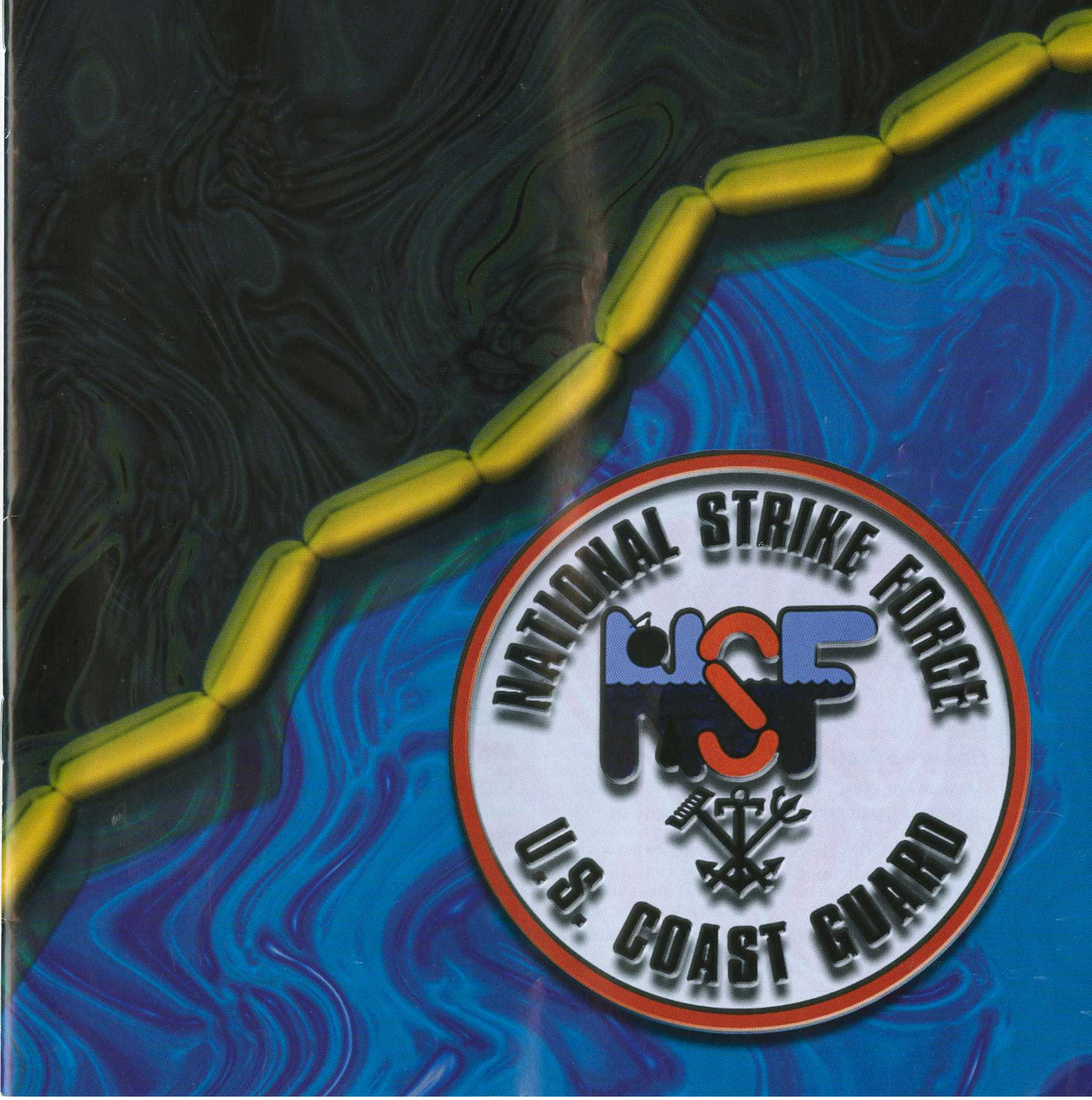
# U.S. COAST GUARD RESERVIST

MARCH 2000



# March 2000

Vol. XLVII No. 2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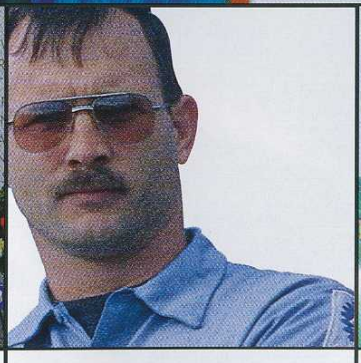

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THE COAST GUARD RESERVIST
MARCH 2000

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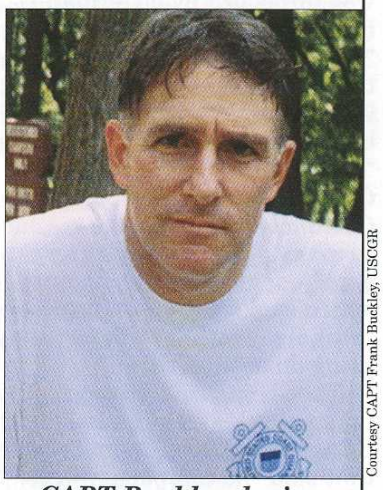
# Letter from the Chief, G-WTR-1



Courtesy CAPT Frank Buckley, USCGR

***CAPT Buckley during Tom's Run last year.***

When our EDitor urged me to write the opening passage for this month's issue, all I could think was "HELP!" There are so many subjects our readers are interested in, and so many we in the Reserve Policy and Programs Division wrestle with, that focusing on one, to the exclusion of others, seemed daunting. So, with both my electronic and wooden "in boxes" heading for hernias, I decided to tackle what first came to mind when PAC Kruska asked me to put my fingers to the keyboard — HELP!

Being a political junkie, on Sunday, Feb. 27 I attended a presidential campaign rally (I love the theatre of our electoral process and seek out candidates' appearances whenever possible). Outside of the normal platitudes, what did I hear? "Help me..." (in this campaign, by volunteering, with contributions, by voting on Tuesday, etc.).

A common thread runs through our slice of the pie of *Team Coast Guard*. We help the active duty helpers, we help those in need, and we help our shipmates. In his Feb. 24 address to the National Press Club, Admiral Loy talked of the help the Coast Guard needs to be the reliable organization that we cherish. New floating platforms, new aircraft, and new technology combined with highly trained, appropriately sized crews are the helps our service needs...and we must be partners in this imperative.

How?

By ensuring that we are ready to fulfill our responsibilities to the greatest extent possible, it can be safely stated that the need for our reservists has never been greater. The folks in the (fot) shops at our ISCs are constantly trying to answer the demands of a short-staffed active duty cadre. Whether it's for a day or for a deployment, reservists are in great demand.

Yet, we are constantly faced with budgetary shortfalls that hamstring our opportunity to serve, or to prepare to serve. Already much has been written of our FY00 fiscal tale of woe. The times demand we in HQ unceasingly attempt to alleviate this financial shortfall. The reservists in the field, and the active duty folks that support them, must look to innovative and cooperative ways to use all the resources available to them. Mentoring ***is*** helping — it takes on many shapes, and I urge you to look to our success stories highlighted not only by our external award winners (i.e., Sparks: MSO Tampa; Williams: CDR Harry French; OJO: LT Ken Stefanisin; EPOY: PS2 Carol Mullins), but also by the others nominated. We are constantly amazed by the remarkable efforts of our units and our people, and whatever can be done to pass on the "best practices" that make these units/people the stellar contributors they are should be shared. Give us a call if you want to know what makes them what they are.

And thanks for your help.

***— By CAPT Frank Buckley, USCGR***

# LETTERS TO THE EDITOR

## BATTLING FOR TRUTH AND HONOR

I read with interest BMC Tom Carroll's letter in the September/October 1999 issue applauding *The Reservist* for reprinting the "Untold Story" from the *VFW Magazine*. The story dealt with the sinking of the *S.S. Dorchester* after it was torpedoed by a German U-boat. Remember the story of the "Four Chaplains?" They were on the *Dorchester* and gave up their lifejackets to other crew members as the ship went down. The "Untold Story" dealt with how *CGCs Escanaba, Tampa* and *Comanche* helped in the rescue of so many of *Dorchester's* crew, despite many earlier accounts which said the Coast Guard was "blithely ignorant of the tragedy going on around them."

That being said, I was really taken aback and surprised by the Ed's note to Chief Carroll's letter that said "no campaigns were underway to correct the mistaken notions mentioned in the opening paragraphs of 'Untold Story.'" In fact, quite the opposite is true. For years, I've been working with another World War II-era Coast Guardsman, Mr. John Pearse, over the battle for the "truth" and for the honor of the U.S. Coast Guard. Pearse, who served aboard *Tampa,* was coxswain of the watch when *Dorchester* was hit by the torpedo. Pearse did much of the research and writing for that reprint that appeared in *The Reservist*, although VFW writers rewrote much of his original work. We've also been working for years with the Chapel of the Four Chaplains at Valley Forge, Pa. to have the Coast Guard recognized, but our battles there have borne little fruit so far.

One piece of good news is that an additional bronze plaque will be placed on the dock at New York's Staten Island where *Dorchester* sailed in late January 1943 on her last voyage to Greenland. A monument to *Dorchester* already exists there but it contains these same mistaken notions about the Coast Guard. The new plaque, which will be dedicated March 25, 2000, will detail the heroic rescue work of the crews of the escorting cutters *Tampa, Escanaba* and *Comanche*, and the number of survivors plucked from the icy waters that terrible early morning of Feb. 3, 1943.

Like myself, Mr. Pearse appears each year at Veterans observances of "Chaplains Nights" and each year, there are always veterans present who do not know the true story.

*— QMC John Stamford, USCG*
*Baldwin, N.Y.*

*Ed's note: When Chief Carroll asked if there were organized efforts to correct this, we completely overlooked the efforts of Mr. Stamford and Mr. Pearse. We apologize to them and our readers for this omission. We do salute them for and wish them well in their ongoing battles for the "truth and honor of the U.S. Coast Guard." If you missed the "Untold Story," it appeared in the August 1999 issue on pages 22-24, and is on-line at: www.uscg.mil/reserve. Also, the Greenland Patrol monument dedicated at the Coast Guard Academy on Sept. 23, 1999, came about due to the leading efforts of Mr. Stamford and CAPT Donald Taub. Keynote speaker for the Greenland Patrol monument dedication was author LT Sloan Wilson, USCGR(Ret.), slated to be featured in an issue in the near future.*

## THANKS FROM OSC MARTINSBURG

You created a great article for OSC Martinsburg and I certainly appreciate the efforts you and your staff went through to bring it to print in the December 1999 issue. It sure is a nice feeling having our word spread around the places that *The Reservist* magazine goes to. Thanks again for thinking of us.

*— CAPT J.W. Decker, USCG*
*OSC Martinsburg, W.Va.*

## WATCH THAT SAFETY & THANKS

That was nice material published in the December 1999 issue. I would like to make several comments. First, the photo on page 9 appears to have a Coast Guardsman out of uniform in a very dangerous situation.

The step ladder is improperly used and the Coast Guardsman is standing on the rail. Our ability to do the job safely under conditions such as these should not be compromised to get the job done. Pre-planning would have eliminated the hazards identified here. Fall protection or scaffolding would have been entirely appropriate for the job. We have a fall potential, misuse of equipment and a poor example.

On a different note, I want to thank the Coast Guard for performing a service to my family in April 1998. When my younger son died, the Coast Guard performed a burial at sea for my family. What made the occasion so special was the kind consideration and bearing of the crew of the Reserve/Regular 47-foot MLB, who performed the service in very high seas off Garibaldi, Ore. A 44 footer was standing by inside for support. All of these dedicated young Coast Guardsmen were a credit to our service.

*— PSC Mike Benjamin, USCGR*
*Hillsboro, Ore.*

I am writing to express my concerns about the article "Leaving the Light On" in the December 1999 *Reservist*. Being a BMC, I was appalled to see a member of the Coast Guard balancing between a half-opened ladder and the rail around the lighthouse. I believe an article should be published in an upcoming *Reservist* explaining that the balancing act observed was extremely unsafe and should not be followed. As a side note, I did like his hat.

*— BMC Terry Rice, USCGR*
*Wilmington, N.C.*

*Ed's note: Both of the chiefs' letters above served their purpose without need for any further comments on safety. This is a case where perhaps a "real-world" photo serves as a teaching tool (see the following letter about uniform regulations and photos). Enough said!*

## SUGGESTION TIME...

In one of the recent letters to the editor, a reservist asked for your magazine to include uniform regulations as a feature. My suggestion is to make sure your magazine only includes Coast Guard members in the proper uniform and conforming with grooming standards. This would be an outstanding learning tool for the reservist and active duty mem-

bers reading the magazine. That way, Coast Guard members could look at it and say, "that is the way I should look." If you look at a photograph in your magazine and there's a photo of a senior officer in need of a haircut, this would be counter productive to having an issue with uniform regulations.

*— BMCM Steven H. Betters, USCG*
*OIC, CGC Point Carrew (WPB 82374)*
*Oxnard, Calif.*

*Ed's note: We already do publish photos that meet uniform standards, but sometimes things get past us. A uniform issue is still planned for the future that will include various uniforms, awards and medals. It's always excellent information to review anyway, whether you're a seaman recruit or the Commandant!*

I recommend you consider a piece or section of the magazine where you recognize civilian employers who support Coast Guard Reservists. This would be kind of like the license plate section, but covering a little bit about the employer and why they are being mentioned in the magazine for supporting the reservists who work for them. You might even have an employer of the year recognized by the magazine from the employers of the month who are recognized, and the employer of the year could be treated to a day flight, meal and boat ride to encourage continued support of the Coast Guard Reserve.

*— LT Daniel Venne, USCGR*
*Alexandria, Va.*

*Ed's note: An excellent idea as well which would spread good will and certainly can't hurt the Reserve program. In a sense, our "Citizen-Sailor of the Month" column is already serving this purpose but it is showcasing reservists civilian skills. Reservists who would like to salute their employer via this magazine should send in a 100-250 words along with a photo and we'll get the ball rolling on this. Meanwhile, Employer Support of Guard and Reserve (ESGR, 1-800-336-4590; www.ncesgr.osd.mil) already has programs and awards that salute supportive employers and we'll republish more of their programs in the future as well.*

## HABITAT UPDATE

In the November 1999 *Reservist*, my letter to the editor requested assistance from reservists for those whose homes had been devastated by Hurricane Floyd in North Carolina. It stated that assistance drummed up by reservists would go to rebuild homes via the non-profit organization Habitat for Humanity. Our ultimate goal is to raise $40,000 and to build a home that is completely sponsored by the Coast Guard Reserve community.

So far, I've received 39 contributions from reservists and retirees totaling $1,790. All 21 reservists at Station Barnegat Light, N.J. contributed and now challenge all other Coast Guard units with reservists to match their contribution rate of 100 percent. By the way, when Station Barnegat's contribution came in, the envelope said, "Another Distress Call Answered."

Thanks for the support and encouragement I've received from many of you so far from all over the nation. With that said, I'm only short in hearing from 7,961 drilling reservists and $38,210 away from sponsoring an HfH home!

*— LCDR Bud Daniels, USCGR*
*Rocky Mount, N.C.*

*Ed's note: Reservists wishing to donate may make checks payable to: Tarboro/Edgecombe Habitat for Humanity, Memo/Remarks "USCGR House Donation." Mail to: Tarboro/Edgecombe Habitat for Humanity, c/o LCDR L.A. Daniels, 1404 Chauncey Dr., Tarboro NC 27886. Phone: 252-972-7202; FAX: 252-972-7830; E-mail: bud.daniels@mail.sprint.com.*

## LICENSE PLATE OF THE MONTH

# NEW JERSEY: HOME OF LANT STRIKE TEAM

With the Coast Guard's three Strike Teams being featured in this issue, we return to New Jersey to spotlight Atlantic Strike Team's ***LT Edward W. Finlay*** and his Coast Guard Reserve license plate. Finlay, the unit's Reserve Command Advisor, obtained the plate in 1984 and it's been on his Toyota 4x4 pick-up since he drove it off the lot in 1995.

"I have the plate to show pride in my membership in the Coast Guard," said Finlay, whose father, Doug, was a DC3 in the Coast Guard as well.

Finlay and his wife, Elizabeth, live in Manasquan, N.J. and have two sons, Alexander and Michael. When he's not busy with his family or working as a detective for the Manmouth County Prosecutor's Office, Finlay devotes much of his remaining time to Coast Guard Reserve activities. During the course of his 17-year Reserve career, he has been stationed at Station Manasquan Inlet, N.J., Group New York, and Station New York prior to coming to the Strike Team two years ago.

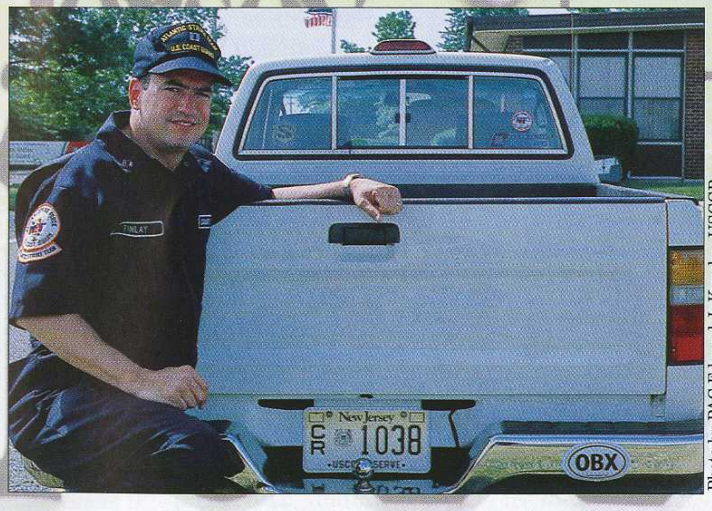


Photo by PAC Edward J. Kruska, USCGR

***LT Edward W. Finlay***

Finlay is also currently serving as a recruit mentor at Training Center Cape May, N.J. Last year, he mentored four different recruit companies and talked with over 400 new Coast Guardsmen. An outgrowth of his involvement there is that the Atlantic Strike Team will be taking their "road show" to Cape May during May to demonstrate spill response and to give new recruits exposure to another aspect of our multi-mission Coast Guard.

# COAST GUARD READINESS

During the recent Reserve Officers Association Mid-Winter Conference, I had the pleasure of meeting and talking to many Reserve junior officers. I continue to be impressed by your professionalism, military bearing, and your unwavering devotion to the Coast Guard and our Reserve Component.

One of the highlights of the Mid-Winter Conference was a presentation by the Commandant, ADM James M. Loy, to the Coast Guard Affairs Committee. He spoke on the current state of the Coast Guard and described his strategic goals for the future. I would like to pass along to you his continuing concerns regarding the current state and erosion of Coast Guard readiness, and that he has underscored its importance at numerous occasions over the past year.

Public demand for our services requires us to maintain a constant level of readiness unique among the armed services. Coast Guard operations save lives and property, defend our maritime borders against drugs and migrants, and protect our environment 24 hours a day, seven days a week. This unparalleled service is only possible when our operating and support units are properly staffed, trained, equipped, maintained, and supported; i.e., when they are *ready* to perform their missions. This is all the more important because, as you know, Coast Guard people do dangerous work in a dangerous environment.

As any Boatswain's Mate will tell you, a dull knife is a dangerous tool. The cutting edge of Coast Guard readiness is being worn down by increased demands for our services, a lack of spare parts, our culture of "Semper Paratus," aging assets and an erosion of corporate skills and knowledge necessary to maintain our expected high quality service to the American public. As a result of streamlining and higher than expected attrition, the Coast Guard, like the other armed forces, is demanding more and more of its personnel. This situation is felt throughout the Service and across all mission areas.

The Commandant recognizes that Coast Guard readiness is in danger of entering a downward spiral. During his presentation, he cited his and the Area Commander's decision to "throttle back" on mission hours which will help reduce OPTEMPO stress among personnel and reduce the number of hours aircraft and ships will deploy until the support "tail" is postured to properly support OPTEMPO. While this applies to aircraft flight hours and vessel days underway, there may be a need to reduce work hours in other areas as well. These changes will remain in place until personnel stress and material readiness factors improve.

The Commandant pointed out that we, as members of *Team Coast Guard*, have two major responsibilities regarding our current readiness posture. First, we must make the public aware of our challenges. We cannot permit the public to learn of the situation only after we fail dramatically to provide the level of service expected. We must be proactive in bringing our issues before our elected representatives and national leaders in order to educate them about our contributions to the nation. Second, we must individually and collectively draw on our experience and leadership and come up with better ways of managing our readiness posture without placing additional burdens on the backs of our people. Immediate relief from budget constraints appears unlikely, but lack of funding is not a sufficient reason for not doing our best. Despite this readiness dilemma, Reserve contributions to Coast Guard mission accomplishments are increasing in all program areas. Locally, reservists regularly respond wherever operations demand, such as during search and recovery operations for Alaska Airlines Flight 261 off the coast of Southern California. Shortly after the crash, nine reservists were recalled and responded on short notice at Station Channel Islands Harbor in Oxnard to support this operational surge. The qualified boat crew members were immediately assigned to duty, qualified comms watchstanders were assigned to the watch, while others reservists were put into an administrative support rotation. Nationally during 1999-2000, 183 Reserve personnel have been recalled to Extended Active Duty to help fill vacant critical full-time billets.

**"RESERVE CONTRIBUTIONS TO COAST GUARD MISSION ACCOMPLISHMENTS ARE INCREASING IN ALL PROGRAM AREAS."**

It is clear from this example and other recent documented cases that the Reserve Component is directly contributing to Coast Guard mission accomplishment, and the Commandant appreciates your dedication to duty. Your valuable contributions to the Coast Guard team will continue to help the Service weather this latest resource storm and keep the Coast Guard Semper Paratus.

**By Rear Admiral R. Dennis Sirois, USCG**
***Director of Reserve and Training***

# The Crash of Alaskan Air 261

## RESERVISTS ASSIST FOLLOWING ALASKA AIR CRASH

PORT HUENEME, Calif. — When Alaska Airlines Flight 261 crashed into the Pacific Ocean off the coast here, 300 Active Duty Coast Guard personnel responded, including 12 Coast Guard Reservists who were recalled.

"This is a perfect example of how properly trained and dedicated reservists can be used to quickly augment active duty personnel," said ***LT James Jones***, commanding officer of Station Channel Islands Harbor, Oxnard, Calif.

Jones said that the qualified comms watchstanders were assigned to that watch and the other non-qualified members were put into an administrative support rotation. Two members were even assigned to accompany boat crews from adjacent stations as the local area experts.

The reservists included: ***YN1 Lisa Hoff, BM2 Christine Cook, BM2 Damien Hernandez, DC2 Michael Downhour, BM3 Joseph Schiffer, BM3 Eric Beach, BM3 Gregory Bekker, FA David Boggio, BM3 Joseph Curtis, MK3 Chris Sweet, QMC Greg Fucci***, and ***PAC Tom Cowan***.

"I could not have asked for more and am truly proud of the way the reservists came through for Station Channel Islands Harbor," said Jones.

HDCU 110, based in San Diego, was also called upon when they received notice that some of their communications equipment and watchstanders were needed to assist.

"Immediately our full-time support person, ***ET1 Mark Winso***, started to pack up the gear along with some personnel from Naval Coastal Warfare Group One to load it out to Port Hueneme," said ***CAPT Frank Freisheim***, commanding officer of HDCU 110. "I had also activated the unit call up tree which resulted in 20 unit personnel responding that they could go ASAP."

Four personnel from HDCU 110 were sent in the advance party including Coast Guard Reservist ***QMC Greg Fucci***, and three Naval Reservists, ***LCDR Nate Smith***, ***OS2 Alex Osipowich***, and ***IT2 Adrian Crozier***.

In addition to the personnel mentioned, eight cutters and five aircraft searched more than 15 square miles of ocean. The search was suspended after about 43 hours of searching.

*Ed's note: The Coast Guard developed a Web site relating to Alaska Airlines Flight 261. Check it out at: www.uscg.mil/news/alaskaair/alaskaair.html. Also, there may have been more reservists involved in this event but the ones mentioned here were the ones we knew about at press time.*

U.S. Navy photo by PH2 (SCW) Lou Messing

***BM3 Ray Nandino receives debris of Flight 261 from boat crews involved in recovery operations.***

## A RESERVIST'S PERSONAL ACCOUNT

*Ed's note: Coast Guard Reservist PAC Tom Cowan was doing some IDT drills in Southern California when the Alaska Airlines 261 crash occurred Jan. 31. What follows is a first-person account of the tragedy as experienced by the chief.*

PORT HUENEME, Calif. — One of many phone calls I received on the evening of Feb. 1 was from someone who said he had relatives aboard Alaska Air Flight 261. The man explained that his brother's family was on board and wanted to make sure the Coast Guard would do everything possible to find them. My first thought was how do I respond to this call? None of the media calls I had been answering all night were as emotionally charged as this one.

Earlier, I had returned to my hotel room after drilling all day at Public Affairs Detachment Los Angeles. A local television station was featuring a news story with Coast Guard helicopters. When I realized what had happened, I immediately got back into my uniform and headed to Group Long Beach.

It was the beginning of a long night.

Once at the Group, I was surrounded everywhere by an incredible energy. Television cameras were lined up outside the door, while inside, Coasties were running up hallways, answering phones, communicating with search vessels, and preparing for a news conference.

Already on scene, about 40 miles north of Los Angeles and 10 miles off of Port Hueneme, were three Coast Guard helicopters and a C-130, three Coast Guard cutters and two Navy ships. Over the next several days, more Coast Guard assets would be involved in the search effort, including several California and federal agencies.

The search for survivors began right after the Coast Guard received a call for help at 4:30 p.m. Jan. 31. Coast Guard active duty and 10 reservists responded from all over the local area and up and down the West Coast — about 300 Coast Guard personnel total. Many of these people would go 36 or more hours without sleep. The Coast Guard coordinated a search that lasted 40 hours and over 1,430 trackline miles. These men and women searched or supported the search effort with the kind of dedicated focus that creates champions.

It wasn't until PACAREA Commander ***VADM Thomas Collins*** made the difficult decision to convert to a recovery operation did anyone stop to take a deep breath. Coast Guard people put everything they had into the Search and Rescue effort for the 88 lives on board the airliner.

So, how did I respond to the man on the phone that night? I told that anguished caller that "the men and women of the Coast Guard are well trained. More importantly, they're committed to the work they perform and that we (the Coast Guard) will do everything possible to help his family."

I am proud to know, we did.

*— PAC Thomas Cowan, USCGR*
*PACAREA/D11 Public Affairs Detachment Los Angeles*

# AWARD-WINNING SMILES

Photo by PAC Edward J. Kruska, USCGR.

## ROA-OJO 1999

***Coast Guard Commandant ADM James M. Loy, left, presents the Reserve Officers Association Outstanding Junior Officer Award for 1999 to LT Ken Stefanisin of PSU 311. Next to Stefanisin, left to right are his wife, Denise, and daughter, Andrea, U.S. Rep. Howard Coble of North Carolina and Director of Reserve and Training RADM Dennis Sirois. The portrait behind RADM Sirois is of Maj. Harry S. Truman, U.S. Army Reserve, who later became president. The ROA OJO award was presented at ROA's Coast Guard Congressional Reception Jan. 24.***

## IT'S D13...AGAIN!

***CAPT James Olson, D13 Chief of Staff, center, accepts the Waesche Award on behalf of D13 at the Reserve Officers Association Coast Guard Congressional Reception Jan. 24. The award, given annually to the district selected for outstanding Reserve achievement, is presented here by ADM James M. Loy, left, while looking on is U.S. Rep. Howard Coble of North Carolina, a retired Coast Guard Reserve Captain. It is the 9th time D13 has won the award since its establishment in 1961 — more than any other district.***

Photo by PAC Edward J. Kruska, USCGR.

# MUNRO GRAVESITE DECLARED STATE HISTORICAL SITE

Photo by PA3 Jamie Bigelow, USCG

CLE ELUM, Wash. — The State of Washington has declared the gravesite of Signalman First Class Douglas A. Munro a registered State Historical Site. The unanimous decision was made by The Washington State Advisory Council on Historic Preservation on Jan. 28 and announced via ALCOAST 040/00.

"The one man who gathered all the information and submitted and revised the package several times before it was finally presented to the Council on Historic Preservation was retired Coast Guardsman ***YNCS Evereste A. Black***," said retired ***MCPO Mark Brown***, Munro Project Coordinator. "***MCPO David Ojeda***, D13 Command Master Chief, also assisted Black with the project, and masterfully presented the case to the council."

The City of Cle Elum will recognize this honor through a dedication ceremony on Memorial Day. Munro's gravesite, located in Laurel Hills Cemetery in this small central Washington town, was rededicated along with a new flag pole and Veterans' Memorial Wall on Sept. 27, 1999. Munro, the Coast Guard's only recipient of the Medal of Honor, was featured on the cover of the November 1999 *Reservist*.

According to Brown, the Munro gravesite now becomes eligible to be presented to the Federal Council on Historic Preservation for their consideration of having it federally registered.

## Now that's Devotion to Duty...

Photo by PAC Edward J. Kruska, USCGR

***When a "mini" snow storm hit the Washington, D.C. area in January, LT Daryl Schaffer, USCGR, who normally bicycles between his home in Alexandria, Va. to Coast Guard Headquarters, grabbed his cross country skis instead. It took the Minnesota native two hours to trek the eight miles to CGHQ on skis versus 30 minutes by bike. Schaffer, a triathlete (swim, bike, run), has been in the Coast Guard for nine years and is a Reserve Program Administrator who works in HQ's Reserve Programs and Policy Division.***

## Corrections...

The Oregon license plate story featuring BMC Dan Costello was cut off at the end of the article in the January/February issue (page 5). It should have read, "...he's also a Portland policeman who serves in the Coast Guard Reserve." Also in that issue, the Reserve OER Schedule article on page 23 was by LT Ivy Quarles, USCGR. Tom Rau mentioned on page 27 is actually a QMC, not a BMC, and is Station Muskegon, Mich. boat coxswain, not the Officer in Charge. The Citizen-Sailors in Education issue (September/October 1999) featured LTJG Jim Johnson of Worcester, Mass. It was misspelled as Worchester.

# USCG: High Marks and Diversity Accolades

WASHINGTON, D.C. — When the Government Performance Project issued its second annual grades for 20 federal agencies on Feb. 29, the average was a B-minus, down from last year's B. However, the U.S. Coast Guard, graded for the first time, received an A!

The GPP, administered by Syracuse University's Maxwell School of Citizenship and Public Affairs, graded the agencies in five areas. The Coast Guard received an A in four areas (human resources, info technology, capital management, managing for results), and a B in financial management.

"This is a wonderful confirmation of what many of us in the Coast Guard believed all along," said ***CAPT Doug Clapp***, Chief, Office of Reserve Affairs at Headquarters. "If the government is serious about the importance of obtaining quality results from taxpayer dollars, we'll see if this translates into budgetary success for the Coast Guard. If it does, it will send a powerful signal to all agencies."

The grades were administered by a team of scholars and journalists and based on a survey and interviews with agency officials. During the two years, only the Social Security Administration has also received an A.

Meanwhile, when the vice president's National Partnership for Reinventing Government established a bench marking study group, it assessed over 600 public and private organizations' diversity efforts. Conducted in 1998-99, the soon-to-be-released study cited the U.S. Coast Guard as the only federal agency selected as "world-class best practice" for diversity.

"The U.S. Coast Guard was singled out as the model for planning and achieving diversity within the federal government," said ***Dave Benton,*** Workforce Policy Advisor and the Commandant's Diversity Advisor for the Reserve. "Diversity is a journey, not a destination, and the journey begins with a firm commitment from the top and the leaders of an organization."

Benton stated that "best practices" means its total diversity package, which for the Coast Guard includes holding a summit, having an advisory council, giving presentations, conducting a workforce cultural audit, and having a staff with direct access to top leadership.

"Diversity means appreciating the differences we all bring to the job, including being a reservist," said Benton. "Being recognized in this study reinforces the fact that the Coast Guard is an attractive career choice for people from all points of the diversity compass."

## Happy 101st Birthday...

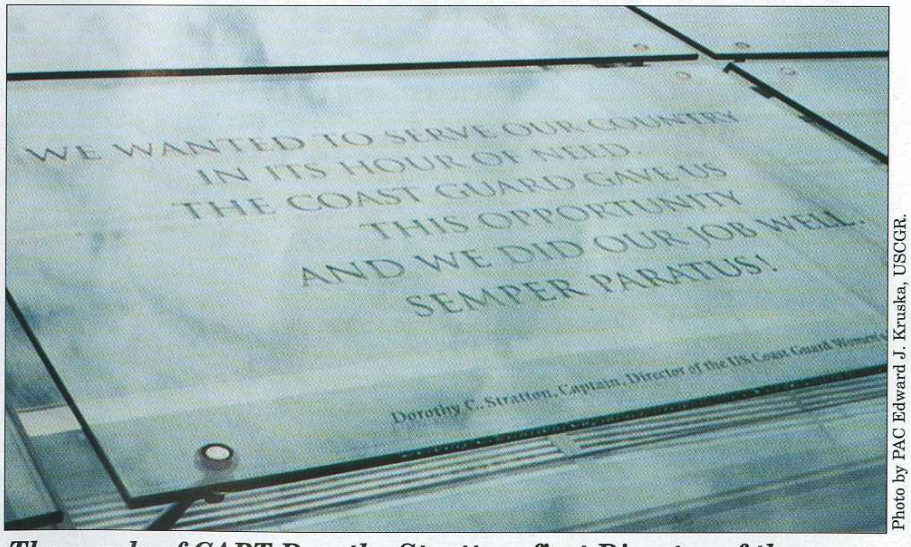



Photo by PAC Edward J. Kruska, USCGR.

***The words of CAPT Dorothy Stratton, first Director of the Women's Reserve (SPARs), are etched in glass at the Women in Military Service for America memorial at Arlington National Cemetery, Arlington, Va. Her quote reads, "We wanted to serve our country in its hour of need. The Coast Guard gave us this opportunity and we did our job well. Semper Paratus." CAPT Stratton celebrated her 101st birthday on March 24.***

Photo by PAC Edward J. Kruska, USCGR

# The 20th Anniversary of the CGC Blackthorn Tragedy

ST. PETERSBURG, Fla. — Hundreds of people gathered at Blackthorn Memorial Park on the north end of the Sunshine Skyway Bridge here Jan. 28 to commemorate the largest peacetime loss of life in Coast Guard history.

The ceremony was held exactly 20 years to the day that the 180-foot *CGC Blackthorn* (WLB-391) collided with the 605-foot oil tanker *S.S. Capricorn*. Despite the passage of time, memories lingered for many in attendance, including keynote speaker Coast Guard Commandant ***ADM James M. Loy***.

"*Blackthorn* reminds us how quickly our day-to-day duties can turn deadly," said Loy. "We grieve still for those lost. Twenty years have not dimmed our memory, nor will 20 more."

Homeported in Galveston, Texas, *Blackthorn* had just completed an extensive yard period in the Tampa area. At about 8:20 p.m. on Jan. 28, 1980, about two miles south of the memorial site, *Blackthorn* collided with *Capricorn* near the Sunshine Skyway Bridge. At that point, *Capricorn's* 7-ton anchor then became embedded in *Blackthorn*, and when the 990-foot anchor chain pulled taut, *Capricorn* pulled *Blackthorn* back through the water and caused it to capsized. *Blackthorn* sank within 10 minutes in 40 feet of water, taking with it 23 of the 50 crew members. The bodies were recovered and buried in a dozen states.

***CWO4 Susan Krisher*** was a YN1 and reservist recalled to active duty following the tragedy.

"The most powerful memory I have is of the silence on board Station St. Petersburg the night the 23 crew members were returned to shore," said Krisher. "No one spoke above a whisper."

A year later, a Marine Board of Investigation report and then a federal judge ruled that both ships were to blame because neither kept to its respective side of the channel and that both failed to establish a proper passing procedure.

Eventually, the rusting *Blackthorn* was raised and towed out into the Gulf of Mexico where it now lies 20 miles off Clearwater, part of the Pinellas County Artificial Reef Program. *Capricorn*, which suffered only minor damage and no loss of life, was torn apart during the 1980s and used for scrap.

At this year's ceremony, organized by retired Coast Guardsman ***CPO John Chassereau*** and the Blackthorn Memorial Committee, flags were hoisted on a new flag pole that will fly continuously over the

memorial. The Coast Guard band played and Coast Guard Honor Guard performed, while an aerial salute was conducted by Air Station Clearwater. At a reception following the ceremony, Chassereau was presented with a Distinguished Public Service Award by ADM Loy for his efforts on behalf of *Blackthorn*.

"I was completely flabbergasted that ADM Loy had so much closeness to the *Blackthorn*," said Chassereau referring to Loy's speech. Loy was commanding officer of *CGC Valiant* in Galveston at the time of the tragedy.

"We tried as hard as we could to minister to the families of the 23 lost shipmates," said Loy. "I'll never forget them. Their reactions — shocked and heart-broken, but proud of the Coast Guard in whose service their husbands and sons and fathers had died — moved me then and continue to motivate my service today."

***CAPT Lacy Harwell***, a retired Navy chaplain who served in the Coast Guard during World War II, read the Blackthorn Memorial plaque while ***MKC F. Ralph Wilson*** rang the *Blackthorn's* bell. Harwell then concluded the ceremony by saying that the reason for gathering to honor the crew was not for their sake, but "for ourselves."

"If we don't remember, our past is lost, but so is our future," said Harwell. "We are here to preserve a way of life which we have all been entrusted. In your heart, I hope the fire will burn...because, when we are gone, who will remember?"

Also attending were U.S. Rep. ***C.W. "Bill" Young*** of Florida, retired Coast Guard Commandant ***ADM Paul Yost*** and ***MCPO-CG Vince Patton***.

"Ceremonies like these are more than just memorials," said Patton, who has attended the *Blackthorn* ceremony six consecutive years. "They're an opportunity for all members of the Coast Guard family to be 'in touch' with our history, heritage and traditions. It also validates the true meaning of what exactly being a 'Coast Guard family' is all about. Though many of us probably may not have known anyone from the crew, nonetheless, they were Coast Guardsmen, and they were a part of us. We celebrate their life with us as a part of this organization, and they are an integral part of our Coast Guard heritage. And, the purpose for us here today is that we're continuing to prepare so we can perform well in the future."

Looking on from the back of the huge crowd were ***Leah and George Newhouse*** of Pittsfield, Maine, who spend the winter months in St. Petersburg. They decided to attend after reading about the ceremony that morning in the *St. Petersburg Times*.

"It was such a tragic accident," said Mrs. Newhouse, whose husband served in the Army Corps of Engineers as an active reservist from 1959-61. "We wanted to show our appreciation and sympathy."

The 6,000-pound monument commemorating both the sinking and the 23 Coast Guardsman was dedicated Jan. 28, 1981, and is located at the Sunshine Skyway Bridge north base rest area, site of the annual ceremony (see back cover). The Florida Legislature named the wayside parks at each end of the bridge "Blackthorn Memorial Park" in June 1980. At Base Galveston, a buoy contains a commemorative plaque and is lit permanently.

***Opposite page: A Coast Guard Color Guard presents the colors at the Blackthorn Memorial ceremony Jan. 28. Saluting at far right under the tent are ADM James Loy, USCG Commandant, ADM Paul Yost, USCG(Ret.), CAPT Walter Miller, Commander, Group St. Petersburg, and VADM Paul Trimble, USCG(Ret.). Above: The recovery of the CGC Blackthorn from Tampa Bay in 1980. Twenty-three crewman perished in the accident after the buoy tender collided with the tanker Capricorn.***

# Mr. Fix-It

## This issue's Citizen-Sailor of the Month is MK1 Chris D. Horak, Station St. Inigoes, Md. & Owner, Lothian Mobil Service Center, Md.

*Ed's note: Every issue since September 1998, The Reservist has showcased individual reservist's civilian skills and their employment via the "Citizen-Sailor of the Month" feature. This month, we salute MK1 Chris Horak, USCGR, a mechanic and owner of two service stations in Maryland. Special thanks to BMC Mark Allen for telling us about MK1 Horak's story.*

A sign in ***MK1 Chris Horak's*** office at the Lothian Mobil Service Center in Wayson's Corner, Md. reads: *Rule #1 — If we don't take care of the customer, someone else will.*

Horak takes those words to heart. After all, he and his wife, ***Leah***, are full owners of the service center, located about 18 miles south of Annapolis just off Maryland's Highway 4.

"The job is a challenge," said the 39-year-old Horak. "I do a variety of different things every day."

For example, one minute he might be doing something mechanical, the next he might be cashiering in the service mart or talking with a customer.

The road to ownership for the eight-year reservist began 27 years ago. When his older brother, ***Joe Horak***, fired some employees at his service station, then 12-year-old Chris Horak stepped in to assist. Since then, he's earned a Bachelor or Arts in political science from the University of Maryland, owned a tractor-trailer business, and managed a service station. A master tractor-trailer mechanic and a master certified repair technician, Horak has one test to pass for his master automotive certification by the organization Automotive Service Excellence (ASE).

So, in 1994, when a friend told him that the Lothian Mobil Service Center was for sale, he possessed the background, business and communications skills to make it a go. Now, six years later, Horak is happy with his decision to buy the service station. In fact, the Horak's just purchased another service station — the Point Ridge Citgo on Route 301 in Bowie, Md. His two children, ***Chris***, 13, and ***Jennifer***, 18, help out along

Photo by PAC Edward J. Kruska, USCGR.

***Just like Coasties, they strive for customer satisfaction and wear light blue shirts and dark blue pants at Mobil Lothian Service Center in Maryland. Left to right are employee Robert Bowling, owners MK1 Chris Horak, USCGR, and Leah Horak, and employee Olivia Adams.***

with eight other employees. One of those employees, ***Olivia Adams***, has worked at the station for three years.

"He's easy to get along with," said Adams. "I know how it is [stress-wise] when you own your own business because my husband and I were truck owner-operators."

A routine day usually starts around 7 a.m., which Horak begins by doing paperwork — scheduling, ordering, etc. The service technicians arrive by 8 a.m., the doors open for business, and by 9 a.m., the two service bays are humming. If there's a lull in the afternoon, Horak takes time to talk shop with customers.

"I help people with their problems and I help them the best that I can," said Horak, who works 60-70 hours per week. "It's like being a psychologist, because people come in with more problems than just their car."

But while Horak takes great satisfaction in helping people, it can also be frustrating.

"A lot of people just don't understand when I try to communicate technical things to them about their cars," said Horak, whose brothers ***Joe and Steve Horak*** are owners of three Exxon stations. "Some people claim that I tell them too much but I want them to know, so I'll explain the problem to them the best that I can."

Leah says that owning the business is hard work and that working with your spouse can be especially challenging.

"There's no break because we work together and then take it home, too," said Leah, "but Chris really likes it. And, he loves the Coast Guard Reserve...it's a break from home and work, and he comes home in a better mood."

One need not look far to know Horak loves the Coast Guard. A sign in front of the station encourages boaters to *"Join the Coast Guard Auxiliary"* while another sign, painted by his sister, ***Melissa Mowrey,*** proudly claims that the service center is *"Under new management, Chris Horak, USCGR."*

Furthermore, Horak's father and mother are both Army veterans. During World War II, his mother served in the Nurses Corps while his father was a staff sergeant in Alabama. "But she outranked him," chuckled Horak. Following the war, his father was employed by the Navy as a civilian.

In addition to supportive family and friends, Horak credits three Coast Guard Reservists with influencing and mentoring him: ***PSC Gene Beach, CWO4 Dalton Wood*** and ***MK2 Dennis Smith***. Beach recruited him , Wood "opened his eyes" to the Coast Guard, while there's nothing the Smith-Horak team can't do or repair at Station St. Inigoes, Md.

"The more and more I meet people in the Coast Guard, Auxiliary and Reserve, the more I like it," said Horak.

And the Coast Guard likes him.

"Petty Officer Horak is an outstanding leader and stabilizing influence here at the Coast Guard station," said ***BMC Thomas Godfrey***, Officer in Charge at Station St. Inigoes. "During his several years onboard, he has gained the trust and admiration of each command as they have 'passed through' while he remained here. In my opinion, he is a shining example of the citizen-sailor, and I am proud to be serving with him."

His automotive, electronics and managerial skills have certainly been useful at St. Inigoes, where he's drilled since 1995. In turn, he says he's gained many leadership skills from the Coast Guard which he puts into practice everyday at the service center.

"I encourage our employees to really talk with the customers," said Horak. "In this business, you really have to be able to communicate well with people."

After all, if he and his service crew don't, someone else will.

# THREE STRIKES...

# and you're READY!

**SINCE 1972, THE COAST GUARD'S NATIONAL STRIKE FORCE HAS BEEN CLEANING UP THE NATION'S WATERWAYS FROM OIL AND OTHER HAZARDOUS MATERIALS**

With springtime here again, the crack of the bat and the umpire's call of "three strikes and you're out" is upon us. While they may not receive the same publicity as baseball players, there are other folks who deal with Strikes, too, and who *never* have an "off-season." Welcome to the world of the Coast Guard's National Strike Force comprised of the Atlantic, Gulf, Pacific Strike Teams, and the National Strike Force Coordination Center. Come along on this journey as we first explore some Strike Team history from the Reserve perspective and visit each site.

Photo by PA3 Veronica Brandrowsky, USCG

***The New Carissa's remaining fuel was intentionally ignited to help prevent nearly 400,000 gallons of oil from reaching the shoreline near Coos Bay, Ore.***

## Some Strike Team History

The roots of the National Strike Force go back to 1972, when the Federal Water Pollution Control Act directed the publishing of the first National oil and hazardous-substance Contingency Plan. It provided for the establishment of the National Strike Force as a Coast Guard special force consisting of trained personnel and equipment. From May through July 1973, three 17-member Strike Teams were established: Atlantic Strike Team at Elizabeth City, N.C., Gulf Strike Team at Bay St. Louis, Miss. and the Pacific Strike Team at Yerba Buena Island, Calif.

The NSF's role and responsibilities have expanded under subsequent major environmental legislation, including the Clean Water Act of 1977. Then, on March 24, 1989, the crude oil tanker, *Exxon Valdez*, ran aground on Blithe Reef in Prince William Sound causing a catastrophic oil spill. The following year, Congress passed the Oil Pollution Act of 1990. In addition to a total review of Coast Guard systems for catastrophic pollution response, the new federal law realigned the Strike Teams to be able to respond to catastrophic pollution incidents. In 1991, the Coast Guard established an "OPA 90 Implementation Team" with funding and positions provided in the new legislation, positions which would eventually go to the "field" for pollution prevention and response programs.

Notable incidents that the National Strike Force has responded to recently include the major oil spill from the Tank Barge *Morris Berman* in San Juan, P.R. in 1994; the rupture of four major interstate pipelines in the San Jacinto River in Texas in 1994; the explosion and fire at the Powell Duffryn Chemical facility in Savannah, Ga. in 1995; Rhode Island's largest oil spill following the grounding of the Tank Barge *North Cape*, oil spilled from Tank Vessel *Julie N* in Portland, Maine, as well as the M/V *Cape Mohican* oil spill in San Francisco, all in 1996. The NSF also responded following the crash of TWA 800 in 1996, and responded to major flooding in California, Georgia, Indiana, Kentucky and North Dakota in 1996-97. They also conducted an international exercise in Grenada in 1997 in support of the U.S. and 16 other governments.

Photo by PA3 Greg Folkins, USCG

***The Coast Guard helps avert environmental catastrophe after the bulk carrier New Carissa ran aground Feb. 4, 1999, one mile north of Coos Bay, Ore. and began to leak oil.***

From a Reserve perspective, the early 1990s were also the beginning of a pre-Integration initiative in the 11th Coast Guard District to co-locate reserve units with active duty units to better leverage training opportunities. This initiative was spearheaded by CAPT Robert Ross, Chief of the Reserve Branch for the 11th Coast Guard District.

At that time, Coast Guard Reserve Unit Salt Lake City was performing boating safety duty, primarily in the State of Utah, with support operations to coastal units, and special events such as the World's Cup races in San Diego. This was a large unit of seven officers and 86 enlisted, some of whom deployed during the Persian Gulf War in 1991.

"Just prior to taking command in 1990, CAPT Ross challenged me to find a new mission more closely aligned with traditional Coast Guard missions," said RADM Carlton Moore, Deputy Area Commander, Mobilization and Reserve Component Affairs for Pacific Area. "The closest active duty Coast Guard unit was over 1,000 miles away, and unit training was the key to survival."

Moore says that they had realized, many times, the Reserve's value as a surge asset, but mostly in response to planned events. With the establishment of several new Coast Guard active duty commands in support of oil spill response, it provided an excellent opportunity to be on the "ground floor" in providing such surge capability. If the training piece could be resolved, it didn't matter where they were located; from Salt Lake City, reservists could be on any coast in a matter of a few hours.

"Within two months, we developed a prospectus, proposing to change the unit to a pollution response unit, able to respond to any Strike Team, on any coast," said Moore.

The prospectus was briefed at District, receiving a favorable reaction. By coincidence, ADM J. William Kime, Commandant at that time, was scheduled to speak at the

Reserve Officers Association annual meeting in Phoenix a few weeks after the District office received the proposal. A comprehensive briefing was arranged during ADM Kime's visit, and although the briefing went well and the Commandant had several questions, no commitments were made.

Eventually, what grew out of all this was that the Salt Lake Unit received intensive training and later became a key support unit for the Strike Force. It was renamed Coast Guard Reserve Unit National Strike Force Exercise Support to reflect its new mission. Reservists routinely performed two to three periods of ADT, usually four-to-six days in duration. Unit members traveled with Strike Force personnel from Boston to Guam, Anchorage to Corpus Christie, and virtually every Marine Safety Office scheduled to test their oil spill plans.

Also, in the early years of this new mission, reservists from the Salt Lake City Unit provided long-term support to the Strike Teams, designing mobile communications centers, and other operational projects. The unit was key to the establishment of the new Atlantic Strike Team at Fort Dix, N.J. by providing reservists with construction skills, storekeepers and other admin support. Long-term support was also provided to the Gulf Strike Team in response to an anticipated shortage in storekeepers.

"I was brought on ADT for one week when RADM Robert Sloncen was acting Chief of Office of Readiness and Reserve at HQ during the summer of 1994, and worked directly with then LCDR Dale Rausch in the development of the OFCO for the creation of Reserve Units at each Strike Team," said Moore.

Following the move to Integration in 1994, the Strike Force wanted to have their reservists closer to the Active Duty command, and the Salt Lake Unit was decommissioned June 8, 1997, with billets transferred to the National Strike Force Coordination Center in Elizabeth City, N.C.

## Atlantic Strike Team

Commissioned on Sept. 5, 1991, the Atlantic Strike Team (AST) is located at the Army's Fort Dix Training Center in south central New Jersey. AST's Commanding Officer is CDR Richard Gaudiosi. Response, training and planning are the primary missions of the Atlantic Team, which covers the 1st, 5th and 9th Coast Guard Districts and Federal Regions I, II, III and V for the Environmental Protection Agency. The AST's primary mission is response to pollution incidents — whether it's oil off the coast or a hazardous-material released in the nation's interior. The secondary missions are training for major pollution incidents and planning for area contingencies.

Each of the three Strike Teams have basically the same billet structure, but of course, billet vacancies vary at each. The AST, for example, is billeted for 36 military personnel (7 officer and 29 enlisted), with 35 of those billets now filled (eight officers and 27 enlisted). On the Reserve side, although they have 49 SELRES billets (five officers, 44 enlisted), only 26 are filled (six officers and 20 enlisted).

Of course, the reservists come from a wide variety of civilian fields: teachers, sales people, carpenters, electricians, mechanics, police, firefighters, and computer technicians.

"What the reservists do here at the Strike Team is important to the regulars," said LCDR Greg Demarco, who served as AST Reserve Command Advisor for several years until transferring during the summer of 1999. "The reservists provide a valuable service and they enjoy working here."

The Strike Team, when responding to incidents, joins local emergency-response forces in eliminating the source of a discharge, collecting and storing spilled material, preventing impact to sensitive environmental areas and mitigating shoreline impact. Response to a major incident can be via Coast Guard or commercial aircraft, or over the road by tractor trailer, pulling Strike Team response gear.

All three Strike Teams maintain basically the same equipment including: containment booms, temporary storage containers, mobile command posts, hazardous material response vehicles with level "A" and "B" equipment, and oil transfer equipment, boats, portable air compressors, generators, lighting, monitoring, and communications equipment, personnel protection and photographic gear. AST's equipment is housed in the Lavache Building, a 37,000-square-foot facility,

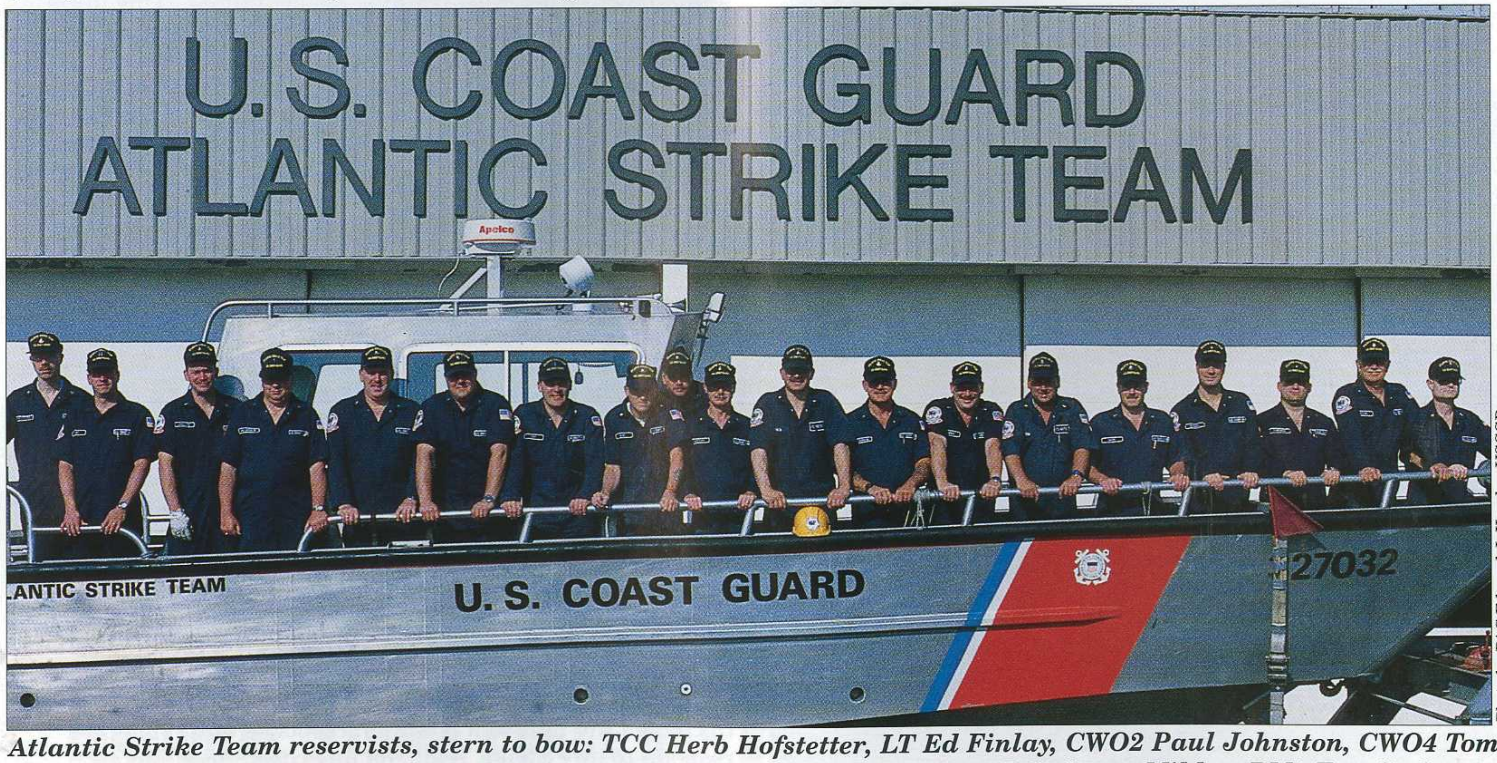



Photo by PAC Edward J. Kruska, USCGR

*Atlantic Strike Team reservists, stern to bow: TCC Herb Hofstetter, LT Ed Finlay, CWO2 Paul Johnston, CWO4 Tom McLaughlin, MKC Charles Keegan, DC3 Christopher Blesi, CWO2 Tom Sost, DC2 Larry Miklas, BM2 Tom Stolte, MSTC Ron Luzetsky, MKCS Greg Lopata, BM1 Dave McLaughlin, PS1 Robert Schrader, MST1 Patrick McGovern, DC1 Donnie Swope, LCDR Greg Demarco, ENS Joseph Esmerado, EM2 Gerald Watkins, BM1 Stephen Mullen.*

dedicated back in 1995.

"We have a lot of pre-staged equipment around Atlantic Area," said LT Ed Finlay, the unit's current Reserve Command Advisor (*see License Plate of the Month, page 5*).

Overall, the Coast Guard maintains a $30 million inventory of spill response equipment at 22 strategic sites near major port areas. Each site includes a Vessel of Opportunity Skimming System (VOSS), as well as 5,000 feet of foam-filled boom.

The AST is organized into four sections: Engineering, Deck, Chemical and Administrative. MKCS Greg Lopata is a diesel mechanic in civilian life who heads up the Engineering Division on drill weekends.

"I come in before our drill and ask the active duty head of Engineering, MKC Dale Hemingway, 'what do you need done?'" said Lopata. "Of course, everything we do depends on the command. And their needs are ever-changing."

DC2 Larry Miklas has been with the AST since 1993 and says they do just about anything and everything.

"We have one of the best carpenter shops I've ever seen," said Miklas, a self-employed carpenter. "We can do anything the command asks...repairs, build things, or work on air conditioning and filter systems. We do 90 percent of the facility maintenance."

CWO4 Tom McLaughlin has served at the AST for six years and will transfer later this year. During his tenure as AST Reserve Engineering Officer, he has enjoyed seeing other enlisted reservists be advanced and other officers promoted.

"It has been an outstanding job," said McLaughlin, who is nearing the end of a 30-plus-year career but has thoroughly enjoyed his time at AST.

Meanwhile, four reservists and four active duty Coasties serve at the unit's chemical shop. The chem shop has an extensive inventory of transportable sampling equipment to check air, sediment and water quality out in the field.

"We have to be able to repair everything here in the chem lab," said MSTC Ron Luzetsky who heads up the Reserve chem team. "We also calibrate our own instruments and equipment."

All the AST divisions are supported by the two-member Reserve admin staff headed by YNC Maureen Alexander.

"The reservists here have the trust of the command," said Finlay. "There are no questions or hesitations if the reservists want to do something. Nobody baby-sits us."

But perhaps even more important is the relationship and trust the Coast Guard and AST has built with the Fort Dix community over the years.

"We're proud to have the Atlantic Strike Team here at Fort Dix," said Command Sgt. Maj. Charlie Blackmon. "They are a vital part of Team Dix and also an outstanding tenant command."

Photo by PA1 Telfair Brown, USCG

***An Atlantic Strike Team member gets a washdown after exposure to a contaminated site while another analyzes chemicals. This scenario was part of the Joint Civilian Orientation Conference at RTC Yorktown, Va., a DoD-sponsored annual event for noted civilians from around the nation.***

## Gulf Strike Team

Located in historic Mobile, Ala. on the grounds of Aviation Training Center Mobile, the Gulf Strike Team (GST) was created in July 1973. Under the leadership of CDR Paul Gugg as Commanding Officer, the GST provides specialized knowledge, skills, and equipment for response to significant hazardous material releases or petroleum product spills.

The GST is comprised of 37 Active Duty (eight officers and 29 enlisted) along with 43 SELRES (eight officer and 35 enlisted). As the southern NSF team, the Gulf Strike Team's Area of Responsibility (AOR) includes the lower half of the United States extending from New Mexico to the East Coast along with the U.S. Virgin Islands and the territory of Puerto Rico. Historically, the GST has been the busiest of the three NSF teams in terms of response activation or mobilizations.

Reservists were initially assigned to GST in 1989 in a maintenance support role. Quickly realizing their potential, the command expanded the Reserve Personnel Allowance List (RPAL) which currently includes the YN, SK, TC, RD, BM, DC, EM, MK and MST Rates. Members serve within the chemical response division, BM, DC, or MK Shops and the Admin Department.

Routine reservist activity at GST includes oil spill and hazardous material (HAZMAT) responses, Incident Command System (ICS) Training, response preparedness training exercises, equipment maintenance, and administrative support. GST Reserve members regularly travel to provide training to other Coast Guard commands and members of other federal, state and local agencies and the petro-chemical production and transportation industry.

GST's preventative maintenance program utilizes reservists to test, certify, repair and decontaminate response equipment. With approximately 98 percent of the response equipment preventative maintenance being performed by the Reserve component, the unit realizes a substantial economic savings while enabling active duty members to meet their demanding operational commitments.

Like the other Strike Teams, GST equipment inventory includes a variety of small boats, oil containment booms, oil skimming systems, numerous pumps and their associated hydraulic prime movers. Equipment used in response operations is maintained in a "Ready Load" status which allows unit personnel to rapidly deploy to a job site either by military cargo aircraft or by over the road trucking using GST's fleet of vehicles ranging from pickup trucks to highway tractors. Decontamination capabilities are included with Personal Protective Equipment (PPE) on two chemical rapid response trailers. The unit also employs a doublewide trailer "Command Post Module" which is fully self contained with electrical, computer and communication resources for extended operations in remote locations.

Training at the GST focuses on Chemical and HAZMAT incidents, the response procedures to such releases, and equipment operations used during clean up operations.

U.S. Coast Guard photo

***The Coast Guard responded to an anhydrous ammonia leak aboard the fishing vessel Ying Fa after it was seized for illegally fishing in U.S. waters.***

Formalized classroom sessions include practical applications training on the use of scientific monitoring sensors, PPE, along with oil spill containment procedures. With many of the unit's SELRES trained and qualified as Response Members, Integration is standard operating procedure at the GST.

Response operations where SELRES have deployed include abatement of hazardous materials such as asbestos, pesticides and insecticides, and a wide variety of oil products. GST reservists have responded to incidents such as ship collisions, large scale tire fires, abandoned industrial facilities, and numerous natural disasters involving actual or potential hazardous materials releases. While often working with and for other federal agencies, reservists fulfill their assigned duties with no distinction from an active duty member. For the customer, it is simply one Coast Guard.

The inherent longevity of a reservist's tenure at the GST provides much needed continuity throughout the inevitable rotation evolutions of the active forces. An added bonus the SELRES contributes to the command, is their long-term commitment and experience within the Coast Guard Reserve program. Collectively, the average SELRES serving on board GST has over 16 years of military experience. Reservists assigned to GST are professionals from various and diverse civilian occupations that include environmental response compliance, general chemical manufacturing industries as well as fire safety/emergency management and the information/telecommunications technology sector. These disciplines correspond well with the Coast Guard mission and are particularly valuable to the Gulf Strike Team. Having these professionals on board provides an additional intellectual and professional resource which has proven to be an invaluable asset to both the GST and the Coast Guard as a whole.

Simply stated, GST active duty forces would be hard pressed to maintain their operational readiness without the professional services and contributions of the unit's Reserve component.

## Pacific Strike Team

The Pacific Strike Team (PST) is located about 22 miles north of San Francisco at Hamilton Field in Novato, Calif. In accordance with the National Contingency Plan, the PST supports Coast Guard and Environmental Protection Agency Federal On-Scene Coordinators and Incident Commanders in emergency response.

"Pride" and "Spirit" as a "Team" is the unit motto and is demonstrated in every aspect of PST's job.

"We take great pride in accomplishing our mission by making *Team Coast Guard* a reality and not just a slogan," said PST Commanding Officer CDR Paul Jewell. "Reservists are a key to the success of the unit and are integrated into all activities."

The PST's Area of Responsibility stretches from the Rocky Mountains to the South Pacific and from the Arctic to the Antarctic. It has responded to oil and hazardous material incidents in exotic places like the island nation of Palau in the Pacific as well as the deserts of the Middle East. They have mixed with the cowboys of Wyoming and visited the bleak environment of Amundsen-Scott station at the South Pole as well as the frozen seas off Point Barrow, Alaska.

The PST has given ownership of a number of vital programs to 24 reservists (with 48 billets currently allowed). The Vehicle Inspection & Safety Program, OSHA mandated hazardous materials response training, Emergency Medical Technician qualifications, Occupational Medical Monitoring, and the Response Technician qualification program are all led or administered by reservists. Reserve ownership and pride in these programs has provided continuity and allowed for the retention of valuable corporate knowledge.

Assignment to the PST requires more training than most rate disciplines usually demand.

"The PST provides formal and on-the-job training for 'out of rate' qualifications, but it is the civilian expertise of our reservists which has allowed us to excel," said Jewell. "The depth of knowledge in areas such as information technology, Incident Command System, commercial trucking, engineering, and a variety of other trades brought to the PST by our

U.S. Coast Guard photo

***Coast Guard members work to recover oil absorbent materials from the water after an oil spill.***

Reserve contingent increases the quality and professionalism in all aspects of our job."

As emergency responders, the PST is tasked for extended deployments with little advance notice. With multiple response cases and a rigorous training schedule, it would be impossible to manage PST operations without the involvement and support of their reservists.

"Through integration, we encourage participation in all our training and qualification processes to provide professional representatives to each case assigned to us," said Jewell. "We are confident that the professionals we deploy are the best in their field and often the professionals we deploy are reservists."

The work performed during regularly scheduled drill weekends mirrors the work done by the active duty staff. The integration of reservists into the PST response corps serves to bridge many of the gaps created by the PST's unpredictable work schedule. By ensuring quality training for reservists, there is consistency in the corporate knowledge despite the yearly challenge of active duty rotations.

"Because our unit is so unique in the use of traditional rates, we have been more apt to accept RELADs in rates (AD, ASM, etc) where there are no local units to drill, and then train those personnel in oil/hazardous material response," said Jewell. "Our administrative staff has been able to process new personnel into the unit and aide their laterals into billeted rates."

U.S. Coast Guard photo

***An oil skimming system in operation after an oil spill.***

Recent examples of Reserve activities on the PST:

• *CWO Matthew Bucala* served as the Lightering Team Supervisor on the *M/V New Carrissa* oil spill. He also created and implemented an innovative in-place inspection system for the unit's tractor/trailer fleet. Additionally, he revised the unit's transportation equipment preventative maintenance system, and increased the equipment compliance rate to 100 percent.

• *CWO Becky Post* is currently serving as the lead Response Officer for an extended EPA support case at a Hazardous Material (HAZMAT) site in Tacoma, Wash. She was also named PST's Outstanding Junior Officer in 1999. Post and *BM2 Judy Pallagi* developed and delivered a seven-day Response Oil Technician course. This course is necessary to qualify as Response Technicians. Pallagi also received the Coast Guard Achievement Medal serving as a coxswain assisting the Gulf Strike Team during flood relief operations.

• *HSCS Albert Grundon* developed and delivered an EPA 40-hour hazardous material course to 30 members from all Strike Teams, MSO San Francisco Bay, and other Federal agencies.

• *LCDR Gregory Phillips* is a Planning Section Chief workshop instructor. Phillips, LTJG Yballa and CWO Smith are qualified I-300 ICS instructors, and have helped deliver training throughout PACAREA.

• *HS1 Lisa Roberts* runs PST's Occupational Medical Monitoring Program. As the unit's Safety and Occupational Health Coordinator (SOHOC), she also rewrote the unit's safety instructions.

• *PSC Gary Pirkig* coordinates the Emergency Medical Technician and CPR/First Aid program. Pirkig is a certified EMT/CPR/First-Aid instructor who trains all unit members.

• An Assistant Deputy Fire Marshal, *LTJG Rocque Yballa* reviewed the re-design of PST's Automatic Fire Sprinkler system and provided recommendations for improved safety.

In mid-April, reservists will team with the active duty for a week-long exercise practicing pumping operations at the Naval Reserve Fleet in Benecia, Calif. This is just one more example of how the PST recognizes and values the importance of all its members. The PST welcomes new reservists interested in becoming involved in this exciting and rewarding Coast Guard mission.

## National Strike Force Coordination Center

The National Strike Force Coordination Center (NSFCC) is a part of the National Strike Force and provides support and standardization guidance to the three Strike Teams. Established in October 1991, it is located in Elizabeth City, N.C. It is also home to the Public Information Assist Team (PIAT), the national response resources inventory (RRI) and logistics network, the National Preparedness for Response Exercise Program (PREP), the Oil Spill Removal Organization Classification program (OSRO), and the National Maintenance Contract (NMC).

The NSFCC has 32 active duty billets. Six of their 23 reserve billets are currently filled and nine civilians work at the Coordination Center. The reservists who work at the NSFCC, similar to their counterparts at the Strike Teams, perform a variety of tasks in support of the NSFCC's mission.

## Future & Vision

With so much planning, work and experience under its belt, the National Strike Force is ready for whatever the future may hold. Perhaps the NSF's Vision Statement best describes where it hopes to be in the future. It reads:

"Our Vision is to continue to advance and promote our role as a highly trusted and valued partner within the National Response System. By the year 2002, our unique services will be viewed by all elements of the National Response System as essential to the nation's ability to prepare for and deliver Best Response on behalf of the American Public."

*Ed's note: Many thanks to the following Coast Guardsman who wrote, reviewed and contributed helpful suggestions for this article: CDR Richard Gaudiosi, LCDR Greg Demarco, LT Ed Finlay, CWO4 Tom McLaughlin, Atlantic Area Strike Team; LCDR Nathalie Dreyfus, LTJG Kenny Pounds, CWO John Westbrook, Gulf Strike Team; CDR Paul Jewell, HSCS Al Grundon, PAC Strike Team; PAC Ron Cabral, PACAREA Public Affairs; CWO Dan Waldschmidt and PAC Gene Maestas, NSFCC PIAT; RADM Carlton Moore, USCGR, who came up with the idea and wrote the section on the history behind the Salt Lake reservists. Special thanks to CWO4 Tom McLaughlin, USCGR, of the Atlantic Strike Team who served as an excellent host when The Reservist visited last summer. This article would not have happened had it not been for his guidance, enthusiasm and most of all, his patience. Those interested in learning more about the National Strike Force should check out their Web site at: www.uscg.mil/hq/nsfcc/nsf.web.*

## This month's stop...

# ITALY

### Story and Photos courtesy of MCPO Phillip T. Williamson, II, USCGR (ret.)

*This article is the second in a year-long series, "Coast Guards Around the World." This month's very informative article on Italy is by Coast Guard Reservist Philip T. Williamson, II, who retired in September 1997 after 38 years military service, 30 of which were in the USCGR. He currently resides with his wife, Cindy, in Rockledge, Fla., where he is a certified substitute schoolteacher for Brevard County Public Schools. The master chief says that retirement from the U.S. Coast Guard Reserve comes with some good benefits. One of them is Space-A air travel to Europe and since Cindy's father was Sicilian, they have reason to visit Italy. It was during a visit in September 1998 to Catania, the second largest city in Sicily, that the Williamsons met some officers and enlisted men in the "Guardia Costiera Italiana" — Italian Coast Guard. When they returned to Catania in October 1999, the Williamsons took time to visit their Italian Coast Guard friends and obtained information about the history, mission, and organization of the Guardia Costiera as well as the Direzione Marittima, one of the 13 Maritime Directions (districts) of the Capitanerie di Porto (Captain of the Port Authorities). MCPO Williamson said he was very surprised to learn that the Guardia Costiera is structurally and operationally organized very much like the U.S. Coast Guard — even down to the design of the stripes on the hulls of their vessels! The Williamsons next trip to Italy is slated for May 2000.*

The Corps of the Capitanerie di Porto was established by a royal decree of King Vittorio Emanuele II in Firenze on July 20, 1865. This act was based on the ancient maritime special magistrates, to whom was entrusted the regulation of navigation, the administration and management of the harbors, and the guardianship of sailors.

Despite the royal decree, it was not until June 8, 1989 that the Guardia Costiera was created by the Capitanerie di Porto. The mission of the Capitanerie di Porto is basically the same as that of the United States Coast Guard. The interdepartmental activities of the Capitanerie di Porto of a technical and operational nature became the responsibility of the Guardia Costiera to carry out with substantial guarantee for:

- Safe navigation and safety of human life at sea
- Protection of the marine environment and control of 8,000 kilometers of coastline
- Control of illegal immigration
- Protection of all submerged state archaeological property
- Surveillance of maritime fishing activities including inspection of fishing vessels, markets, fish limits and sizes, and licensing of vessel operators
- Oversight of tourist vessel activities
- Defense of seaports and the coastline
- Logistical support for Italian naval vessels and visiting foreign naval vessels
- Protection of Italian government marine property
- Protection of fishermen at sea
- Issuance of licenses for captains and others on commercial vessels
- Creation of a nation-wide toll free emergency number (Numero Blu) which rings directly into the Italian Coast Guard Operations Center in Rome. It is known and activated when necessary from every resort along the 8,000 kilometers of Italian coastline for tourists and water-related activities.

The Capitanerie di Porto — Guardia Costiera consists of 10,000 men only. During 2000, women will be admitted to the Italian Coast Guard, and some operations of other military branches at the same time. It does not have a Reserve component. The Commandant General of the Capitanerie di Porto and the Guardia Costiera Headquarters are located in Rome. Admiral Renato Ferraro is currently the Commandant General. Functionally, the Capitanerie di Porto operates under the Ministry of Transportation and Navigation, and the Ministry of Defense.

The Guardia Costiera is responsible for the protection of more than 8,000 kilometers of the Italian coastline including the islands of Sicily, Sardinia, Elba, Capri and Ischia. This includes 13 Maritime Directions, 48 Capitaneries di Porto, 46 maritime support offices, 138 local maritime offices, 131 "Safe Beach" units, three aircraft squadrons and one helicopter squadron, four air bases (three for aircraft and one for helicopters), one satellite COSPAS/SARSAT station, two LORAN C stations, and one SCUBA diving unit. During the summer of 1991, the "safe beaches" service was started. This consists of guarding a large quantity of beach all along the Italian coastline by rescue-trained personnel.

The structure of the Capitanerie di Porto — Guardia Costiera has been organized into two parts — Central and Peripheral. Central heads the headquarters command responsible for the coordination and control of all the activities of the Capitanerie di Porto. Particular emphasis is placed on the headquarters based Operation Center (OC) of

***Captaneria de Porto — Direzone Marittima in Catania, Sicily (building in background) with two short range patrol boats, Class 2000 and and fast-patrol boat Class 200.***

the Ministry of Transportation and Navigation. This is the Italian Coast Guard's Operations Center that guards the Mediterranean Sea. The OC, provides immediate response for emergencies on territorial and international waters 24-hours a day, seven days a week.

The OC is the location of the Italian Maritime Rescue Coordination Center (IMRCC), responsible for the organization and coordination of all SAR missions. Under the IMRCC are 13 Maritime Rescue Sub-Centers (MRSC) in allocated areas of Italy. Under the MRSC's are several Coast Watching Units (UCG). All sub-units receiving any calls of distress must inform the IMRCC and take local action as required. In 1989, the IMRCC function was mandated under Italian law in accordance with the provisions of the International Convention on Maritime Search and Rescue that was adopted in 1979.

The OC has other equally important functions in addition to SAR. These include: preventing and combating marine pollution, command and control of operational sea and air units, the Aerial Remote Sensing Service (gathering data for marine environment protection and monitoring all activities at sea); and management of the Automated Search and Rescue System (ARES) for recording Italian and foreign vessel locations at sea, navigation plans and vessel destinations.

The OC acts as the Italian coordinator for international service NAVTEX (fully automated for broadcasting navigational and meteorological warnings to mariners); and provides an international service for radio transmitted medical advice to mariners. The OC is also the authority responsible for the satellite assisted SAR system that tracks distress signals at sea, in the air, or land anywhere in the world.

In addition, the International Mobile Satellite Organization (INMARSAT) provides reliable and high-quality satellite communications worldwide with four primary and four back-up satellites globally located between latitudes 70-degrees North and 70-degrees South. A computerized management system at the OC, the Navigation Information System in Advanced Technology (NISAT), assists for most of the services conducted by the OC in the areas of navigation safety, safety of life at sea, and marine pollution prevention. The HAZMAT system, directed by the European Community (EC), is a system for the reporting and tracking of movements of ships transporting hazardous materials into EC ports.

The service's 391 operating vessels of various types and sizes are stationed at 118 bases throughout Italy. Among its many vessels is the new, state of the art 52-meter cutter *Saettia*, commissioned on the 134th anniversary of the Capitanerie di Porto in Muggiano on July 20, 1999. One vessel in the Guardia Costiera's inventory is the oceanographic ship *Bannock* (CP 451). It was once a U.S. Coast Guard cutter. The vessels are used for SAR, surveillance at sea, anti-pollution, fishing, illegal immigration, protection of submerged archaeological sites and law enforcement in general.

The fixed-wing component of the Guardia Costiera Flight Service consists of 12 Piaggio P166 DL3 aircraft. These aircraft are used for SAR, MEDEVAC, and Aerial Remote-Sensing Services operations. The rotary-wing component consists of four Agusta Bell AB412 helicopters. These units are used for SAR and MEDEVAC operations.

Italy has compulsory military service for all young men attaining age 18. The minimum age for joining the Guardia Costiera is 17. Young men having served at least 24 months of their three-year compulsory military service may qualify for permanent Sottocapi (Seaman E-3) status. Presently, one must serve 35 years before being eligible for retirement. Currently, new laws are being considered to increase the minimum retirement age. The service offers opportunities for qualified civilian individuals between 17 and 22 to compete for the Italian Naval Academy. It also offers a program for Italian nationals, 17 to 26 years of age, to enter as non-commissioned officers based on civilian experience and certifications; and for qualified personnel already in service.

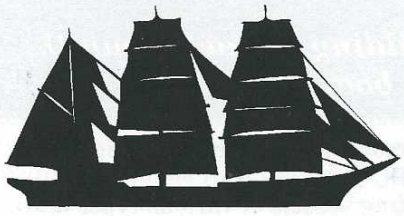
*Editor's note: Learn more about other nations' navies and coast guards at the Web site: www.nautisk.com/eng/links/navies.htm. But there's one glitch: In some cases, you'll need to know how to read foreign languages.*

# BULLETIN BOARD

## IN BRIEF

• **COAST GUARD SELECTED RESERVE BONUS PROGRAM** — ALCOAST 018/00 (R141214Z JAN 00) announced that SELRES bonuses were suspended. This suspension is a result of budget constraints requiring significant program reductions. Recruiting offices and PERSRUs with signed SELRES bonus enlistment, reenlistment, or affiliation contracts were to execute those contracts effective that date. No new contracts with SELRES bonuses were authorized after that date. For those personnel who have received the first half of their bonus, you will receive your second installment in accordance with the terms of your contract. Your bonus entitlements will not be affected by this suspension. Questions regarding this policy change should be referred to LT Steve Custer at (202) 267-0554 or e-mail: *scuster@comdt.uscg.mil*.

• **SAIL WITH *EAGLE* IN 2000** — *CGC Eagle* is slated for two training cruises during the spring and summer of 2000. On board for the first cruise are Officer Candidate School students from March 5-25, followed by the annual cadet cruise from April 24-Sept. 9. Volunteers for both cruises are needed in the following ratings: BM, DC, ET, FN, FS, HS, MK, QM, RD, PA and SN. Additionally, qualified underway deck watch officers (officer or enlisted) are needed. Reserve personnel (male or female) may apply for all or any portion of these deployments with preference given to those who volunteer for longer periods. This year, the cadet cruise will be highlighted by *Eagle's* active participation in OPSAIL 2000 along the East Coast. Interested PACAREA reservists should contact YNCS Harvey at (510) 437-3257, *lharvey@d11.uscg.mil*; LANTAREA reservists should contact CWO3 Hargrove at (757) 628-4496 or e-mail to *rhargrove@mlca.uscg.mil*.



•**OPSAIL 2000** — The 1st District is soliciting for Active Duty, Reserve and Auxiliary volunteers who are qualified coxswains, crewmembers or engineers to serve on TAD/ADSW-AC in support of OPSAIL 2000 events at New York City from July 1-11, 2000. Multiple boat crews will be needed as well as boarding officers and team members. For more information, contact YNC Guyon or LTJG McGuire at 617-223-2371/3463. LANTAREA cutter personnel with command approval submit requests to MLCLANT (pf) to CWO Hargrove/LTJG Reed at 757-628-4496/4495/FAX 4511. Other LANTAREA personnel with command approval contact your servicing ISC (pf). Interested auxiliarists should submit their request to LANTAREA (AQAX) via their leadership chain.

• **CIVILIANS WHO SUPPORT RESERVE PROGRAM** — *The Reservist Magazine* would like to spotlight civilians who work for the Coast Guard Reserve program. Some of these civilians also drill as reservists — all the better. But we need your help to pull this off. Send us a 100-200 word article and a photo of your special civilian (busily at work if possible). Deadline is May 10, 2000. Send to Commandant (G-WTR-2), USCG Headquarters, 2100 Second Street, SW, Washington, D.C. 20593-0001. ATTN: Civilians for CGR.

• **WORLD WAR II MEMORIAL** — During this year's Reserve Officers Association Mid-Winter Conference, the Coast Guard Affairs Committee voted to match contributions from *Team Coast Guard* members for the World War II Memorial being planned for the Mall in Washington, D.C. The goal is to raise $2,500, and those contributions will be matched by the CGAC for a grand total of $5,000. The memorial will cost $100 million, and $35 million is still needed. The peak strength of U.S. Armed Forces during the conflict was 12,364,000. Almost 300,000 American Service personnel were killed. As for the Coast Guard, 240,000 Active Duty, Reserve and Auxiliary personnel served, while nearly 600 were killed in combat. Mail your check by May 15, 2000 made payable to ***CGAC/WWII Memorial*** and send it to LT Kevin Brown, USCGR, 8909 Peoria Court, Springfield, VA 22153-1653. Your canceled check will be your receipt. The National World War II Memorial organization is a not-for-profit 501 (C) 3 organization, so your contribution is tax deductible. Their Web site is: *www.wwiimemorial.com*. The Coast Guard Affairs Committee thanks CAPT Allan Brier, USCGR(Ret.) for this suggestion and to LT Kevin Brown for administering the contributions.

## SUMMER STOCK 2000

The 9th District's Summer Stock program is an excellent opportunity for fully qualified boat crew members from throughout the Coast Guard. It's also ideal for students and teachers seeking full-time summer employment. During the summer of 2000, each billet listed is available from May 22 through Sept. 8. Orders are authorized for continuous periods of 60 days or more. Personnel with previous Summer Stock experience are particularly desired and will be placed at the station where they previously served, if possible. Interested personnel should submit a Request for Reserve Orders (CG-3453) via the chain of command to arrive at CCGD9 (osr) as soon as possible, but will be accepted no later than the end of April. Ensure that the following information is listed on your CG-3453: *Station(s) requested, duration in days, servicing PERSRU (very important — they cut your orders), date of last physical, pay base date, number of dependents, qualification codes, point of contact and phone number at your regular drilling unit, your yeoman's name and phone number, your current address, home and work telephone numbers.* Please identify the ISC/PERSRU where the Summer Stock yeoman should address messages to request preparation of orders. Summer Stock point of contact is YN2 Patricia Feeney, D9 (osr) at (216) 902-6116. E-mail: *pfeeney@d9.uscg.mil*. Advance copies of CG-3453 are encouraged and may be faxed to the Summer Stock Yeoman at (216) 902-6121.

**NEW YORK**
- Alexandria Bay (3)
- Niagara (2)
- Sackets Harbor (1)

**WISCONSIN**
- Bayfield (2)
- Washington Island (4)

**MICHIGAN**
- Frankfort /Manistee (5)
- Grand Haven (8) (Holland /Muskegon)
- Harbor Beach (4)
- Ludington (2)
- Marquette (5)

# Upcoming Events

## March 2000

• **USCG MUTUAL ASSISTANCE CAMPAIGN** — The 2000 campaign kicks off March 1 and runs through April 30. Call 1-800-881-2462 for more information or check the Web site: *www.cgmahq.org.*

• **CAPT DOROTHY STRATTON'S 101ST BIRTHDAY** — The first Director of the CG SPARs (Women's Reserve) will celebrate her 101st birthday on March 24, 2000 — the third century she's lived in! Born in 1899, CAPT Stratton was featured on the cover of the March 1999 *Reservist* when she turned 100! To ensure privacy, please send birthday greetings to: CAPT Jeanne Gleason, USCGR(Ret.), 5405 Connecticut Ave. NW, Apt. C, Washington, DC 20015. ATTN: CAPT Dorothy Stratton. CAPT Gleason will forward all cards to CAPT Stratton.

• **MUNRO HALL DEDICATION** — The newly renovated Munro Hall at the CG Academy will be dedicated Friday, March 31 in New London, Conn. Contact CWO S. Schultz, *sschultz@cga.uscg.mil*. 860-444-6715.

## April 2000

• **CHIEF WARRANT OFFICERS ASSOC. ANNUAL MEETING** — April 7-8, at RTC Yorktown, Va. Contact: CWO4 Bob Lewis, USCG(Ret.), CWOA, c/o James Creek Marina, 200 V St. SW, Washington, D.C. 20024. 1-800-792-8447 or 202-554-7753. FAX: 202-484-0641. E-mail: *cwoauscg@aol.com.*

## May 2000

• **NATIONAL SAFE BOATING WEEK** — May 20-26, For info, contact National Safe Boating Council, P.O. Box 1058, Delaware, OH 43015. 740-666-3009 or 1-800-806-9468. Web site: *www.safeboatingcampaign.com/*

• **ARMED FORCES DAY/MEMORIAL DAY** — Saturday, May 20 and Monday, May 29, respectively.

• **ANNUAL CG INVITATIONAL GOLF TOURNAMENT** — May 31-June 3, at Grandover Resort, Greensboro, N.C. Open to active, reserve, retired, civilian personnel in the USCG, and their dependents. Reservations first come, first served and must be received by March 15. Contact Dr. Mike Parnarouskis (*mparnarouskis@comdt.uscg.mil*), 202-267-0086 or CAPT John Gentile (*jgentile@comdt.uscg.mil*), 202-267-1150.

## June 2000

• **TOM'S RUN II** — Team Coast Guard is invited to participate in Tom's Run II set for June 9-10. The relay is held annually to raise awareness of and funds for ALS (Amyotrophic Lateral Sclerosis or Lou Gehrig's Disease) and is named in honor of retired Coast Guardsman CWO4 Tom Brooks. Participants run and/or bike the historic 180-mile C&O Canal from Cumberland, Md. to Fort McNair Army Base (next to CG Headquarters). Coordinated by the Office of Reserve Affairs (G-WTR) and sponsored by the Chief Warrant Officers Association Washington, D.C. Chapter, the event was featured in the August 1999 *Reservist (www.uscg.mil/reserve)* and is also on Brooks' Web site at *www.tlbrooks.com/tom.htm*. To register, donate or for more info, contact LT Daryl Schaffer, 202-267-0570 or e-mail: *toms_run@yahoo.com.*

• **ROA SUMMER CONVENTION** — At Milwaukee Hilton, Milwaukee, Wis., June 21-24, Contact ROA, 1 Constitution Ave., N.E., Washington, D.C. 20002. 202-479-2200. FAX: 202-479-0416. Web: *www.roa.org*

• **ALL SERVICE E-9 GOLF TOURNAMENT** — Reservists, Active and Retirees are invited to play in the 21st annual All-Service E-9 Golf Tournament at Andrews Air Force Base golf course, Camp Springs, Md., on June 23. Teams of 20 players from each service compete for ownership of the perpetual trophy. This year's tourney is being hosted by the Coast Guard, so USCG is looking to field a full and competitive team. Entry fee is $55 and deadline is June 1. For more info, call tourney coordinators at CGHQ, MCPO Linda Reid, 202-267-6891, *lreid@comdt.uscg.mil* or MCPO Debra Thompson, 202-267-2397, *dthompson@comdt.uscg.mil*; Toll-free: 1-800-842-8740, Ext. 76891 or 72397.

## July 2000

• **RADM RIKER'S RETIREMENT** — RADM J. Timothy Riker, USCGR, will retire after 30 years, 21 days and a wake-up! The ceremony is Friday, July 14, at TRACEN Cape May, N.J., 11 a.m. Contact: CWO3 Bill Carson, TRACEN Cape May, N.J., 1 Munro Ave., Cape May, NJ 08204. 609-898-6969; E-mail: *wcarson@tracencapemay.uscg.mil.*

• **COAST GUARD FESTIVAL** — July 28-Aug. 6, in Grand Haven, Mich. National Memorial Service, Friday, Aug. 4; parade and fireworks Saturday, Aug. 5. Contact: U.S. Coast Guard Festival, P.O. Box 694, Grand Haven, MI 49417. 616-846-5940 or 1-888-207-2434. Web: *www.grandhaven.com/ghcgfest.*

## August 2000

• **CHIEF PETTY OFFICER CONVENTION** — Aug. 28-Sept. 1, 32nd annual at Clarion Hotel in Mobile, Ala. Old-timer's picnic is Sept. 2. For info., contact BMCS Jack Crowley, 334-649-8800 or E-mail: *jccc99@gateway.net.*

# USCG Reunions

• **CGC CAMPBELL** — May 26-29, 2000; 15th annual reunion, Embassy Suites Hotel, 1100 SE 17th St., Fort Lauderdale, Fla. All past and present crew members welcome. Contact: David A. Blum, President, CGC Campbell Assoc. (W-32, W-909), 8341 Sands Point Blvd., Tamarac, FL 33321. 954-722-8161.

• **CGC WESTWIND (WAGB-281)** — Crew Reunion 2000! Aug. 25-27 at Wyndham Milwaukee Center Hotel. Contact: Frank Roberts, 115 Carl Seitter Drive, Wilmington, NC 28401. Days: 910-232-0494, Evenings: 910-762-0900, FAX: 910-343-8045, E-mail: *olenf@gte.net*

• **WWII GREENLAND PATROL** — Ships, shore stations and aircraft units of USCG, Navy and Army 500th AAA Battalion. Oct. 1-5, 2000 in Branson, Mo. Contact John Stamford, 1533 Wales Avenue, Baldwin, NY 11510. 516-223-1467. E-mail: *jstam8885@aol.com*

# Chief Warrant Officer Eligibility List

| NO. NAME | UNIT |
|---|---|
| **BOSN** | |
| 1. W. F. LYNESS | 05-03486 |
| 2. T. D. FERGUSON | 13-30508 |
| 3. G. B. WHITAKER | 08-33209 |
| 4. GRAYDEN P. DYKE | 08-33244 |
| 5. MARK R. DUPONT | 01-03485 |
| **COMMS** | |
| 1. R. D. PERISHO | 32-46700 |
| **ENG** | |
| 1. G. DRUMMOND, III | 01-17508 |
| 2. TOMMIE A. LEE | 08-36249 |
| 3. DONNIE R. SWOPE | 58-34361 |
| 4. R. H. DUCOTE, III | 08-36239 |
| 5. JOHN J. INNAIMO | 09-31360 |
| 6. PAUL R. JOHNSON | 58-34361 |
| **F&S** | |
| 1. M. A. RIPBERGER | 98-47850 |
| 2. DAVID C. PAGETT | 05-20130 |
| 3. JAMES A. WALL | 09-30352 |
| 4. KAY R. ROANE | 07-33232 |
| 5. EDUARDO QUILES | 21-93311 |
| **INF** | |
| 1. M. A. DEMARTINO | 01-66125 |
| **MED** | |
| 1. STEPHEN GAGER | 07-20150 |
| **PERS** | |
| 1. BRUCE H. MCCALL | 08-71108 |
| 2. M. M. ROEBUCK | 11-33255 |
| 3. M. E. ALEXANDER, | 58-34361 |
| 4. DIANNE S. LACAVA | 01-73136 |
| 5. VERA J. DANIELS | 53-47400 |
| **PSS** | |
| 1. JULES R. MEYER | 14-33275 |
| 2. Q. D. QUAGLINO | 08-33292 |
| 3. DONALD J. RIFKIN | 08-33209 |
| 6. JAMES E. CANNON | 08-33292 |
| 7. MARK P. MANTHEI | 01-73136 |
| 8. G. A. GRINER | 09-33247 |
| 9. MARK R. ANNING | 21-93308 |
| 10. P. S. MCGOVERN | 58-34361 |
| 11. W. D. FARRELL | 01-73136 |

*Note: This CWO eligibility list is from ALCGPERSCOM 001/00 (R051954Z JAN 00), effective June 1, 2000 through May 31, 2001.*

Photo by PAC Edward J. Kruska, USCGR.

***Coast Guard Reservist BMC Tom Sost, left, is pinned a Chief Warrant Officer by CWO4 Tom McLaughlin, USCGR, at a ceremony held last summer at the Atlantic Strike Team at Fort Dix, N.J.***

# Reserve Enlisted Advancements

**Reserve Enlisted Advancements**
**EFFECTIVE FEB. 1, 2000**

**BOATSWAIN'S MATE (BM)**

| | | |
|---|---|---|
| **BMCM:** | 3 HANCOCK J.M. | ISC ST LOUIS |
| **BMC:** | 3 DUFRAT J.F. | CGC EAGLE |
| | 4 LAIN S.R. | PSU 309 |

**ELECTRONICS TECHNICIAN (ET)**

| | | |
|---|---|---|
| **ETC:** | 3 MAXWELL S.D. | CMND & CNTRL |
| **ET1:** | 3 TREECE G.D. | ESD FT MACON |

**HEALTH SERVICES TECHNICIAN (HS)**

| | | |
|---|---|---|
| **HS1:** | 1 FRANCIS K.A. | PSU 309 |

**MACHINERY TECHNICIAN (MK)**

| | | |
|---|---|---|
| **MKCS:** | 3 JAMES W.T. | GP FORT MACON |
| **MKC:** | 5 SAUNDERS J.M. | PSU 309 |
| | 6 BARCLAY C.G. | CGC MOBILE BAY |

**MARINE SCIENCE TECHNICIAN (MST)**

| | | |
|---|---|---|
| **MSTCS:** | 3 WAGNER R.K. | MSO SAN DIEGO |
| | 4 HOYSER R.L. | MSO SAVANNAH |
| **MSTC:** | 11 NEMEC M.A. | MSO SAVANNAH |
| | 12 FRANCO R.L. | MSO MIAMI |
| | 13 WESTBROOK J.D. | MSO SAVANNAH |
| | 14 GRIFFIN D.T. | MSO PADUCAH |
| | 15 CARUTHERS T.W. | MSO JACKSONVILLE |
| | 16 MONGOVEN T.J. | MSO MOBILE |
| **MST1:** | 21 ANDERSON J.W. | MSO MOBILE |
| | 22 WALKUP W.C. | MSO SAN DIEGO |
| | 23 HOWARD W.E. | MSO CORPUS CHRISTI |
| | 24 LEMASTER J.L. | MSO VALDEZ |
| | 25 MANGONI A.J. | MSO PITTSBURGH |
| | 26 MOULTON C.R. | MSD EUREKA |
| | 27 UPJOHN D.C. | MSO PORTLAND |
| | 28 MORONEY E.T. | MSO DULUTH |
| | 29 MORTON C.F. | MSO NEW ORLEANS |
| | 30 PRATHER L.C. | MSO ST LOUIS |

**PORT SECURITYMAN (PS)**

| | | |
|---|---|---|
| **PSCS:** | 5 OSTERHAUS D.E. | HRSIC |
| | 6 HYMEL C.J. | PSU 308 |
| **PSC:** | 13 KAVESKI F.N. | PSU 305 |
| | 14 GRINER G.A. | MSO CHICAGO |
| | 15 KENDRICK S.R. | MSD CONCORD |
| | 16 BRYANT J.N. | PSU 308 |
| | 17 VILLANI S.E. | STA OCEAN CITY |
| | 18 FANEY J.M. | ACT NEW YORK |
| | 19 AKERS J.E. | PSU 309 |
| | 20 PEPIN F.M. | MSO MOBILE |
| **PS1:** | 15 REESE R.V. | PSU 305 |
| | 16 MARSH L.L. | MSO HUNTINGTON |
| | 17 WILT J.L. | HDCU 206 |
| | 18 HARRIS T.L. | MSO ST LOUIS |
| | 19 PLAZA.J. | ACT NEW YORK |
| | 20 HAMALA S.J. | MSU GALVESTON |
| | 21 WEISENBURGER J.H. | PSU 313 |
| | 22 ASHTON W.L. | MSO MEMPHIS |

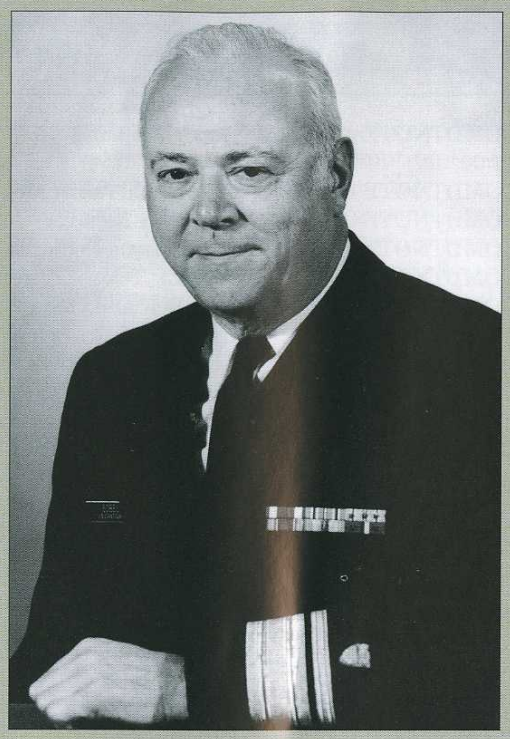
**TELECOMMUNICATIONS SPECIALIST (TC)**

| | | |
|---|---|---|
| **TCC:** | 3 SQUIRES E.C. | LANTAREA |

**YEOMAN (YN)**

| | | |
|---|---|---|
| **YNC:** | 3 ROLAND J.L. | STA PANAMA CITY |
| **YN1:** | 22 HILL S.C. | GP HUMBOLDT BAY |
| | 23 MCDOWALL H.L. | ISC SEATTLE |
| | 24 THOMPSON E.C. | ISC ST LOUIS |
| | 25 PERKINS C.A. | HQ SUPRT CMD |
| | 26 VEGA O.I. | GANTSEC |
| **YN2:** | 26 WELSH K.A. | GP HUMBOLDT BAY |
| | 27 GIBSON A.D. | MSO MEMPHIS |
| | 28 BRAWNER T.L. | GP SAN DIEGO |
| | 29 AYERS G.M. | RUITOFF SACRAMENTO |
| | 30 BROOKS J.L. | STA PENSACOLA |
| | 31 RAYMOND M.A. | MSOHOUSTON-GALV. |
| | 32 HEMPHILL K.J. | MSO MOBILE |

■ **RADM Arnold I. Sobel**, USCGR(Ret.), 85, of Glencoe, Ill., passed away Jan. 31, 2000. A great friend of the Coast Guard, RADM Sobel was born Aug. 14, 1914, graduated from New Trier High School, Winnetka, Ill. in 1932, and attended the University of Michigan for two years. He was commissioned in the Coast Guard Reserve May 2, 1942 and served during World War II as commanding officer of *LST-24,* participating in the landings at Guam, Morotai and Leyte in the Pacific, and then as executive officer of *USS Eridanus* (AK-92) with the Pacific Amphibious Forces until August 1946. He commanded a Voluntary Training Unit (No. 9-2) in Chicago from July 1949 to December 1950, and established and then commanded one of the first Organized Reserve Training Units (ORTAUG 09-592) in Evanston, Ill. He served continuously in various Coast Guard Reserve assignments, including attending the Naval War and National War Colleges. A strong advocate of the "One Coast Guard" concept, he was appointed to rear admiral in the Reserve on Jan. 1, 1968. In addition to his many World War II campaign medals, ribbons and other service decorations, he was awarded the Meritorious Service Medal by VADM Thomas R. Sargent in 1972 at his retirement as a leader "devoting his time and energy to advancing the Reserve program." A Chicago industrialist,



he worked first as a laborer-trainee for Material Service Corporation, progressed to Vice President, Marine and Redi-Mix operations, before leaving in 1967 for Henry Crown and Company. During his career, he also served as Chairman of the Board, Sioux City & New Orleans Barge Lines, Inc., St. Louis; Chairman of the Board, Lemont Shipbuilding & Repair Company, Lemont; and Director of American Ship Building Company, Cleveland. He was also Chairman of the Board and Director of Great Lakes Towing Company in Cleveland. RADM Sobel was the founding director of the Coast Guard Foundation and established the Arnold Sobel Endowment Scholarship Fund, which has helped deserving children of enlisted personnel meet college education expenses. RADM Sobel is survived by his wife, Bette Kann, of Glencoe, Ill., originally of Manistee, Mich.; two sons, Michael and James; five grandchildren, Jessica, Brian, Ellen, Joshua and Jennifer. Funeral services were held Feb. 1, 2000 at the North Shore Congregation Israel, Glencoe, Ill. Interment Shalom Memorial Park in Arlington Heights, Ill. The family requests that donations in lieu of flowers be made to one or both of the following: Arnold Sobel Endowment Fund Scholarship, c/o Coast Guard Foundation, 394 Taugwonk Road, Stonington, CT 06378-9405 or the Kellogg Cancer Center, c/o Dr. Janu Khandahar, 2650 Ridge Avenue, Evanston, IL 60201. See ALCOAST 028/00.

■ **BMC Jack Myers**, USCGR(Ret.), 87, of Kenosha, Wis., passed away Jan. 20, 2000, at the Veteran's Administration Hospital in Milwaukee, Wis. Born June 20, 1912, he grew up next door to the then U.S. Lifesaving Service Station in Kenosha. When the Coast Guard Auxiliary (then called Reserve) was formed in 1939, he was the first Kenosha resident to join, and enlisted in the Coast Guard in January 1942, a month after the bombing of Pearl Harbor. He served in the South Pacific Theater on a Landing Craft, Tank (LCT) in battles at Guadalcanal before being wounded, when he came back to the United States and toured with other Service members as a Coast Guard representative. He was honorably discharged May 19, 1945. After retiring as a furniture salesman and manufacturer, he bought his childhood home next to CG Station Kenosha in 1988, and became a beloved "adopted" member of the Station Kenosha crew, mentoring many Coast Guardsmen who served there as well as being a great friend to Bear, the station's chocolate labrador retriever. Station members returned the favor, doing yard work and shoveling Chief Myers driveway when his health deteriorated. He is survived by three nephews and two nieces. Funeral services were held Feb. 2, 2000, at Bradford Community Unitarian Universalist Church, Kenosha, with many members of Station Kenosha in attendance. Four Coast Guardsmen who knew him well, including two reservists, served as the ceremonial detail and folded his flag at the end of the service. A U.S. Navy bugler from Great Lakes Naval Training Center played "Taps" during the folding. He was cremated and arrangements for final dispersal are pending.

■ **BM2 Gilbert M. Gatlin**, USCGR, 57, of Portland, Ore. passed away Dec. 16, 1999. Born March 26, 1942, in Itasca, Texas, he served in the U.S. Navy from 1961-64, Merchant Marines in 1965, and with the Coast Guard Reserve since 1979 and Auxiliary since 1988 at Station Portland. A resident of Oregon since 1965, he was employed by Boeing Portland of Gresham, Ore. He is survived by his wife, Louise, an active member of the CG Auxiliary; two daughters, Leisha King and Tina Hillyard. A Celebration of Life memorial service was held at MSO Portland on Dec. 29, 1999. The family also held a private service with interment at Wilamette National Cemetery, Portland.

■ **ET1 Robert R. "Butch" VonHoffer III**, USCGR, 54, of Jamestown, R.I., passed away Jan. 23, 2000 at Newport Hospital. Born in Macon, Ga., he attended the University of Maryland and the University of Rhode Island. He served four years Active Duty with the Coast Guard and eight in the Coast Guard Reserve. As a civilian, he worked for Raytheon Co. in Portsmouth, R.I. as an electronics technician before starting his own business, the Fair Isle Maintenance Co. He was a lifetime member of the Jamestown, R.I. Fire Department, was one of the nation's first registered emergency medical technicians and taught state EMT courses for many years. He was also very active with the American Red Cross and Boy Scouts. He is survived by his wife, Inga Sumarlididottir VonHoffer of Jamestown; his mother, Dorothy Armstrong VonHoffer; two sons, Robert of Jonesburg, Mo. and Charles of Jamestown; a daughter, Diane VonHoffer of Newport; two stepsons, Sigurgeir Ernst of Reykjavik, Iceland and Christopher Gibson of Huntsville, Ala. He was also the father of the late Michael VonHoffer. A memorial service was held Feb. 5, 2000 at St. Matthews Episcopal Church, Jamestown. Interment was private.

■ **Second-Class Cadet Jonathan Kyle Briese**, 20, of the Coast Guard Academy in New London, Conn., passed away Feb. 19 at Inova Fairfax Hospital, Fairfax, Va. Born in Orlando, Fla. and raised in Burke, Va., he was a graduate of Lake Braddock High School, an Eagle Scout and a volunteer with Burke Volunteer Fire and Rescue Department. At the Academy, he was on the lacrosse team and a member of the precision drill team. Survivors include his parents, Garry and Roni Briese, of Burke, Va.; a brother Oren of Castle Rock, Colo.; grandparents, George and Doris Briese of Jacksonville, Fla. and Naomi Kudler of Ramat Hasharon, Israel. Funeral services were held Feb. 25 at Temple B'nai Shalom in Fairfax Station, Va. Interment at Arlington National Cemetery, Va. with full military honors.

# MESSAGES

*Here is a partial listing of the latest messages from the Reserve Web Site Message Board. A complete listing can be found at www.uscg.mil/reserve/msg.htm.*

| | | |
|---|---|---|
| R 231559Z FEB 00 | MLCLANT 0223-00 | Reserve Solicitation For Vacant RPAL Billet : LCDR/O4 |
| P 231550Z FEB 00 | ALCGPERSCOM 019/00 | 2000 Active Duty CWO Appointment Bd. Updated Guidance on Preparing OER & Resume for Candidates Appearing Before the Board |
| R 231435Z FEB 00 | ALCOAST 073/00, COMDTNOTE 4602 | Emer. Response Tel. No. Change — For Nonexplosive Haz. Material |
| P 221758Z FEB 00 | ALCGPERSCOM 017/00 | Reserve Officer Extension Board |
| R 182355Z FEB 00 | ALCOAST 071/00, COMDTNOTE 5760 | CG Mutual Assistance 2000 Education Grant App. Request Deadline |
| R 182213Z FEB 00 | ALCOAST 070/00, COMDTNOTE 3501 | Leap Day Rollover |
| R 182104Z FEB 00 | ALCOAST 069/00, COMDTNOTE ;16600 | Publications Required for PS Advancement |
| R 182101Z FEB 00 | ALCOAST 068/00, COMDTNOTE 16000 | SITREP Two — Project Kimball |
| R 182032Z FEB 00 | ALCOAST 067/00, COMDTNOTE 5100 | Seat Belt and Child Restraint Use Survey |
| R 181926Z FEB 00 | ALCGPERSCOM 016/00, | Inactive Duty Reserve CWO Ingrade Selection Board |
| R 181920Z FEB 00 | ALCOAST 066/00, COMDTNOTE 5700 | Anniversary of the Coast Guard Reserve *(Feb. 19 — 59th Birthday)* |
| R 171710Z FEB 00 | ALCOAST 065/00, COMDTNOTE 4600 | Government Travel Card Program — Mandatory Card Use |
| R 162128Z FEB 00 | ALCOAST 064/00, COMDTNOTE 1000 | Assignment Policies for *CGC Healy* (WAGB 20) |
| R 161958Z FEB 00 | ALCOAST 063/00. COMDTNOTE 4611 | Government Bill of Lading Accountability |
| R 161253Z FEB 00 | MLCLANT 0216-00 | Vol. Needed for *CGC Eagle's* Summer Cruise *(see Bulletin Board, p. 22)* |
| R 161852Z FEB 00 | ALCOAST 062/00, COMDTNOTE 5420 | Solicitation For Membership, Reserve Policy Board (RPB) |
| R 161625Z FEB 00 | ALCOAST 061/00, COMDTNOTE 1430 | A-School Waiting List |
| R 161420Z FEB 00 | ALCOAST 060/00, COMDTNOTE 4200 | Contracting Officer (KO) Certificate of Appointment |
| R 151905Z FEB 00 | ALCOAST 059/00, COMDTNOTE 1650 | Aviation Crew Rescue Awards |
| R 151622Z FEB 00 | ALCOAST 058/00, COMDTNOTE 1410 | Port Security Unit (PSU) Insignia Update |
| R 151538Z FEB 00 | MLCPAC 0215-00 | Vacant RPAL CDR Billet |
| R 151455Z FEB 00 | ALCOAST 057/00, COMDTNOTE 1430 | FY2001 Special Duty Assignment Pay (SDAP) |
| R 151447Z FEB 00 | ALCOAST 056/00, COMDTNOTE 16794 | 2000 Academy Introduction Mission (AIM) Program |
| R 151437Z FEB 00 | ALCGOFF 003/00 | Officer Integration |
| R 141940Z FEB 00 | ALCGPERSCOM 015/00 | Dir. Comm. Engineer & Direct Comm. Env. Mgr. Prog. Sel. Bd. Results |
| R 141920Z FEB 00 | ALCOAST 055/00, COMDTNOTE 1710 | Eighth Annual Admirals Cup Floor Hockey Tournament |
| R 112032Z FEB 00 | TQC0211a-00 | Change (6) to COMDTNOTE 1540 |
| R 111932Z FEB 00 | ALCGPERSCOM 013/00 | CWO Selection Bd. & CWO Selective Early Retirement Board |
| R 111805Z FEB 00 | ALCOAST 053/00, COMDTNOTE 5120 | 2000 U.S. Savings Bonds Campaign |
| P 101239Z FEB 00 | ALCOAST 052/00, COMDTNOTE 5212 | Coast Guard Y2K Records |
| R 101220Z FEB 00 | ALCOAST 051/00, COMDTNOTE 16000 | Deepwater Project Update 005 — Mid-Point of Design Stage |
| R 091901Z FEB 00 | ALCOAST 050/00, COMDTNOTE 1401 | Recall of Reserve Officers to Extended Active Duty (EAD) |
| R 091859Z FEB 00 | ALCOAST 049/00, COMDTNOTE 5300 | Admin Whetstones II |
| R 050223Z FEB 00 | ALCOAST 044/00, COMDTNOTE 1650 | Coast Guard Enlisted Person of the Year (EPOY) Program |
| R 091735Z FEB 00 | ALCOAST 048/00, COMDTNOTE 5300 | Financial Management Whetstones |
| R 082128Z FEB 00 | MLCLANT 0208-00 | Volunteer Solicitation for OPSAIL 2000: New York Harbor |
| R 082038Z FEB 00 | ALCOAST 047/00, COMDTNOTE 1040.11 | Naturalization Processing for Military Personnel |
| R 071339Z FEB 00 | ALCOAST 046/00, COMDTNOTE 1650 | Association for Rescue at Sea (AFRAS) Gold Medal Award Solicitation |
| R 050226Z FEB 00 | ALCOAST 045/00, COMDTNOTE 1326 | Solicitation for Commandant's Flag Mess Manager |
| R 050006Z FEB 00 | ALCOAST 043/00, COMDTNOTE 1430 | Special Duty Assignment Pay (SDAP) for Certified Surfman |
| R 042313Z FEB 00 | ALCOAST 042/00, COMDTNOTE 1000 | Completion of OINC Review Board for May SWE |
| R 042301Z FEB 00 | ALCOAST 041/00, COMDTNOTE 5270 | Standard Workstation III (SWIII) Contract End Purchase Deadline |
| R 042259Z FEB 00 | ALCOAST 040/00, COMDTNOTE 5758 | SM1 Douglas Munro's Gravesite Declared State Historical Site |
| R 041552Z FEB 00 | ALCOAST 039/00, COMDTNOTE 16114 | Location and Utilization of 47-Foot MLB Operational Spare Hulls |
| P 023015Z FEB 00 | ALCOAST 037/00, COMDTNOTE 5354 | National African American History Month |
| R 031721Z FEB 00 | ALCOAST 036/00, COMDTNOTE 1650 | 1999 CFO & Amer. Society of Mil. Comptrollers Awards |
| R 031421Z FEB 00 | TQC0203-00 | Solicitation for FY00 Facilitator Resident Course |
| R 021823Z FEB 00 | ALCOAST 035/00, COMDTNOTE 4610 | Preparation of Transportation Discrepancy Report (TDR), SF 361 |
| R 021403Z FEB 00 | ALCOAST 029/00, COMDTNOTE 1326 | CG CWO Assoc. Annual Meeting *(see Upcoming Events, p. 23)* |
| R 021330Z FEB 00 | ALCOAST 034/00, COMDTNOTE 5760 | Mil. Traffic Mgmt. Command Award for "Excellence in Traffic Mgmt" |
| R 011942Z FEB 00 | ALCOAST 033/00, COMDTNOTE 4602 | 24-Hour Emer. Response Hotline Provider & Telephone No. Change |
| R 011903Z FEB 00 | ALCOAST 032/00, COMDTNOTE 1000 | Suspension of HYT Professional Growth Points (PGP) |
| R 011849Z FEB 00 | ALCOAST 031/00, COMDTNOTE 5230 | Development and Deployment of Coast Guard Databases |
| R 011417Z FEB 00 | COMDTNOTE 3000, ALCOAST 030/00 | CG Standard After Action Info and Lessons Learned Sys. (CG-SAILS) |
| P 312245Z JAN 00 | ALCOAST 028/00, COMDTNOTE 5360 | Death of CG Flag Officer *(RADM Arnold Sobel, see Taps, p. 25)* |
| R 312024Z JAN 00 | ALCOAST 027/00, COMDTNOTE 1710 | The Commandant's Cup (C2K) Ice Hockey Tournament |
| R 281758Z JAN 00 | ALCOAST 025/00, COMDTNOTE 5760 | Noms for Nat. Defense Transp. Assoc. Military Unit Award (NDTA) |
| R 281312Z JAN 00 | ALCGPERSCOM 009/00 | Officer Promotion Authorization Listing (OPAL) No. 02-00 |
| R 281230Z JAN 00 | ALCGRSV 001//00 | Amendment to ALCGRSV 027/99: Solicitation for PS Pilot "A" School |
| R 271759Z JAN 00 | ALCOAST 024/00, COMDTNOTE 5720 | 20th Anniversary of the Loss of *USCGC Blackthorn (see p. 10)* |
| R 242125Z JAN 00 | ALCGCIV 002/00 | Sel.CG Servicewide Civilian Sponsored Training Programs for FY 00 |
| R 241210Z JAN 00 | ALCGRSV 002/00 | Enlisted Reserve Advancement Announcement No. 002-00 *(see p. 24)* |

## "GUEST COLUMNIST"

# GREETINGS FROM THE 1ST DISTRICT

As I think about the remarkable and fantastic 31-year career I have enjoyed, I wonder how I can pass my personal satisfaction on to others. Early on, it was a former Reserve Unit commanding officer who called my attention to a section of the *Personnel Manual* that stated the ultimate responsibility for a successful career lies "with the member." As I grew in the organization through advancement and qualification, from crew member to coxswain, from Command Enlisted Advisor to Command Master Chief, I became aware that to be successful, I had to take responsibility. The overwhelming message I have for you is "if I can do it, you can do it." Here are some tips to help you not only take responsibility, but have a great career.

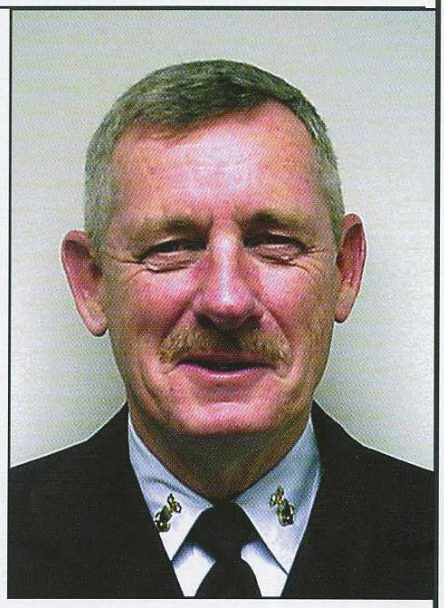
**1. Track Your Career:** Keep copies of all important paperwork and check them for accuracy. Annual statements, LES, certifications, advancements, orders, medical records, emergency data, SGLI, beneficiaries, medals, awards, waivers, informative articles and items of interest to you.

**2. Keep Informed:** Learn what is going on around you. Read hot word books, message traffic, bulletin boards, e-mail, newsletters, magazines. Access Coast Guard Web sites (*www.uscg.mil*). Join a fraternal or professional organization such as the Chief Petty Officers Association, Coast Guard Enlisted Association, Fleet Reserve Association or the U.S. Naval Institute. Subscribe to *Navy Times (www.navytimes.com)*.

**3. Become Administratively Proficient:** Read the *Reserve Policy Manual* (COMDTINST M1001.28). There is a copy at your unit or access it through the Reserve Home Page (*www.uscg.mil/reserve*, under Publications). Become a proficient Standard Workstation III user — there is an on-line training program to help you. Find out what HRSIC, ISC, PERSRU and FOT are, what they do, and how they affect you. Know the paperwork flow, and know the timeline for submission of paperwork for the Service Wide Examination or recognition. Learn what "C" courses are available to you and their prerequisites.

**4. Mentor Someone:** Supervisors and chiefs love to be asked questions. They love to share knowledge. They love to instruct. They take great pride in being able to answer your questions. They will get answers for you. They never stop learning.

**5. Advance:** Too often I hear that "if I advance, I will be off the boats or out of a job." You cannot give me one good argument for not attempting to advance. Yes, there are some limited opportunities based on specific rating numbers but they are few. By not advancing, you put yourself in jeopardy by the possible reemergence of High-Year-Tenure and Professional-Growth-Point programs. Plus, it is professionally and monetarily rewarding. So advance!



**6. Make It Fun:** Take advantage of the multiple assignment possibilities that come your way. Seek out a school or interesting period of ADT. Take advantage of the solicitations aboard *Eagle*, Operation Summer Stock, Op Sail 2000, and fleet training exercises. Involve your family. Take them to a Coast Guard open house or morale event. Show them what you do, involve them as best you can. After your ADT absence, spend time with them. Plan a special event. They love and support you. Always keep in mind that as a parent or spouse, every minute at the Coast Guard is a minute away from your child or loved one. Make it up to them. You are entitled to take advantage of all services at Morale, Welfare and Recreational (MWR) facilities. They have places to stay and a multitude of recreational equipment to rent at a nominal fee. Just do it!

The Commandant's motto "Preparation Equals Performance" are not buzz words. They are words to live by. Through planning, training and preparation, your performance will be outstanding. Finally, go to the nearest mirror, look yourself straight in the eye, jab your index finger into the middle of your chest and repeat the words, "I am responsible for my own career."

Be Paratus, Semper.

> **"THE OVERWHELMING MESSAGE I HAVE FOR YOU IS 'IF I CAN DO IT, YOU CAN DO IT.'"**

*Ed's note: MCPO O'Neill can be reached at P.O. Box 521, Peabody, MA 01960. Phone: 781-593-6645. E-mail: tjoneilljr@prodigy.net.*

**By MCPO Thomas J. O'Neill, USCGR**
**Reserve Command Master Chief, First District**

Listen! you hear the grating roar
Of pebbles which the waves
draw back and fling,
At their return, up the high strand,
Begin, and cease, and then again begin,
With tremulous cadence slow, and bring
The eternal note of sadness in.

— *Matthew Arnold*

## *CGC Blackthorn*
## *January 28, 1980*

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

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