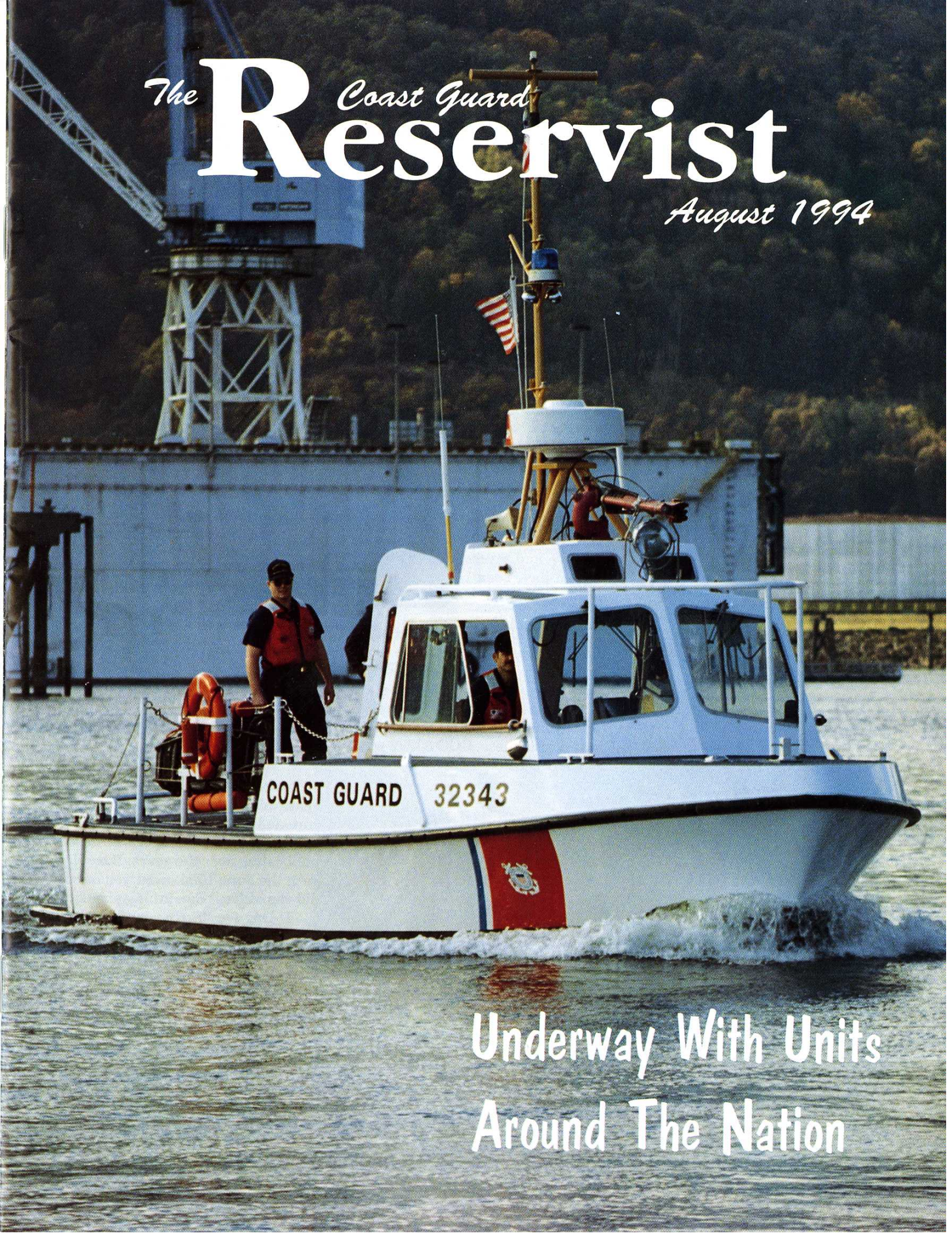
The Coast Guard
Reservist
August 1994
COAST GUARD 32343
Underway With Units
Around The Nation

The Coast Guard Reservist
August 1994
Vol. IXL, No. 8
is published monthly by the Commandant of the United States Coast Guard.

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The editorial content of this magazine is for information only and is not authority for official action. Views and opinions expressed are not necessarily those of the U.S. Department of Transportation or the U.S. Coast Guard. The editors reserve the right to select and edit all materials for publication. Submissions should be typed (lower case), double-spaced. Deadline for submissions is the 1st of each month, two months prior to publication date. Send submissions to:

Commandant (G-RS-1)
USCG Headquarters
2100 Second St. SW
Washington, D.C. 20593-0001
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E-mail: Editor/Reservist (have your systems mgr. route the center "Reservist" through G-RPost).
Internet: For non-standard Coast Guard computers editor/reservist@reserve.hq.uscgr.gov
Due to the quantity of submissions and photos received, we are not able to return them unless specifically requested. *The Coast Guard Reservist* is produced on a Macintosh IIci using Quark Express 3.3. **Reservists: Address changes should be submitted through your District(r).** During FY94, *The Reservist* is being printed by Art Litho Company, Baltimore, Md. using recycled paper, soy-based inks.
Application to mail at Second-Class Postage Rates pending at Washington, D.C. and additional offices.
Postmaster: Send address changes to *The Coast Guard Reservist*, Commandant (G-RS-1), 2100 Second St., S.W., Washington, D.C. 20593-0001.

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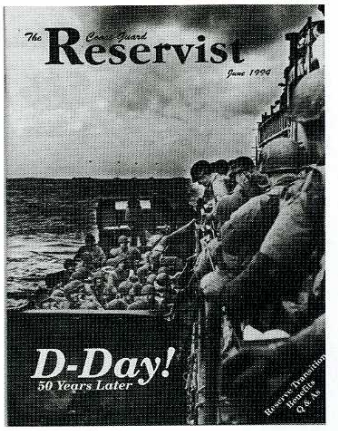
On the Covers

Front: *A Reserve boat crew of a 32-footer from MSO Portland, Ore. returns from escort & security duty. Photo by LCDR Ron Carr, MSO Portland.*
Back: *The Olmstead family of Grand Haven, Mich. shows its appreciation for the U.S. Coast Guard along the CG Festival parade route. Ron Olmstead is owner of Olmstead Signs and does most of the signs for the CG Festival and decided to do one more for his home. This year's Festival is July 29-Aug. 7. Photo by PA2 E.J. Kruska, G-RS-1.*

Enjoyed D-Day Issue

The Reservist magazine in recent months has been outstanding. June 1994 is especially great with the "D-Day" story. That is the best text I have ever read about the Coast Guard's part in World War II. It answers many questions that are thrown at me constantly, and several that have been in my own mind.



Way back in November 1948, as a 19 year old, newly graduated FN-EN, I was assigned to CGC 83392 (NOEJ), newly based at Point Pleasant, N.J. It was fresh out of mothballs at Bayonne, N.J. and to be blunt, was a total mess. CGC 83392 was picked for recommissioning based on machinery history, and true to those records, she was in fine shape mechanically, but filthy dirty, painted gray and all the machinery covered with cheesecloth and cosmoline.

Six months later, that description no longer fit. A three-man deck force removed her depth charge racks and completely restored topsides and crew's quarters, and a two-man engineering force cleaned and painted all engineering spaces and machinery from the bilges up. CGC 83392 was the pride of the 3rd District and Group Sandy Hook.

Since it still had depth charge racks and sonar equipment installed, we were fairly sure that the cutter had not been part of the "Matchbox Fleet," but never knew for sure. Ship's Logs were missing. Now, thanks to your story, I know that answer.

The June 1994 issue did contain one minor error on Page 9, however. The sidebar on USCG Flotilla Ten training at Agatha Christie's Greenway Estate during World War II contains an error in English usage. When addressing a titled person in Great Britain's hierarchy, in this case, Agatha Christie, it is not proper to address or refer to that person using their title and surname only. If the surname is used, it must be preceded by that persons given first name. ie: Lady Christie is not correct. Lady Agatha or Lady Agatha Christie is correct.

Incidentally, my copies of *The Reservist* are not discarded after I read them. They become part of my permanent collection. Keep up the fine work.

— Thomas M. Hillyer
MKCS, USCGR(Ret.)
Homestead, Fla.

Editor's note: We encourage our readers to keep back issues of The Reservist as we do refer to previously-published articles frequently.

I've been retired for about nine years and have watched with pleasure and pride as *The Reservist* has improved in all aspects of its publication over the years. But with the June 1994 issue, you outdid yourselves! Everything about the D-Day article, the pictures, the story, the equipment, and most important, the personnel was handled in a highly professional manner! I congratulate you on a beautiful issue. You should win an award with this one! Right up there with all the big boys with their huge budgets. Keep up the great work — I'll be looking for more good things in future issues!

— Jack N. Alberts
CDR, USCGR(Ret.)
Laguna Niguel, Calif.

A View from the Bridge

By Rear Admiral Robert E. Sloncen, USCGR
Chief, Office of Readiness & Reserve

The following is adapted from RADM Sloncen's presentation to the Reserve Officers Association (ROA) on July 1, 1994 in Seattle, Wash.

It is an honor to serve as the Chief, Office of Readiness and Reserve, the first reservist ever to do so. I believe it is a portent of good things to come.

The previous Reserve chief, RADM Penington, his staff, and many other folks from the active and Reserve community worked productively through the downsizing turmoil over the past year to position the Reserve for the future. Keeping their eyes on the goal of maintaining and nurturing a healthy and viable Reserve, they have brought us closer than ever to a full working partnership with the active forces.

I want to touch upon three topics that give us reason for optimism about the continued vitality of the Coast Guard Reserve: SELRES issues, the Sea-Keeper's Campaign, and the Peschel Study.

SELRES Issues

Budget deliberations for Fiscal Year 95 are in full swing, as both the House and Senate work to achieve balance among the many conflicting priorities facing the Coast Guard and the nation. The President's budget proposed funding for a 7,000 member SELRES, but a House subcommittee recommended an 8,000 SELRES, our current funded level. I am optimistic that the Coast Guard Selected Reserve will emerge from the budget process without significant impact on its readiness and ability to perform its missions.

The Reserve has finally resumed accessions. We have been recruiting to fill a 200 person quota for junior enlisted personnel. After canceling last year's Reserve direct commission board, we held one in June to select 30 junior officers. Bringing in people at entry levels is essential to "growing" a healthy Selected Reserve.

Whatever the size of the SELRES, it must consist of highly trained and motivated men and women who can step up to the task when called upon. We will strive to replenish under-populated rates. We will continue to enforce participation standards to remove non-performers and open the door for others. Reservists with skills and ratings needed for surge response and augmentation will receive priority for SELRES assignments. We will assign reservists to active duty units that have the capacity to train them. As a long term goal, we will strive to have 35 percent of our Selected Reservists drilling near their mobsites. And we will continue to seek and maintain a healthy diversity within our workforce.

Sea-Keepers Campaign

The Sea-Keepers Campaign is part of the Civil Military Cooperative (CMC) Action Program, in which reservists from all the services will support critical public needs in education, health care, engineering and infrastructure.

Sea-Keepers will use 288 Coast Guard Ready Reservists working directly for the Coast Guard's Marine Environmental Protection (MEP) Program to conduct environmental and outreach in U.S. ports on a

Continued on next page

Continued from Page 3

non-consecutive TEMAC basis. Most of these reservists have already gotten their initial training and have been assigned to MSOs, where they are beginning to educate a host of port users about their roles and responsibilities in protecting our seas and shores: commercial fishing vessels, marina operators, recreational boaters, shipping agents, community action groups, local government and schools.

This is a significant opportunity for the Reserve to make a highly visible contribution to the MEP program and to very publicly establish our role in the peacetime missions of the Coast Guard. Reservists working directly for the MEP program on such a scale is yet another example of the close active/Reserve interaction that we are achieving with greater and greater frequency.

Peschel Study

The subject of active/Reserve interaction leads me to my final topic: Reserve Organization. The key to our future is a reorganized, restructured Reserve that minimizes administrative burdens, frees our time for augmentation training and provides direct, measurable value to the active forces.

Over the last year a number of studies were initiated that explored different aspects of this overall goal. The work and recommendations of all these groups were then forwarded to RADM Rudy Peschel, the 9th District Commander, who is leading a study that has come informally to be called the Peschel Study. This group was chartered by then-chief-of-staff RADM Kramek and included all three Reserve flags, senior officers from the active service, and representatives from the Reserve Programs Division at Headquarters.

Officially we will make our recommendations to the Commandant in July. I expect that the results will be published through official communications and in *The Reservist* later this summer. We hope the study will result in an unprecedented level of integration with active forces on a Coast Guard-wide basis. I could not be more excited about the Reserve Program than I am now because of the work of the Peschel Study Team and its predecessor teams.

The Coast Guard faces a very difficult next five years. We are anticipating downsizing on the active duty side with no reduction in missions or responsibilities. We are entering a new era, one in which the Coast Guard must make maximum use of all its resources.

When I look at Sea-Keepers, the Peschel Study and when I think about the attitude of the new leadership in place, I cannot help but be filled with optimism and enthusiasm. The new Commandant, Vice-Commandant, Chief-of Staff, and Area Commanders fully recognize the value of the Coast Guard Reserve. I feel our country needs the Coast Guard and a shrinking Coast Guard needs its Reserve more than ever.

CG Reserve Contributions to the Coast Guard

Unit Type	Number Billets	Percent of Coast Guard
Deployable Port Security Units	351	100%
Marine Safety Offices	2,556	43%
Operational Shore Facilities	1,327	39%
Command & Control	1,896	23%
Small Boat Stations	1,178	23%
Vessels	271	3%
Repair/Supply/Research	87	3%

Note:
1. Percentages determined by counting mobilization billets.

Source: Coast Guard Reserve.
Data as of September 30, 1993.

Downsizing and restructuring have taken their toll on Coast Guard Reserve Units over the past year. How are Reserve units coping with all of these changes? What improvements have they made? This issue, *The Reservist* invites to you come along as we visit Station St. Inigoes, Md., MSO Portland, Ore., RMSA Seattle, Wash., PSU 302 in Cleveland, Ohio, RU Pacific Strike Team and 1st District's Maintenance & Repair units as we get...

Underway With Units Around The Nation

RU Station St. Inigoes, Maryland

Leaner and meaner, Doing more with less

By BM2 Mark Allen & YN1 Gail Owens
RU STATION ST. INIGOES

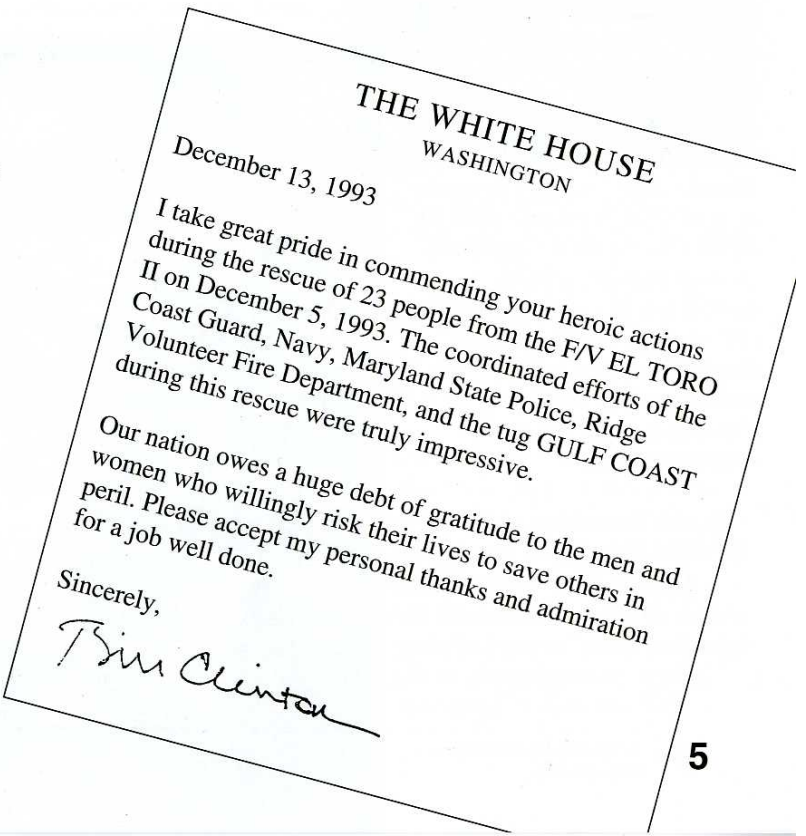
Doing more with less. Lean and mean. These words have become operative for the Coast Guard Reserve, especially as a result of downsizing and reserve unit restructuring. But challenges can truly bring out the best in a unit's people.

And so it is at RU Station St. Inigoes, Md., located in Southern Maryland just a few miles from the Chesapeake Bay. The 19-person unit lost seven reservists recently due to downsizing and restructuring. Still, RU St. Inigoes has risen to the current challenges by discontinuing obsolete activities, improving processes and requiring more collateral duties of recently promoted staff.

One example of this is the unit's range training. Many crew hours have been saved by discontinuing the tradition of a second day at the small arms range each six months. Unit members are able to satisfy their recertification requirements in a single day by working longer hours, discontinuing qualifications on the M-16 rifle, and performing their judgmental and use of force training back at the unit. This move required certification of a unit member to perform the training at the unit.

Publication of the unit's monthly training plan and drill schedule was shifted to a quarterly basis, saving labor and allowing better long-range planning. Also, the unit automated many of its statistical data processing and routine correspondence (memos, orders, training plans, drill schedules, rosters), saving time and labor cost. Also, more collateral duties are now required of recently promoted staff.

Station St. Inigoes made headlines last Dec. 5 when it rescued 23 persons aboard the sinking *El Toro II* in gale force winds. To prepare for any similar scenarios, St. Inigoes is already training with the Naval Air Station Patuxent River SAR personnel and has been invited to sit in on the planning of the local Emergency Response. They will participate in a joint exercise with the Maryland State Police, fire department, and Department of Natural Resources in September 1994.



THE WHITE HOUSE
WASHINGTON

December 13, 1993

I take great pride in commending your heroic actions during the rescue of 23 people from the F/V EL TORO II on December 5, 1993. The coordinated efforts of the Coast Guard, Navy, Maryland State Police, Ridge Volunteer Fire Department, and the tug GULF COAST during this rescue were truly impressive.

Our nation owes a huge debt of gratitude to the men and women who willingly risk their lives to save others in peril. Please accept my personal thanks and admiration for a job well done.

Sincerely,

Bill Clinton

"Surge" organization drives cutting edge unit

By CAPT James Townley & LCDR Ron Carr
MSO PORTLAND

Marine Safety Office/Group Portland, Ore., like many other outstanding Coast Guard units around the nation, has had an active augmentation program with reservists providing valuable services in support of the active duty command. This west coast unit has been on the leading edge of change, introducing new concepts in the way the reserve forces are developed and employed.

One of these ideas, the Emergency Response Organization (ERO) is based on preparing for "surge" requirements. The primary objective of the ERO is to increase the parent command's responsiveness to emergencies. Under ERO, everyone has a role to train for and fulfill. The job that reservists are doing during IDT drills, whether assigned over a weekend, or to specific days during the week, prepares them for their assignments during a surge response.

At the same time, the reservist is completing tasks that help the active duty command accomplish their mission. Those tasks are many and varied at MSO/Group Portland. In addition to four qualified boat crews, Reserve Port Security personnel handle all vessel and facilities inspections, as well as all pollution investigations on weekends. The base galley is totally integrated with reservists providing food service for all weekends. Due to their qualifications and superb record of dependability, Reserve Investigations Officers are being directed to assignments all over the southern 13th District.

MSO/Group Portland has only one Gunner's Mate assigned, and his primary responsibility is investigations. Therefore, the active command relies on the three assigned reserve GMs to provide the necessary service of maintaining the armory and weapons (15 pistols, 20 rifles, and four shotguns) as well as the range training program. This command has established an additional color guard consisting of reserve members that will be available on weekends for community events.

A team of two Reserve Damage Controlmen has taken on unique construction assignments providing a special service to this unit. Meanwhile, the ATON team is augmented by a Reserve Chief and two petty officers that regularly maintain and refurbish day boards and other onsite aids to navigation while six Reserve RMs stand their duty as qualified and integrated watchstanders for the Communications Center.

The unit's ERO was tested by a real-life scenario last Jan. 10 when the grain ship *An Ping 6* spilled 5,000 gallons of diesel fuel into the Columbia River. Fifteen reservists from the MSO responded. MSO/Group Portland is proud of the reservists that share their skills, expertise, maturity and experience to make it truly an integrated unit. Should an emergency arise, as in the case of the recent oil spill, MSO/Group Portland is ready.

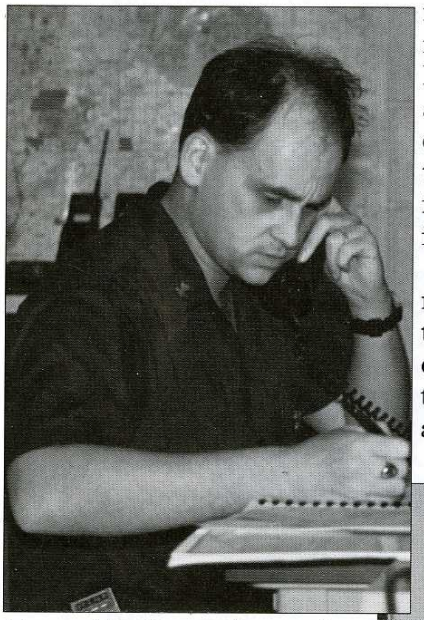


Photo courtesy of MSO Portland

Above: The "surge" exercise starts with a phone call to MSO Portland's communication center, which activates the joint efforts of all emergency response organizations, and mobilization of the Emergency Response Organization.

Photo by LCDR Ron Carr, MSO Portland

Right: Reservists attached to MSO Portland have conducted canned food drives for the hungry in conjunction with the Salvation Army as part of their efforts to participate in the "citizen sailor" program.

"One-stop" service center marks 1st anniversary

By PA1 Bill Kaufmann
13th DISTRICT PUBLIC AFFAIRS

Say that you were tired of excessive reserve paperwork, delayed answers, inconsistent procedures and inefficiencies. What would you do?

Well, the answer for CWO David Black was to help open the Seattle Reserve Management Support Activity (RMSA) office that just recently completed its first full year of operation serving 13th District reservists. The original RMSA concept was implemented in November 1992 to provide a consolidated "one-stop" service center where active duty, reservists, and dependents could quickly receive support assistance seven days a week. Seattle RMSA has completely integrated both active duty and reserve members into what is now a strong, diverse 38-person team.

Tucked away inside the modest warehouse offices at Seattle's Pier 36, Seattle RMSA has both succeeded in meeting much of its original objectives and pioneering new areas for serving members more efficiently. Some of these results include:

• ***Eliminating excess administrative personnel at Reserve Units.*** RMSA has dissolved much of the staff and work duplication that occurred previously between unit and district levels. It has also freed-up many enlisted billets to help downsizing and operational needs. Despite these reductions, expanded administrative service is now available to reservists between 7 a.m. and 4 p.m. a full seven days a week, rather than just one weekend a month.

• ***Decreased processing time for routine administrative services.*** Reserve requests can be handled by qualified personnel immediately, with no "I'll get back to you next month" follow-up required.

• ***Reducing the costs of operation.*** In analyzing the previous operating costs of Reserve Center Seattle, a savings of $51,426 has been tallied during the first year. This excludes added savings to the Coast Guard in time, manpower, training and productivity.

• ***Electronic submission of Unit Attendance Records.*** RMSA Seattle has been selected as a test site to improve reporting of UARs and training drills. This innovative program was not part of the original RMSA concept, but one which Black is developing, in coordination with Pay and Personnel Center in Topeka. He has also secured RMSA's selection as a test site for "RAPID," a new on-line version of the DEERS military record program being developed for use at all DoD installations.

Despite these successes, Black is working to improve training, morale and communication within the fractured staff of RMSA, many who — due to the seven-day schedule — had never seen each other until a recent "all hands" workshop. Black says reserve pay is still RMSAs biggest workload area, and although the system has improved, he says he is "still trying to make it better."

Photo by YN2 Bruce Borthwick, USCGR

CWO David Black reviews the weekly RMSA "special projects report" on future ideas with SA Michele Smith.

Black's staff is also developing an automated rating chain system, similar to that used by active duty members. They are also working with individual reserve units to better disperse the administrative workload throughout the month. Presently the bulk of RMSA's workload falls on the second weekend of the month, when most Washington reservists seem to be drilling.

"Reservists will have to be increasingly active in managing their own career training and administrative needs," said Black. "They will have to take the initiative to read information RMSA sends out and respond to various correspondence themselves."

Eventually RMSA will be taken in as part of the active duty "PERSRU" function as the 13th District completely standardizes both active and reserve procedures. When this occurs in the next few years, the need for RMSA will actually cease to exist, and Black will have accomplished his job. In the meantime, Black invites more active duty members and retirees to take advantage of RMSA's availability on weekends, especially for dependent ID cards and vehicle stickers.

Building a better Coast Guard

Maintenance & Repair units in action

Reservists are citizen sailors who, in addition to their military training bring with them civilian skills. By recognizing this, the 1st District has created a unique cost-saving solution – the Maintenance and Repair unit.

Made up of skilled trades people, these units provide much needed support. With limited funds, personnel and no specific construction rating, the Coast Guard must often rely on outside contractors for construction and repair projects.

The unit's have been so well received that they must now pick and choose their projects. People-focused projects, such as housing improvements take priority. Reservists have also been deployed, based on civilian skill, to assist with disasters and other critical projects.

The reservists are very positive about the service they provide. "After a weekend, I feel like I've made a contribution," says ET3 Joseph Smith of RU M&R Cape Cod. "Here," he says, "we augment the Coast Guard in a different way. We get things done the regulars can't get to, so it means something to us – and to them."

PORTLAND

For more than 15 years RU M&R Portland, Maine, has taken on projects in support of the active and reserve Coast Guard. Some of their more notable projects are the maintenance and repair of vessels and lighthouses, construction of oil containment areas and solar panels, refurbish-ing the RESGRP office spaces, re-shingling the Portland Head Light and construction of the Base South Portland training classroom.

(Background) *Reservists replace the translucent glass blocks on the Spring Point Light. Photo courtesy RU M&R Portland.*

NEW YORK

Members of RU M&R New York drill two weekends a month augmenting the Facilities Division of Support Center New York. The 34 tradesmen are divided into four construction sections, an Electronic/Telephone Technician section and an administrative section.

In addition to the regular maintenance and repair duties, these trades people have volunteered to "backfill" on short notice for active duty members who were sent to assist during the aftermath of the Midwest flood, Hurricane Andrew relief efforts and Operation Desert Storm.

(Lower right) *EM3 Roger Edington tags a circuit breaker box with a warning label while he completes the new wiring for the Sha'are Shamoyim Chapel. Photo by PA1 Matthew Peterson.*

CAPE COD

RU M&R Cape Cod's primary mission is to support the Group Woods Hole engineering division. But they also support the Air Station Cape Cod engineering division in facilities and housing maintenance and repair.

Some of the reservists are using civilian skills, others are learning new ones and love it. SN Thomas Lincoln learned how to re-plumb a galley, the water storage tank and the heads on a 55-foot buoy tender.

One of the units' projects was building 14 10x12-foot storage sheds at Gouin Village, the housing complex for LorSta Nantucket and Station Brandt Point. The buildings, designed to fit the town's historic look, were pre-fabricated indoors and then taken in pieces to the construction site. In addition, they have begun an extensive cost saving lighthouse maintenance program for the Bristol, R.I. ANT team and have helped the Historical Lighthouse Preservation Program.

(Upper left) *DC2 William Mello and DC2 Rodger Bogert nail down a gable end to a 10x12 storage shed.*

(Upper right) *MKC Jim May, right, trues up the rafters as DC2 William Mello and DC2 Rodger Bogert start the next truss. Photos by CWO2 Pat Turner.*

RU Cleveland, Ohio; PSU 302

PSU's entering new era of training/realignment

By PA3 Chuck Reinhard
9TH DISTRICT PUBLIC AFFAIRS

The Port Security Units (PSUs) may have reached another important milestone in their 10-year history — a significant change in the manner in which they train.

Currently, the 9th District is "home" to three PSUs: PSU 301 (Buffalo, N.Y.), PSU 302 (Cleveland, Ohio) and PSU 303 (Milwaukee, Wis.). However, this picture may soon change.

According to a recommendation of a Natural Working Group led by RADMs Richard Appelbaum (former G-O) and Gregory Penington (former G-R), PSUs would no longer be "notional" units maintained on paper and pulled together for special training periods or upon mobilization.

Instead, three drilling PSUs would be created and would be located in the 5th, 9th and 11th Districts. These "commissioned" PSUs would dedicate their IDT and ADT to PSU readiness and be augmented by a cadre of up to seven active duty members. Additionally, two "notional" PSUs might be maintained in the 9th.

This proposed realignment would take advantage of mobilization billets already located on the East and West Coasts.

In fact, CGRU Cleveland is leading the way. RADM Rudy Peschel has already redirected the training focus of RU Cleveland and has assigned a PSU-specific training mission to CDR Daniel Zedan, CO of PSU 302. Zedan stated that, "We'll start drilling as a PSU organized into Operations, Engineering and Administration Departments. As a cohesive PSU, we are no longer responsible for augmentation. Our sole responsibility would be to prepare for actual operations."

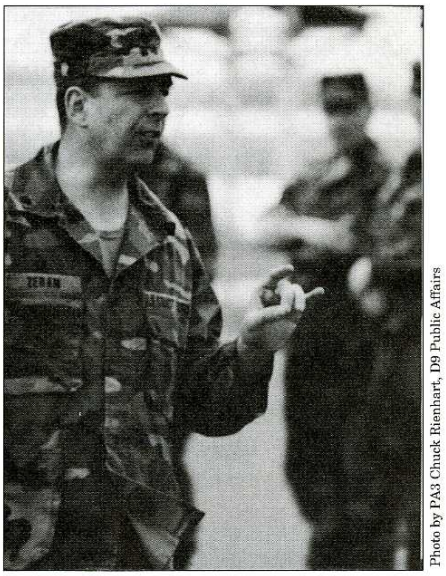


Photo by PA3 Chuck Rienhart, D9 Public Affairs

CDR Dan Zedan addresses Coast Guardsmen of PSU302.

Editor's note: The Reservist will update its readers concerning port security units as soon as a final determination is made by the Commandant.

RU Pacific Strike Team

Unit provides surge for Valdez-type incidents

By LT Roland Sawyer
RU PAC STRIKE TEAM

RU Pacific Strike Team was formed in the Spring of '93 to provide the Pacific Strike Team a surge capability for "Valdez" type incidents. Since then, this 25-member unit has completed specialized OSHA, EPA, and NOAA training in dealing with oil and hazardous materials incidents. Reservists have been deployed to assist the Pacific Strike Team at hazardous material clean-up sites in California and Washington and with oil-spill training exercises in Alaska and California. RU Pacific Strike Team's area of responsibilities (AOR) cover the 11th, 13th, 14th, and 17th Coast Guard Districts and the Pacific Trust Territories.

Reservists assisted active-duty Pacific Strike Team personnel at an Environmental Protection Agency (EPA) HAZMAT clean-up site (a wood products treatment plant in Stockton, Calif.) from April to June. EPA requested the assistance of the Coast Guard to provide trained personnel and specialized monitoring equipment and to serve in the role of Site and Health Safety Officer on site. Individual members of the Reserve unit were called up on a volunteer basis for periods ranging from one to two weeks. They included LT Roland Sawyer, DC3 Dennis Friesen, ENG2 Tom Curran and EM2 Michael Donnellan.

Photo courtesy of LT Roland Sawyer, USCGR

DC3 Dennis Friesen prepares the rigging of a cleaned and empty Aqua Ammonia tank to be loaded on a flat bed trailer for removal from the site.

Front & Center

First District captures Waesche Award

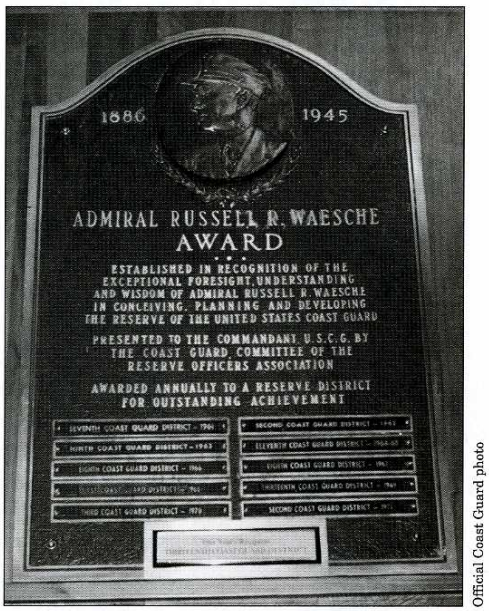
The 1st Coast Guard District is the winner of the 1993 Reserve Officers Association ADM Russell R. Waesche Award. The award, named for the Coast Guard's Commandant during World War II, is presented annually to the district that best manages its Reserve Program.

The 1st District was commended for accomplishments made in support of the mission and strategic direction of the Coast Guard Reserve, as amplified in the Coast Guard Reserve Annual Plan.

One of many initiatives was a District Notice requirement that all groups and group units, as well as "m" units, establish Augmentation Support Agreements. The first generation of these annual agreements greatly improved reserve training and employment. The 1st District also demonstrated excellence in its handling of downsizing and effecting administrative economy and quality.

The 13th District earned distinction as the first runner-up.

The award was accepted on behalf of the 1st District by RADM Rich Schneider, USCGR, from CAPT Michael Nolan, ROA Navy National Vice President and RADM Robert Sloncen, Chief, Office of Readiness and Reserve at ROA's national convention in Seattle July 1. In addition, a plate recognizing the First District as the 1993 recipient will be placed on the Admiral Russell R. Waesche Plaque maintained at Headquarters.



Official Coast Guard photo

The Waesche Award

Group San Diego fired-up over Sparks Award

Coast Guard Group San Diego, Calif. was chosen as the Reserve Officers Association RADM "Bud" Sparks Award winner for 1993. This award, originally established in 1991 as the "Total Force" Award, is presented by ROA annually to the active duty organization judged to best represent the concept of Total Force. It was renamed this year to honor the service of RADM Bennett S. "Bud" Sparks, USCGR (Ret).

Working with elements of Headquarters staff, D11, and the local Reserve command, Group San Diego crafted one of the most uniquely integrated Coast Guard commands that exists to date.

Emphasizing the premise that the Reserve exists to expand the capabilities of the Coast Guard in time of need, the Group developed a fully functional and integrated organization. All personnel in the Group — Auxiliary, Reserve and active duty — are treated alike.

The Group is responsible for policy implementation, training, personnel support, operational employment and readiness of all personnel. Headquarters is currently reviewing the applicability of the San Diego initiative throughout the Coast Guard.

Criteria for the award includes leadership in integrating active and reserve forces through effective assignment and integration of responsibilities during ADT, IDT, augmentation and/or mobilization, as well as maintenance of the Total Force concept through effective cooperation between the reserve and active duty chains of command. All Coast Guard active duty organizations who have not received the award within the last three years are eligible.

Group Miami, Fla. was the first runner-up for this year's award. Previous winners were Group North Bend, Ore. for 1992 and Station Manasquan, Point Pleasant, N.J. for 1991.

The 1993 award was presented to CAPT Carmond C. Fitzgerald, Commander, Group San Diego by CAPT Michael Nolan, ROA Navy National Vice President and RADM Robert Sloncen, Chief, Office of Readiness and Reserve at the ROA's national convention in Seattle July 1.

Note: Group San Diego was featured in the May-July 1993 Reservist.

SWE Smoke Signals

By MCPO R.G. Emerson
CGHQ RESERVE PERSONNEL MANAGEMENT DIVISION, G-RSM

Smoke signals continue to send a clear message: "Your advancement is of great importance. Failure to participate in any or every SWE may jeopardize your Coast Guard career."

In recent months, the active duty program implemented a policy known as High Year Tenure (HYT). The Reserve program implemented a downsizing initiative using the Professional Growth Point (PGP) criteria. Most recently, the active duty force made a decision to adopt Centralized First Term Reenlistment Boards (CFTRB). The first preference for retention by the active duty CFTRB will be members holding the highest pay grades upon completion of their first enlistment. All three actions are sending the same signal: ***The consequence of not advancing is termination.***

Consider that the Reserve program frequently implements active duty policies. Do you have adequate "advancement insurance" to protect your career from any future Reserve program initiatives that may be developed? Such insurance can only be acquired through your enthusiastic and constant participation in the Reserve Servicewide Exam (SWE).

Advancement is your responsibility: your career may hang in the balance. Consequently, you must be proactive toward advancement. Participation not only requires desire, it also requires considerable personal effort and knowledge of the process.

Understanding SWE process & timeline

Do you understand the SWE process? Are you qualified to participate? Are you prepared to compete? Your ongoing participation in the SWE is a necessity. Your eligibility is controlled by you.

There are critical annual SWE deadlines for which you must either fulfill a responsibility or verify others have carried out their responsibilities relating to your SWE eligibility. A brief timeline / overview follows:

May 31: Your evaluation period ends. The Enlisted Performance Evaluation Form (EPEF) now provides the CO's Recommendation for Advancement.

No Evaluation =
No CO's Recommendation =
No SWE

June 30: Deadline for reviewing and signing your EPEF. Your review can eliminate any likelihood that your EPEF will be rejected, resulting in your disqualification from the SWE process. Although you may not be a yeoman, you should be aware of problems that typically cause EPEF's to be rejected (see box at right). June 30 is also the deadline for issuance of awards that will count for SWE point credit and completion of all required performance qualifications and correspondence courses. Performance based qualifications and correspondence courses can be completed at any point in your career prior to advancement to the next higher pay grade. Any failure to complete them well in advance of the June 30 annual deadline creates unnecessary personal stress and jeopardizes your SWE eligibility. Procrastination in completing eligibility requirements sends a negative signal that advancement is not important.

EPEF Problems

- Missing signatures
- Completing blocks 1 - 5 when the preprinted Bar Code label is affixed to the form
- Use of red ink
- Erroneous description of evaluation period
- Use of wrong EPEF form for the member's pay grade
- Use of staples to attach comments to the EPEF
- Comments that fail to support the assigned mark
- Missing required page seven's (CG-3307's)
- Submission of copy of the EPEF in lieu of original form
- Submission of mutilated/damaged forms (includes separation of form into two parts.)

July: Your unit must mail your signed, original EPEF to Military Personnel Command (MPC). Your signature is required on or before June 30 to enable your unit to mail the EPEF to MPC the first week of July. You are not eligible to participate in the SWE until the EPEF is received at MPC.

August: Your Personnel Data Extract (PDE) is issued and must be personally reviewed for accuracy. You must immediately report any errors to your unit, who will advise the PERSRU. It is critical that you understand the PDE and pursue any necessary corrections with diligence. The PDE advises of your general eligibility to compete in the SWE and provides data used to compute your final multiple (with the exception of your SWE score).

Note: Although the PDE may advise that you are eligible to participate, it does not consider or include whether you have completed your required performance qualifica-

tions or had any of those qualifications waived. Completion of Performance Qualifications are the responsibility of the member and certification and documentation of that completion is the responsibility of the supervisor.

October: The Reserve SWE is always administered during the nine day period that begins with the second Saturday in October. Thus, you can and must plan your availability to participate into your schedule at an early date. ***The next annual Reserve Servicewide Exam is scheduled for administration during the nine day period of Oct. 8-16, 1994.***

If you intend to participate, you must be familiar with all information published on the SWE process...and sources for that information vary. The primary reference is Section 7-C of the *Reserve Administration and Training Manual*, COMDTINST M1001.27A, where basic qualifying criteria is detailed. An equally important reference is the annual SWE ALDIST (ALDIST 094/94 for the October 1994 Reserve SWE) published by Commandant (G-R) and provided your unit by the district. Other sources for SWE information are the *Corresponder* (Coast Guard Institute Newsletter) and *The Reservist* magazine. The *Corresponder* is mailed to your unit from the Institute and provides the very latest in correspondence course changes. Special SWE reminders/notes are provided by the (G-R) staff in *The Reservist*. Keep in mind that you will not receive *The Reservist* unless your address is current.

The best time to compete is every time. There are several examples where members elected to not participate for several years after meeting the minimum time in rate/time in service requirements. When they finally elected to participate, they were not advanced because there were no vacancies. Experience proves that had numerous reservists competed within the first two or three years after meeting eligibility requirements, they would have advanced in rate several years previous and escaped PGP's.

Advancement Benefits Both Member and Coast Guard

The primary objective of the enlisted advancement system is to advance the "best qualified" as the need exists. Will there be advancements? There is no premise, promise or guarantee that "any one person" or "everyone" will be advanced. However, it is guaranteed that all enlisted personnel of a particular rate shall have equal advancement opportunity.

Advancement provides financial gain, personal pride and now career security. All provide benefit to the member. Advancement isn't and was never intended to be easy. If you are waiting for advancements to be "given away," you will be waiting a long time. The member must make advancement a goal, rise to the challenge of meeting all prerequisites, and then take the necessary initiative to compete in the SWE.

Recent smoke signals cannot be ignored — "Seek advancement at every opportunity." I am not attempting to use scare tactics or create rumors, but rather am seeking to provide information that will assist you in controlling your own destiny. Keep in mind the old cliche,"Ignorant is the person that has to learn from his own experience." Learn from the experiences of others. Read the smoke signals. Read between the lines of continual policy changes. The current environment is not one where the "business as usual" mentality should be practiced. Times have changed. So must attitudes and efforts change in regard to the importance of advancement.

The Reserve program actively encourages you to seek advancement. Don't look to the past — look to the future. The big picture is improving. While excesses of years past have hampered recent advancement opportunities, the excesses are rapidly and continually declining.

Only you can ensure the placement of your name on any or every Eligibility List. Advancement will be realized if you "posture" your name on each list to maximize your potential for advancement to both projected and unprojected vacancies. Many excuses have been provided for not participating in the SWE. Those excuses are no longer valid. You now have a very important reason to succeed — continued affiliation with the Coast Guard Reserve. You alone must fulfill your responsibility for advancement because it is you alone that will be required to shoulder the consequences of not doing so. New smoke signal: "Your responsibility, your advancement, your career, your choice. Sacrifice any one and you may sacrifice them all."

Commonly asked SWE Q & As will be featured in the September Reservist. Other questions may be directed to G-RSM, who now has program responsibility for the SWE. The August/September 1993 Reservist contained "Ideas to help prepare for the SWE." If you would like a copy, contact The Reservist.

Chain of Command — Let's talk!

By ENS Steven Pruyn, G-RSM

As some of us have experienced first hand, writing to one's senator or representative can be an effective way to get a longstanding problem resolved, whether it be a pay problem or an administrative action in which one feels they have been wronged. In the majority of congressional inquiries received by Commandant (G-RSM), the member has pursued all available resources within the chain of command, and in turn, has written their senator or representative for an opportunity to get a problem or grievance addressed at a higher level.

On the same token, the Coast Guard addresses many congressional inquiries in which either the unit command, the district, or both, were not even aware that the problem existed. In many cases, had the unit or district been informed, the problem could have been resolved in a much shorter period of time than that needed to reply to a congressional inquiry.

Naturally, it is preferred that solutions to problems be explored from within the chain of command as far as possible, before resorting to outside action. For example, if you have a pay problem that persists, is your commanding officer aware of it? If you cannot reach your unit for some reason or are no longer attached to a unit, have you tried to contact your current or former district Reserve division? Or as a last resort, have you tried the Coast Guard Reserve Hotline at Coast Guard Headquarters? In the interest of improving this type of communication, a list of available 1-800 numbers at the districts as well as the Coast Guard Reserve Hotline at Coast Guard Headquarters, is furnished at right to resolve your problem as quickly and as equitably as possible through the chain of command. By encouraging communication between reservists, units, districts, and Headquarters, we hope to improve our service to you. Nevertheless, we realize that problems still exist that are overlooked, as well as administrative decisions that require action from outside of the Coast Guard to resolve or correct. For this, Congressional inquiries or the Board for Correction of Military Records (BCMR) exist to ensure you are treated fairly. Always remember that we are all on the same team. We work with each other. We work for each other. Let's talk!

District Reserve Phone Numbers

1st	**1-800-732-7921 Ext. 8188**
2nd	**1-800-228-2444**
5th	**1-800-334-8377**
7th	**1-800-272-2458**
8th	**1-800-972-8881**
9th	**(216) 522-3940** (no 800 number)
11th	**1-800-832-1911**
San Pedro	1-800-643-1189
San Diego	1-800-854-9034
RMSA Alameda	1-800-854-8109
13th	**1-800-225-5997**
RMSA Seattle	1-800-438-7088
14th	**(808) 541-2330** (no 800 number)
17th	**(907) 463-2097** (no 800 number)
CGR HQ	**1-800-283-8724**

Other 800 Numbers

Boating Safety Hotline
1-800-368-5647

CG Retiree Hotline
1-800-772-8724

CG Uniform Distribution Ctr.
1-800-874-6841

Health Benefits Advisor
1-800-9-HBA-HBA

Veterans Affairs Information
1-800-827-1000

Women's Info. Line
1-800-242-9513

Work-Life Staff
1-800-872-4957

Exchange Catalogs

Reservists are authorized to shop at all military exchanges including the "Exchange Mail Order Catalog." This catalog is a combined venture of ***all*** the exchange services (Navy, Marines, Coast Guard, Army, and Air Force). Two main catalogs are published twice a year. The Fall/Winter '94 issue was released on July 26. Shorter, free supplements are also printed several times a year.

Exchange catalogs can be purchased at Coast Guard and other military exchanges for $3 and include a coupon for $5 off the first order of $25 or more. They may be ordered by calling 1-800-527-2345. However, Coast Guard Reserve Units with nine or more members will receive at least one complimentary copy.

A wide variety of merchandise from around the world is available through the catalog and there is no postage and handling fee. Catalog orders may be placed by mail, phone, FAX, and in some large exchanges, through a free electronic in-store ordering system. Customers in all 50 states and Puerto Rico can order toll free by calling 1-800-527-2345. The Coast Guard Exchange System shares in the earnings generated by the catalog program. CGES's profit sharing supports Morale, Welfare, and Recreation activities. — G-PXM-3

SWE Clarification

The answer to Question 18 on Reserve Transition Benefits on Page 22 of the June 1994 Reservist suggested that all enlisted members can compete in servicewide exams (SWEs). A more accurate and thorough answer should have been:

Article 7-C-1(d)(2) of the RATMAN provides that enlisted members of the Ready Reserve and Standby Reserve may compete in the SWE when "in all respects qualified." It further states that Commandant (G-RST) determines SWE eligibility for candidates who are not in the Selected Reserve, a VTU, or TRA/PAT CAT E.

Qualification for the SWE includes the CO's recommendation on the Enlisted Performance Evaluation Form, which means a member in TRA/PAY CAT H must be drilling in a non-pay status and receive marks. TRA/PAY CAT H members E-6 and above, however, cannot under any circumstances compete for E-7/8/9. At this time Commandant has not opened ***senior*** enlisted rates to TRA/PAY CAT H personnel because we cannot afford sufficient paid training opportunities to SELRES personnel in those rates. Should a critical need exist in the future, this policy could change.

etin Board

My Favorite Lighthouse

What is it about lighthouses that attracts people? Is it the charm, history or the nearby water? We want to find out! *The Reservist* is going to feature "My Favorite Lighthouse" in an issue later this fall. Send us a photo (color or black & white) of your favorite lighthouse (with you and/or your family in the picture if you wish), and tell us why it's your favorite in under 100 words. Include your name, rank, unit, and a phone number where you can be reached. Send your submission by Oct. 1, 1994 to:

Commandant (G-RS-1)
USCG Headquarters
2100 Second Street, S.W.
Washington, D.C. 20593-0001
ATTN: My Favorite Lighthouse

Reunions

- **All WLB Reunion** — Aug. 19-21, 1994 in Duluth, Minn. Contact: ENS Scott Langum. (218) 720-5461 or fax (218) 720-5471.
- **Association of Gunner's Mates (USCG & USN)** — Will hold a reunion in conjunction with the CG Combat Veterans Association at Norfolk, Va., Oct. 26-30, 1994. Contact: Jack Photenhauer, Assn. of GM's, P.O. Box 247, Hammond, IN 46325. (219) 845-3747.
- **CG Combat Veterans Association** — Oct. 26-30, 1994 in Norfolk, Va. at Howard Johnson Hotel. Call the hotel for reservations ASAP at 1-800-627-5555. If interested in membership in CGCVA, contact Albert F. Courter, 14334 Thornwood Tr. Hudson, FL 34669. (813) 856-7387.
- ***CGC Harriet Lane (WMEC-903)*** — 10th anniversary celebration, Sept. 24, 1994 at USCG Support Center Portsmouth, Va. Contact: ENS Yvonnie Petry, CGC Harriet lane (WMEC-903), 4000 Coast Guard Blvd., Portsmouth, VA 23703. (804) 483-8720.
- ***CGC Mackinaw*** — 50th year reunion, Aug. 11-13, 1994, in Cheboygan, Mich. Contact: LT D. Rumpca, (616) 627-3181.
- ***CGC Woodbine*** — 5th annual reunion in Grand Haven, Mich., Aug. 4-7, 1994. Contact: Dave Maynard, 8450 Belle Vernon Drive, Novelty, OH 44072, (216) 338-1241.
- ***CGC Woodrush (WLB 407)*** — Celebrating 50th anniversary of commissioning Sept. 19-22, 1994 in Sitka, Alaska. Invitations are extended to present and former WLB sailors as well as those who helped construct the 180s 50 years ago at either Zenith Dredge Co. or Marine Iron Works, Duluth, Minn. Contact: ENS Nathan Rausch, CGC Woodrush (WLB 407), PO Box 4598, Sitka, AK 99835. (907) 966-5470.
- **Coast Guard Festival** — An open invitation is extended to all reservists, retirees, auxiliarists & active duty personnel to attend the 1994 Festival, July 29-Aug. 7 in Grand Haven, Mich., Coast Guard City, USA. Write: Grand Haven Coast Guard Festival, P.O. Box 694, Grand Haven, MI 49417. (616) 846-5940.
- **CPOA Convention —** National convention, Aug. 22-26, 1994 in Seattle, Wash. Contact: QMC Doug Metzler, D13(oan). (206) 220-7274.
- **Galloo Island, N.Y.** — Members of USCG lifeboat /light station and CGC 83359. Reunion scheduled for Sept. 16-18, 1994, Sackets Harbor, N.Y., Ontario Place Hotel. Contact: Gordon Koscher, 4712 Glenwood Dr., Mantua, OH 44255. (216) 274-2927.
- **Greenland Patrol** —Second annual, Oct. 26-30, 1994, Howard Johnson Hotel, Norfolk, Va. Held in conjunction with the CG Combat Veterans Association. Contact: A.F. Courter, 14334 Thornwood Trail, Hudson, FL 34669. (813) 856-7387.
- **RTC Yorktown, Va. —** Fifth annual reunion for all former Yorktowners Oct. 21-23, 1994 at RTC Yorktown. Special attraction this year is dinner cruise on *Spirit of Norfolk*. Contact: Tom Travers, 998 Ridgewood Lane, West Chester, PA 19382. (610) 436-0181.
- **Spokane Reserve Units** — All Spokane, Wash. Coast Guard Reserve Units reunion is scheduled for Aug. 6, 1994 at Fairchild Air Force Recreational Facility at Clear Lake. Contact: Charles Holden, 1318 E. Dalke, Spokane, WA 99207. (509) 487-5917.
- ***USS Callaway (APA-35)*** — Oct. 4-6, 1994 in San Francisco. Contact: R.L. Stambach, 4293-B Island Circle, Fort Myers, FL 33919-4427. (813) 481-0359.
- ***USS Champlin (DD-601)*** — Oct.18-23, 1994 in Charleston, S.C. Contact: George H. Styles, 45 Oak Avenue, Smithtown, NY 11787. (516) 265-2155.
- ***USS PC-590*** — Sept. 16-18, Dayton, Ohio. Contact: F.C. Munchmeyer, 226 rue Saint Peter, Metairie, LA 70005. (504) 834-9191.

ALDISTs / ALCOASTs / COMDTINSTs

Haitian Operations	ALCOAST 059/94
CPOA Convention (See reunions at right)	ALCOAST 058/94
50th Anniversary of the Invasion of Normandy and the Capture of the Marianas	ALCOAST 056/94
Commandant's Diversity Statement	ALCOAST 053/94
Coast Guard High Year Tenure (HYT) Program	ALCOAST 049/94
U.S. Coast Guard Core Values	ALCOAST 039/94
Coast Guard's Rewards and Recognition Program	ALCOAST 024/94
Ready Reserve Direct Commission in Inactive Reserve	ALDIST 114/94
Inactive Duty Reserve Officer Selection Boards	ALDIST 107/94
ROA ADM Russell R. Waesche Award for FY93	ALDIST 106/94
ROA RADM "Bud" Sparks Award	ALDIST 105/94
Reserve Officer Promotion Authorization Listings (ROPAL) Number 7-94	ALDIST 104/94
(ROPAL) Number 6-94	ALDIST 103/94
U.S. Coast Guard's Voluntary Education Program	ALDIST 102/94
Administrative Discharge Procedures for Shirking	ALDIST 095/94
October 1994 Reserve Servicewide Exam (SWE) Competition	ALDIST 094/94
Graduate-level Benefits Added to MGIB Chapter 106	ALDIST 091/94
Public Affairs Policy — Elections	ALDIST 034/94
Guidance for Implementation of Transition Programs For Members of the Coast Guard SELRES	ALDIST 345/93
SELRES Downsizing Plan Implementation	ALDIST 344/93
Procedures for Submitting & Processing Requests for Reserve Transition Benefits	COMDTINST M1001.37

• Persian Gulf Veterans Hotline 1-800-796-9699

For Persian Gulf War-related health questions

Nationwide TEMAC/SADT/EAD

As of 7/8/94

Place	Duration	Rate/Rank	Quals	Point of Contact
D9, Cleveland, OH	92 days (starts July 1)	E4 or E5	Boarding exp., process violation cases	LT Armstrong, (216) 522-3932
MSO Baltimore, Md.	ASAP to Sept. 30, 1994	YN1-3	Good typing skills	LCDR Watkins, (410) 962-0904
Loran Station Kodiak, AK	60 days (July 1 to Sept. 30)	CWO(Mat)	Public works or equivalent engineering exp.	LTJG McMillin, (907) 463-2252/3
CGHQ (G-RSP), Wash., D.C.	180 days (starts ASAP)	SK or YN, E4-E6	Budget support, LUFS exp. a plus	LT Clark, (202) 267-0570

U.S. Department of Transportation

Commandant (G-RS-1)
United States Coast Guard
2100 Second St., S.W.
Washington, D.C. 20593-0001