

The *Coast Guard*
Reservist

September 1996

*Citizen-Sailors:
Saluting
Their
Employers*



Citizen Robert Phillips

*New York Stock Exchange
Investigative Analyst*



*Coast Guard Reservist
BM3 Robert Phillips*

Fort Totten, N.Y. NORCREW member

• *CGR Advancements* • *Ready Reserve Mobilization Insurance* •

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On the Cover

It's Citizen-Sailor month and BM3 Robert Phillips shows off both his civilian employer duties as a N.Y. Stock Exchange Investigative Analyst and BM3 reservist with the NORCREW-50foot boat out of Fort Totten, N.Y. Photos by PAC Marguerite DeMartino, USCGR.

Coast Guard's role at Olympic yachting

The July issue of *The Reservist* is particularly interesting in view of your attention to the Olympics role of the components of the Coast Guard. We were told several months back that Coast Guard Auxiliarists from districts outside the 7th would not be considered for service at Savannah, Ga. I am embarrassed to admit that my first

reaction to this decision was that it was discriminatory and indicated a self-serving position. On reflection, however, I realize that this order may well have been necessary.

In any case, I, with other 8th District Auxiliarists, watched the activity on television with a great deal of joy and pride in the service. We'll be looking forward to complete coverage in future issues of *The Reservist*.

— William W. Travis
Press Corps, USCG Auxiliary
Birmingham, Ala.

Ed's note: October's issue will include coverage of our Coast Guard's activities in conjunction with Olympic yachting events in Savannah, Ga.

Use your CG training

I wish to share my experiences over the past four years as an enlisted Coast Guard Reservist. After college in 1991, I could not find civilian employment, but did join the Reserve as a Seaman Apprentice. In 1994, I was sent to Puerto Rico to help with the clean-up of the Berman oil spill. This work experience led to a full-time job with the Florida Department of Environmental Protection. And now I am completing the circle by entering the active duty Coast Guard under the Direct Commission Environmental Manager program. My first tour will be at Headquarters.

The Coast Guard Reserve can offer much more than a supplemental pay-



check. For me, it launched a career. I applied for Officer Candidate School five times, but it wasn't until I used the specific job training and experience gained in the Reserve that I was offered a commission.

I want to encourage other reservists who are having difficulty finding full-time employment to use their Coast Guard training to its maximum potential. Flexibility and persistence will eventually pay off.

After having a home in the Reserve for over four years, I am very sad to be leaving [inactive duty], even for such an exciting opportunity. That is how much the Coast Guard Reserve has meant to me. I will always read *The Reservist* and keep up with Reserve-related issues. So long and good luck to all my Reserve shipmates.

— LTJG Mike Dolan
USCGR
Ormond Beach, Fla.

Ed's note: LTJG Dolan's

letter is an interesting twist on this month's Citizen-Sailor theme of Civilian Employers supporting CG Reservists. See Pages 5-11 of this issue.

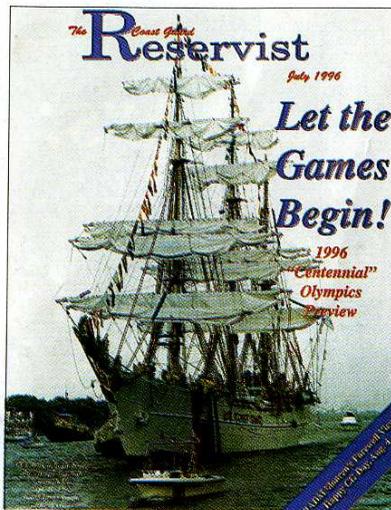
Mount Tom Monument dedication a success

The Mount Tom Monument dedication in Holyoke, Mass. July 6 was a great success. The event was covered by all the local TV stations and was attended by hundreds of people.

The committee that sponsored the monument is about \$2000 in the red right now. Additional contributions would be greatly appreciated to make up this shortfall. Semper Paratus.

— CAPT Thomas O'Hara, Jr.
USCGR(Ret.)
Wayland, Mass.

Ed's note: See Page 12 for a photo of the monument and detail of the disaster. Those wishing to make contributions to the monument fund may do so by writing: Veterans' Services Agent, City of Northampton, B-17 Memorial Committee, 240 Main St., Northampton, MA 01060-3113. Attn: Mr. Robert Cahillane.



Integration working but areas need addressing

I am a yeoman assigned to the 9th District legal office. I believe that Team Coast Guard is really beginning to work here in the 9th. Every month, it seems there are changes made to further integrate reservists and active duty Coasties. This is good. But there are still some areas that need addressing. One that has affected me, personally, is the Savings Bond Campaign. I signed up for a deduction several months ago. This month I checked on it because the deductions had not started. I was told that reservists are not permitted allotment deductions and the PERSRU yeomen are unable to enter into the system. Why? I have been a drilling reservist for over 17 years (all good years) and have tried to get savings bond deductions in the past. With direct deposit, it seems it would be easier, but it is not. Any suggestions?

— Barbara Bebout, USCGR
Cleveland, Ohio

Ed's note: Pay & Personnel Center cites Chapter 7, Section A.2 of the CG Pay & Personnel Manual. Under Title 37 U.S.C. 703, only regulars, reservists on extended active duty and retired reservists (RET-1, with pay) may make allotments from their pay. IDT reservists are excluded because of potential inconsistencies in pay totals from month to month.

Thanks from NCESGR

I want to thank *The Reservist* for its generous coverage of the National Committee for Employer Support of the Guard and Reserve in the June 1996 issue. It's important to inform members of the Coast Guard and all the services that there's an organization dedicated to helping them. Your publication has helped accomplish this mission. Thank you for your continued support of NCESGR's programs.

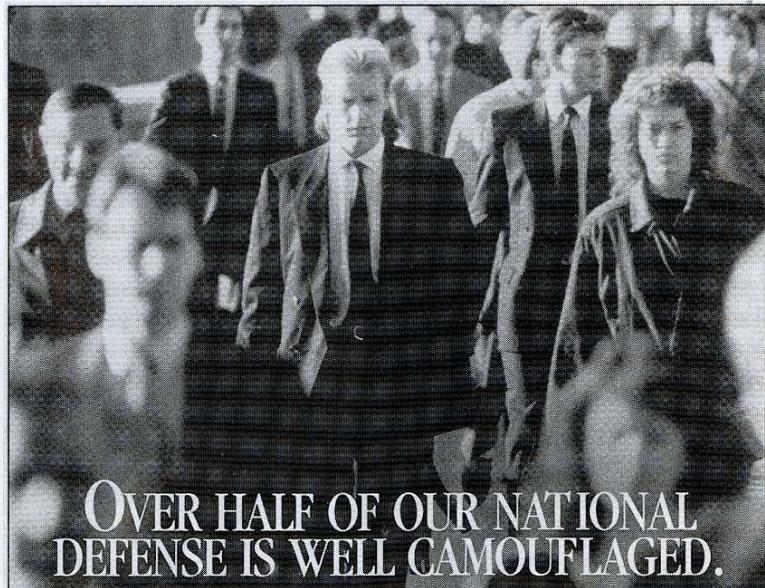
— CAPT Lora L. Tucker, USAR
PAO, Arlington, Va.

Ed's note: CAPT Tucker's letter is especially timely in light of this year's Citizen-Sailor theme of saluting employers. A story on Rhode Island's ESGR Boss Appreciation Day is on Page 12. Also, the June 1996 issue's two-page spread on NCESGR included ways reservists can recognize employers for supporting their Reserve career. NCESGR's number is 1-800-336-4590.

'Ed' itor's Turn

I'm always a bit amused when talking with Reservist readers about how articles end up on the pages of this magazine. I humorously have dubbed it the "crystal ball syndrome." There seems to be a perception that The Reservist has a huge staff here at HQ with access to and knowledge of all the various activities and events taking place in the Coast Guard across the nation at any given moment. Of course, if you've ever dropped by to visit us here at HQ, you know that nothing could be further from the truth! Although we do perhaps have easier access to certain information than others, it is nearly impossible to keep up with all the daily activities occurring in our Coast Guard. The reality is we have a whopping staff of one! Daunting as this can be at times, the fact remains that The Reservist has been successful over the years due to the tremendous input received from individuals like you at all levels of the Team Coast Guard family! We have always depended on each of you across the nation to send in not only stories, but story ideas (and, yes, to point out errors when necessary). Many of you have submitted stories that have been published. Those that have not been published remain in an "Unused Story" file while ideas are placed on the "Ideas List" which, by the way, contains about 50 at the moment. So, if you have a hot news item or idea, drop us a letter or e-mail. Now is an especially good time to do so as we're in the process of planning our upcoming issues for 1997 (deadlines are on this month's Bulletin Board). I hope you enjoy the third annual "Citizen-Sailor" issue which once again is the result of great reader input. I think it's packed with all kinds of good information!

— PA1 Edward J. Kruska, Editor, USCGR
E-mail: ekruska@comdt.uscg.mil



OVER HALF OF OUR NATIONAL DEFENSE IS WELL CAMOUFLAGED.

You see them everyday. Hardworking men and women leading double lives. What makes them different is they are vital to this country's national defense. Not only does the National Guard and Reserve make up more than 50% of our national defense, they also provide support for law enforcement, disaster relief and medical services. So when the people who appear to be just like you ask for time off to serve, please give them the freedom to protect yours.



A non-profit Public Service Announcement



A View From the Bridge

“Starboard Wing”

By Rear Admiral Richard W. Schneider, USCGR

Senior Reserve Officer, Atlantic Area



Over the course of my career in the Coast Guard Reserve, I have often had an opportunity to ask reservists why they serve in the Reserve. While everyone has his or her own unique story and reason, there is a common theme that binds all of us together.

Certainly, service not for themselves but for their country, is a significant response. We have wonderful people, and it is a privilege and joy to serve shoulder to shoulder with them. I know that is how I feel about RADM Sloncen, who just retired. I will certainly miss him and the close contact we have had through the Coast Guard. We will always be friends, but the opportunity to serve side by side and in constant contact about the service was an exhilarating experience. Thankfully for me and for you, RADM Tim Riker is

another of those outstanding people who will make my service in the Coast Guard Reserve a joy. I feel very lucky and privileged to have served with them both, and, for me, serving with individuals like these is one of the main reasons I continue to serve today.

This edition of *The Reservist* is dedicated to all of our employers, who support our efforts to be in the Coast Guard Reserve. Each of us knows it would be very difficult to continue to serve if we did not have the support of our families and our employers. We cannot take any of them for granted. Their good will and understanding are critical to a successful volunteer force and a total force that hinges heavily on a vibrant and ready Reserve. If you have not thanked your employer for his or her assistance, understanding, and support, you need to do that. Invite them to lunch at the base, and then take an afternoon and show them what you do and why it is important.

If recent history is a predictor, and I believe that it is, the Coast Guard Reserve will be called upon in increas-

ing measure to support Coast Guard operations. In the last two years alone, Secretary Peña has mobilized portions of the Reserve nine times. I have written before that I am concerned about the sustainability of our Reserve force. How you communicate with your employer, how you share the excitement of your Coast Guard responsibilities, and how you make them aware of the importance of your job to the nation makes a large impact on what level of support they will give you in the future.

Each of us needs to cherish and guard that support, not taking it for granted, but nurturing it. It is a responsibility that each of us has as a reservist. In my case, as President of Norwich University in Vermont, I often tell the Board of Trustees how much I appreciate their willingness to allow me to be absent from campus. In fact, I

explain to the Corps of Cadets where I am going and why, so they understand the sacrifices as well as the privilege of being in the Reserve.

So please, do your part in keeping the Ready Reserve ready and supported at home and in the office. Our worth is proven everyday, as noted just recently at the Olympics and in the crash of TWA Flight 800. The force is ready today; it is your job to make sure the

force is ready tomorrow, as well. Keep up the great work.

“ If you have not thanked your employer for his or her assistance, understanding, and support, you need to do that. Invite them to lunch at the base, and then take an afternoon and show them what you do and why it is important. ”

Editor's note: Established Aug. 6, 1819, Norwich is the nation's first private military college. Founder CAPT Alden Partridge, an alumnus and former superintendent of West Point, believed in the establishment and maintenance of a large body of trained citizen-soldiers and volunteer officers in preference to a professional army and regular officers, such as those trained at West Point. Norwich University is recognized as the birthplace of today's Reserve Officer Training Corps concept.



Citizen-Sailors

Saluting Their Employers

This September marks "The Reservist's" third annual Citizen-Sailor issue! In 1994, we featured reservists' civilian careers. Last year, we saluted your families' contributions to your Coast Guard Reserve careers. This year, we salute your employers who have supported your Reserve endeavors, and thus, helped make our Coast Guard Semper Paratus! As with past Citizen-Sailor issues, every submission received was published. To all of our reservists' employers, we salute you!

After a long day of protecting people's life savings at the New York Stock Exchange (NYSE), investigative analyst Robert Phillips has been known to peel off his three-piece suit, don a dark blue work uniform and walk a few blocks to the Wall Street pier and board a Coast Guard patrol boat for his second job of protecting lives at sea.

At the stock exchange, Phillips works for the enforcement division, which monitors and investigates licensed employees from various brokerage firms that trade on the exchange floor. In the Coast Guard Reserve, BM3 Phillips is assigned to the 50-foot NORCREW patrol boat moored at Fort Totten, N.Y. According to Phillips, both his jobs involve serving and protecting the public trust.

"At the exchange, I protect the investing public,

BM3 Robert Phillips salutes New York Stock Exchange



PAC Marguerite DeMartino, USCGR

Robert Phillips' supervisors at the New York Stock Exchange are very supportive of his CGR endeavors.

and in the Coast Guard I protect the boating public," said Phillips.

Phillips and the other investigative analysts in the

enforcement division handle between 150 and 350 screenings a day. The screenings are in response to complaints concerning

possible trading violations by NYSE employees.

"Once the complaint concerning an employee is in, we begin the screening process to see if there is a possibility of wrongdoing," said Phillips.

One third of the division's cases involve limited partnerships, which are high-risk investments that promise generous returns. The documents used to sell these investments focus on only part of the partnership, while other important documents that focus on other aspects of the partnership are not made available to the public.

"Here's a situation where you have a senior citizen investing all of his or her life savings into a limited partnership with hopes of making a lot more money," explained Phillips. "Then reality sets in and they find out that not only is it impossible to get out of the invest-

ment, but their investment is practically worthless. The federal government and the enforcement division stepped in to make the availability of all documents mandatory prior to investing."

Phillips full-time job and Reserve job have crossed paths before. The Coast Guard has called Phillips at the exchange for assistance during a patrol at night. The boat picks him up at 5 p.m. at a pier in Manhattan and drops him off the next morning, with just enough time to get ready for his daytime job.

"My supervisor and management are very supportive of my Reserve obligations and career goals," said Phillips.

The strong support from his supervisors is partially due to his top performance on the job. "What has impressed me about Rob Phillips is his eagerness to learn and to adopt better ways to get the job done,"

said Regina C. Mysliwicz, vice-president, NYSE Enforcement Division. "Rob contributes to the performance of the group through his individual efforts, an attribute that characterizes his Coast Guard service as well as his career at the New York Stock Exchange."

Phillips, a Long Island native, joined the Coast Guard Reserve in February 1993. After basic training, Phillips earned his boat qualifications and joined fellow reservists as a BM3 at Group New York.

The Coast Guard initiated the NORCREW-vessel concept in 1995. BMCS Jim Flanagan, officer in charge of the NORCREW vessel, selected Phillips to be part of the Reserve crew because of his determina-

tion, maturity and the respect he had earned from supervisors and crew members.

emergencies take it. The crews patrol the western end of Long Island Sound from Hell's Gate on the East River to Matinecock Point, east of Glen Cove, Long Island. The active and reserve crews handle up to 300 calls during the year. Phillips is one of 10 reservists who work with the active duty members on the 50-footer.

Sometimes only reservists operate the boat during its two-day patrols, an option Flanagan would like to utilize on a continuous basis.

— By PAC Marguerite DeMartino, USCGR D1 South Public Affairs

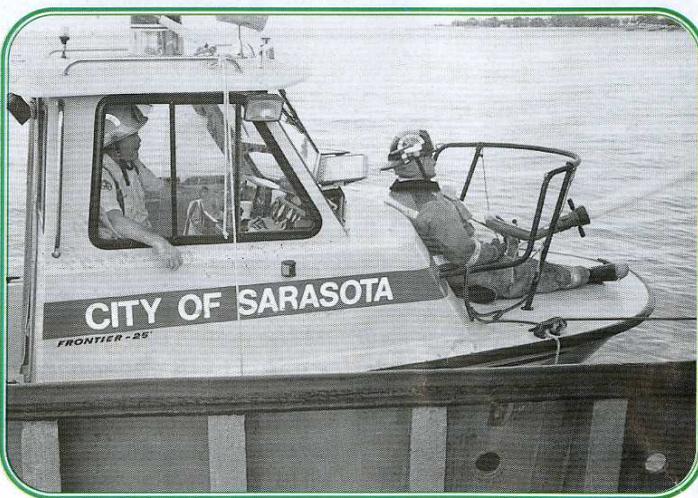


BM3 Phillips aboard NORCREW boat.

The NORCREW vessel concept was copied from the Norwegian Society for Sea Rescue. The vessel operates with two crews of five, sometimes six. Each crew works 48 hours on and 48 hours off, docking wherever

PS2 James F. Jarrett salutes Sarasota, Fla. Fire Department

I have been an employee of the City of Sarasota, Fla. Fire Department since September 1978. When time off is needed for military assignments, it is granted without question. The Fire Department has even initiated interagency training with area Coast Guard stations to help coordinate marine firefighting and open water rescue. During "Desert Storm," a memorandum was distributed stating the Department would fully support all military personnel and their families for an extended period of time. At that year's Christmas



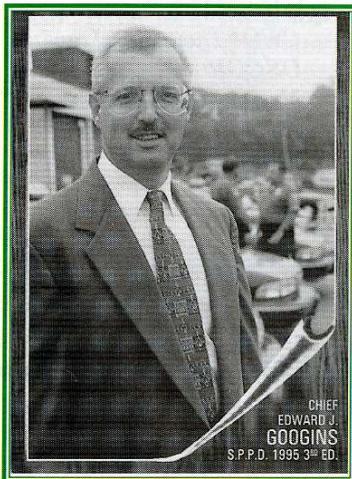
The City of Sarasota Fire Department has initiated interagency training with area Coast Guard stations.

Party, the Administration presented a tribute to its military members. This gesture was truly heartfelt. In my opinion, the City of Sarasota Fire Department cannot be surpassed by any other agency in its support of its military people and their families.

— PS2 James F. Jarrett USCGR Bradenton, Fla.

"The Reservist is twice a citizen."
— Sir Winston Churchill

The working relationship between my police department and the Coast Guard Base here in South Portland, Maine is good. Last November, we placed life rings in the trunk of each of the marked police cars. These life rings came from storage at the Coast Guard station and were the old ones off the boats that were no longer usable. Shortly after this, a young man got lost and disoriented walking home from a party, and he fell off one of



BM2 Kevin J. Battle
salutes
South Portland, Maine Police Department

the docks. An officer on patrol was told of the missing man, located him, and using the life ring and life line from his police car, was able to keep the man from drowning in the cold water until the fire department arrived.

Each year, I have my "Cop Card" picture taken at the Coast Guard Base (see photos on

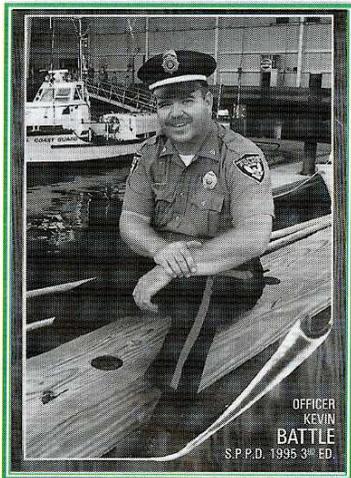


Cop Cards are very popular in South Portland like the three shown on this page.

this page of myself and Chief of Police Edward J. Googins). This baseball card-type idea has been excellent in improving police and community relations. The back of each card tells about each officer. This is the third year we've printed these in our community and demand is still very high. In fact, this program

has been so successful that other police agencies are doing the same with the same success. As far as scheduling to attend Coast Guard Reserve drills, I have never had any problem with the police department or the Coast Guard. A coxswain at CG Station South Portland for the last 10 years, I have been able to provide cover when needed due to the support of my supervisors.

— **BM2 Kevin J. Battle**
USCGR
South Portland, Maine



BM2 W. Scott James
salutes
The Florida Mariner

Just about everyone at *The Florida Mariner* has a past affiliation with the armed services. So my bosses understand the challenges of Reserve commitment.

As the sales representative for *The Florida Mariner*, a bi-weekly boating publication, there have been times when boat shows or events requiring my participation conflicted

with scheduled Coast Guard Reserve drills and ADT. Fortunately, the owners of *The Mariner* have worked with me to allocate time so I can fulfill my Coast Guard Reserve obligations and still serve my civilian job customers.

In turn, my knowledge of maritime activities through the Coast Guard has helped me provide better service to my customers as well. I am involved with the public

and the boating industry and I can bring my expertise from my Reserve activities into play to encourage education and understanding through *The Mariner*.

The Mariner provides reprints of local Notices to Mariners, tide tables, and a variety of other information valuable to boaters in Florida.

We have subscribers in 33 states too and I am responsible for circulation

in the area north and south of St. Augustine as well as making advertising contacts.

By the way, my duty station is Station Canaveral, where I have served since summer 1991.

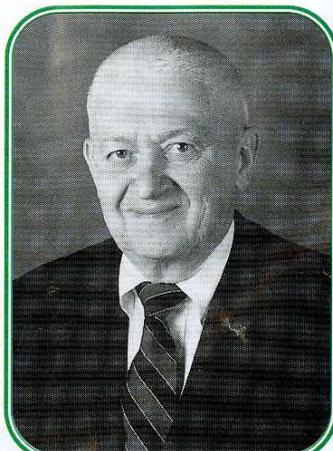
— **BM2 W. Scott James**
USCGR
St. Augustine, Fla.

I worked for Mr. Richard F. Childers of the Naval Air Warfare Center, Aircraft Division in Warminster, Pa. for 15 years. I was one of his senior electrical engineering technicians. Mr. Childers has always been a model supervisor and an ardent supporter and proponent of the missions of the United States Coast Guard, active and reserve.

Mr. Childers provided me with his expert guidance and tutelage in the field of electrical engineering from his vast experiences spanning over 45 plus years in the engineering field. Regardless of how busy he was, he always had time to discuss a work or design problem. Furthermore, he would always ask about my Reserve experiences, and would listen with great

CWO4 Thomas P. McLaughlin
salutes
Richard F. Childers, NAWC-AD

interest to what took place while underway onboard CGC Alert and CGC Vigorous, and when I returned from my IDT or ADT at the Atlantic Strike Team. When asked, Mr. Childers always provided outstanding technical engineering support to the United



Mr. Richard F. Childers

States Coast Guard Cutters and shore stations. Due to the Base Realignment and Closure Commission (BRAC), I was transferred to another agency three months ago and do not work for Mr. Childers anymore. BRAC brought about the closure of NAWC-AD as of Sept. 30, 1996 after 52 years of faith-

ful and dedicated service to the fleet. But I believe Mr. Childers is one of those unsung persons that are indirectly part of Team Coast Guard. He encouraged me with his inspiration, leadership and direction — qualities that I try to emulate in the Coast Guard Reserve and were instrumental in what I have attained in my U.S. Coast Guard and civilian careers.

Mr. Childers was Team Navy and Team Coast Guard before it became fashionable. Mr. Childers, I salute you!
— *CWO4 Thomas McLaughlin*
USCGR
National Strike Force
Atlantic Strike Team
Fort Dix, N.J.

PS1 Darrel J. Kandil
salutes
Sheriff Cal Henderson,
Hillsborough County Sheriff's Office

My boss, Sheriff Cal Henderson, served in the U.S. Army from 1961 to 1964 and currently serves on the Florida Committee for Employer Support of the Guard and Reserve. He knows the importance of the Guard and Reserve and shows his support through his policies and procedures which support 248 of his agency's employees.

I have never had any difficulty in getting the time off for any training or other Coast Guard Reserve duties. I have been activated twice during my employment with the Hillsborough County,



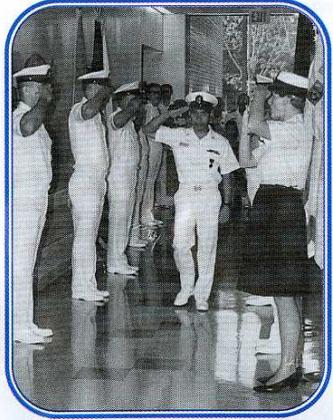
Sheriff Cal Henderson, third from right, with five of his deputy sheriffs, who are also reservists. Left to right are Staff Sgt. Rafael Morffi, Marine Corps Reserve; Master Sgt. Ray Pappion, Air Force Reserve; Maj. Walter Pask, Army Reserve; Sheriff Henderson; CWO Thomas Allyn, Naval Reserve and PS1 Darrel J. Kandil, Coast Guard Reserve. An F-4 Phantom is in the background.

Fla. Sheriff's office — once for 45 days to assist with a three-vessel collision/major oil spill in Tampa Bay, and the other for 30 days in St. Thomas to provide post hurricane relief.

Sheriff Henderson is shown in the photo at left taken at MacDill Air Force Base with five of his Deputies who are members of various components of the Reserve.
— *PS1 Darrel J. Kandil*
USCGR
Lutz, Fla.

**BM1 Cheryl L. Honeycutt salutes
Naval Hospital, Cherry Point, N.C.**

The Naval Hospital at Cherry Point where I work has actively supported my Reserve career. The best evidence of this support is my supervisor expressing an active interest in my Coast Guard activities as well as the Command's request for my participation, as a reservist, in Command ceremonies. When Navy members retire, I am frequently asked to perform the traditional "piping the side" at their retirement ceremonies. I also had the priv-



BM1 Honeycutt, far right, "piping the side" at a retirement at the Naval Hospital, Cherry Point.

ilege of "piping the side" at the last Change of Command where the official party included the former and present commanding officers, as well as the Commanding General of MCAS Cherry Point. It is this continuing support and approval that makes me proud to be part of Naval Hospital, Cherry Point, N.C.
— **BM1 Cheryl L. Honeycutt**
USCGR
Atlantic Beach, N.C.

"Citizens must be prepared to devote a portion of their routine in order to be capable in defense of country."

George Washington

*First President
1789-1797*

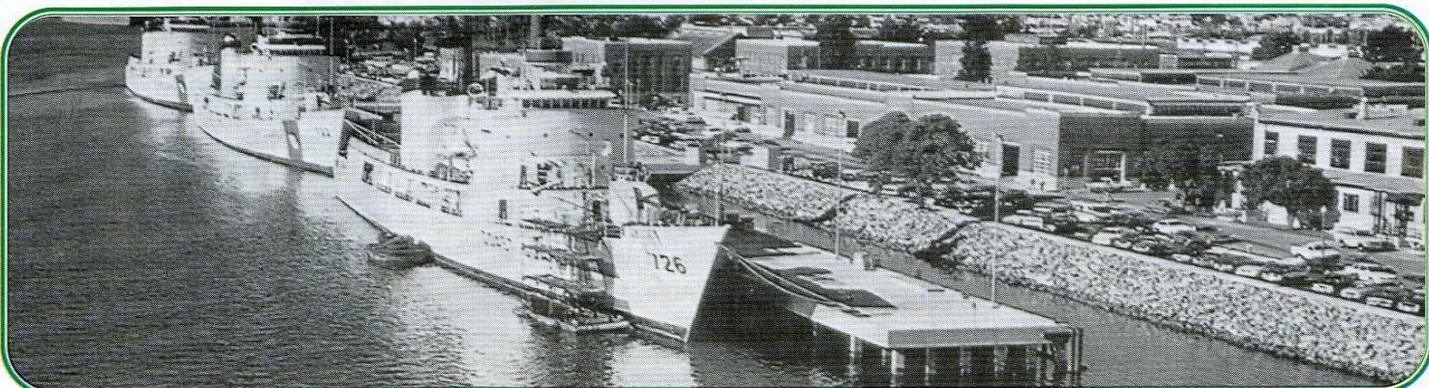
**CDR John Leonard salutes
Moffatt & Nichol Engineers**

Moffatt & Nichol Engineers is a strong supporter of Coast Guard waterfront facilities as well as supporting Coast Guard Reserve personnel. A California-based civil engineering firm founded in 1945, Moffatt & Nichol (M&N) specializes in maritime transportation, especially ports & harbors, coastal, and environmental projects. In addition to sup-

porting reservists, the company has designed and inspected many Coast Guard facilities, including construction of the pier and seawall at Support Center Alameda, Calif., as shown in the photo. LCDR Mike Kraman and LTJG J.T. Thomas are former Coast Guard civil engineers now

with the firm. Kraman has been with M&N for almost 10 years and has risen to the rank of corporate Vice President. "Moffatt & Nichol has enjoyed their association with the Coast Guard, and are great supporters of myself and other citizen-sailors," said Kraman. He works in one of

M&N's eight western offices while Thomas and I are M&N's newest environmental scientists. Located in Raleigh, N.C., our operation supports the four eastern offices. Thomas and I are also members of the M&N dive team, which specializes in underwater inspections for the Coast Guard, Navy, and other waterfront facility owners.
— **CDR John Leonard**
USCGR
Raleigh, N.C.



Moffatt & Nichol Engineers constructed the pier shown here at Support Center Alameda.

Moffatt & Nichol Engineers photo

To say that Coast Guard Reservist PA1 Bill

Kaufmann is a busy man is an understatement. Not only does he have a full-time position as a vice president of Bill Larsen & Associates, a national advertising firm based in Tacoma, Wash., but he also is an entrepreneurial type who runs Commencement Bay Bed & Breakfast with his wife, Sharon. On top of this is Reserve duty at the 13th District's public affairs office in Seattle.

Still, Kaufmann, who holds an MBA in marketing, manages to juggle all his responsibilities with the strong support and flexibility of "both" employers — counting Sharon as one of his "employers," that is. Together, Sharon and Bill's strong people and time management skills have helped unite them in a successful entrepreneurial relationship. In fact, the Tacoma-Pierce County

*PA1 Bill Kaufmann
salutes
Bill Larsen & Associates
Commencement Bay Bed & Breakfast*



PA1 Bill Kaufmann in front of Commencement Bay Bed & Breakfast in Tacoma, Wash.

Chamber of Commerce awards committee recognized the Kaufmanns' and service to Tacoma by honoring them with the Small Business of the Month Award in 1994. As for the Coast Guard, integration

has actually helped Kaufmann manage his Coast Guard Reserve duty.

"Since integration, we're not locked in as much by the old mentality of monthly weekend drills and two-weeks ADT each year like

we were before it," said Kaufmann. "Now, sometimes the 13th District will want me to work during the week. So, it's more challenging to manage my time, but at the same time, has made my Coast Guard Reserve work more meaningful."

Incidentally, The Kaufmann's B&B sits high on a hill overlooking Commencement Bay and Brown's Point Lighthouse. PA1 Kaufmann wonders if there are any other reservists out there who are also B&B innkeepers, but he is especially interested in any B&Bs that overlook a lighthouse. If so, Kaufmann is interested in starting a "network" of inns for Coast Guard travellers. Write: PA1 Bill Kaufmann, 3312 North Union Avenue, Tacoma, WA 98407. (206) 752-8175.

E-mail: GREATVIEWS@aol.com.

— By PA1 Ed Kruska
USCGR
COMDT (G-WTR-2)

*PS3 Kyle P. Callaghan
salutes
Mobile County Sheriff's Office*

My name is PS3 Kyle P. Callaghan and I'm employed as a deputy sheriff with the Mobile County, Ala. Sheriff's Office, which employs approximately 400. A nine-year employee, I am assigned to the Narcotics Division and serve on the Sheriff's Mounted Unit, Honor Guard, Narcotics Task Force Team and SWAT Team. In a September 1995 sting oper-

ation, my SWAT Team, working in conjunction with U.S. Customs, seized \$31 million in cocaine and \$500,000 dollars in cash.

When it comes to serving in the Reserve, the Sheriff's Office is very supportive. They are real cooperative with those of us who serve in the Reserve, especially because there are quite a few reservists who work here.

As a reservist, I have served on the MSO's

Reserve Facility Inspections Team, credited with developing and implementing a pilot program in which Reserve members conducted liquid bulk inspections, operation manual reviews and field training for active duty members.

— PS3 Kyle P. Callaghan
USCGR
Mobile, Ala.

Editor's note: Callaghan, who served in the Marine Corps Reserve four years before jumping ship for the Coast Guard Reserve, is the Coast Guard recipient of the Alabama Governor's Award for Outstanding Reservist in 1995. The award was given Callaghan for his outstanding performance at MSO Mobile and for volunteer work he does in the Mobile community with the Junior Chamber of Commerce.

I salute my employer, Alaska Airlines, on the support they have given my "other career" as a Coast Guard Reservist. I have commuted over 385 miles to my drill site on the Oregon coast for the past five years, and during that entire period, Alaska Airlines has always provided the time off necessary for both the drills and travel associated with

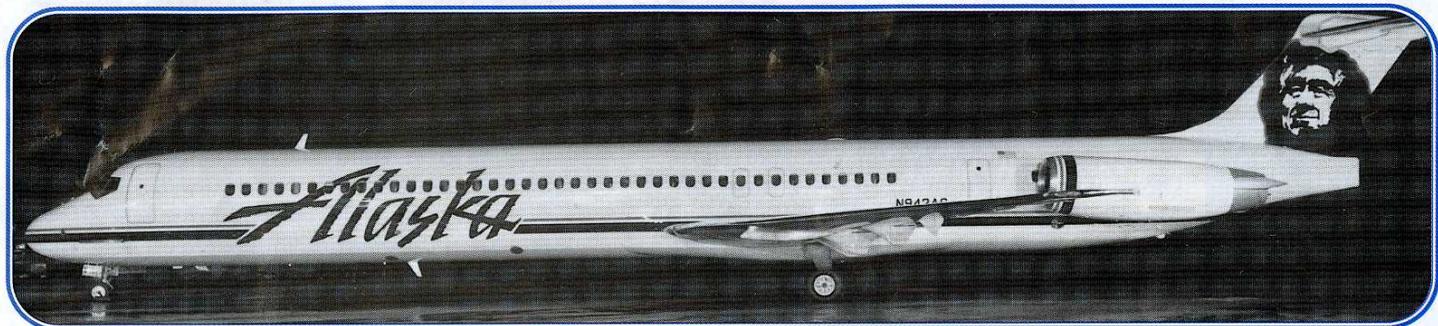
them. They have also been generous enough to allow me to commute on their aircraft at a very minimal cost. This has cut the travel time down from what was eight-plus hours during the winter months to a very palat-

able three hours. The flight operations staff has always gone the "extra mile" for both my family and myself. In fact, this past April while I was drilling at Group North Bend, Ore., a family emergency occurred

several thousand miles away. My employer arranged emergency travel on two different carriers at no cost, and emergency leave from my drill site across the country and back to North Bend. I thank Alaska Airlines for being excellent to me, and commend them for supporting the United States through a strong military reserve.

— *LCDR John D. Filipowicz
USCGR
Grays Harbor, Wash.*

**LCDR J.D. Filipowicz
salutes
Alaska Airlines**



LCDR J.D. Filipowicz, USCGR

**YN1 Diane FitzGibbon
salutes
Betty Noor
and the
San Francisco Chronicle & San Francisco Examiner**

Betty Noor has been my manager for approximately 15 years. During those years, she has always been very flexible when it comes to my two weeks Active Duty for Training. Because of our work in advertising at a major metropolitan newspaper (*San Francisco Chronicle & San Francisco Examiner*), it is impera-



Betty Noor



Diane FitzGibbon

tive that my sales territory be covered without interruption. Betty has always worked with me, asking me if I know when I'll be going so she can plan around it. She remains fully aware of my obligation to the Coast Guard.
— *YN1 Diane FitzGibbon
USCGR
S. San Francisco, Calif.*

**YN1 Gerard M. Seubert
salutes
Mr. Bill Figge, California DOT**

I'm a YN1 at Activities San Diego PERSRU. My civilian occupation is Transportation Planner for the California Department of Transportation. For the last four years, I have worked with Mr. Bill Figge. He has always strongly supported my Coast Guard involvement and has always spared me time for CG duty. When Group San Diego was going through changes with integration, we had to spend a lot of extra time in training. In one calendar year, I was allowed to expend 40 days of Military Leave time. This was within



Mr. Bill Figge

legal boundaries, but was a definite strain on his departmental resources. Another time, two active duty Coasties were on emergency medical leave and the PERSRU needed help immediately. Mr. Figge allowed me to take 10 days time with almost no notice to help at the Coast Guard. Mr. Figge deserves Coast Guard kudos and a Semper Paratus plaque for his support "above and beyond what an employer is expected to do for reserve employees," and for assisting the CG Reserve program.
— *YN1 Gerard M. Seubert
USCGR
El Cajon, Calif.*



Group Woods Hole, MSO Providence participate

Reservists partake in RIESGR Boss Appreciation Day

By LT Robert J. Perfetto, USCGR
GROUP MORICHES, N.Y.

QUONSET POINT, R.I. — Coast Guard Reservists and Auxiliarists from Group Woods Hole and MSO Providence, along with other Rhode Island Reserve and Guard Forces, treated their employers to a variety of activities at Boss Appreciation Day, June 22.

Sponsored in conjunction with the Rhode Island Committee for Employer Support of the Guard and Reserve (RIESGR), the day's activities began at 8 a.m. at Quonset Point, R.I. Air National Guard Base Facility. After introductions and a briefing by RIESGR Chairman Paul Baillargeon, employers were transported to Camp Forgarty, an Army Reserve Base, by Marine Reservists in 5-ton trucks and buses. There, they were met by CG Reservists PS1 Mario Tommalini and BM2 David Baniskis who rotated 120 employers and 25 Civil Air Patrol youngsters through the 9mm small arms range.

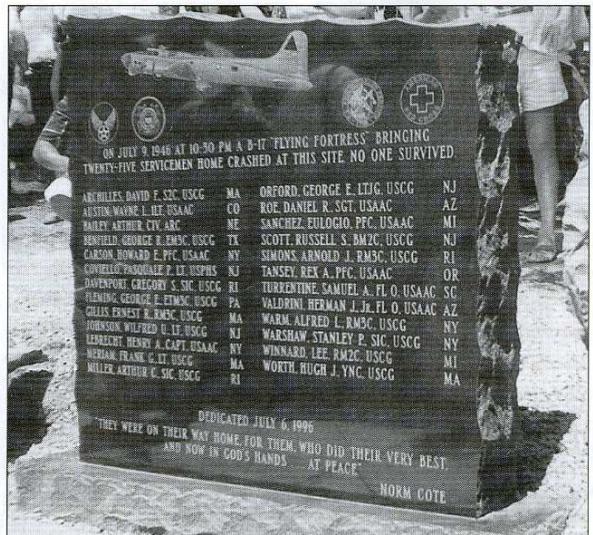
In the hangar at Quonset Point ANG Base, employers were shown Coast Guard displays from MSO Providence by QMCS H. Singband and from the Coast Guard recruiting office by PSCS Jeff Smith. Meanwhile, at the Quonset

Davisville Navy Yacht Club, three Coast Guard vessels loaded employers for demonstration rides. While underway, Reserve personnel explained their units' missions and their own part-time jobs with the Coast Guard.

That night, employers were hosted at an awards dinner prepared by the Rhode Island Air National Guard. Rhode Island Coast Guard Reserve employers were awarded "My Boss is a Patriot" certificates and the "Seven-Seals Award," named after the seven U.S. military Reserve components. Dana G. Beal, Police Chief of Seekonk, Mass. was recipient of the "Pro Patria" Award, the highest state award. CG Reservist BM1 George Casey of Station Castle Hill nominated Beal for this prestigious award. Only one "Pro Patria" Award is given from each state annually by an ESGR Committee.

The purpose of the special day is to educate and strengthen the relationship between reservists and their employers. The fruits of this program are a measurable decrease in problems related to reservists attending drills, completing ADT, and emergency call-ups. For more information about Employer Support of the Guard and Reserve and various ways you can salute your employer for his or her support of your Reserve career, call 1-800-336-4590 or write: NCESGR, 1555 Wilson Blvd., Suite 200, Arlington, VA 22209-2405.

Mt. Tom Memorial dedicated



A memorial commemorating 25 servicemen, including 17 Coast Guardsmen, who perished when the B-17 they were aboard crashed on Mt. Tom, Mass. July 9, 1946 was dedicated July 6. Representing the USCG were CAPT Gregg Ketchen of Group Boston and a CG color guard.

D1 Updates...

■ On July 17, **TWA Flight 800** crashed in the Moriches Inlet on the south shore of Long Island, N.Y. As the recovery mission began, many reservists were called upon to perform ADT and IDT. Approximately 75 enlisted and 14 officer personnel had participated in the mission as of press time. Many other reservists also answered the call in their civilian job. More details coming next month.

■ Approximately 40 CG Reservists from D1 units were called in following the **worst oil spill in Rhode Island's history** which occurred Jan. 19 when the *North Cape* ran aground on Moonstone Beach in South Kingstown, R.I., spilling approximately 800,000 gallons of oil. Reservists backfilled MSO Providence members, standing ops and comms watches, drafting reports, working in public information, logistics and serving on boat crews.

■ Reservists **PSC J. Cruickshank, PS2 R. Morton** and **PS1 R. Kapperman** assisted COTP Long Island Sound in cleaning up debris along the Housatonic River in Connecticut April 20.

ADC Pete Culpenski, USCGR(Ret.)

Citizen-Sailor and co-inventor YN2 Robert Mueck

5th Reservists invention aims to fool drivers into obeying law

By Erika Niedowski

REPRINTED FROM THE PRINCE GEORGE'S SENTINEL

COLLEGE PARK, Md. — Bryan Goodson and Bob Mueck are trying to make *The Illusion* a reality. The so-called *Illusion* — an imitation full-size police car that can be strategically placed along high-speed roadways — was co-invented by Goodson and Mueck, partners on the University of Maryland police force, as a means of deterring speeding motorists and, hopefully, of saving lives.

The idea behind their invention is two-fold: Using an imitation car, which looks authentic from the side but is actually only 6-to-12 inches wide and supported by a pole, means that real police cruisers don't have to be used as decoys.

And using the two together — *The Illusion* and the real thing — along the same stretch of road means that speeders who have slowed for the decoy — and stepped back on the gas thinking they've figured out the "catch" will be surprised by the real police cruiser waiting up ahead.

"People are driving 75 miles an hour on the highways, and that's not a good thing," said Goodson. "Speeds are just steadily increasing."

Enter *The Illusion*, and speeders beware. It is called *Illusion* because "obviously, it is," said co-inventor Mueck, a Coast Guard Reserve YN2 who serves at Activities Baltimore. "It's not real, it's fake. The idea is that you don't know that until you get up on it."

A similar ploy was used by the Allies during World War II to persuade German forces that the D-Day invasion of France would take place at the Pas de Calais as opposed to Normandy. An entire fictitious army, with mock-ups of planes, tanks and equipment, was set up in eastern England. Goodson said the success of that staged army reinforced his confidence that *The Illusion* could also be successful.



Bryan Goodson and CG Reservist Bob Mueck, right, demonstrate a prototype of "The Illusion," an imitation police car.

Goodson and Mueck joined forces and resources more than two years ago in an effort to market the car and secure a patent. They have spent \$6,000 to \$7,000 of their own money in turning their idea into an actual prototype of the car. When *The Illusion* hits the markets — its cost is estimated at around \$300 — it will be offered in different colors and car models to fit a particular police department's needs. It will also be available to imitate the right and left side of a car, front or back, and should be lightweight and easy to transport, probably on a flatbed truck. The agency purchasing the car would be responsible for the vehicle's markings.

The Illusion is the officers' first real invention — although Goodson says he's made a thing or two out of shoe boxes and cardboard boxes.

"I guess people have always kind of called me an inventor," said Goodson, adding that his friends have kidded him in the past about his wacky ideas.

Still, the inventors seem optimistic about its potential for success.

"Most people aren't going to take a chance if they don't know if it's a real car or not," said Goodson.

The Illusion has received favorable press in *The Baltimore Sun*, *The Washington Post* and *The N.Y. Times*.

Reservist's CPR saves heart attack victim

LEBANON, Pa. — Retired Coast Guard Reservist CWO4 Allan E. Farmer was home listening to emergency calls on his scanner during a blizzard last winter when he realized an ambulance was being sent to his street in this southeastern Pennsylvania town of 25,000.

So Farmer rushed to the aid of his neighbor, 65-year-old Ray Shaak, who had had a heart attack while shoveling snow. Farmer administered cardiopulmonary resuscitation for 15 minutes until the blizzard-delayed emergency service vehicle arrived. Paramedics delivered electric shocks to revive Shaak with no response but he did revive on the trip to the hospital and is doing fine now.

Farmer was honored by the Delaware Affiliate of the American Heart Association for his actions and received a plaque as well. Farmer was trained in CPR by instructor PS2 Ed Murray of Station Indian River, Del.

"I was just glad I was able to help someone," said Farmer. "I called Ed Murray and told him I wasn't sleeping during his lectures after all."

David Grabelle for The Prince George's Sentinel



Team III moves to stop three after handcuffing a drug suspect and seizing a box of simulated drugs at Salt Lake City's CG Day picnic.

Salt Lake Reservists overcome "obstacles" at CG Day picnic

By PA1 Thomas J. Cowan, USCGR
COAST GUARD NATIONAL STRIKE FORCE

SALT LAKE CITY, Utah — Coast Guard Reservists and their families celebrated the Coast Guard's birthday with a "missions of the Coast Guard" obstacle course race during their annual picnic here. Unit members and their families divided into teams, which were timed as they carried a simulated boat around a quarter-mile course.

Along the way, the crew of each "boat" had to make five stops. At stop number one, a crew member had to don a mustang suit and run 20 yards to put a life preserver on a drowning victim. Stop two required another

crew member to handcuff a suspect and confiscate a large quantity of simulated drugs. At the halfway mark, team Coast Guard had to pick up a distressed boater and tow his boat for the last half of the race. The fourth stop required filling two jugs with water which represented a pollution clean-up.

Everyone participated, even the small children who took the part of illegal immigrants. The children had to be rounded up and put into the boat before the final dash to the finish. The race was a great way for families to share in the pride that comes with being a part of the Coast Guard's multiple missions. It was a day when indeed *everyone* belonged to the Coast Guard family.

Historic change of command

In a historic change of command held recently at CG Island, Alameda, Calif. two senior CGR officers became the first females to head a Reserve warfare unit. CAPT Mary O'Donnell, right, assumed command of CNCWU 111, while CDR Judy Wilkinson serves as executive officer.



PAC Bob Borden, USCGR

11th CGR at L.A. Works Day '96

By LCDR A.E. Fuentes, USCG
INTEGRATED SUPPORT COMMAND SAN PEDRO

LOS ANGELES — Coast Guard Reservists were among the more than 3,500 residents of the Los Angeles Metro area who worked together as part of the city's single largest volunteer effort known as L.A. Works Day '96 on May 18.

This year, active duty and reserve members of Integrated Support Command San Pedro and PSU 311 were among the many volunteers that saw action at one of the 35 different volunteer service project sites coordinated by L.A. Works.

Projects included building painting, landscaping, tree planting, graffiti abatement, mural creation and general cleanup at public schools, community centers, homeless shelters and other youth-serving facilities.



PS2 Ernie Gomez of PSU 311 cuts the edges of a mural figure during LA Works '96.

ISC San Pedro's partner school, Barton Hill School, just happened to be one of the target locations. Coasties and other volunteers did themselves proud as they tirelessly "turned to" in transforming the school grounds inside of five hours into a place the students would not recognize when they arrived for class the following Monday.

This annual event was founded in 1991 by a concerned group of entertainment executives and other corporate leaders to increase volunteer participation in community projects.



13th

CGR boat crew assists sinking Army tug

By MK1 Richard White, USCGR
STATION SEATTLE

SEATTLE — The reserve crew of the Coast Guard's 41388 were assigned to patrol the annual tugboat races held in Elliot Bay on Seattle's waterfront May 18. Keeping the numerous boats safe along the perimeter of the race course kept the reserve crew busy for several hours. But then the operations officer on the CGC Bayberry called for the 41-footer to intercept an Army tug that was cutting across the course.

The 41388 came alongside the tug and was told that seawater was pouring into the tug's engine room and the tug's bilge pump was inoperable. A quick inspection of the tug's engine room by reserve engineer MK 1 Richard White revealed there was already almost two feet of water in the

engineroom and steadily rising with about one-inch of oil on top of the water— providing an additional environmental hazard.

BMC Carl Buick ordered the tug brought along in a side tow with double lines for a quick cast off in case the tug foundered. The tug was then towed outside the race course for safety and away from any large wakes. The reserve crew used the eductor from the 41-footer for pumping the engine room out because it could get below the oil, preventing a spill into Puget Sound.

The reserve crew stabilized the Army tug until a larger Army tug was able to come alongside with a larger salvage pump. The water was brought below the shaft and the leak was finally found. Four of the six packing gland bolts in the stern tube were missing. The leak was then repaired by Army personnel. Due to the professionalism and vigilance of Reserve personnel at

Citizen-Soldier Quote

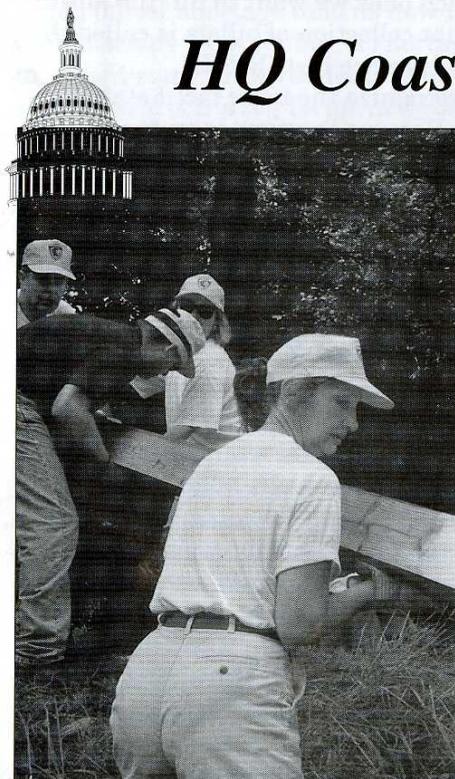
The following is on a wall plaque of The Ordnance Regimental Room , Aberdeen Proving Ground, Md.:

“Ulysses S. Grant — (The Citizen-Soldiers) were associated with so many disciplined men and professionally educated officers, that when they went into engagements it was with a confidence they would not have felt otherwise. They became soldiers themselves almost at once.”

— Submitted by CAPT John Bruce, USCG(Ret.), Bethesda, Md.

Station Seattle and the effective training they receive, they were able to step in, size up the situation and carry out an efficient rescue to nullify any further hazard to life, property or the environment. In addition to White and Buick, BM2 Troy Vanlinden was also aboard the 41388.

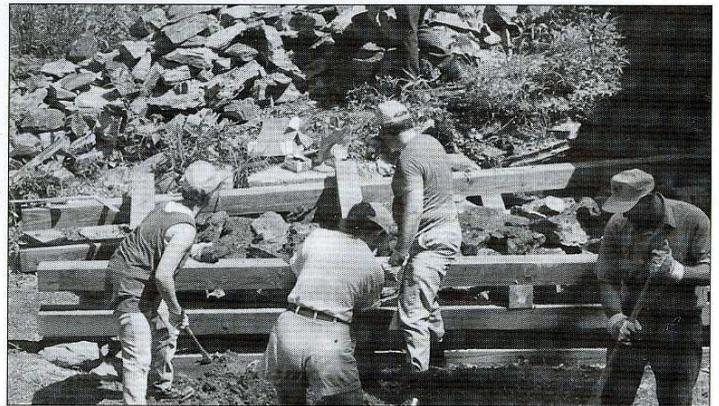
HQ Coasties hold C&O Canal workday



LCDR Chuck Polk, G-WTR-1

LCDR Jean Clark of CGHQ helps lift a board into place.

WASHINGTON, D.C. — The Chesapeake & Ohio Canal National Historical Park was heavily damaged by flood waters during the winter of 1996. So, on July 27, 14 Reserve Program members from Coast Guard Headquarters augmented a National Park Service weekend maintenance team and assisted in the repair of a historical canal lock. In addition to their volunteer repair work, theHQ personnel are also sponsoring a 206-mile Relay Run along the 180-mile canal the weekend of Oct. 5 to raise money for further repairs to the park. More information is on Page 22.

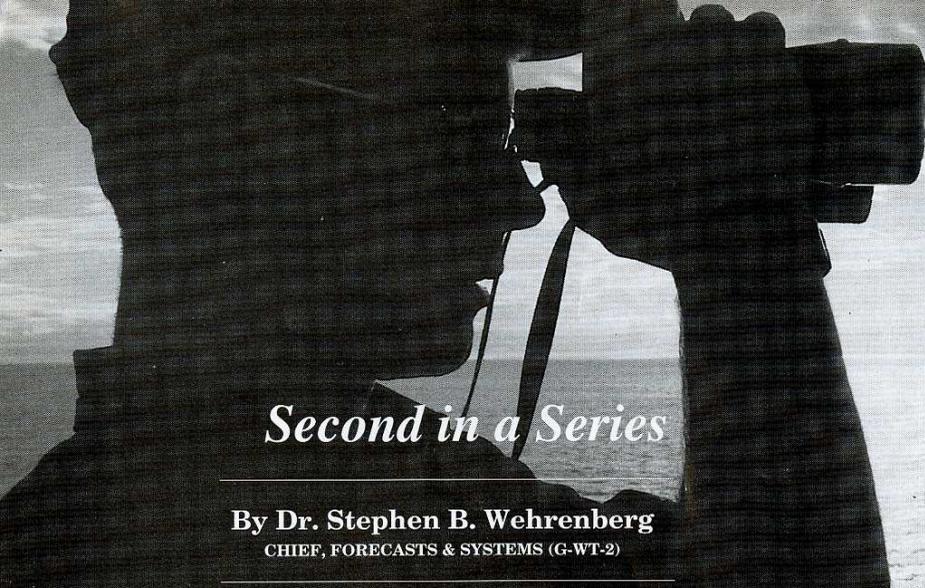


LCDR Chuck Polk, G-WTR-1

Coast Guardsmen from HQ dig in along the C&O Canal during their work day July 27.

Coming next month in your Reservist Magazine...

- Pea Island, N.C. Centennial
- Coast Guard Olympic Scrapbook
- TWA 800 — How We Helped!



Team Coast Guard and the Reserve Program

Second in a Series

By Dr. Stephen B. Wehrenberg
CHIEF, FORECASTS & SYSTEMS (G-WT-2)

What's a Billet?

Editor's note: This is the second in a year-long series on various issues/policies of the Reserve Program. The August 1996 issue's article served as an introduction to this series.

A billet is actually pretty complicated. First, it's a place where there's a job to be done. It's also a promise — a claim by unit commanders against the human resource system. It can define a job that won't get done (an empty billet). Most important to us, billets also send signals to the advancement system, the assignment system, and even the recruiting system, about what we should be doing.

Last month's article described how a mission requirement — a job to be done — is expressed in billet terms. But how does a billet really come to pass? Let's say a program manager changes a mission standard for a unit to decrease SAR response time. The command estimates it will need another boat to do it, and a crew to man that boat. Since we know how many people it takes to crew the boat, we know how many and what kind of billets we need. We might have to add some overhead, too, in the form of support billets to maintain another boat, and another SS or YN to support the additional people...but the key is, we know what we need. That's the easy case. What if it's a new mission, or a new job to do, and we don't have a standard to use?

That's where the ISC Force Optimization and Training Branch (your assignment officer) gets involved. Using various technical methods, the ISC helps unit commanders measure existing work or determine what might be needed to do new work. In general, the trick is to design "people-sized" units of work that have similar skills within. In other words, don't create billets that can only be filled by Superman, and try not to require...oh, say, nuclear physics, plumbing, and basket weaving in the same billet! That would be hard to find (or grow).

Once a billet is identified, it has to compete with all the other jobs to be done. If there's a more important (to the Coast Guard) job, too bad...no billet. The Coast Guard only has the congressional authorization to fill so many billets, and creating one we can't fill causes other problems. In fact, once a billet becomes "approved," a unit commander can reasonably think of it as a promise of a person with the right skills and experience. If the billets isn't filled, it's like a broken promise ("You gave me the job to do, but nobody to do it!").

Today, the Coast Guard has been granted enough funding to fill 8,000 billets with Selected Reservists, so if there are more than 8,000 jobs to do, the Coast Guard has to figure out which ones we want to fill (the most important ones?). That collection of billets is called the Reserve Personnel Allowance List (RPAL).

It's important to recognize the basic fact I stated in the last article... the Reserve Program is on the supply side of the demand-supply equation. Unit commanders, through their program managers, are the ones who create demand by specifying what they need to get their jobs done. That's why there's a Reserve. The Reserve Program does not "create" billets.

How are billets defined ?

A billet is a computer record. In a large computer file at Headquarters, there are thousands of records (billets). Each record has specific characteristics. The most interesting are things like where the billet is (OPFAC), what specialty is needed (rating for enlisted billets, specialty for warrants, and primary occupation code for commissioned officers— BM, PS, WEPS, Marine Inspector, etc.); what grade (E-5, W-2, O-3); and what qualifications or special training might be required (coxswain qual, weapons qual, special training on a particular piece of electronic equipment, boarding officer, etc.).

This information is extremely important to those of us in the people-supply business because it tells us what kind of people we need to send where, how many we need to train to do what, and how many we need at vari-

ous grades. The “match” between the characteristics of billets and the characteristics of the people we assign to those billets is an important measure of how good a job the Reserve Program is doing for the Coast Guard. In fact, that match is the key factor that determines where you will be assigned and what training you will get while there!

What does this mean for assignments, advancements, recruiting...?

Most RPAL billets came about when unit commanders told their District Commanders what they needed to get their jobs done. Some came about because a program had a specific responsibility to provide a capability (the Port Security Units are the best example); some came about because a certain number are needed to support the other ones (e.g., YN billets at PERSRUs). However it happened, when you add it all up, you know how many *billets* there are for officers and enlisted members, how many for each specialty, and how many at each grade within that specialty.

When compared to how many people we have (how many MKs, and how many RD1s), we know what our likely shortages will be. This drives recruiting (a projected officer shortage tells us how many Direct Commissions we will offer; a shortage of MKs alerts us to recruit some MKs and folks who will go to MK school); and it is a big factor in advancements (projected openings for RD1 tell us how many RD2s will be able to advance). The Coast Guard wouldn't want to recruit more people than it needs, nor would it want to advance more than it needs...too expensive. As a taxpayer, you might complain if you thought we were paying an E-6 to do an E-4 job!

Fortunately, when we built the RPAL, we had unit commanders describe a range of acceptable grades for a billet. Some billets absolutely have to have an E-6, but others might require the skill more than the grade, and anyone from E-4 to E-6 could fill it. That's nice, because it means that as a person advances in rate, we don't have to move them right away. That means you could stay in one place longer (could be good or bad), which would probably increase your proficiency and be a better investment for the Coast Guard.

That said, it should be clear by now that when people advance, they might have to move to a new billet. So there is a very direct link between billets and advancements, and billets and assignments. Since reservists can only travel so far from where they live to drill, we have had to adopt the “recruit them where we need them” philosophy — which means the RPAL and its billets also link directly to recruiting.

What about assignments? In order to be assigned to an RPAL billet, you must have the same rating as the one described in the billet. If a unit commander says she needs an MK, assigning an ET would probably not get the job done. Of course, the unit commander could probably find plenty of work for the ET, but if we said the billet was filled we would stop looking for someone to fill it (assignment, recruiting, training, advancement, etc.) — and have a bad match forever.

Currently, since we're under our authorized strength, we can have some people assigned to units over the number of billets at the unit — thank goodness, since when we created the RPAL (a new idea), we already had plenty of people that weren't where we needed them. It would have been pretty dumb to send everyone home who wasn't in a billet — and still have vacancies for a couple of thousand people! But the hard truth is, as we approach full strength, we will have to make some hard

decisions about how we deal with people who aren't in billets. Obviously, part of your own career planning should include finding out where the billets in your specialty are and assessing your options! This information will become available as the Force Managers describe billets for each rating in future articles in this series.

“ Since reservists can only travel so far from where they live to drill, we have had to adopt the ‘recruit them where we need them’ philosophy — which means the RPAL and its billets also link directly to recruiting. ”



In Summary...

RPAL billets are the target at which the Reserve Program takes aim. Since we have decided to have a Reserve that reflects, and is directly linked to, the needs of operational commanders, the idea of a “billet” becomes very important in determining where we need reservists, where we need to recruit them, what specialties are needed, how many people are advanced, and how often you are assigned or reassigned.

But... there is another customer here — you! Unit commanders may want one thing, but we have to worry about your advancement opportunities, where you are likely to live, how far you can travel to drill; and a host of other concerns. That means we have to work with program managers and unit commanders as *partners* as they try to figure out what they need.

In next month's issue, I'll describe how this partnership works, and discuss issues like how we balance jobs to ensure there are the right numbers at the right grades, why assignments are decentralized (ISCs are the assignment officers), why advancements are centralized, and we'll define the relationship between the RPAL and the Coast Guard's national defense requirement. ■

Author's e-mail: swehrenberg@comdt.uscg.mil

Ready Reserve Mobilization Income Insurance Program

Q & A

With the signing of the FY96 National Defense Authorization Act in February 1996, members of the Reserve and National Guard gained the ability to protect their civilian income from losses incurred by military service when mobilized for contingency operations. Pertinent legislation is found in 10 USC 12521-12532. Members of the Ready Reserve ordered involuntarily to active duty for 31 days or more in support of an operational mission, or in support of forces activated during a period of war or national emergency declared by the president or Congress, are eligible for the Ready Reserve Mobilization Income Insurance Program (RRMIIP), which becomes effective on Oct. 1, 1996. The following questions and answers provide background, program description, and the basic Coast Guard implementation plan for RRMIIP. They are excerpted from the Department of Defense (DoD) Instruction 1341.10, and DoD pamphlet, "Mobilization Insurance Program for the Ready Reserve."

What is RRMIIP?

Participating Ready Reservists can receive benefit payments that supplement military earnings to compensate for some of the difference between military and civilian income. A survey of Reserve component members after the Persian Gulf War revealed that about two-thirds of reservists activated during Operation Desert Shield/Storm suffered economic loss as a result of: military pay being less than civilian income; additional expenses incurred by the member and family due to activation; and continuing financial losses after release from active duty due to erosion of civilian business or professional practice. Losses spanned all pay grades and military occupations. Approximately two-thirds of enlisted members and more than one-half of the officers surveyed indicated they would buy income insurance.

What are the basic features of RRMIIP?

- RRMIIP is an optional program.
- Ready Reserve members are eligible to collect if mobilized for 31 days or more.
- Mobilization is for military operations as opposed to emergency active duty other than for military operations (see description below on Title 10 vs. Title 14 recall regarding eligibility).
- Active duty must be "other than for training."
- Orders must specify that members are being recalled involuntarily.

- Duty is in support of operational missions or duty is service in support of mobilized forces.
- Basic coverage is \$1000/month, with incremental increases of \$500 up to the current maximum of \$5000/month. One-half the amount of basic coverage is also available.
- Benefit payments can be received for up to one year, or a maximum of 12 months during an 18-month period.

Who's eligible to enroll?

It is open to members of the Ready Reserve with the exception of reservists who are on active duty.

Does RRMIP cover mobilization for Title 14 recall?

No. RRMIP only applies to Title 10 recall (Involuntary active for military operations). Ready Reservists should not be concerned about these distinctions since Title 14 recall (emergency active duty for other than military operations) is limited to 30 days or less. For distinctions between Title 10 and Title 14 recall, refer to COMDINST M1001.27A, Sec 2-A through 2-D or the source legislation for mobilization, 10 USC 12301-12304 and 14 USC 712.

What is the cost of premiums?

The premium rate is \$12.20 for each \$1,000 worth of coverage while the premium rate for each \$500 increment of coverage is set at one-half of that amount. For example, the monthly cost for \$1,500 worth of coverage would be $1.5 \times \$12.20$ or \$18.30; the quarterly cost would be $1.5 \times 3 \times \$12.20$ or \$54.90.

How do I enroll in RRMIP?*

Effective Oct. 1, 1996, members in the Ready Reserve as of Sept. 30, 1996 will be notified of their opportunity to enroll. Within 60 days, members will have to choose to:

- Select the "basic coverage" amount of \$1,000,
- Increase coverage in \$500 increments up to a maximum benefit of \$5000/month,
- Decrease coverage to \$500/month, or
- Decline coverage.

* Note: All new reservists who join on or after Oct. 1, 1996 will be automatically insured for the "basic coverage" amount of \$1,000. Within 60 days, these new members must exercise one of the options listed above. If new or existing members fail to complete the enrollment process, they will be considered as declining coverage by default.

If I decline to accept coverage now, can I elect to enroll at a later date?

Under current legislation, if you remain in the Ready Reserve, you only have one opportunity to enroll and

select your level of coverage. Exceptions will be made for:

- Personnel who separate from active duty and enter the Ready Reserve, if they have not previously declined coverage while a member of the SELRES.
- Personnel who change military services.
- Personnel who separate from the Ready Reserve and reaffiliate at a subsequent enlistment or appointment.
- Personnel who enter the IRR directly and subsequently transfer to the SELRES, as long as they have not declined coverage while previously a SELRES member.

How will I pay the premium?

You will have two options:

- Automatic deductions from checking account.
- Quarterly billings from Defense Finance and Accounting Service (DFAS). If members opt for billing, they must pay the quarterly premium amount in advance of the period of coverage.

How will benefits be paid?

Under a Memorandum of Understanding with the Coast Guard, DFAS will pay benefits directly to the members.

When will benefits be paid?

Your eligibility begins at the end of the first 30 days of covered service. The first benefit payment will be made for the payroll period ending with the second month of covered service.

Will benefits be prorated for part of a month?

Yes. Prorated benefits will be paid for any part of a month after the first 30 days. Example: If a member is mobilized involuntarily for 35 days and the member has \$3000/month coverage, the total income loss replacement benefit would be \$500 ($\$100/\text{day} \times \text{five days}$).

Will benefits be taxable?

Yes. Keep in mind that benefits provide an income supplement. If benefits are paid, taxes will not be withheld. DFAS will issue an IRS Form 1099.

If mobilized and drawing the benefit, will I still be required to pay the premium while on active duty?

Yes. Like most insurance programs, premiums are continuously collected to build the fund from which benefits are paid.

Are premium rates fixed? Is there a chance that rates could change?

Premium rates can go up or down depending on the financial soundness of the program. The DoD Board of Actuaries will review the RRMIP Fund on an annual basis and make recommendations to the Secretary of Defense (SECDEF) regarding premium rates.

Are benefits under RRMIIIP protected from inflation?

Yes. The DoD Board of Actuaries is required by law to recommend changes based on periodic assessment of the value of benefits. If benefits are adjusted due to inflation, then there would be a corresponding adjustment to premium rates.

Will I be able to increase coverage at a later date?

No. The law does not currently provide for an increase in coverage.

What happens if assets in the fund are insufficient to pay full benefits during the start-up phase of the program?

By law, RRMIIIP is designed to be totally self-funded from premiums paid by insured members. If at any time assets of the RRMIIIP Fund are expected to be insufficient to pay the insurance benefits, SECDEF will request the president to submit a request to Congress for a special appropriation to cover the Fund. If such an

appropriation is not made, SECDEF, in coordination with the DoD Actuary, will reduce the amount of benefits paid to a total amount that does not exceed the assets of the RRMIIIP Fund by the end of the fiscal year. Benefits that cannot be paid will be deferred and may be paid only after and to the extent that additional funds become available.

How should I decide how much coverage to get?

You should consider the following:

- RRMIIIP is not designed to be a dollar-for-dollar replacement of lost civilian income; rather to help close the gap between military and civilian pay.
- What can my family live on if I am called to active duty?
- How much can I afford to pay for premiums?
- What support is available from other sources (i.e., Soldiers and Sailors Relief Act, Uniformed Services Employment and Reemployment Rights Act)?
- Do I foresee any lifestyle changes in the near future for which I need to plan (i.e., change of civilian employment, change to self-employment, etc.)?
- Do I foresee the potential for reassignment to a billet with an increased chance of mobilization?
- Remember, a decision to decline coverage now may not be revoked without a change to the current law.

**Coast Guard
Implementation of RRMIIIP**

The following represents the Coast Guard's basic implementation of RRMIIIP:

• **Leave & Earnings Statement (LES):** By now all CG Reservists in a pay status (i.e., SELRES) should have received an LES announcing the upcoming mailout of program materials and the election period.

• **Member Brochure/Enrollment Package:** During September, information brochures and enrollment forms will be distributed directly to all Ready Reservists (i.e., SELRES & IRR) from a centralized point. Each enrollment package will provide the address of the member's servicing PERSRU. (Reminder: all members of the Ready Reserve are responsible for maintaining a current address).

• **Processing of Enrollment Forms:** Members will complete and return enrollment forms to their PERSRUs. Block 10 of the enrollment form "Witnessed and Received," will be completed after receipt at your PERSRU. The member does not have to be present. Members should retain a copy for personal records. To help ensure timely, smooth processing, it is critical for members to follow the instructions provided with the enrollment forms. If electing the automatic deduction payment method, members must also complete the enclosed authorization form. If electing quarterly billings, a check for the first quarter's premium should be attached to the enrollment form payable to: DFAS-Cleveland Center. Servicing PERSRUs will validate enrollment data, file and distribute appropriate copies for local and HQ Personnel Data Records (PDRs). The PERSRUs will also capture declinations to enroll. PERSRUs will send enrollment data to PPC which, in turn, will transmit the data to DFAS.

How do I go about canceling my policy?

You may withdraw from the program at any time by contacting your PERSRU.

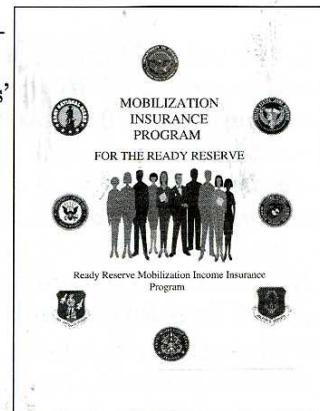
(Note: Nonpayment within 30 days will automatically result in cancellation. Even though coverage is canceled, members are still required to pay premiums that are past due).

Is the program retroactive to cover past mobilization such as Haiti?

No. As prescribed by law, RRMIIIP may only be offered after Sept. 30, 1996.

How can I find out more...who can I ask if I still have questions?

Watch your mailbox in the next few weeks for an information packet about RRMIIIP (cover at right). Also, members' questions can be directed to their servicing PERSRU. If questions still exist at the PERSRU level, questions may be directed to CGPC (rpm) at 1-800-283-8724. ■



Front & Center

120 years combined service...



Four CG Reservists who combined for 120 years of Coast Guard service were honored at a June 7 retirement ceremony at the Federal Building in St. Louis. Left to right: CDR Robert Cockrel, CDR Michael Leeson, CAPT John Shannonhouse and CAPT Dennis Lupher.

PA2 Harry C. Craft III, USCG

PY97 Chief Warrant Officer Appointments

Congratulations to the following enlisted Coast Guard Reservists who have received appointments as Chief Warrant Officers. Date of Rank is June 1, 1996; Date of Rank is July 1, 1996 for those with an * by their names. All are listed alphabetically by last name.

Name	CWO Specialty	Unit Assigned
ETC Christopher J. Akelian	ELC2	MLCPAC
PSC Louie M. Atchison	PSS2	MSO Mobile
ET1 Donald R. Borries	ELC2	ESU St. Louis
PSC John J. Brown*	PSS2	MSO Hampton Roads
YN1 Stephen A. Caldwell	PERS2	ISC San Pedro
DCCS Matthew D. Collins	MAT2	Group Portland
MKC Anthony J. Condy	ENG2	Group Lower Miss. Rvr.
IVC Norris N. Dahl	PSS2	MSO Portland
BMC Stephen J. Decrosta	BOSN2	Group Boston
DCC John Dempsey	MAT2	Group Woods Hole
SK1 Kelvin D. Dixon	F&S2	D5 (ore)
PSC Sharon D. Doggett*	PSS2	MSO Wilmington
HSC Charles F. Duncan*	MED2	MLC LANT
BMC Robert B. Fong	BOSN2	Group Upper Mississippi
SKC Rachel M. Freeze	F&S2	CNCW Gp CG Isl
MSTC Stephen C. Friday	BOSN2	MSO San Fran Bay
MKC Jeffrey G. Gradel	ENG2	Group Upper Miss. Rvr.
PSC Stephen R. Gregoire	PSS2	D8 (ole)
QMC William F. Hett	BOSN2	Group Portland
TCC Dale R. Hoornstra*	COMM2	Group Sault Ste. Marie
SS1 David M. Houseman	F&S2	CNCWU 207
YN1 Gregory P. Hunton	PERS2	ISC Boston
SKC Daniel G. Jackson	F&S2	MSO St. Louis
YNC Margaret A. Jackson*	PERS2	Group LANT
BMC Herman P. Kaiser*	BOSN2	Station Manasquan
MK1 Eugene S. Kentch	ENG2	DWRO St. Louis
MKC Frederick G. Kiesel*	ENG2	LANTAREA
BMC Gary J. Kiley	BOSN2	Group Portland
MKC William E. Mauter	ENG2	ISC Miami
PSC Michael H. McCormick	PSS2	MSO San Diego
YNC George H. McCurdy	PERS2	D7(ap)
PSC John M. Moriarty	PSS2	ACT New York
YNCS Kelli A. Neuharth	PERS2	ISC Alameda
SKC John O'Keefe	F&S2	CNCWU 205
DP1 Paul E. Partridge	PERS2	ACT San Diego
BMC James M. Paton	BOSN2	Group Cape May
PSC Thomas V. Pritchard	PSS2	MSO LA/LB
MKC Walter F. Rozier	ENG2	MSO St. Louis
PSC Edward D. Salva	PSS2	MSD Baton Rouge
SKC Deborah S. Schlenker	F&S2	CNCWU 206
YNC David A. Schuster	PERS2	Group Lower Miss. Rvr.
PSC Stanley L. Shields	PSS2	MSO Anchorage
SK1 Darden E. Stanley	F&S2	Group Corpus Christi
YNC Dennis A. Sullivan	PERS2	ISC Boston
DP1 James M. Wilson	PERS2	D13(att)
PSC Leonard C. Woolard	PSS2	MSD Concord
DCC Mark J. Zimmermann	MAT2	ACT New York

Source: CGPC-rpm

Reserve Advancements*

Effective 1 Sept. 1996

Rate	Name	District
Master Chief Petty Officer (E-9)		
SKCM	G.J. Crocker	D1
Senior Chief Petty Officer (E-8)		
DCCS	J.P. Allard	D1
YNCS	W.M. Whittington	D5
YNCS	F.M. O'Connor	D1
Chief Petty Officer (E-7)		
GMC	D.R. Marshall	D1
PAC	T.J. Cowan	D11
TCC	G.D. Lomheim	D11
YNC	P.A. Felton	D11
YNC	P. Stevens	D1
YNC	C.F. Day	D9
Petty Officer First Class (E-6)		
SK1	L.P. Gynn	D13
SK1	M.P. Stopa	D1
SK1	M.V. Pepitone	D11
Petty Officer Third Class (Striker List)		
BM3	L.J. Hinson	D7
BM3	C.M. Faria	D11
BM3	D.C. Krakowski	D7
MK3	C.R. Cook	D5
MK3	R.S. Baker	D5

* Refer to Enlisted Reserve Advancement Announcement (ERAA) No. 03-96, ALCGENL 052/96 and COMDTNOTE 1430 (dated Dec. 12, 1996) for more information. Names are listed in rate rank order.

Retirements

MARCH 1991

CAPT Glenn G. Anderson, D9*

APRIL 1996

HSC Arnold M. "Doc" Krause, D8*
PS1 Edwin W. Raper, D8**

MAY 1996

BM2 Donald J. Spellman, D1**

JUNE 1996

LCDR Harvey T. Barrett, D8**

SEPTEMBER 1996

CAPT Ora F. Frazee, D7*
CAPT Joseph F. Baroco, Jr., D8*
CDR Donald E. Tungate, D11*
LT John L. Biard, D11*
CWO4 Clarence E. Warhoover, D8*
IVCS Glen D. Kirkpatrick, D11*
PSC Michael E. Sharpe, D7*
YNC Michael B. Adams, D13*
PS1 Joseph A. Derario, D1*
PS1 Paul V. Spivey, D7*
ET1 Daniel S. Layon, D1*
SK1 Douglas W. Carpenter, D13*
MK1 Bernard A. Ryan, D8*
YN1 Eugeniusz S. Moldrzyak, D5*
YN2 Maxine P. Goratowski, D9*

OCTOBER 1996

CDR Donald H. Hicks, D8*
CDR James R. Trammell, D11*
CDR Harold S. Goldstein, D1*
CDR Henry G. Steinman, D1*
LCDR Creed R. Smith, D5*
CWO4 Leonard Auerbach, D11*
PSC Thomas J. Sobczak, D7*
PS1 David V. Hartley, D5**
PS2 Richard McCormack, D7*

NOVEMBER 1996

CAPT Herbert J. Spiegel, D7*

ROCI Graduates

Congratulations to the following PY96 Ready Reserve Direct Commission officers. All are 1996 graduates of Reserve Officer Candidate Indoctrination (ROCI), listed first by rank, then alphabetically by last name.

LTJG Christopher S. Norlund
LTJG James C. O'Connell
ENS Karen L. Barnes
ENS Heidi M. Bauer
ENS Eric S. Bernstein
ENS William M. Booker
ENS Richard F. Brannon
ENS Ann M. Caretto
ENS Paul A. Fawcett
ENS Elizabeth M. Freund
ENS Timothy Gainor
ENS Zeddie A. Gibbs
ENS Ronzelle L. Green
ENS Vikki S. Hanley
ENS Daniel D. Hardman
ENS William D. Harris
ENS Richard J. Kavanaugh
ENS Robert G. Kearney
ENS Louis J. Luba Jr.
ENS Michael T. McGrath
ENS Kevin A. Menzies
ENS Pedro N. Mesa
ENS Paul G. Morris
ENS Heather R. Paetow
ENS Joseph L. Pennypacker
ENS Eugene E. Piculell
ENS Robert F. Ream III
ENS Orlando Sanchez
ENS Phillip A. Snodgrass
ENS Peter A. Stinson
ENS Laurence F. Watson
ENS Timothy F. Weisend
ENS Todd C. Wigen
ENS Rocque J. Yballe
ENS Mary J. Zvara
ENS Kamran Ziaee

Source: CGPC-rpm

Awards

Coast Guard Unit Commendation CG Pay & Personnel Center, Topeka*

* 17 Coast Guard Reservists are attached to PPC including: LT David Inskeep, LT Jesse Taylor, LT David Teska, CWO3 Frank Centa, YNCM Marilyn Carr, ETCS Hardy Medlin, YNC Dwight Olson, YN1 Vera Daniels, YN1 Karen Stadler, YN1 Lucy Greer-Boland, YN2 Glenn Hess, YN2 Ronald Cornwell, YN2 Barbara Lyon, TC2 Daniel Rogers, SK2 Neal Kite, YN3 Sara Inskeep.

"M" Decoration

President Clinton has signed an Executive Order authorizing the award of a bronze "M" mobilization device to be worn by U.S. Military Reserve component members who have performed qualifying active duty service in support of a designated contingency operation on or after Aug. 1, 1990. This Executive Order makes those who participated in the Persian Gulf War, Operation Restore Hope (Somalia), Operation Uphold Democracy (Haiti) and Operation Joint Endeavor (Bosnia) eligible for the award. The "M" appurtenance will be worn on the Armed Forces Reserve Medal (AFRM). The "M" device was established in 1993 by the Secretary of Defense to recognize the "special sacrifice in service to the Nation" of Reserve component personnel who volunteered or were called to active duty in support of a mobilization or contingency. Guidance for proper wear of the AFRM will be published in a future issue of *The Reservist* magazine.

OJO Award Deadline

Nomination packages for the annual ROA Coast Guard Reserve Outstanding Junior Officer are due at Headquarters (G-WTR-2) on Oct. 1, 1996. District/ISC deadlines vary so check with them.

GEICO Military Service Awards

GEICO annually pays tribute to an enlisted service member from each branch of the Armed Forces for outstanding service, either on duty or off duty in the areas of:

- Drug and alcohol abuse prevention
- Fire safety and fire prevention
- Traffic safety and accident prevention

The Coast Guard winner will receive a plaque to commemorate the member's achievement and \$2,500, to be awarded in Washington, D.C. during the spring of 1997. Reservists are eligible for this award. All significant contributions should be for the year ending Sept. 30, 1996 or for ongoing endeavors in the areas of consideration. Nominations shall be submitted through normal channels to Commandant (G-WKS) no later than Nov. 8, 1996. Specific nomination criteria is listed in ALCOAST 072/96. The Coast Guard Reservist selected shall then compete against other Reserve component nominees while active duty nominees will compete only within their service. For further information, the point of contact is Cathy Edwards, Commandant (G-WKS) at (202) 267-2969.



Reunions

- **CGC Duane Association** — Oct. 18-20, 1996 at The Heritage House Hotel, 259 Main St., Hyannis, MA 02601. Contact: Ronald Golec, Tory Hill Road, Alstead, NH 03602. (603) 835-6009.
- **CGC Ingham (W-35) Association** — Oct. 7-11, 1996, Holiday Inn, Mt. Pleasant (Charleston), S.C. *Ingham* is berthed at Patriots Point Naval and Maritime Museum, a short distance from the hotel. For hotel reservations, call 1-800-290-4004. Contact: Anthony R. Pagano, Ingham Association President, P.O. Box 145, Lancaster, VA 22503. (804) 462-0915.
- **RTC Yorktown Reunion Association** — All former Yorktowners — active, reserve, trainees, instructors, OCS/OTS grads, civilian employees, spouses, families and friends welcome at 7th annual reunion. Oct. 18-20, 1996 at RTC Yorktown, Va. Contact: Tom Travers, 998 Ridgewood Lane, West Chester, PA 19382. (610) 436-0181.
- **USS Brunswick (PF 68)** — Oct. 3-6, 1996, at Springfield, Mo. at Comfort Inn North. Contact: Richard Thomas, 1856 Ridgeway Drive, Clearwater, FL 34615. (813) 461-3278.
- **USS Champlin (DD-601)** — Oct. 2-5, 1996 in Mystic, Conn. Contact: George Styles, 45 Oak Ave., Smithtown, N.Y. 11787. (516) 265-2155.

Upcoming Events

- **Coast Guard 206-Mile Relay** — The second annual C&O Canal relay is set for the weekend of Oct. 5 from Cumberland, Md. to CGHQ. Teams will consist of 10 runners and each team member runs approximately three segments of 5-7 miles each. Each team is responsible for logistics support. Form up a team and come out and join your fellow Coast Guardsmen during our 206th year! For more information, contact LCDR Jean Clark, (202) 267-0570 or LT Bob Wheeler, (202) 267-0554.
- **Coast Weeks International Cleanup** — Saturday, Sept. 21, 1996. Help kick off Coast Weeks by helping clean-up our shorelines. Any unit interested should contact their state cleanup coordinator. Contact Center for Marine Conservation at 1-800-CMC-BEACH. Coast Weeks run from Sept. 21 to Oct. 14.
- **International Chief Petty Officers Association Convention 96** — Oct. 24-28, 1996 at 1996 Showboat Hotel, Las Vegas, Nev. Contact: International CPOA, P.O. Box 12328, Las Vegas, NV 89112-0328. 1-800-494-2762. FAX: (702) 471-7431.
- **Naval Enlisted Reserve Association** — Oct. 15-19, 1996, at Thunderbird Hotel, Bloomington, Minn. Contact: NERA, 6703 Farragut Ave., Falls Church, VA 22042-2189. (703) 534-1329. FAX (703) 534-3617.
- **Servicewide Exam 1996** — SWEs for reservists in all ratings (except DP), E-5 through E-9 will be administered Oct. 19, 1996. Please see ALCGENL 029/96 for more information.



COAST WEEKS

CELEBRATE
EDUCATE
PARTICIPATE

Sept. 21st to Oct. 14th

The Coast Guard Reservist Magazine

Deadlines for FY97

Submission Deadline	For Issue
Tuesday, Sept. 3	October 1996
Tuesday, Oct. 1	November 1996
Friday, Nov. 1	December 1996
Monday, Dec. 2	January 1997
Thursday, Jan. 2	February 1997
Monday, Feb. 3	March 1997
Monday, March 3	April 1997
Tuesday, April 1	May 1997
Thursday, May 1	June 1997
Monday, June 2	July 1997
Tuesday, July 1	August 1997
Friday, Aug. 1	September 1997

ALCOASTs / ALDISTs / COMDTINSTs

GEICO Military Service Achievement Award (See box this page)	ALCOAST 072/96
FY97 Temporary Active Duty (TEMAC) Program	ALDIST 183/96
Solicitation For Nominations For The 1996 Coast Guard Reserve Outstanding Junior Officer Award	ALDIST 180/96
(See box on this page)	
Leadership and Management School (LAMS) FY97 School	ALDIST 178/96
"First Impressions" First 72 Hours Video	ALDIST 177/96
[Program for active commands - reservists reporting in]	
Captain Selection Board	ALCGPERSCOM 043/96
Enlisted Reserve Advancement Announcement No. 03-96 (See box on P. 21)	ALCGENL 052/96
October 1996 Reserve Servicewide Examination (SWE) Competition	ALCGENL 029/96

Corrections

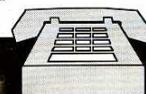
- The article "Keep the Lights Shining," in the July 96 issue incorrectly stated that BMC Warren Walls had been stationed as a seaman at Fourteen-Foot Light on Delaware Bay. He was, in fact a BM2 and coxswain at that time and serving as Officer-in-Charge.
- The 30-Year Waiver Opportunity to return to the SELRES for reservists with more than 30 but fewer than 35 years service pertains to IRR personnel and **does not** include RET-2 as listed in the June 96 issue. In addition, enlisted personnel in SELRES with over 30 years may not compete for advancement.

Nationwide TEMAC/SADT/EAD

As of 8/15/96

Place	Duration	Rate/Rank	Quals	Point of Contact
Natl Maritime Ctr., Ballston, Va.	30 days	O-3/O-4	Examine Passenger Vessel Security Plans	LCDR Rotemund, (202) 267-6982
RTC Yorktown, Va.	7-21 days	E5 and above	Marine safety, fisheries, MLE BOC qualified	PO Robertson; (757) 898-2295
SUPCTR, Gov. Is., N.Y.	90 days	One CPO, three POs	Property disposal office & manual labor	CWO Roeck, (212) 668-7369
SUPCTR, Gov. Is., N.Y.	135 days	FoP/POs	Knowledge of property inventory	CWO Simandl, (212) 668-7354
SUPCTR, Gov. Is., N.Y.	90 days	Eight POs	Qualified firefighters	LCDR Lyon, (212) 668-7366
MLCPAC, Alameda, Calif.	Up to 6 months	SK, any pay grade	LUFS, procurement experience	PO Marchuk, (510) 437-5827
CG Air Station Cape Cod, Mass.	95 days	YN/SK1-2	Procurement & budget knowledge	YNC Borge, (617) 223-8181
CGHQ (G-MRP-2), Wash., D.C.	20 days	SK	Excellent LUFS skills	LT Auzenbergs, (202) 267-2298
CGHQ (G-MOR), Wash., D.C.	58 days	YN, ENS/LTJG	General Admin. Knowledge	LT Nettles, (202) 267-6439/0427
SUPCEN Baltimore, Md.	64 days	SK3	General storekeeper	CWO Manning, (410) 508-3919
Civil Engineering Unit Miami, Fla.	90+ days	One SK1/2/3	LUFS	LCDR Hannifin, (305) 278-6700

* For those advertising TEMAC/SADT/EAD openings, please contact LCDR Bill Edgar at (202) 267-6235 or e-mail to bedgar@mailstorm.dot.gov if positions are filled or changes to information are desired. For more up-to-date TEMAC listings, check the Worldwide Web at: <http://www.dot.gov/dotinfo/uscg/hq/reserve/temac.html>



On Deck

By MCPO William C. Phillips

Command Enlisted Advisor
Coast Guard Reserve

Questions or comments? Write or call:
COMMANDANT (G-WT CEA), USCG HQ, 2100 2ND ST SW, WASHINGTON DC 20593
Phone: (202) 267-6844 Fax: (202) 267-4243 E-mail: wphillips@comdt.uscg.mil



sometimes overlooked because everyone is extremely busy with their work load. However, the *Rewards and Recognition Handbook* (COMDT-PUB P1650.37) shown in the USCG Awards insert in the March 1996 *Reservist* can serve as a helpful guide. One award that is oftentimes overlooked is the GEICO Military Service Achievement Award. GEICO annually honors an enlisted member from each military service branch and one member from the Selected Reserve for outstanding service, either on duty or off duty. The award recipients are chosen from three areas including: (1) Drug and alcohol abuse prevention, (2) Fire safety and fire prevention, (3) Traffic safety and accident prevention. The Coast Guard winner will receive a plaque and \$2500 at a ceremony in Washington, DC. Nominations are due to Commandant (G-WKS) no later than Nov. 8, 1996. For more information, see ALCOAST 072/96 and COMDTNOTE 1650.

The Chief Petty Officer Academy Reserve Class IV graduated July 5, 1996 at TRACEN Petaluma, Calif. (see photo at left). I enjoyed the time I spent with the class, especially a lively question and answer session.

I was in Grand Haven, Mich. during this year's Coast Guard Festival from July 31-Aug. 4. I would like to thank all the people of Grand Haven (Coast Guard City, USA) for what they do for our Coast Guard family. My wife, Ann, and I were astounded by the excellent activities that occurred there honoring the Coast Guard. Several photos on this page give you a glimpse of some of those activities at this year's festival. While in Michigan, I also visited Station Frankfort, and met with Summerstock Reservists from Stations Frankfort and Manistee. I honestly could not determine the active duty Coast Guardsmen from the reservists.

In closing, congratulations to all those on the recent Advancement list for Sept. 1, 1996. Great job! See page 21 for the list. Looking ahead, the October Service Wide Exam is just around the corner...so study hard, never give up and hopefully you'll see your name on the next Advancement list!



LT Thomas Thomson, USCG

All smiles at the CG Festival are, l to r: Ann & MCPO Phillips; MCPO Frank (D9 CEA) and Mari Welch; Stacey & PS1 Bruce Wright, D9 Reserve EPOY; Susan & BM1 Tim Monck, D9 active EPOY recipient.

I have always heard that the Coast Guard was a small world and have found that to be true, especially lately. While at the retirement and relief ceremony in San Diego for RADM Bob Sloncen and RADM Tim Riker, I saw many old friends. Also while on the West Coast, I visited PSU311. They certainly are an enthusiastic unit, especially when it comes to carrying out the Coast Guard mission.

MCPO-CG Rick Trent and I held a Chiefs' Call at Activities San Diego. A couple of items discussed were point statements and awards/recognition of members. As for point statements, Pay and Personnel Center (PPC) did



Ready for a ride in the Coast Guard Festival parade are Ann and MCPO Bill Phillips. Driving is Grand Haven resident and USN Reservist Bill Vanthof.

a test in July at three locations: PSU 309, CGHQ and PPC. The results were very favorable. I looked at a couple of the point statement prototypes and thought they looked good. As you will notice when you receive yours, the new point statement summarizes your entire career. PPC is now in full production of Selected

Reserve point statements. According to CWO4 Jerry Sweet of PPC, point statements will be mailed out within three months after your anniversary month.

As for awards and recognition of reserve members by the command, it seems that recognition of our people is



Photo by CPOA Academy

CPOA Reserve Class IV, standing front row, l to r: SCPO T. Cleary, SCPO E. Sanchez, CPO B. Boughner, CPO W. Dikun, SCPO R. Bogdan, SCPO S. Pastore, SCPO R. Dames, CPO E. Brown, CPO G. Fucci, CPO K. Richards, CPO R. Hines, CPO W. Thompson, SCPO B. Williams. Back row, l to r: CPO D. Johnson, CPO K. Schnetzler, SCPO J. Howard, CPO B. Vulgaris, CPO A. Stoll, SCPO T. Dennis, SCPO R. Lauer, CPO D. Bowerman, CPO W. Mitchell, SCPO D. Kirk, CPO M. Miranda, MCPO M. Lemay, SCPO W. Howe, SCPO T. Moore. Sitting in front is MCPO Bill Phillips, CEA Reserve Forces and MCPO Jan Kielpinski, class coordinator and instructor.



MCPO Bill Phillips, USCGR

Coast Guard Festival Queen, Kathleen Wolters, and her court during the Festival parade Aug. 3.



ADM Chester R. Bender, 1914-1996; Commandant from 1970-1974 of "Bender Blues" fame

Taps for Coast Guard's 14th Commandant

ADM Chester R. Bender, former Commandant of the Coast Guard (1970-1974), and the man most remembered by the Coast Guard for adopting its distinctive "Bender Blues" uniform, passed away July 20, 1996, in Moraga, Calif. following a long illness. He was 82. ADM Bender is survived by his son, Mark A. Bender, of Lafayette, Calif., several nieces and nephews, and a sister-in-law. Funeral services were held Aug. 7, 1996 at Arlington National Cemetery, Arlington, Va. with full military honors. He is buried there next to his wife, the former Annamarie (Mollie) Ransom, who died in 1992. What follows are biographical excerpts about ADM Bender from an article by Judy Thiede Wade published in *The Courier*, Plant City, Fla. newspaper earlier this year, prior to his passing.

ADM Chester R. Bender, who served as the Coast Guard's 14th Commandant (1970-1974), always believed in giving back to his community and wanted to give the people of his hometown of Plant City, Fla. something to remember him by. Just prior to his death, he donated several of his military artifacts to the East Hillsborough Historical Society for display at the high school. The items are temporarily housed in a display case at the Plant City City Hall.

"Since my primary interest in preserving history is through family history, I'm extremely proud for the Bender family to be able to bring ADM Bender's Coast Guard history back to his hometown of Plant City," said Shelby Bender, wife of ADM Bender's great-nephew, Andy.



ADM Chester R. Bender



ADM Chester Bender, right, is sworn in as 14th Coast Guard Commandant by Secretary of Transportation John A. Volpe, center, at the Washington Navy Yard June 1, 1970, while his predecessor, ADM Willard J. Smith, left, looks on.



Reservist Phil Waldron stands in front of a display case honoring ADM Chester R. Bender in Plant City, Fla., Bender's hometown. The uniform in the display belongs to Waldron, Plant City's planning and zoning director.

Born March 19, 1914 in Burnsville, W.Va., Bender's family moved to Plant City in 1925. He graduated from Plant City High School and entered the Coast Guard Academy in 1932. In 1936, he became the first Floridian to graduate from the Academy, earning a bachelor of science degree and commission as ensign. He spent his initial duty time as a line officer aboard several cutters and eventually earned his aviator wings. Then-LCDR Bender served as commander of an air-sea rescue squadron from June 1943 to December 1944. After being promoted to rear admiral in 1964, he was assigned as Superintendent of the Coast Guard Academy the following year. In 1970, he was nominated by

President Richard Nixon to serve as Commandant.

ADM Bender's awards included the Bronze Star, Legion of Merit, and two Distinguished Service Medals. But he is perhaps most proud of and best remembered today for his creation of the "Bender Blues" Coast Guard uniform. Shortly after taking over as Commandant, he formed a board of officers to design a new, universal formal uniform that would distinguish Coast Guard officers from Navy officers. Before the change, Coast Guard uniforms consisted of a white shirt, black tie and a black, double-breasted jacket and were a modification of Navy attire. Bender cited two main reasons for pushing for the change. First, he wanted to create a distinctly different look from that of the Navy. In doing so, he wanted to solidify the fact that the Coast Guard was a separate organization. Secondly, he wanted the new uniform to be more contemporary in style. The redesigned uniform is still worn by Coast Guardsmen today. ■

Commandant (G-WTR-2)
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