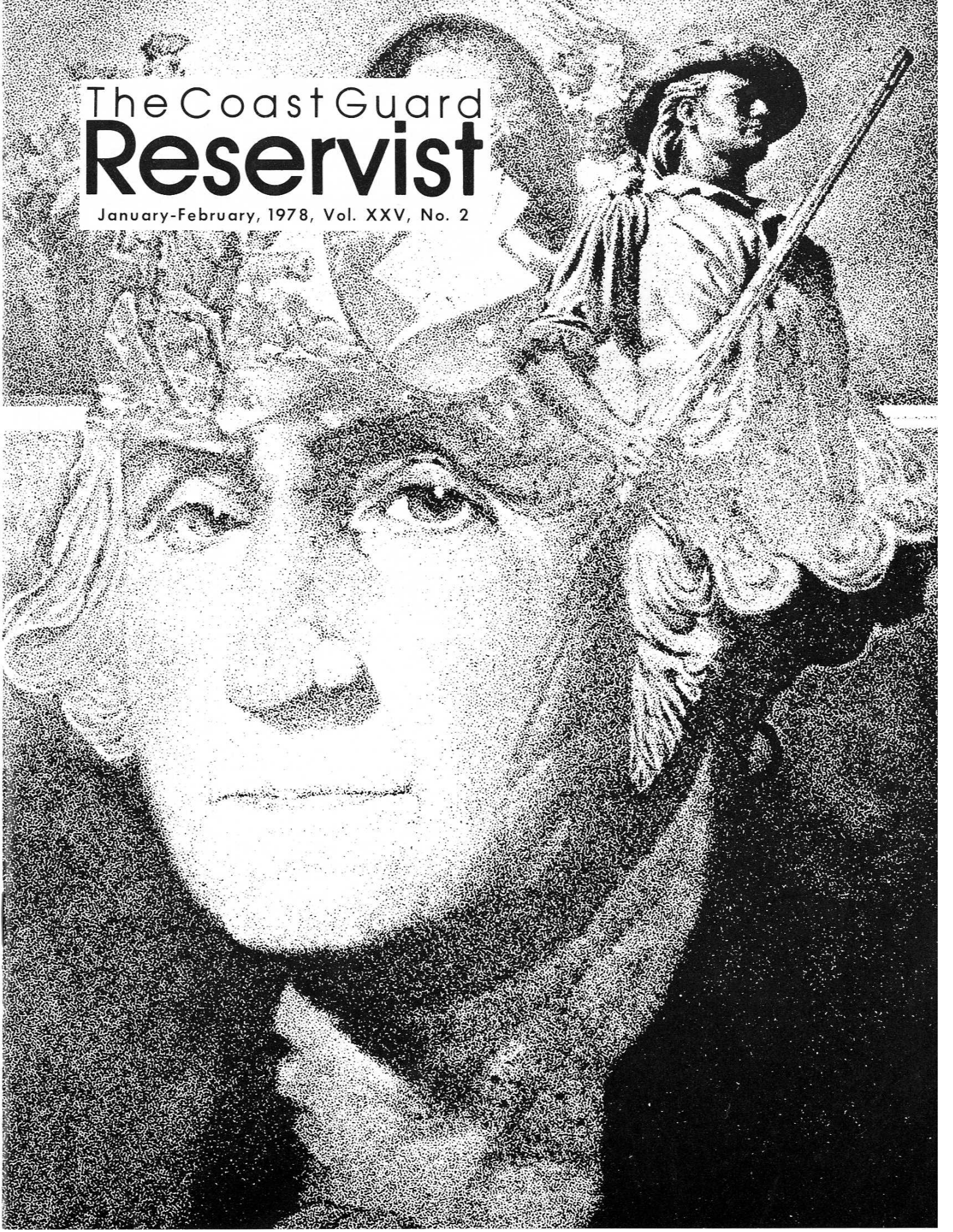
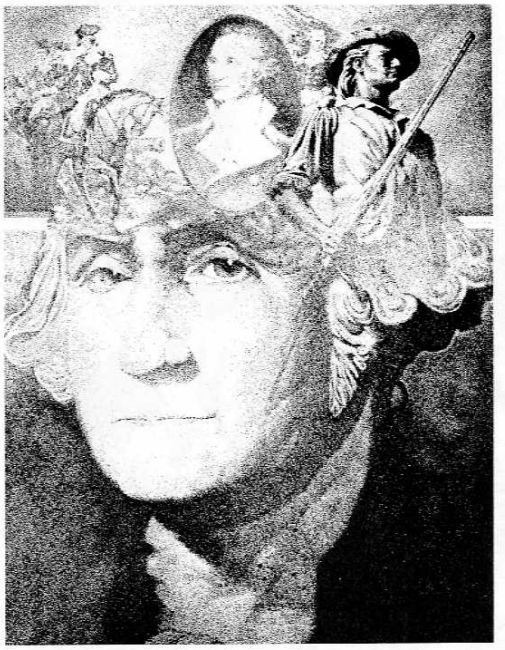


The Coast Guard Reservist

January-February, 1978, Vol. XXV, No. 2



Cover--It is fitting to dedicate the January-February Reservist to George Washington, whose birthday we celebrated February 20. Washington's great influence in our history was not just as president; in fact, he was appointed our first commander-in chief in 1775, 14 years before he was elected president.

The War of Independence was filled with hardships. Its success was largely due to his leadership. Washington was resourceful, a stern disciplinarian and the nation's one strong, dependable force for unity in trying times. His selflessness as a commanding officer is an inspiration for all men and women who wear the uniform of the United States.

The Coast Guard Reservist

The Reservist is published bi-monthly by the Commandant of the United States Coast Guard. Material contained herein is for information only and does not constitute authority for action. Inquiries concerning the Coast Guard Reserve should be addressed to the Commandant (G-R-1/81) Coast Guard Headquarters, Washington, D. C. 20590; 202-426-2350.

Admiral O. W. Siler
Commandant, U. S. Coast Guard

Rear Admiral T. T. Wetmore, III
Chief, Office of Reserve

Ensign K. M. Kiely
Editor

YN2 William P. Hamlin, Jr.
Staff Writer and Production

Members of the Coast Guard Reserve are invited to submit articles and photographs of interest to the Editor, Coast Guard Reservist, for possible publication. By-lines will be given upon request.

Reprints of 'Slick' detective work helps nab polluters, from the November-December 1977 Coast Guard Reservist, are available from Commandant, (G-APA/83).

CG-288

Distribution (SDL No. 106)

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★★ The Admiral's Corner

RADM Wetmore inspects the rifle of a member of the Recruit Honor Guard at Training Center Alameda.

Six years ago the Coast Guard Reserve took one of the most important steps in its history by adopting augmentation training as the primary means of preparing its members for their mobilization responsibilities. Augmentation training has since provided valuable hands-on experience for our reservists who have, in turn, contributed significantly to the statutory, peacetime missions of the active service. Our established goal of devoting 65 percent of available training time to augmentation training has necessarily reduced the amount of time spent in the more traditional, formal training activities.

For the past several months we have been placing greater emphasis on formal training. Some have interpreted this as an indication that we are reducing our commitment to augmentation training. Nothing could be further from the truth. I am positive that augmentation training is primarily responsible for the excellent health of the Coast Guard Reserve today. "Training by doing" is a proven success. Morale is high. Our recruiting and retention figures are generally favorable. We have earned the respect not only of the active Coast Guard, but of our sister services as well. It is unlikely that we will readily turn our backs on a training mode which has done so much for us.

While augmentation training is good, it is not perfect. And since it does not fully prepare reservists for their mobilization assignments, it must be supplemented by formal training. Our goal is to devote 25 percent of available time to formal training, and we must make every minute of that time count. Centrally-prepared training packages such as the RCS cassettes and mini-courses, as well as locally-prepared curricula, must form an integral part of the Inactive Duty for Training program. In the Active Duty for Training program, we are taking steps to ensure that our AT courses provide the training which is most needed, and present it in the most effective manner possible.

We must also work to enhance augmentation training. One of the most important responsibilities of Reserve Group Commanders and Reserve Unit Commanding Officers is to ensure that augmentation activities provide training which is rating and mobilization related. It is not enough simply to have our reservists augmenting; we must be certain that their activities contribute to our primary objective of mobilization readiness to the greatest extent possible.

Our continuing commitment is to a balanced training package consisting of augmentation and formal training. The challenge facing us today is to derive the maximum training contribution possible from each mode.

T. T. Wetmore III
Chief, Office of Reserve

Brief Comments

Reliance wins Comms award

The Reserve training cutter RELIANCE won the Commander, Atlantic Area Communications Award for fiscal year 1977. RELIANCE earned an overall score of 94.2 in this category during refresher training at Naval Amphibious Base Little Creek August 29 through September 9. The commendatory letter award is given annually to the cutter which attains the highest score in communications during refresher training. The communications score was part of the summary of marks which determined the award of Excellent in Operational Readiness for RELIANCE.

Communications Department personnel were ENS B. S. White, RM1 F. M. Dendis, RM3 J. R. Farmer, RM3 M. A. Watson and RM3 M. P. Donnelly. ETN2 S. R. Wynruit and ET2 R. D. Knight kept all communications equipment at peak performance, while earning a score of 100 per cent in electronics during the two weeks of refresher training.

The "Bridge Gang," QMC Alfred, QM2 T. Miller, QM3 G. A. Coleman and QM3 R. V. Rose proved proficient in flag hoists and flashing light.

Areas covered by the Communications Department at refresher training were battle preparations, NBC procedures, security devices and special codes, first aid for electrical shock, combating a class "C" fire, emergency destruction, and personnel performance (general). A total of 21 training readiness evaluation deficiencies were found upon commencement of training and all were corrected before leaving.

RELIANCE recently received COMLANTAREA award plates for attaining a rating of excellent in operational readiness and engineering.

The performance and enthusiasm of the Regular RELIANCE crew members and 18 Reserve personnel assisted in earning RELIANCE her highest marks ever at refresher training. RELIANCE is highly capable of providing training for USCG Reserve personnel and officer candidates while she maintains operational commitments including offshore law enforcement, fisheries patrols, and SAR. Two week OJT periods onboard RELIANCE this coming year will prove to be an exciting experience.

SADT

The July-August issue of the RESERVIST contained an announcement of several SADT opportunities with the Waterfront Facilities Task Force in Coast Guard Headquarters. Several positions are still available.

The Task Force is charged with rewriting all regulations pertaining to waterfront facilities.

Reservists with in-depth experience in bulk liquid, bulk solid, liquified gas, break bulk, intermodal, and explosives loading facilities are required. In addition, reservists with expertise in regulation writing and the development of environmental impact statements are being sought.

Yeomen take note: The task force also needs long-term clerical support.

Numerous assignments, ranging from 2 weeks to 6 months or more, are available.

If you have the requisite background and wish to apply for this very interesting duty, your district training officer has complete details.

District training officers requiring additional information should call LCDR Roger Pike in G-RT at 426-1622.

Commandant Change of Command director needed

The Coast Guard will undergo substantial changes at the top during 1978. A new Commandant will assume leadership May 31, and a new Vice Commandant will take charge June 30. As a result, a unique eight week SADT opportunity is available for a commander or lieutenant commander to serve as Executive Director of the Commandant Change of Command Ceremony. The officer selected will coordinate all events connected with the ceremony, from sending invitations to arranging for medical support. In addition, a foul weather plan must be prepared in case Mother Nature intervenes unfavorably. The ceremony will take place at the Washington Navy Yard.

It is important that the officer selected be an organizer who can quickly establish good working relationships with others. Any Reserve commander or lieutenant commander qualified for this task should submit form CG-3453 and a resume via the chain of command to Commandant (G-RT-1/81) U.S. Coast Guard Headquarters, Washington, D. C. 20590. The reporting date for this duty will be mid-April 1978.

For more information call ENS Korson at 202-426-1622.

Reserve pay system improves in '77

December was the twelfth consecutive month in which less than one per cent of drilling reservists were not paid. This is a reduction from almost ten per cent previously. The close cooperation between the Management Information Systems Branch (G-RA-1) and the Reserve Pay Branch (G-FPS-3) has contributed significantly to this achievement.

Since last summer, there have been many changes in the Reserve program as it affects reservists. Drill paychecks are now mailed directly to reservists. This has shortened by about one-half the time required to receive a paycheck. Each reservist who has a drill activity also now receives a Reserve Earning Statement and Exchange Authorization at about the same time as the paycheck arrives. This provides an accounting of monthly drill and pay activity and provides immediate exchange authorization based on actual drill activity. The new and expanded "RESERVIST" is also mailed from Headquarters directly to each reservist.

Headquarters and district Reserve personnel have continued improving the quality and quantity of information in the Reserve Personnel Management Information System. The most significant consequence of this has been a virtual elimination of pay problems. Future benefits will include more accurate point count statements, less time required to evaluate requests for servicewide exams and annual training, and improved annual screening.

A chance to help

BM1 Ed Poe made it home for Christmas, but his journey has just begun.

Poe, 29, has been paralyzed from the neck down since last summer as a result of an automobile accident. While he was hospitalized in Memphis, his wife Jeanne, 28, was not able to visit him often due to meager finances and the fact that she has cancer.

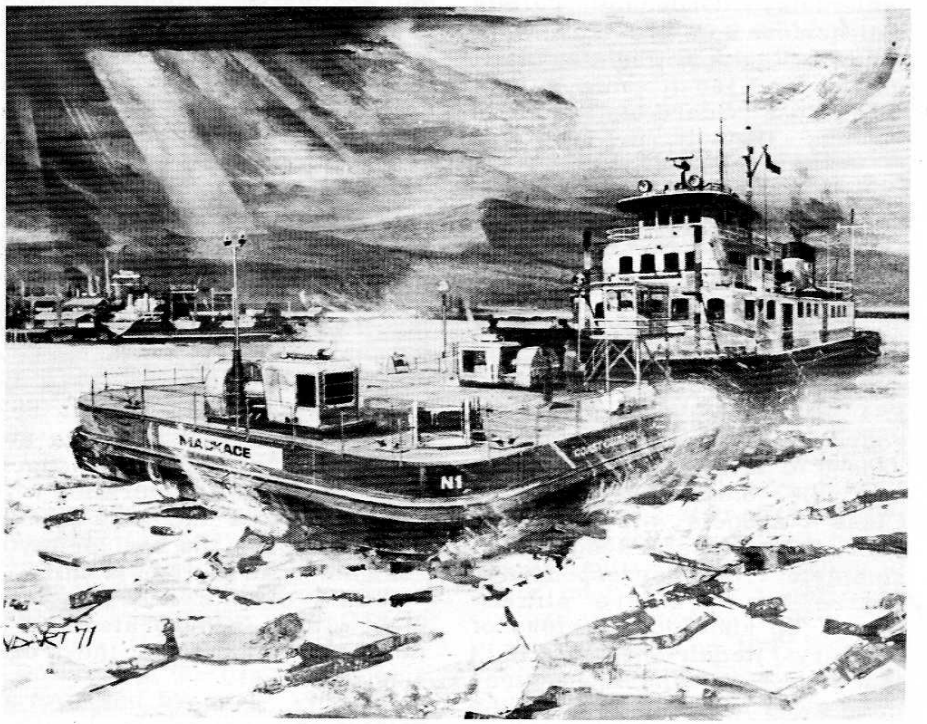
Ed and Jeanne Poe and their 2 small sons are finally together again, but their problems are by no means over. Mrs. Poe cannot work, and despite help from the Coast Guard and CHAMPUS, bills are mounting. According to YN1 Chuck Tate, a former co-worker of Poe's, "All the little household things that Ed used to do himself, like putting up the TV antenna or changing spark plugs, now have to be done by hired help." In addition, the family is looking for a new house that will accomodate Poe's hospital bed and wheel chairs.

YN1 Tate has volunteered to accept donations for the Poe family at Tate's home address: 10156 East 4th Place, Tulsa, OK 74128.

Coast Guard personnel as close as the Coast Guard Institute and as far away as Puerto Rico have contributed financial help to the Poes. "Their generosity is really appreciated," said Tate.

Although the future looks bleak, Jeanne Poe is determined to keep the family together. "We're going to make it," she said.

Guard uses air to break ice



The Coast Guard began on December 15 a three month operational evaluation of air cushion vehicles for ice breaking on the Illinois River in the area of Peoria, Illinois. Two types of air cushion vehicles are being tested. One is a 55' x 45' barge, leased from Mackley Ace (U.S. A.) Inc. which is pushed by the USCGC SUMAC, an inland tender. Another is a self propelled vehicle obtained from the U.S. Army. The ability of air cushion vehicles to break lake and harbor ice has been under development by the Canadian Government for several years. This evaluation is directed towards the use of the vehicles on narrow shallow channels with low water volume flow typical of rivers in the Central and Eastern U. S. The U. S. Army Corps of Engineers is participating in the project by providing test objectives, partial funding and personnel support. The waterway operators strongly endorse the project. Commander, Second Coast Guard District has responded to queries with background and a description of this R & D project.

Correspondence course tips from the Institute

The Coast Guard Institute has several pointers for reservists concerning correspondence courses:

Keep an eye out for the new Coast Guard Institute Non-Resident Training Manual. It replaces the old Correspondence Course Manual, and contains up-to-date information on course availability from the Institute, plus an expanded section on extension courses offered by other agencies. The courses offered by the U.S. Army Transportation School at Fort Eustis, Virginia are of particular value to anyone interested in port operations, waterborne transportation, and handling of hazardous materials. Ordering details can be found in appendix E of the Non-Resident Training Manual.

The Coast Guard Institute also reports that it is receiving many requests for simultaneous enrollment in two rating courses, especially from reservists who have been given approval to prepare for a lateral change in rating. The Institute will not allow enrollment in more than one rating course at any one time, and will fill orders containing requests for more than one rating course by sending out the course for the lower pay grade.

However, newly enlisted reservists who are required to take the Coast Guard Orientation correspondence course may enroll in one rate training course at the same time. The Coast Guard Institute will only process the application for a second course IF the words "Dual Enrollment Requested" are entered in the "Remarks" section of the correspondence course enrollment card, (CGI-2100). See article 302D of the Coast Guard Institute Non-Resident Training Manual for full details.

Finally, the Institute is receiving many requests from units for correspondence course pamphlets. This is a burden for the Institute and often results in the units' stocking obsolete course pamphlets. The Institute will not fill such requests in the future. Exceptions to this policy will have to be requested from Commandant (G-RT), via the chain of command, and must be fully justified. Units should exercise care when using old correspondence course pamphlets as training aids. These courses are constantly updated and amended. The Enlisted Qualifications Manual (CG-311) is the best source for rating information.

Knowledge factors

Personnel in pay grades E-3 and below who entered a Class A school on or after 1 July 1977 must now successfully complete the Coast Guard Institute's new E-4 Military Requirements course before they can be advanced to E-4. This course is available only to students at Class A schools, since individuals not at Class A schools who complete a correspondence course for E-4 are already tested on knowledge factors of Military Requirements within that course. This new requirement was instituted because previously a member who attended a Class A school, especially in pay grade E-2, would not be tested on military requirements until he or she took a course for E-5.

When an individual reports to a Coast Guard or Navy Class A school, he or she will be issued appropriate course study materials automatically. The student's training command will then administer a test on the material. Successful course completion must be certified by an appropriate entry on page 7 of the member's service record, stating, "Date--passed knowledge factors of Military Requirements, required for advancement to pay grade E-4." Students who fail this test after two attempts at Class A school must request another test at their next unit and pass it before they can be advanced to E-4. An exception to this retest policy is that students attending a Class A school longer than 20 weeks in duration will be afforded a third or fourth chance to pass the test prior to assignment to their next unit.

Details of this new requirement will be incorporated into a future amendment to the Personnel Manual.

Reserve unit Phoenix 'splendid'

RADM R. I. Price, Commander, 11th Coast Guard District, had nothing but praise for Reserve Unit Phoenix in a recent letter to the Commandant. RADM Price inspected the unit during a visit to Phoenix. Following are some of his comments:

"On the last morning I conducted an inspection of the Coast Guard Reserve Unit. This was not their regular drill day but they assembled especially for my inspection. This is the group that was national runner-up for the Reserve Officers' Association National Award. Reviewing the things they have done under the circumstances in which they have to work, they should easily have received first prize. They make a splendid presentation and appearance, as good as any of our Regular units and better than some. Considering that they are located 360 miles from salt water, and that they are spread out over a good deal of the state, it is quite an accomplishment. They are most ingenious, and enthusiastic. They are working on airlift arrangements with Naval Reserve aircraft in the San Diego area. I intend to look into this possibility. They deserve every degree of support we can give them. The Navy captain in charge of the Reserve Center where all this took place, a highly decorated officer, remarked to me that he wished Reserve units of the Navy and Marines drilling there had something of the kind of mission of the Coast Guard to give them the sense of commitment displayed by the Phoenix Coast Guard Reserve Unit."

St. Louis unit's mission is on the air waves

"And now, live from the Ohio River....."

This was a weekly introduction by the disc jockey at radio station WAVE in Louisville all boating season long.

What started as an experiment last fall has grown into what may be the only regularly scheduled live radio broadcast by a Reserve unit of the U. S. Coast Guard. In August 1976, Coast Guard Reserve Unit Louisville, Kentucky, was contacted by Tom DeMuth, the program director of radio station WAVE. He felt that the boating public in the greater Louisville area had long been ignored by the various radio stations operating in the vicinity. Louisville boaters are a large group. The pleasure boating traffic operating in this area is among the heaviest in the continental United States. There are more house boats operating in the greater Louisville area than in most other major waterways in the country.

Starting Labor Day 1976 the first live broadcast went over the airways to the 200,000 listeners of WAVE. It was a great success. Members of the unit, both those involved and those not involved, received many compliments.

At the end of the boating season, the radio station evaluated listener and sponsor reaction, and it was decided to repeat the broadcasts during boating season 1977, May through September.

Five full months of broadcasts, averaging four a day for approximately 43 days, resulted in Coast Guard Reserve Unit Louisville reaching a total of almost 3,500,000 people, many of them boaters.

The broadcasts, made not only locally, but from remote locations such as Madison, Indiana were highly successful. The three major boating season holidays, Memorial Day, 4th of July and Labor Day, 1977 were blanketed with the voices of numerous Coast Guard radio broadcasters.

The cooperation of MSO Louisville and the Coast Guard Auxiliary was of great value. They provided the data that was necessary to insure a safe boating season to the Louisville area residents operating on the river.

On Sunday, September 25 at 2:50 P.M. the unit broadcast its last "And now, live from the Ohio River..." for the season. But if everything goes according to plan, they'll be back on the air next year.

Station Rio Vista honored

RADM Olin A. Lively, USCGR, presented letters of appreciation to Coast Guard reservists of Station Rio Vista, California, who helped coordinate the use of the U.S. Army Reserve vessel RESOLUTE for interservice training.

Receiving letters were LCDR Donald E. Tungate, LT Hugh Campbell, LT James E. Prindeville, PSCS Walter L. Wardle and PSC Richard O. Bendel.

The reservists also arranged for the acquisition and shipment of approximately $3,000 worth of salvaged lumber and 40 pallets of simulated cargo from the Naval Weapons Station in Concord, California, to the USARV RESOLUTE. Under their direction, this material was used to create an explosive loading classroom in lower hold #2, consisting of displays and working cargo handling equipment. This system is now being used as an extension of the Coast Guard Explosive Loading School at Concord and for the interservice training of Coast Guard, Army, and Navy personnel.

New cutters

A contract for construction of four 270-foot medium endurance cutters (WMEC) will be awarded to Tacoma Boatbuilding Company Inc., Tacoma, Washington.

The contract, worth 110,207, 245 dollars, includes detail, design and construction of the vessels. The new ships are intended to replace the 30-40 year old medium and high endurance cutters presently operating in the Coast Guard fleet.

Delivery of the first 270-footer is expected by early 1981, with delivery of the three remaining cutters at four month intervals. The cutters will be used for multi-mission purposes including enforcement of maritime laws and treaties, search and rescue, marine environmental protection, and marine science activities.

The new 270s have been designated the Famous Cutter Class. They will be named after noted Coast Guard cutters from the service's 187 year history.

A feature article on the new 270-foot cutter appeared in the July-August 1977 issue of the Coast Guard RESERVIST.

IDT evals

Evaluations for advancement to CPO grades can now be done by active duty commands based on performance of IDT over an extended period of time, according to COMDTNOTE 1418 of 28 November 1977. "Extended period of time" has been defined as at least 24 drill periods. It will be the decision of the active duty commander whether he or she has sufficient information to write an accurate, complete evaluation based on observation of the candidate on IDT. Obviously, it now becomes necessary to establish close and early liaison with active duty commanders of augmentation training sites to determine their feelings about IDT evaluations well in advance of the time the evaluation is needed. This early planning will allow the scheduling of an ADT evaluation period if necessary. The evaluation must be completed before the candidate sits for the examination. Candidates are reminded that both CWO and CPO evaluations are valid for 36 months, but that they may not be completed on the same period of ADT. CWO evaluations may not be completed on IDT.

The First Mate on the Anderson asked "Oh, by the way, how are you making out with your problems?" The Fitzgerald replied "We are holding our own."

THE WRECK OF THE E

By Bill Hamlin

Mariners of Lake Superior know there is some basis in fact to a legend of the Chippewa tribe that the lake they once called Gitchee Gumee "never gives up her dead."

On the evening of November 10, 1975, the 729-foot ore ship Edmund Fitzgerald sank during a severe winter storm in the southeast end of Lake Superior, at 46° 59.9'N, 85° 06.6'W, about 17 miles from the entrance to Whitefish Bay, Michigan.

The vessel, bound for Detroit, Michigan, had departed Superior, Wisconsin on a sunny afternoon November 9th. It carried a 29-man crew and a full cargo of 26,116 tons of taconite pellets. The next day a winter storm hit Lake Superior. By that evening the Edmund Fitzgerald was rocking through waves of 20 to 30 feet and fighting winds of 50 knots or more.

Periodically throughout the voyage, the Fitzgerald was in communication with other vessels. At approximately 3:30 PM, November 10, the Fitzgerald reported some topside damage and a list to the steamer Arthur M. Anderson, which was following it. The Fitzgerald did not express any urgency in the report. The master of the Fitzgerald did request, however, that the Anderson provide navigational information.

At 7:00 PM, the First Mate on the Anderson informed the Fitzgerald that the Fitzgerald was 10 miles ahead. At 7:10 PM the Mate again called the Fitzgerald to provide additional navigation information. As the Mate started to sign off, he asked, "Oh, by the way, how are you making out with your problems?" The Fitzgerald replied, "We are holding our own." The Mate on the Anderson replied, "Okay, fine. I will be talking to you later." This was the last transmission heard from the Edmund Fitzgerald. At that time the Anderson's radar showed the Fitzgerald to be about 9 miles ahead. This was the last time the Anderson observed the Fitzgerald on radar.

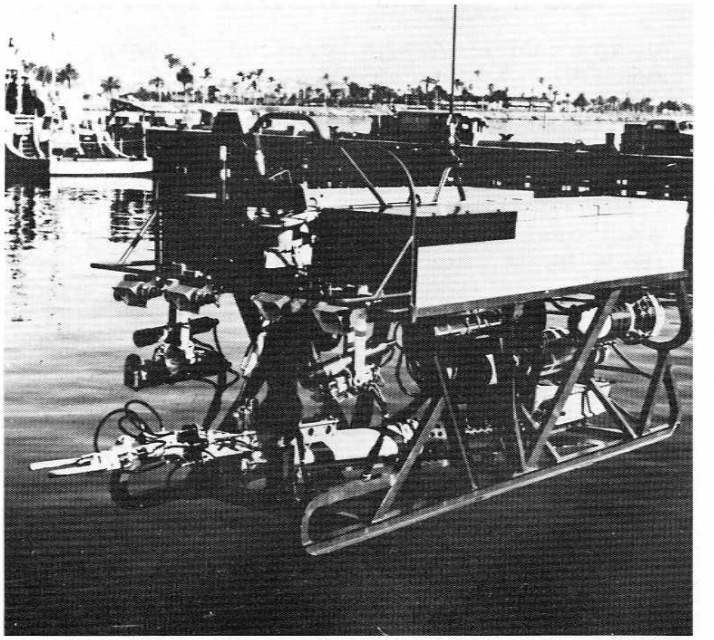
The Anderson notified the Coast Guard that it had lost contact with the Fitzgerald and that it might have sunk. The Coast Guard immediately attempted to contact the Fitzgerald, and initiated an extensive surface and aerial search which continued through the evening of November 13. Debris was found including life boats, rafts and other flotsam identified as being from the Fitzgerald. No survivors or bodies were recovered. On November 14, a U.S. Navy aircraft made a series of runs in the general area using Magnetic Anomaly Detection (MAD) equipment. It made a contact which

was later determined to be the Fitzgerald hulk.

The USCGC WOODRUSH conducted side-scan sonar searches of the wreckage in November 1975 and in May, 1976. That May the Coast Guard also made a television and photographic survey of the wreckage using the Navy's CURV III (Cable-controlled Underwater Recovery Vehicle). On the first day of CURV III operations the wreck was positively identified as the Edmund Fitzgerald.

The wreckage consists of an upright bow section and an inverted stern section with debris in between, 530 feet beneath the surface. Both the bow and stern sections are settled in the bottom mud. During the survey, no bodies were found, nor any items which could be identified as personal effects of of the crew.

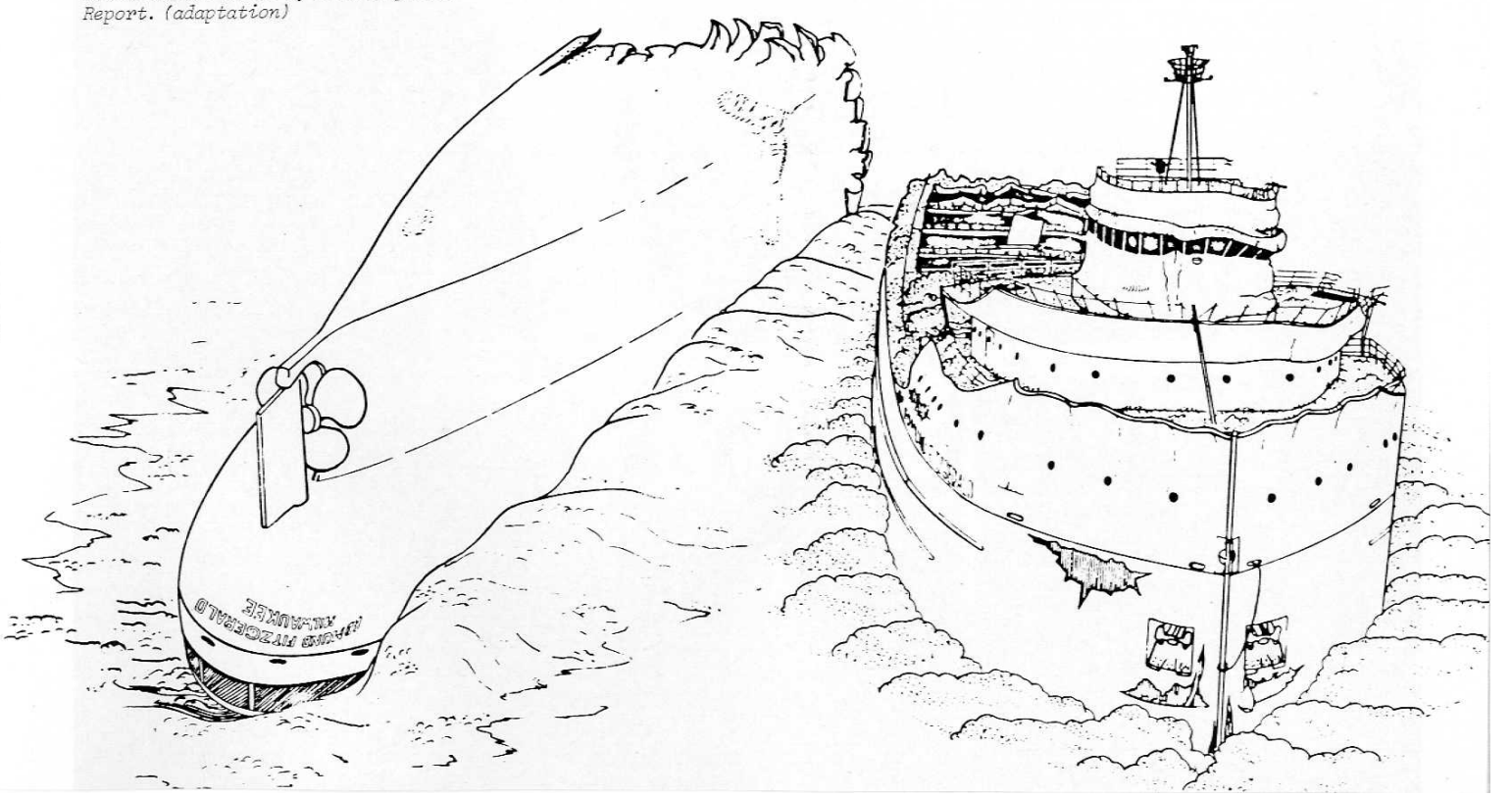
In its report of April 15, 1977, the Coast Guard Marine Board of Investigation, with RADM Winford W. Barrow, USCG, as chairman, concluded that: "The most probable cause of the sinking of the S.S. Edmund Fitzgerald was the loss of bouyancy and stability which resulted from massive flooding of the

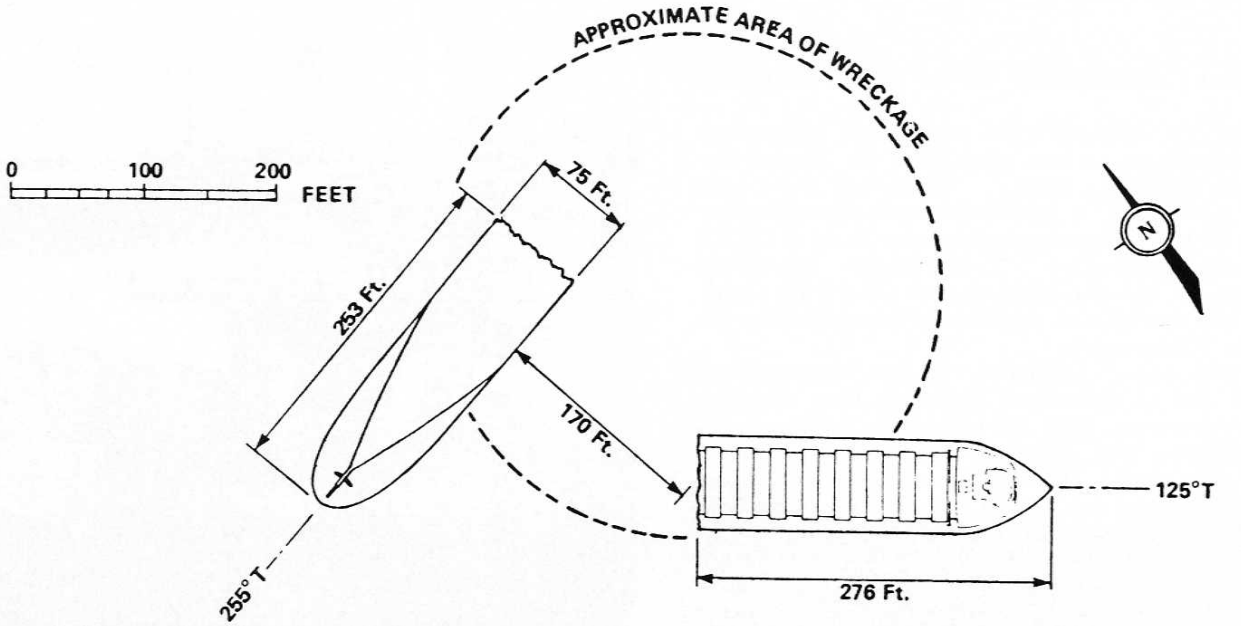


The CURV III

EDMUND FITZGERALD

Artist's rendition of Edmund Fitzgerald wreckage, from Coast Guard Marine Board of Investigation Report. (adaptation)





cargo hold. The flooding of the cargo hold took place through ineffective hatch closures as boarding seas rolled along the spar deck. The flooding, which began early on the 10th of November, progressed during the worsening weather and sea conditions and increased in volume as the vessel lost effective freeboard, finally resulting in such a loss of bouyancy and stability that the vessel plunged in the heavy seas." The break-up of the ship occurred as it plunged or as it struck the bottom.

The Board of Investigation also submitted its recommendations for helping to prevent such disasters in the future. Among them are:

- That owners and operators of vessels underdertake a positive program of repair and maintenance to insure all hatch closures are weathertight in any sea conditions.

- That owners and operators of vessels undertake a program to improve the level of crew training in the use of lifesaving equipment and in other emergency procedures.

- That an exposure suit be required for each person on board vessels operating in the Great Lakes during the severe weather season to protect the wearer from exposure and hypothermia.

The gales of November had their way with the Edmund Fitzgerald and other ships lost before it. The legend of the treacherous Gitchee Gumee lives on.

The Edmund Fitzgerald at rest on the bottom of Lake Superior. (CURV III photo)

Fisheries expert addresses Boston Reserve group

The prospect of commercial fishing for sea herring is "grim" for the foreseeable future, says a fisheries expert. But the nation's 200-mile limit, one year old March 1, 1978, is working, he adds, thanks to the U.S. Coast Guard.

Dr. Robert L. Edwards, director of the Northeast Fisheries Center, Woods Hole, Massachusetts, made his observation before a meeting held in Boston for the First District Reserve Group (V).

Dr. Edwards visited the Group at the request of CDR Stuart A. Yoffee, commanding officer. Dr. Edwards' second visit in as many years was billed as "background and briefing of the biological considerations" of how and why certain species of fish are protected.

Reserve LT James A. Medeiros lectured on identifying sizes and types of foreign fishing vessels. In civilian life, LT Medeiros is a fisheries inspection officer. He is field director of the Foreign Fishing Observer Program, National Marine Fisheries Service, Falmouth, Massachusetts.

Dr. Edwards said "there will be at least a 10-year wait before the return of good fishing. In all probability there will be no fishing for sea herring in 1978."

"There is speculation that the decline is attributable to a four-fold overfishing by domestic fleets, along with some under-reporting by foreign vessels," he explained.

Dr. Edwards noted that a combination of favorable factors was needed to rebuild the sea herring population. He called that "unlikely" in the foreseeable future.

Dr. Edwards told the reservists that the new fishery conservation law "is working perfectly fine" with foreign fleets but that "we have a long way to go" with domestics. He then lauded the Coast Guard effort, saying that the service "has done a magnificent job" in enforcing the law. "The job is being handled extremely well," he concluded. "And there have been no complaints at all about harrassment."

Reserve Register corrections

The Reserve Register correction form (Form CG-5030), found in the front of the Register, should be used only for editorial corrections. Examples are a misspelled name, wrong I.D. code, or the like. The form should not be used for such changes as updating experience level codes or asking for assignment of new experience indicator codes.

Reserve Strike Team ready for action

The 13th Coast Guard District Reserve Strike Team took part in an emergency oil-spill exercise November 1, 1977, in Puget Sound. The drill, sponsored by the Coast Guard, was intended to evaluate emergency response measures by federal and state agencies to large oil spills in the north Puget Sound region.

Two members of the Reserve Strike Team, GMC Robert L. Rozon and FT1 Ronald G. Gamble, from COMRESGRP Washington, participated in the drill. On being alerted of the mock emergency, they drove the unit's special oil-spill Mobile Command Center van 90 miles from its Seattle base to the spill area.

The Mobile Command Center, originally a Coast Guard communications truck, was taken over by the Strike Team four years ago and converted by team members to serve as an emergency command post in the event of an oil spill. It contains all equipment necessary for supervision of oil-spill clean-up operations, including the comprehensive area oil-spill contingency plan used by the on-scene commander, charts and maps, and radio and telephone hookups.

In addition to preparing the van and keeping it ready, Strike Team members, all volunteers, must be available on an "on-call" basis in order to drive the Mobile Command Center to the oil-spill location. There the designated on-scene commander takes charge of the clean-up operation.

The COMRESGRP Strike Team spent two years preparing the oil-spill contingency plan for Puget Sound, the Straits of Juan de Fuca, and the northern coast of Washington State. With the help of other reservists, Strike Team members personally examined the entire coastal area, over 2,000 miles. They compiled extensive information on such items as the composition of beaches, access roads and trails, vulnerable resource locations, boat launching sites, telephone outlets, water and electricity access, potential helicopter landing sites, locations of emergency services, and emergency supply sources. This information, now published in six volumes, was used to determine in advance suitable locations for setting up emergency command posts throughout the region. These volumes aid the on-scene-commander in supervising all aspects of the clean-up operation.

Participating in the oil-spill exercise, in addition to the Regular Coast Guard and the Reserve Strike Team, were representatives of the Environmental Protection Agency, the Department of the Interior, the Washington State Department of Ecology, and the National Oceanic and Atmospheric Administration's Mobile Weather Forecast Unit.

Since its inception, the COMRESGRP Strike Team has participated in one major oil problem, the grounding of a tug and oil barge in Puget Sound, and in three emergency drills.

The Osterville sub-station, on Cape Cod

Summer Lifesavers

A small number of lucky reservists who relish action and a sense of achievement augment Coast Guard search and rescue stations from New York to the Great Lakes.

OPERATION SUMMERSTOCK

Reserve augmentation of SAR stations began in the Ninth District in 1973 with "Operation Summerstock." The SAR stations at Plum Island, WI, Harbor Beach, MI and Manistee, MI are manned by reservists during the summer boating season. The Reserve-augmented stations operate as any other SAR station within the Ninth District. Great care is taken to select reservists who are prepared for the special demands of SAR duty.

A key objective in the manning of these stations is that the Ninth District Reserve be self-sufficient. At first the Ninth District relied heavily on other districts to man these stations. In 1975, 50 percent of Reserve personnel assigned to the SAR stations were from outside the Ninth District; during 1976 this figure was reduced to 5 percent, and in 1977 only one reservist was an "outsider."

Although a high turnover of Reserve personnel is unavoidable, the attempt is made to have reservists return every year to the station where they were trained and are familiar with the area. Continuity is maintained by full-summer Reserve personnel as well as by a small number of Regular personnel permanently assigned.

Training is one of the major functions of the SAR stations. The Reserve officers-in-charge are aware of the level of expertise of each reservist and how it can be most effectively used.

During the summers of 1973 through 1976, reservists at the Great Lakes stations participated in 423 SAR cases, saved 30 lives and helped preserve property worth over 4,550,000 dollars.

OSTERVILLE SUB-STATION

Osterville, MA joined the ranks of Reserve-manned SAR stations in summer of 1976.

For two consecutive summers selected reservists from units within Reserve Group Woods Hole performed IDT and ADT at the Coast Guard SAR sub-station in Osterville. The sub-station is a responsibility of Group Woods Hole, and is manned solely by reservists.

A feasibility study was done in 1975 by the Commander, Reserve Group Woods Hole, on providing resources to cover the busy waterfront between the Chatham and Woods Hole SAR stations. This stretch is the entire length of Cape Cod's south shore, on Nantucket Sound. The notion of a sub-station between the two distant stations was prompted by the heavy workload placed by the boating public upon regular Coast Guard resources, primarily in the Hyannis area. Commander, Reserve Group Woods Hole agreed to take on

the important experimental mission of providing coverage between the two stations at Osterville, near Hyannis, the heart of Cape Cod's summer resort activity.

The sub-station operates from a boathouse leased from a local boat yard owner. The Osterville sub-station logged an impressive 91 SAR cases in 1976, which accounted for approximately 25 percent of the total workload of Base Woods Hole for the period. Those cases taken on by Osterville would have been the most fuel-consuming and time-consuming for the Base.

ENS T. R. Turner received the Coast Guard Commendation Medal for his role as commanding officer of the Osterville sub-station in 1976. ENS Turner was ably assisted by BM1 Richard Worton of Somerset, MA, executive officer of the sub-station, who performed the myriad administrative details.

The success at Osterville in the Bicentennial year prompted the Commander, Group Woods Hole, to repeat the experiment in 1977. Under the capable leadership of the station's new officer-in-charge, BM1 Worton, Osterville completed its second successful season logging 89 SAR cases, accounting for roughly 23 percent of Base Woods Hole's workload.

During the period from late June until after Labor Day, BM1 Worton commanded rotating crews of 7 men assigned every two weeks. All were reservists primarily from Reserve units at the Cape Cod Canal, Chatham and Woods Hole. Additionally, five weekend crews of three or four reservists were assigned to Osterville in order to provide around-the-clock staffing for search and rescue cases.

RADM Thomas T. Wetmore, III talks with reservists at Osterville. From left: BM1 R. Worton, sub-station OIC, CAPT R.V. Hackney, Commander, Group Woods Hole, RADM Wetmore, and CAPT T.F. McKenna, Chief, Reserve Division, First District.

This extra staffing enabled BM1 Worton to operate two boats simultaneously. The sub-station has a 19-footer for "quick response" situations and a 30-foot utility boat for heavier tows and other duties in Nantucket Sound.

Over forty training missions also were accomplished last summer from Osterville, which kept the reservists busy sharpening their practical factors skills when not involved in SAR missions.

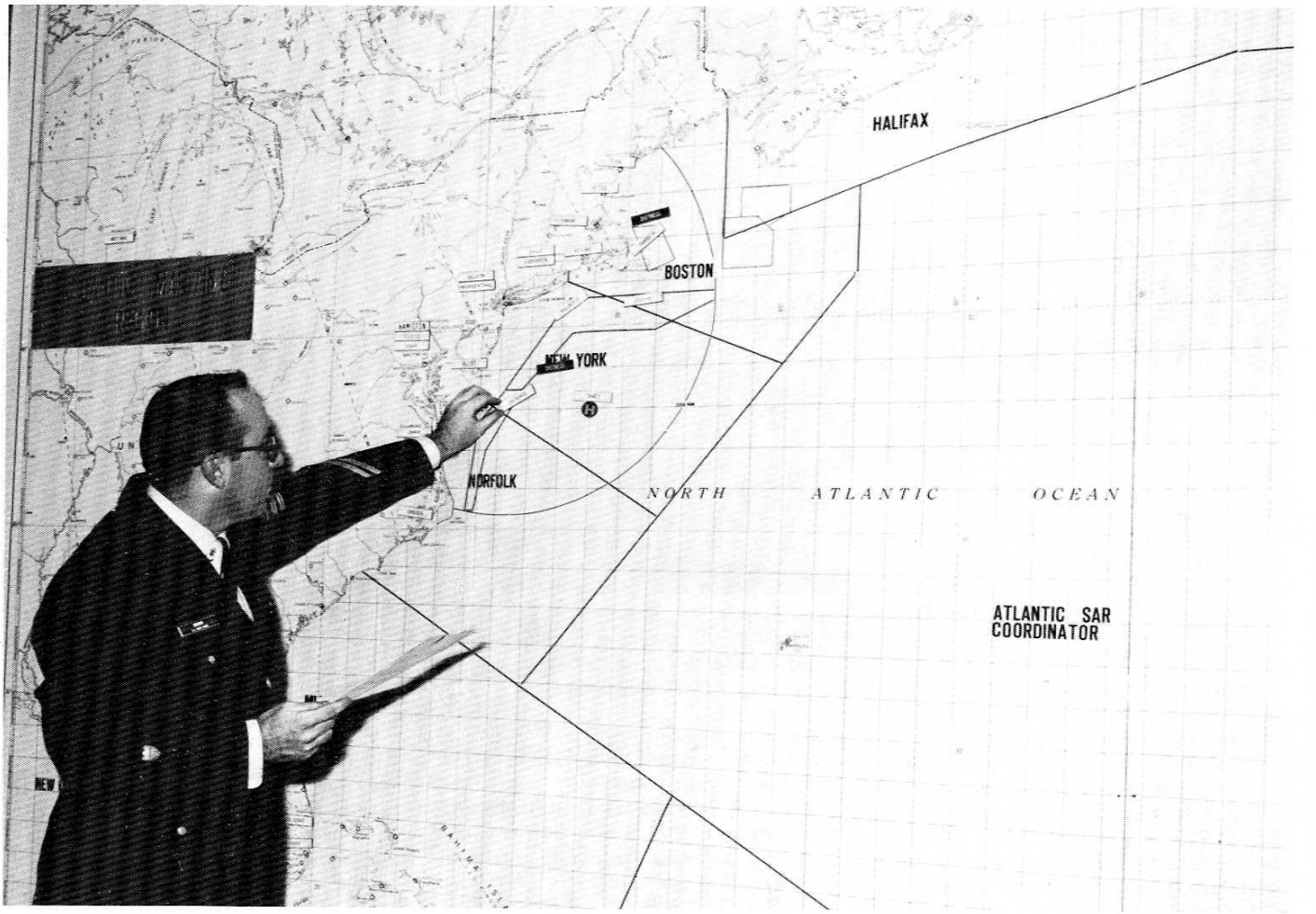
During a recent visit to the sub-station, RADM Thomas T. Wetmore, III, Chief of Reserve, commended BM1 Worton and the reservists who participated in 1977 to make the Osterville sub-station experiment a success once again.

Reservists man the sub-station's 19-footer and 30-footer in waters off Osterville.

ATLANTIC BEACH

Atlantic Beach, NY, on Long Island, became Reserve-manned in 1975. During the summers of 1975 thru 1977 it participated in an outstanding 782 SAR cases, saving 2 lives and assisting property valued over 9 million dollars.

The success of these stations reflects the good management and professional skills displayed by today's reservists.



QMC R.P. Dickson keeps RCC regional map up-to-date.

Third District reservists are RCC assistant controllers

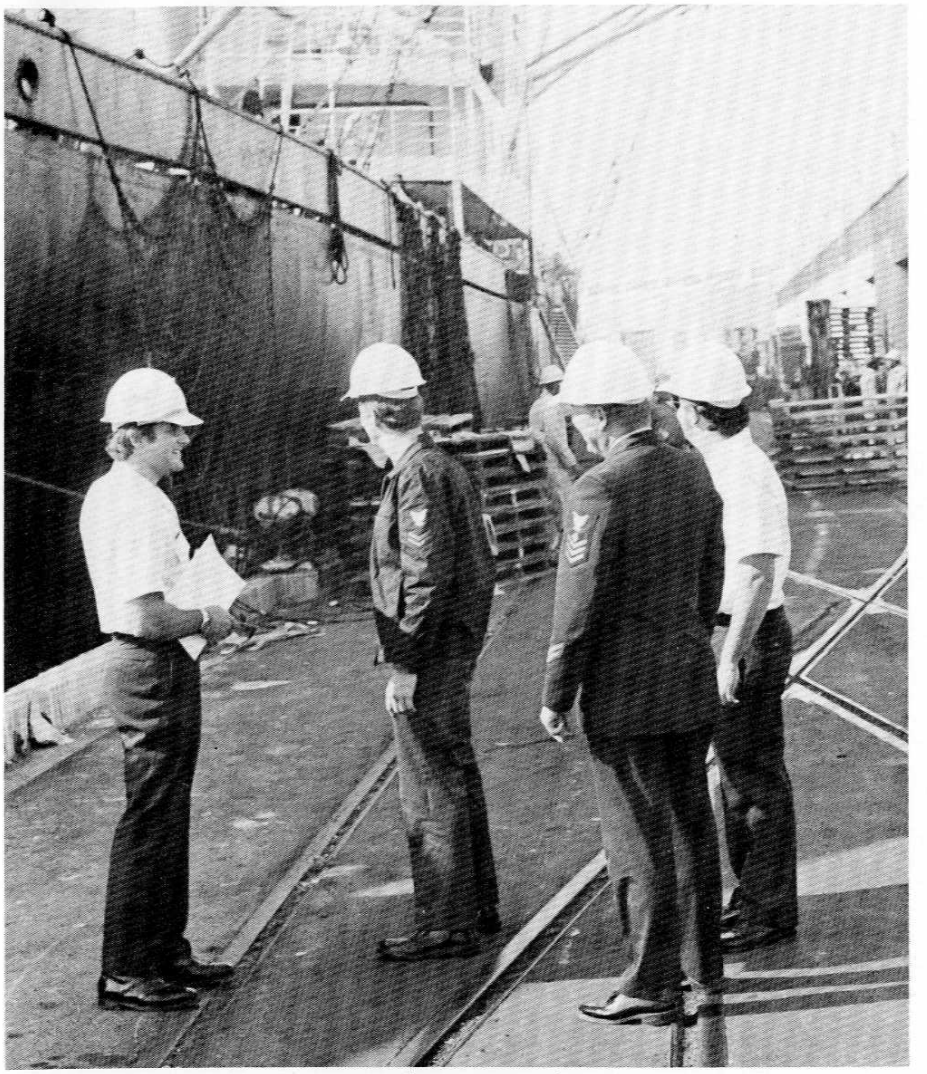
Reserve Unit Third District(r) augments the Commander, Atlantic Area Rescue Coordination Center and Communications Center. Members of the unit become involved in planning and executing search and rescue missions extending from the U.S./ Canadian border to the U.S./Mexican border on the Gulf of Mexico.

Members of the unit who augment the RCC take the job of assistant controller. This means one member of the two-man RCC watch is a reservist. Usually the members augment on a weekend, and during the summer this is normally the busiest time. When the RCC is handling a dozen SAR cases at once it is not unusual for the Reserve assistant controller to be SAR mission coordinator on half of the cases.

Presently the unit has five qualified controllers: LCDR Bill Haight, LCDR James McKillop, CWO Maurice White, RD1 Jonathan LeBow, and RD1 Stanley Gutt. Recently LT Edward Brophy of the unit was the first Reserve officer to satisfactorily complete the four week course at the National SAR School.

Members of the unit augmenting the Communications Center are doing both substitution and extension tours. The Communications Center handles all operational and administrative traffic for the offices of Commander, Atlantic Area and Commander, Third District. The following members of the unit are qualified communication center watchstanders: RM1 George Hall, RM2 Jose Ferrer, RM2 Frank Korzeniewski, RM2 Michael Walker, and RM2 Dale Hartophilis.

Perhaps the best indication of the trust placed in the unit was when it was asked to operate a special RCC and communication watch during OPSAIL in New York Harbor, July 4, 1976. Four reservists operated the RCC while another two assisted in the Communications Center.



PS2 Mike McKinley, Port Security Course instructor, points out cargo-rigging details to students from Salt Lake City.

Reserve Group San Francisco-- the MSO experts

San Francisco is the only large city with an integrated Marine Inspection Office-Captain of the Port operation. Reserve Group San Francisco's organizational structure parallels that of its parent regular unit, Marine Safety Office, San Francisco.

RESGRU SFRAN (M-Div) assists the parent unit in its Port Security, Port Safety, Marine Investigation, Vessel Inspection and Marine Environmental Protection programs. The area of jurisdiction involved extends from Utah to and throughout northern California for MIO duties and from the Sacramento River delta, San Francisco Bay (including Oakland) to just outside the Golden Gate for the COTP duties.

Before being assigned to RESGRU SFRAN (M-Div), all officers and key enlisted personnel must be screened and accepted by the regular parent MSO Unit. This unique requirement is necessary because of the highly technical nature of MSO work.

The RESGRU's field team members are former regular COTP or MSO trained personnel. Furthermore, many of them hold related civilian occupations. A good example is LT Chris Vais who, as the Pollution Team leader, served on active duty as a physical oceanographer and is in civilian life an environmental scientist with the E.P.A. Another is LCDR Ray Cunningham, the unit's chief inspection officer, who served for ten years on active duty as a marine inspector and who as a civilian is a marine engineer.

RESGRU SFRAN (M-Div), headed by CDR William A. Stone, is a group administrative staff which coordinates the operational activities of the two assigned Reserve units. CDR Neil Coley heads the operational SFRAN MSO unit and LCDR Robert Bryd commands the Treasure Island (PSS) unit.

According to CDR Stone, when the Reserve group was first organized three years ago, he had to ask for jobs for his men. Now, he is being asked for assistance because of the expertise of the unit's members.

Some of the unique activities and accomplishments of RESGRU SFRAN (M-Div) are:

- Conducting bi-annual surveys of commercial cargo piers in the Bay area to document their layout and fire fighting capabilities.

- Operating the only weekend Explosive Loading Supervisor School in the Coast Guard.

- Researching and documenting the need for law enforcement authority for Coast Guard reservists.

- Working as marine investigators on cases assigned by the regular Coast Guard.

- Responding to numerous oil spills.

- Developing and teaching a course on Port Security and Safety.

- Establishing a Port Security Fire Fighting Course for the 12th Coast Guard District Reserve forces.

- Developing and teaching a course on combating water pollution for Coast Guard personnel.

RESGRU SFRAN (M-Div) recently received a Reserve Officers Association citation award.

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