

U.S. COAST GUARD
RESERVIST
FEBRUARY 2001

UNITED STATES COAST GUARD RESERVE

1941



2001

Sixty Years of Service to America

1790

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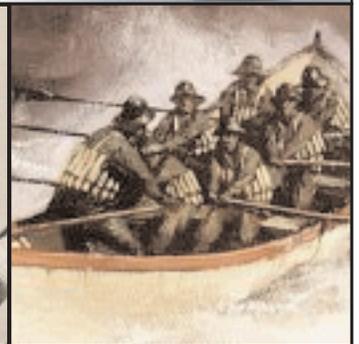
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LETTER FROM THE EDITOR & CHIEF

This special issue of *The Reservist* is all about Coast Guard Reserve history. Some of you submitted stories for this issue's "Patchwork of CGR History," while **LT Rob Hanley** paid a personal visit to and wrote an interesting story about the first Coast Guard Reserve officer, **CAPT Richard E. Bacchus, Jr.** **LTJG John Parkhurst's** decade-by-decade CGR history covers a lot of ground (and a lot of pages) in this issue. We will continue with historical pieces throughout the year.



Photo by BMC "Smilin" Mark Allen, USCGR

If you are organizing CGR 60th anniversary events in your local area, please document via stories and photos, send them in, and we'll try to publish them during 2001. If you're interested in a short Power Point presentation, dubbed "CGR 101," contact **CDR Dale Rausch**, at 202-267-6443 or e-mail him at: drausch@comdt.uscg.mil. You may be able to use this presentation while talking to groups during the year.

To help kick off our 60th, I resurrected the Coast Guard Reserve history quiz I published in the February 1999 *Reservist* and added a couple more questions. OK, some of the questions are pretty tough, but the answers are at the bottom. Have fun and enjoy this issue as we march down the Coast Guard Reserve's "Memory Lane!"

Questions

1. What congressman introduced legislation to create the Coast Guard Reserve?
2. What city is considered the birthplace of the Coast Guard Reserve?
3. Where and when was the first Volunteer Port Security Force (VPSF) established?
4. What is the significance of the date July 29, 1948?
5. When and where was the first Organized Reserve Training Unit Port Security (ORTUPS) established?
6. When was the first issue of *The Reservist* published?
7. When was the Office of Reserve established and who was its first office chief?
8. When and why did augmentation by reservists formally begin?
9. When was the deployable port security program initiated?
10. When was the Women's Reserve of the Coast Guard established and who was its first director?
11. When did the Summerstock program begin on the Great Lakes?
12. When did Reserve Integration formally begin?

Answers

1. Rep. Gordon Canfield of New Jersey is considered the father of the Coast Guard Reserve. The 77th Congress passed the Auxiliary & Reserve Act on Feb. 19, 1941.
2. St. Augustine, Fla. The first class of Reserve officers graduated from Flagler College in May 1941.
3. First VPSF was established in Philadelphia July 29, 1942.
4. July 29, 1948 is the date Congress approved Public Law 810 allowing retirement pay at age 60 for reservists with 20 years of service. Some consider this the birth of the modern CGR.
5. First ORTUPS was established in Boston, October 1950.
6. The first *Reservist* rolled off the presses in November 1953.
7. Office of Reserve was established in 1963. RADM Louis M. Thayer was the first Office chief.
8. Augmentation was formally established in 1971 to support peacetime missions, while keeping the primary mission of mobilization.
9. 1984, though PSUs were notional and didn't deploy until Desert Shield/Storm in fall of 1990.
10. Congress passed Public Law 773 establishing the Women's Reserve of the Coast Guard (SPARs) on Nov. 23, 1942. First director was CAPT Dorothy Stratton, who will turn 102 years old March 24, 2001 (see "Upcoming Events" for more info).
11. 1972. The program is still going strong in D9.
12. August 1994. The Commandant, ADM Robert Kramek, published ALCOAST 078/94 and defined the Coast Guard's desired state as Team Coast Guard.

MCPOCG PATTON INTERVIEW

Thanks for the great interview with MCPOCG Patton (December 2000), and his kind words about all of us Chicago-area reservists. It is very gratifying to all of us knowing that we helped him in his early years, and now seeing him at the highest enlisted level possible. He is a great credit to our loved Coast Guard. Best wishes for health, happiness, and continued exemplary service to our nation.

— CAPT Joe Manfreda, USCGR(Ret.)
Harvey, Ill.

THREE CHEERS FOR CHRISTMAS TREE SHIP

Three cheers to the Coast Guard and the crew of the *CGC Mackinaw* for reviving the tradition of the “Christmas Tree Ship.” What a wonderful sight it must have been to see the *Mackinaw* sailing into Chicago Harbor illuminated in Christmas lights. For those interested in Great Lakes maritime lore, singer/songwriter Lee Murdock celebrates the Schuenemanns and the crew of the *Rouse Simmons* in his wonderful song “The Christmas Ship.” Murdock’s “Requiem for the Mesquite” laments the wreck of the *CGC Mesquite* in November 1989. Check out www.LeeMurdock.com for more about Lee’s music.

Thanks to PA3 Paul Roszkowski for sharing the story.
— YN1 Michael Sanders, USCGR
Lansing, Mich.

RIVER CLEAN-UP

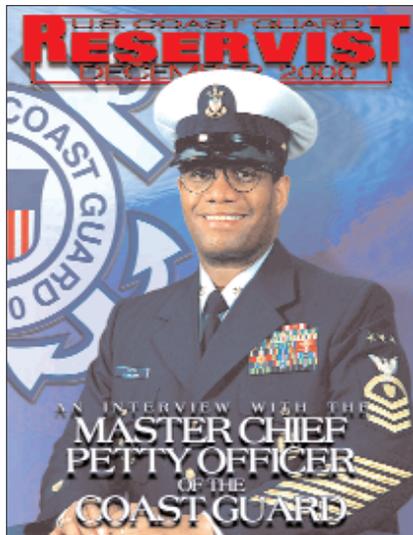
Thanks so much for printing our article on the River Clean-Up (December 2000). One thing though — we regard MSO (not ISC) St. Louis as our parent command. Thanks again!

— ENS Scott Wolland, USCGR
Peoria, Ill.

AWARD DISTURBING

An article in your November 2000 issue about the transfer of PSC William J. Reisa to the Inactive Ready Reserve caught my eye. His entire military record is amazing, but apart from his two tours in Vietnam and time on the infamous *USS Forrestal*, his career in the Coast Guard Reserve was most impressive to me. He put the Coast Guard Reserve ahead of his civilian job and his family during every Reserve call-up since 1980, all of which he volunteered for. Talk about dedication! What an inspiration to everyone in the Coast Guard Reserve. Chief Reisa is one of those people who makes me proud to wear the uniform and grateful that someone of such high standards has been out there representing us for so many years.

The only thing in the article that was disturbing to me — very disturbing — was the caption under the picture of CDR William Wagner handing Chief Reisa an award.



Please tell me that the Commandant’s Letter of Commendation was a misprint. I don’t mean disrespect for that award, but it seems that Chief Reisa’s accomplishments are deserving of a Meritorious Service Medal, especially at a time when he’s leaving the Ready Reserve. If an LOC was all that the Coast Guard could give back to a man that’s given so much to our organization, we should all be ashamed.

— MST1 Christine Morton, USCGR
New Orleans, La.

JULIETT FLAG MYSTERIES

Perhaps you remember in boot camp (I attended May 1978) that the Juliett flag was never carried or flown. The scuttlebutt was a fire destroyed part of the company and the flag was retired, never to be used again. The meaning of this flag is *on fire*, dangerous cargo, keep clear. Was there really a fire or just the meaning was bad enough not to use this particular flag? Was there ever a Juliett Company? Why was it stopped? When? Hope you can solve this puzzling mystery.

— BMC Tom Geiger, USCGR
Galveston, Texas

Ed’s note: We contacted CWO Bill Carson, Public Affairs Officer at TRACEN Cape May. Carson said he recalls the same rumors and that apparently they didn’t use Juliett Company because it sounded too feminine. However, Carson said that Juliett Company was started up again in the mid-1990s. If any reader knows more history behind this, please drop the Editor a line.

SALUTING PSU TRADET & PSU 309

Regarding ENS Padgett’s letter to the editor about PSU TRADET’s participation in *Linked Seas 2000* (November 2000), I want to personally thank the members of PSU TRADET that augmented our deployment to Portugal for the exercise. Members of PSU TRADET, along with personnel from PSU 309, were instrumental in the success of PSU 308’s first OCONUS deployment. With their help, we were able to deploy six 25-foot TPSBs with full crews and keep them operational for the entire deployment. Kudos to our crewmates at the PSU TRADET and PSU 309.

— BMCS Brian J. Fleming, USCGR
Chicago, Ill.

RESERVISTS AND DD-214

As a recent retiree, I feel that the exclusion of reservists from acquiring a form DD-214 is unfair. The recommended equivalent form, Retirement Point Statement CG-4175, is insufficient for a number of reasons. This form does not provide for listing medals and awards that one has earned, nor does it indicate whether one’s discharge was honorable or dishonorable. I feel that this information is relevant and an opportunity to provide it is necessary. When I applied for a Tricare Supplementary Insurance Policy, one of the first things I was asked was to see a copy of my DD-214. This form is

also recommended in the "Your Guide to Retirement" literature.

One of the objectives under *Team Coast Guard*, and as stated in the Reserve Administration Final Report (Aug. 31, 1998) is for the integration of the retirement process for the Reserve and Active Duty components. The exclusion of reservists from acquiring a DD-214 is contrary to this goal, and I believe it is unfair and discriminatory. The DD-214 or a comparable form should be available to the retired reservist.

— YNC Robert T. Ferrante, USCGR(Ret.)
South Portland, Maine

Ed's note: We contacted LCDR Dave Kearns of Coast Guard Personnel Command's Reserve Personnel Management Division to help answer this one. In accordance with COMDTINST M1900.4D, 1.B.10, the DD Form 214 (Certificate of Release or Discharge from Active Duty) will not be issued to reservists released from continuous active duty for training (ADT) of less than 90 days. This is an active duty form and reservists performing duties 90-plus days Active Duty are entitled to one. However, a comparable form for reservists would be nice. Unlike active duty personnel, possession of a DD-214 isn't necessary for reservists to draw their benefits/entitlements upon retirement. Perhaps in the future, the CG-4175A, Annual Retirement Point Statement, might be modified to make up for what YNC Ferrante sees as its deficiencies.

RET-2 VERSUS IRR

I am wondering if you have done any articles that I may have missed concerning the pros and cons of going RET-2 (Retired Awaiting Pay) versus IRR (Individual Ready Reserve) after 20 years. I am trying to put together some guidelines, so to speak, on advantages or disadvantages of the above two. I have about six members in my Reserve unit who are approaching 20 years who are in their mid-40s, but really don't know which way to go. I know if they go IRR, they are still eligible for ADT, courses for points, 15 points per year membership, etc., but lose SGLI, have to continue to reenlist until they reach the age of 60, and things like that. The manual doesn't really spell it out, so I was wondering if you had anything handy which does? I know from your great article on retirement, RET-2 is spelled out, but I can't remember seeing anything recently on IRR. I have a couple of active duty yeomen helping me on this, but they both said they were not that familiar with it either. If you could guide me in the right direction I would greatly appreciate it.

— PSCS Robert Helms, USCGR
Johnson, Neb.

Ed's note: You're correct in that The Reservist has done quite a bit on RET-2, but nothing recently on IRR. Thank you for the idea. The Reserve Policy Manual,

COMDTINST M1001.28, discusses the IRR in Chapter 1-C-3 as well as in other chapters. Due to your concern, the RPM is being expanded in this area. According to CAPT Frank Buckley, Chief, Office of Reserve Affairs, when you serve in the IRR, you earn at least 15 points per year, but you are not counted as a Selected Reservist. Also, as an IRR member, you're available to come back into the Coast Guard Reserve if the needs of the service permit, etc. Essentially, if you choose the IRR, you keep a door open.

SMOKY OF SEA BUMPER STICKERS

Remember the Coast Guard mascot Smoky of the Sea? I sure do. Recently, I went looking for a bumper sticker to put on our new used rig. I wanted the ones that say "Smokies of the Sea" & "You Sink 'Em, We Save 'Em." No matter where I went or who I called, no one has a clue where I can get one. I would really like to have some of those fun bumper stickers. Can you help me?

— YN1 Helen McDowall, USCGR
Tacoma, Wash.

Ed's Note: We checked with Marianne Drainer, Merchandise Manager at the Coast Guard Exchange System's Special Orders in Cleveland. She told us these bumper stickers are still available and can be ordered through Coast Guard Special Orders at 1-800-242-9157, ext.

3017.

STILL SALUTING SLOAN

Thank you for running the informative article on Sloan Wilson (April/May *Reservist*). I've read and reread *Ice Brothers* and recommended it to several fellow Coasties. I'm very pleased that he was honored with the article. I think it was the most enjoyable I've seen in my years reading *The Reservist*.

— LCDR J.S. Becker, USCGR (Ret.)
Seattle, Wash.

CORRECTIONS/CLARIFICATIONS

In the November *Reservist*, FSCM Michael W. Nelson of D8 was erroneously listed in the Retirements as RET-1 — he has not yet retired. Following publication of the December issue, an astute reader called in to say he thought *The Coast Guardsman's Creed* phrase concerning "work or deed," should read by "word or deed." We agree, but have never found a primary source document to correct that, if it is in fact an error. Also, the same reader said the Coast Guard Stripe (page 4, December 2000) would change depending on what side of a Coast Guard cutter you were looking at. In other words, the blue stripe would be to the left on the starboard side, and to the right on the port side. The Non-Commissioned Officers Association was omitted from the Military Coalition list on page 15 of the December issue. NCOA can be contacted at 703-549-0311 or via the Web at www.ncoausa.org

FLORIDA

The Sunshine State



Since “Plate of the Month” began in January 1998, Coast Guard Reservists from Florida have been one of the most enthusiastic groups, submitting a total of 11 plates for publication (Virginia had 12 published in June/July 1999). The plates of Reserve CAPTs Eleanor L’Ecuyer and Tom Grant were already featured in the November 1998 and November 1999 issues, respectively.

St. Augustine, Fla., America’s oldest city (1565), is also considered by many to be the birthplace of the Coast Guard Reserve. One of the first classes to

graduate from Officer Indoctrination School did so at St. Augustine in May 1941 at the old Ponce de Leon Hotel, now part of Flagler College. CAPT Richard Bacchus, first Coast Guard Reserve officer, graduated in that class, and is featured in this issue. As we celebrate the CGR 60th birthday this month, let’s salute the 10 Coast Guard Reservists with Sunshine State plates! Some of them have waited a long time to see this in print, so we salute them all and hope they enjoy their moment “in the sun!”



Name: CAPT Robert C. Buckles, USCGR
Units: MSO Tampa, Fla. & D7 Marine Safety Division
Hometown: Bradenton, Fla.

CAPT Buckles has over 30 years in the military, having started in the Rhode Island National Guard in 1969. His current “CAPT Rob” plates are attached to his 1999 Honda GL1500 Gold Wing motorcycle that he rides year-round in Florida. When he pulls up on his bike for a fishing vessel exam, not only is it more fun, but he says he thinks the fishermen accept him a little faster than if he pulled up in a government vehicle. He will retire from the CGR in June 2001.

DRIVER'S LICENSE

FLORIDA

The Sunshine State



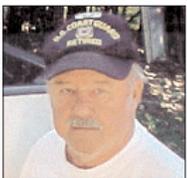
Name: CPO Van “Ivan” Hartwell, USCGR(Ret.)
Unit: Various D7 units
Hometown: Palmetto, Fla.

Chief Hartwell retired from the Coast Guard Reserve in 1995 after 25 years active and reserve service. During his career, he served on many space shuttle operations, loadings in Charleston, S.C. and Jacksonville, Fla., during the Mariel Boatlift and the *CGC Blackthorn* investigation. Now, he runs a residential cleaning business called Hartwell Hired Hands Cleaning. His Florida plate, “USCG 7,” can be construed two ways — Coast Guard 7th District or E-7, both of which fit nicely.

DRIVER'S LICENSE

FLORIDA

The Sunshine State



Name: Gerald L. “Jerry” Corbett, USCGR(Ret.)
Unit: Retired
Hometown: Ocala, Fla.

This retired Coastie has two USCG-related plates: “USCG RET” and “USCG CXN.” He couldn’t believe both of these plates were not taken when he requested them. Corbett currently serves as an Auxiliary State Trooper in Florida. He says being retired is great!

DRIVER'S LICENSE

FLORIDA

The Sunshine State



Name: MK1 Donald R. Kessel, USCGR
Unit: Station St. Petersburg, Fla.
Hometown: Bradenton, Fla.

MK1 Kessel purchased specialized USCGR plates in 1990 when he moved to Florida. Originally, he obtained “USCGR 98,” which stood for the year his enlistment ended as well as his 20 years of service. Then when he reenlisted for four more years, he obtained “USCGR 02.” In 2002, he will order “CST GRD RET” when he turns 60 and retires after 25 years in the military.

DRIVER'S LICENSE

FLORIDA

The Sunshine State



Name: MCPO Tom Grant, USCGR(Ret.)
Unit: MSO Jacksonville, Fla.
Hometown: Jacksonville, Fla.

MCPO Grant served 42 years in the Coast Guard Reserve before retiring Oct. 23, 1999. He keeps “MCPO” plates on his Dodge Caravan fastened with a USCG license plate holder. During his Reserve career, he served as a team leader in charge of military explosive handling, supported shuttle operations, conducted seminars, and worked on Sea Partners. He continues to serve in the Coast Guard Auxiliary.

DRIVER'S LICENSE

FLORIDA

The Sunshine State



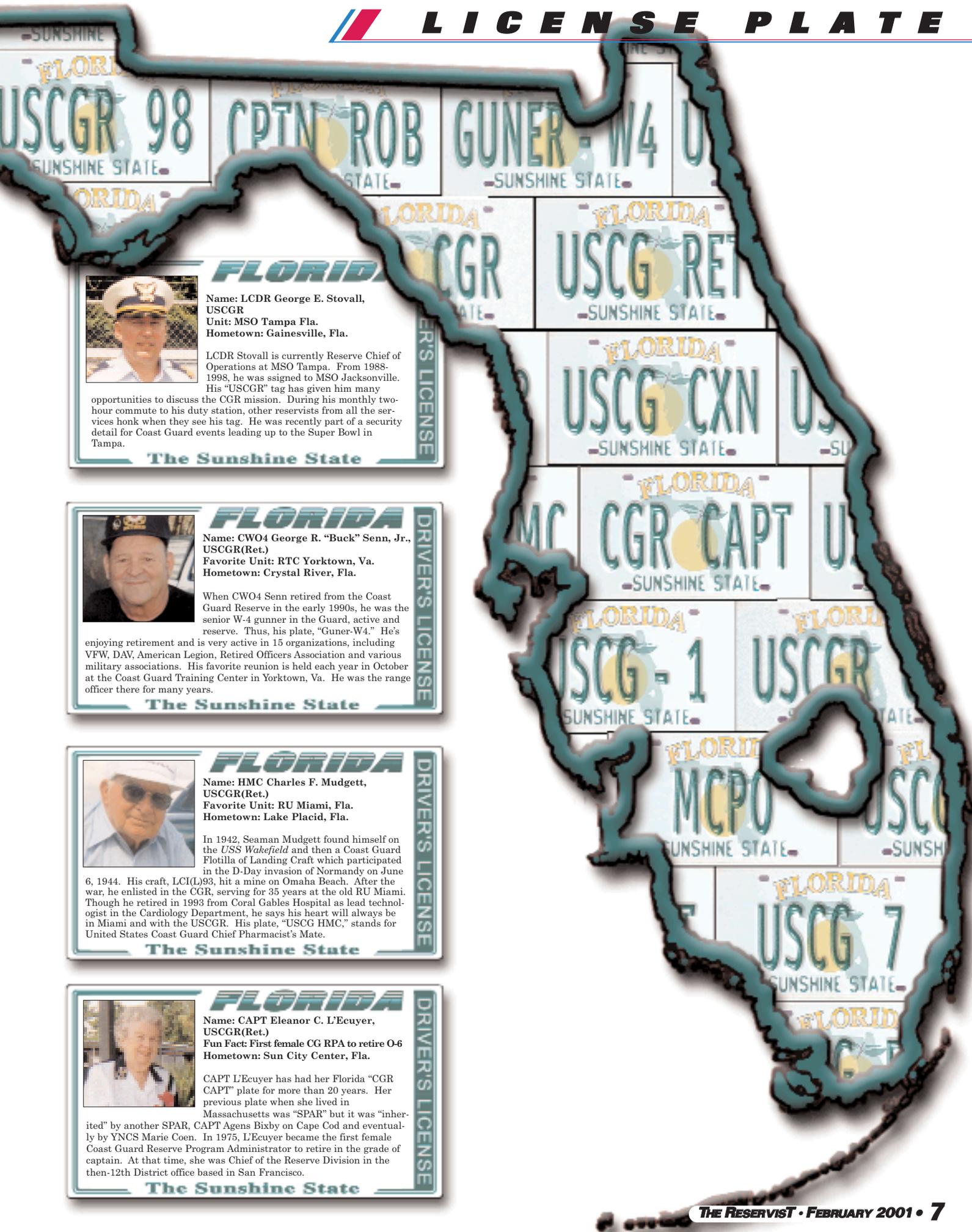
Name: CWO3 Marc J. Lang, USCG
Unit: MSO Jacksonville, Fla.
Hometown: Jacksonville, Fla.

CWO3 Lang is originally from Miami and proudly displays his Florida “USCG 1” plates on his 1991 Chevrolet Blazer. He has had the plates for many years. March 2001 will mark 29 years in the Coast Guard and Reserve. He’s currently a marine inspector for U.S.-flagged vessels at MSO Jacksonville.

DRIVER'S LICENSE

FLORIDA

The Sunshine State



Name: LCDR George E. Stovall,
USCGR
Unit: MSO Tampa Fla.
Hometown: Gainesville, Fla.

LCDR Stovall is currently Reserve Chief of Operations at MSO Tampa. From 1988-1998, he was assigned to MSO Jacksonville. His "USCGR" tag has given him many opportunities to discuss the CGR mission. During his monthly two-hour commute to his duty station, other reservists from all the services honk when they see his tag. He was recently part of a security detail for Coast Guard events leading up to the Super Bowl in Tampa.

The Sunshine State

DRIVER'S LICENSE



Name: CWO4 George R. "Buck" Senn, Jr.,
USCGR(Ret.)
Favorite Unit: RTC Yorktown, Va.
Hometown: Crystal River, Fla.

When CWO4 Senn retired from the Coast Guard Reserve in the early 1990s, he was the senior W-4 gunner in the Guard, active and reserve. Thus, his plate, "Guner-W4." He's enjoying retirement and is very active in 15 organizations, including VFW, DAV, American Legion, Retired Officers Association and various military associations. His favorite reunion is held each year in October at the Coast Guard Training Center in Yorktown, Va. He was the range officer there for many years.

The Sunshine State

DRIVER'S LICENSE



Name: HMC Charles F. Mudgett,
USCGR(Ret.)
Favorite Unit: RU Miami, Fla.
Hometown: Lake Placid, Fla.

In 1942, Seaman Mudgett found himself on the *USS Wakefield* and then a Coast Guard Flotilla of Landing Craft which participated in the D-Day invasion of Normandy on June 6, 1944. His craft, LCI(L)93, hit a mine on Omaha Beach. After the war, he enlisted in the CGR, serving for 35 years at the old RU Miami. Though he retired in 1993 from Coral Gables Hospital as lead technologist in the Cardiology Department, he says his heart will always be in Miami and with the USCGR. His plate, "USCG HMC," stands for United States Coast Guard Chief Pharmacist's Mate.

The Sunshine State

DRIVER'S LICENSE



Name: CAPT Eleanor C. L'Ecuyer,
USCGR(Ret.)
Fun Fact: First female CG RPA to retire O-6
Hometown: Sun City Center, Fla.

CAPT L'Ecuyer has had her Florida "CGR CAPT" plate for more than 20 years. Her previous plate when she lived in Massachusetts was "SPAR" but it was "inherited" by another SPAR, CAPT Agens Bixby on Cape Cod and eventually by YNCS Marie Coen. In 1975, L'Ecuyer became the first female Coast Guard Reserve Program Administrator to retire in the grade of captain. At that time, she was Chief of the Reserve Division in the then-12th District office based in San Francisco.

The Sunshine State

DRIVER'S LICENSE



LOOKING BACK, SHAPING OUR FUTURE

The 19th of February marks the 60th birthday of the U.S. Coast Guard Reserve. The world has changed remarkably since the first reservists were recruited and trained

in early 1941, only months before the surprise attack on Pearl Harbor plunged this nation into World War II. Coast Guard Reservists answered the call then as they do now. Over 184,000 reservists served in every theater of the war, from escorting convoys in the Atlantic to conning the landing craft that carried U.S. troops to the beaches of the Pacific. Reservists also manned yachts and other craft of opportunity to help counter the U-boat threat in the Atlantic and patrolled beaches on horseback and on foot ensuring that enemy agents did not come ashore.

After the war, our Reserve force was neglected. Members were discharged and units dissolved as Americans turned their attention away from the rigors of war and looked toward a future bright with the prospect of building a better life in the new prosperity. We owe a great deal to those reservists who resolved to keep the program alive during that period. Drilling voluntarily, without compensation and willingly giving of their own time, they continued to train and maintain their military skills. They kept the vision alive that the opportunity would arise when the Reserve would once again be called upon to augment active military forces to protect the nation's security.

The Korean War presented that opportunity. Realizing the need to protect America's vital port and waterway infrastructure, Port Security training units were born, drill pay established, and funds allocated for uniforms, training, and equipment.

The establishment of the augmentation training program in the early 1970s created a cost-effective way for reservists to receive meaningful training from their active duty counterparts, while delivering extra manpower support. This program set the stage for our current *Team Coast Guard* force integration model.

Over the years, Coast Guard Reservists have answered the call to help maintain national security, save lives and property, and help others. From the Mariel Boatlift in 1980 to Desert Shield and Storm in

the 1990s, from countless recalls for hurricane disaster relief to recovery operations for commercial airline accidents, reservists are always there to help carry out Coast Guard missions. As I write this, our reservists are deployed to the Middle East, exercising their port security expertise by providing vital force protection for the Navy.

Reservists are also working full time throughout the Coast Guard today, meeting the manpower needs of the Active Component by filling critical billets in all mission areas.

Today, America faces new threats that come from sources our predecessors could not have imagined. As the world's only superpower, we are no longer singularly threatened by the military forces of any one nation. Our national security focus has turned toward countering asymmetric threats posed by individuals, or small groups bent on eroding our natural sense of security here at home. There is a very real danger that rogue states and international criminals will use any means possible to disrupt our daily life to gain attention for their cause or simply to conduct criminal activity. Threats abound and the list is long. There is a potential for the use of weapons of mass destruction (WMD), including biological, and chemical devices. Narcotic trafficking and potential mass illegal immigration continue to be valid concerns. Because over 90 percent of our imports are carried through U.S. ports, most of the physical threats to our nation may arrive by sea. The Coast Guard will continue to play an important, front line role in ensuring America's maritime security.

The Coast Guard Reserve will be there also.

The national defense community is swiftly recognizing that in order to maintain America's security, there must be more emphasis on protecting our strategic assets here at home. This month, I will serve as moderator to a special panel discussion at the Reserve Officers Association Mid-Winter Conference. The discussion will focus on Homeland Security, and how the Coast Guard roles and missions fit into this new construct.

I am proud to serve as your Director of Reserve and Training during this particular milestone in Coast Guard Reserve history. I look forward to working with you to ensure the Coast Guard Reserve is there, trained, ready, and properly equipped to assist in the assurance of America's national security. Our service has a challenging future and very important work ahead.

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

COAST GUARD PARTAKES IN PRESIDENTIAL INAUGURAL AMIDST POMP, PAGEANTRY AND PROTEST

WASHINGTON, D.C. — Hundreds of Coast Guardsmen took part in the 54th Presidential Inauguration as **President George W. Bush** became our nation's 43rd president at noon on Saturday, Jan. 20.

Approximately 25 Coast Guardsmen served as ushers for the swearing-in ceremony at the Capitol. Dressed in Service Dress Blue, trench coats, and combination covers, they marched onto the Capitol grounds at 8:15 a.m. Shortly after 9 a.m., they began seating foreign and domestic dignitaries as well as members of the media in Sections 1-4, the closest to the podium.

"It was a great honor to participate in this event," said **YNC Jamie Rambo**, USCGR, who served as an usher. "It was a little nasty out there in the rain and cold, but it certainly was memorable."

Ditto for **BMC Mark Allen**, USCGR, who also served as an usher.

"I was honored, especially because we members of the Coast Guard were closer to the president than any other service, and because we were able to participate in such a historic event," said Allen.

Three Coast Guardsmen were part of a military assistance group who served as escorts for high-level officials. Others from the USCG Honor Guard served as part of a joint color guard and joint honors guard at the Capitol.

Another group of about 100 enlisted Coast Guardsmen served as part of the joint services cordon for the parade from the Capitol, up Pennsylvania Avenue to the White House. Their job was to provide a military presence along the parade route and to render honors to the flag and commander in chief. Enlisted Coast Guardsmen served alongside enlisted personnel from the other four services.

SK2 Melissa Armistad, USCG, was one of the cordon members standing in front of a group of protesters along the parade route.

"It was a little scary at first," said Armistad. "They threw some things and made a lot of noise, but nothing really came of it and I was fine."

MCPOCG Vince Patton was also slated as a parade-side commentator and liaison to the media, but his duties were curtailed when protesters forced him to vacate the area. Meanwhile, when some protesters took down some U.S. flags and replaced them with "anarchy" flags at the U.S. Navy Memorial on Pennsylvania Avenue, a retired Navy veteran stepped in to wrestle the U.S. flags away from the demonstrators. He handed them to Park Police, telling them he was outraged that the flags were taken down. He then disappeared into the crowd and later told Park Police he wished to remain anonymous.

An additional 37 Coast Guardsmen served as part of the Armed Forces Inaugural Committee, including **CAPT Mike Brown**, senior Coast Guard person at AFIC and deputy director of ceremonies. AFIC is a temporary joint service command that plans, organizes and coordinates all of the ceremonial military participation in the Inauguration. These Coast Guardsmen worked "behind the scenes" to coordinate seating and organize Coast Guard participation in the swearing-in ceremony and parade.

"It went very smoothly," said Brown. "We were happy to participate and to help give the American people an Inauguration they can be proud of. And while the Coast Guard was small in number, we played an important role."

A presidential escort preceded the parade, including a Coast



A Coast Guard Honor Guard platoon marches up Pennsylvania Avenue during the Inaugural Parade in Washington, D.C. Jan. 20. This unit is part of the Presidential Escort which leads the new president to the White House from the Capitol after his inauguration.

Guard Honor Guard platoon from Alexandria, Va. Representing the Coast Guard Reserve was **RADM R. Dennis Sirois**, Director of Reserve & Training, who marched with flag officers from the other services.

Marching along with 11,000 people in the rain-soaked parade was the Coast Guard Band, who played *Semper Paratus* continuously down the mile-and-a-half parade route. The band, which has marched in every Inaugural parade since **President Herbert Hoover's** in 1929, also played at the Texas Inaugural Ball later that night. Also marching in the parade were cadets and officer candidates from the Academy in New London, Conn. and recruits from TRACEN Cape May, N.J. **ADM James Loy** sat in the parade reviewing stand at the White House.

Another Coast Guard Honor Guard platoon was on hand at Andrews Air Force Base for **President Clinton's** departure ceremony.

And then there was CG Reservist **CWO4 James Roberts**, currently serving at Headquarters. Roberts wasn't part of the formal festivities, but attended anyway.

"I went down to the Mall because I thought it would be neat to be part of such a historic event," said Roberts. "Despite the weather, I really enjoyed it."

To ensure things would go smoothly on Inauguration Day, a dress rehearsal was held early on Sunday morning, Jan. 14 — a colder day, but dry. Six days later, the Inaugural ceremony was held on the west front of the Capitol; prior to 1981, it was held on the east side. The 20th Amendment to the U.S. Constitution moved the Inauguration from March 4 to Jan. 20 to shorten the length of transition between presidents.

Coast Guard Band Director **CDR Lewis Buckley**, who has participated in eight inaugurals, may have summed up the day's activities best.

"To call it a major event doesn't begin to do it justice," said Buckley. "It's always thrilling to be marching by the president and see our commandant standing there with him."

Ed's note: See the January 2001 issue for a special inaugural USCGR License Plate featuring MCPO Linda Reid and the December 2000 issue for a story on reservist AVT1 Randall Myers, who served as a pilot during the presidential campaign for then-Governor George W. Bush. More photos can be viewed at: www.afic.army.mil.

DEPLOYMENT UPDATE: MORE RESERVISTS HEAD TO MIDDLE EAST

PORT CLINTON, Ohio — Approximately 20 more Coast Guard Reservists deployed to the Middle East in late January. They are part of a second wave of Coast Guardsmen from PSUs 309 and 307 deployed to the region.

RADM James D. Hull, Commander, 9th CG District traveled to Port Clinton to meet with PSU 309 members Jan. 22. He ceremoniously presented each with the D9 logo pin, and thanked them personally for their sacrifice and devotion to duty and country.

The first group of 37 reservists attached to PSU 309 deployed Dec. 13 (see January 2001 *Reservist*). Detachment Blue was called up in mid-December to bolster the U.S. military presence in the region after the October bombing of the *USS Cole* in a Yemen port. They



Photo by TC3 Rob Holden, USCGR

are providing waterborne and shore security for U.S. and allied ships as part of a joint U.S. Navy and U.S. Coast Guard port security operation called *Operation Southern Watch*.

— By PO Chris Grooms and BM2 Eric Drake

FIRST DOD RESERVE FAMILY READINESS AWARDS ANNOUNCED; PSU 309 IS CGR RECIPIENT

WASHINGTON, D.C. — The Department of Defense announced the recipients of its first Reserve Forces Family Readiness Award Jan. 19. The award was established to recognize the top unit in each Reserve component. PSU 309, Port Clinton, Ohio, was recognized from the Coast Guard Reserve.

One unit from each Reserve component was selected based on its demonstrated ability to favorably affect family support and readiness, together with the mission readiness and unit capability. Units must have a comprehensive family readiness program that demonstrates the interdependence between mission readiness and family readiness.

Accepting the award on behalf of PSU 309 was unit ombudsman **Anita Wozniak** at a Jan. 19 Pentagon ceremony. Wozniak is the spouse of **MCPO Walter Wozniak**, PSU 309 Command Master Chief, currently deployed along with members of PSU 309 to the Middle East. Also attending was **RADM Dennis Sirois**, Director of Reserve and Training, **CAPT Wayne Buchanan**, Chief of Defense Operations, and **Charles Cragin**, Assistant Secretary of Defense for Reserve Affairs.

“More than any time in the past, the increasingly high operations tempo of our Reserve servicemembers requires a bond between family readiness and the member’s ability to pay full attention to the military mission,” said **Charles L. Cragin**, principal deputy assistant secretary of Defense for Reserve Affairs. “This new award recognizes that vital linkage.”

The award selections were based on the strength of each



Photo courtesy OADS (Reserve Affairs)

Left to right, **CAPT Wayne Buchanan**, **Jennifer Wozniak**, **Charles Cragin**, **Anita Wozniak** and **RADM R. Dennis Sirois** at the Pentagon Jan. 19.

unit’s family readiness program and how well it supports a high state of mission readiness. Also, a mixture of measurable and quantifiable factors were considered, including how well the program could support anyone from any Service who may need assistance. Direct unit commander involvement also was a key indicator of a program’s effectiveness.

“This award is another important step in the Department’s continuing

effort to recognize the Reserve components as full partners of the Total Force,” said Cragin. National Guard and Reserve members are particularly aware of the need for family integration into their unit’s mission. They have military and civilian careers and they must rely on their family readiness programs to assist them in preparing their loved ones for their absence while performing military duty.”

Units selected from the other Reserve components include: Army National Guard, Battery E (Target Acquisition), 161st Field Artillery, located in Great Bend and Larned, Kan.; Army Reserve, 530th Military Police Battalion, Omaha, Neb.; Naval Reserve, Patrol Squadron 64, Naval Air Station Joint Reserve Base, Willow Grove, Pa.; Marine Corps Reserve, I Marine Expeditionary Force Augmentation Command Element (MACE), Camp Pendleton, Calif.; Air National Guard, 168th Air Refueling Wing, Fairbanks, Alaska; Air Force Reserve, 482nd Fighter Wing, Homestead Air Reserve Base, Fla.

— Pentagon Public Affairs, OASD (RA)

IN SUPER BOWL OF RESERVE OFFICERS, BALTIMORE WINS AGAIN



**2000
OUTSTANDING
JUNIOR
OFFICER
AWARD!**
CWO2 (ENG.)
BRANCE L.
McCUNE
MSU, ELC
BALTIMORE

CWO2 (ENG) *Brance L. McCune* is the recipient of the Coast Guard Reserve's 2000 Outstanding Junior Officer award. This national award, sponsored by the Reserve Officers Association since 1983, is presented to the junior officer judged to be the most outstanding based on exemplary performance of Coast Guard duties, civic accomplishments, demonstrated leadership ability, and notable contributions to the Coast Guard.

As executive officer of Mobile Support Unit in Baltimore, McCune led a team of 36 people during the unit's planning and execution of OPSAIL 2000. He is currently on EAD at ELC Baltimore.

McCune is an active leader in his community, serving in several mentoring programs for young adults as well as a Habitat for Humanity volunteer, and assisting local food banks. He was nominated for the award by the Office of Naval Engineering.

In civilian life, the 46-year-old McCune works in technology education teaching computer-aided design at Boonsboro, Md. High School. For 11 years, he was a project coordinator for the Washington County Trades Foundation supervising the construction of student-built homes. He also owns his own business: McCune Contracting Inc., and holds a bachelor's degree in education, a master's degree in rehabilitation counseling, and is working on his doctorate in educational leadership.

"Many thanks to the United States Coast Guard, Reserve Officer's Association and the members of the ELC Mobile Support Unit for bestowing upon me this great honor," said McCune. "I do not feel this award is merely a reflection of the ability of an officer, rather a depiction of the caliber of units with which he has the privilege to serve. It is through the dedication and hard work of these men and women that our achievements are made possible. I am truly humbled by this experience."

McCune lives in Martinsburg, W.Va., with his wife, *Debbie*. They have two children: *Jennifer*, 26, and *Brance, Jr.*, 21, a student at West Virginia University. He was recognized along with other OJO nominees at the ROA Mid-Winter Conference in Washington D.C. in early February. ALCOAST 493/00 (272123Z DEC 00) announced the award winner.

2000 OJO Nominees

District —
Name/Unit
D1

LT Mike Ferullo
MSO/GRU Long
Island Sound

D5

LTJG Shawn
McGlinchey
MSO Philadelphia

D7

LT Mary Merlin
MSO Tampa

D8

LT Ralph Connor
MSO New Orleans

D11

LT Mark Ames
CGC Buttonwood

D13

LTJG Layla Grassley
MSO Puget Sound

MLCLANT

LT Lee Scruggs

Office of Naval
Engineering
CWO2 *Brance L.*
McCune
MSU, ELC Baltimore

MEETING AND GREETING THE NEW SEC DOT



New Department of Transportation Secretary Norman Mineta, center, greets Coast Guardsmen as they come into work at Coast Guard Headquarters on Jan. 30 along with Commandant, ADM James M. Loy, right. Born in San Jose, Calif. in 1931, Mineta was interned at a Japanese relocation center in Wyoming during World War II. His appointment as DOT Secretary was approved by the U.S. Senate shortly after confirmation hearings Jan. 24.

FIRST COAST GUARD DISTRICT/ISC BOSTON SELECTED 2000 WAESCHE AWARD RECIPIENT

For the first time since 1994, the 1st Coast Guard District has been selected as the recipient of the 2000 ADM Russell R. Waesche Award. Sponsored by the Reserve Officers Association, this award recognizes the Coast Guard District and supporting Integrated Support Command judged to be the most supportive of a totally integrated Coast Guard military force, demonstrated by their effective use, management, and support of the Reserve component.

Noteworthy examples of mission performance in the areas of operations, marine safety, force management and financial management revealed numerous integrated workforce accomplishments by D1/ISC Boston. These include the highly effective leveraging of reservists to meet the surge requirements created by OPSAIL 2000, superior RPAL billet management, financial planning and budget execution, as well as the development of measurement tools to gauge Reserve participation and track qualifications.

The 1st District has now won the Waesche Award five times: 1968, 1979, 1993-94 and 2000. The award, established in 1961, was presented to **CAPT Alan Brown**, 1st District Deputy Chief of Staff, and **CAPT Surran Drew Dilks**, Commanding Officer of ISC Boston, at the Reserve Officers Association Mid-Winter Conference in Washington, D.C. in early February.

"The Reserve program and the reservists in the 1st Coast Guard District are truly integrated throughout every segment of our operations and support," said RADM Naccara. "The surge capabilities we possess through our reservists are unparalleled in any other service and the American public can be proud of the value they receive by the professional, qualified and dedicated efforts of our reservists. It is important to remember that the Coast Guard is a second job for our reservists and their families and employers also share in their efforts to serve the American public."

CAPT Dilks added: "This award is a testament to the dedication and devotion to duty of the men and women of the Coast Guard Reserve assigned to the First Coast Guard District. The participation of the Coast Guard Reserve in the many Coast Guard operational and logistics endeavors (OPSAIL/Tallships, TOPOFF, EA990 to name a few) directly contributed to the high level of success we enjoyed."

The Headquarters Reserve External Awards Panel, comprised of active and reserve officers and enlisted personnel, selected this year's Waesche Award winner, announced in ALCOAST 492/00 (272119Z DEC 00).



Established in recognition of the exceptional foresight, understanding and wisdom of ADM Russell R. Waesche in conceiving, planning and developing the Reserve of the United States Coast Guard. Presented to the Commandant, USCG by the Coast Guard Affairs Committee of the Reserve Officers Association. Awarded annually to a Reserve District for Outstanding Achievement.



2000 WAESCHE AWARD!

FIRST
COAST GUARD
DISTRICT

ISC BOSTON

SHOWING THE COLORS FROM *USS CENTAURUS*

RADM R. Dennis Sirois, Director of Reserve and Training, displays a 48-star U.S. flag at an Oct. 28 reunion in Alexandria, Va.

honoring Coast Guardsmen who served aboard USS Centaurus (AKA 17) during World War II. The flag flew on the ship at commissioning in 1943 and decommissioning in 1946. Centaurus, almost fully manned by Coast Guardsmen during the war, received six battle stars for war service. Sirois was keynote speaker at the reunion banquet.



Photo courtesy Ben Rappa & Adam Sluis

SUMMERSTOCK 2001

Summerstock is an excellent opportunity for fully-qualified boat crew members. It's also ideal for students and teachers seeking full-time summer employment. During the summer of 2001, billets listed below are available from May 21 through Sept. 30 (each station may vary slightly). Orders are authorized for continuous periods of 60 days or more. Personnel with previous Summerstock 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 they will be accepted until all billets have been filled. Ensure that the following information is listed on your CG-3453:



Station(s) requested, duration in days, servicing PER-SRU (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 indicate exactly where the Summerstock yeoman should address messages to request preparation of orders. The Summerstock point of contact is YN1 Patricia Feeney,

D9 (osr) at 216-902-6116. E-mail:

pfeeney@d9.uscg.mil. Check out the Summerstock Web site at:

<http://cgweb.lant.uscg.mil/d9/o/osr/summerstock.htm>. Advance copies of CG-3453 are encouraged and may be faxed to the Summerstock Yeoman at 216-902-6121.

WISCONSIN

Bayfield (4)

Washington Island (5)

MICHIGAN

Alpena (1)

Holland (4)

Harbor Beach (5)

Marquette (2)

St. Joseph (1)

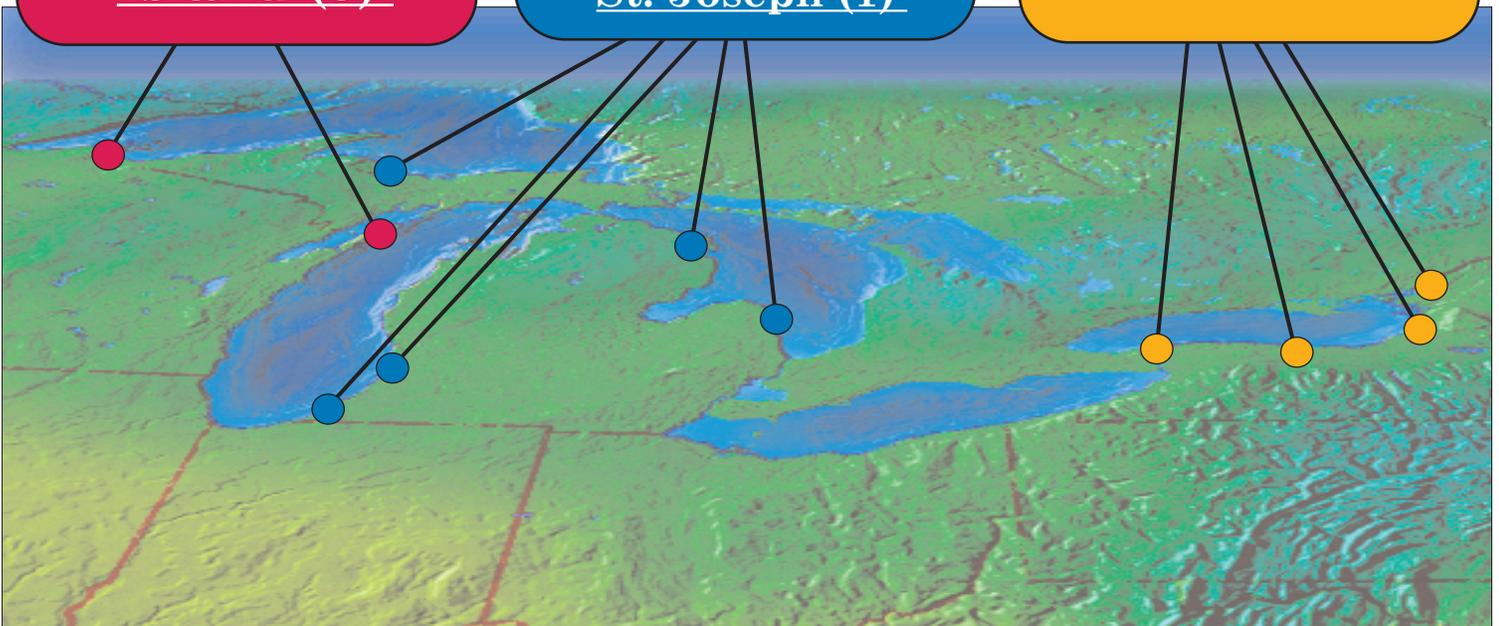
NEW YORK

Alexandria Bay (4)

Niagara (4)

Sackets Harbor (1)

Sodus Point (1)





“There is hereby created and established a United States Coast Guard Reserve (hereinafter referred to as the “Reserve”), the purpose of which is to provide a trained force of officers and men which, added to regular personnel of the Coast Guard, will be adequate to enable that service to perform such extraordinary duties as may be necessitated by emergency conditions.”

– *Coast Guard Auxiliary and Reserve Act*
Title II, Section 201

Passed Feb. 19, 1941, by 77th Congress of the United States

Highlights from Our History, 1941-2001

By *LTJG John L. Parkhurst,*
USCGR

Editor’s note: As the Coast Guard Reserve celebrates its 60th birthday Feb. 19, 2001, The Reservist takes a look at some of the significant events, programs and personnel that comprise the history of the Coast Guard Reserve. The following article, originally written in 1985 by former Reservist editor LTJG John L. Parkhurst, gives a sweeping overview of the Coast Guard Reserve’s history. Parkhurst’s article, reprinted in February 1991 for the 50th birthday, is reprinted here again with a section added on the 1990s.



In its inception 60 years ago, the Coast Guard Reserve bore little resemblance to the organization that today augments its Active Duty counterpart in nearly all mission areas. To understand the origins of today’s Coast Guard Reserve, it is necessary to trace the history of the Coast Guard Auxiliary, since both organizations were one and the same between the years of 1939 and 1941.

The original Coast Guard Reserve Act was signed into law June 23, 1939, thus creating the Coast Guard Reserve. It was then a non-military service comprised of volunteer boat owners and yachtsmen tasked with promoting seamanship and boating safety — in essence, they were tasked with performing the missions of today’s Auxiliary.

With passage of the Auxiliary and Reserve Act of 1941,

both organizations were given separate identities and have operated under basically the same guidelines since. This Act, signed on Feb. 19, is today recognized as the event that marks the birthday of the Coast Guard Reserve. It designated the Reserve as a military branch of the Active service, while the civilian volunteers, formerly referred to as the Coast Guard Reserve, became the Auxiliary. The Auxiliary recognizes the date of the original Reserve Act, signed on June 23, 1939, as their birthday.

The Auxiliary and Reserve Act of 1941 was timely. European hostilities had escalated and the ominous clouds of wartime activities drew nearer to the U.S. Atlantic coast. When President Roosevelt declared an Unlimited National Emergency May 27, 1941, the Coast Guard Reserve was already established, and the Coast Guard was ready for the imminent influx of needed wartime personnel.

The Coast Guard began operations under the Department of the Navy on Nov. 1, 1941. For the duration of the war, all personnel enlistments and commissions in the Reserve were for the duration of the war plus six months.

The regular Coast Guard consisted of Academy graduates and personnel who had enlisted prior to the outbreak of hostilities. The full-time, Active Duty “regular reservists” served side by side with their regular Coast Guard shipmates in all phases of wartime operations, from manning Coast Guard and Navy ships, to acting as coxswains on invasion landing craft. Their service and heroics were present from Iwo Jima and Guam, to Normandy and North Africa.

By the end of the war, there were 6,800 Reserve Officers, 300 Reserve Warrant Officers, and over 135,200 Reserve enlisted. These totals outnumbered the regular Coast Guard by over five to one.

Temporary Reservists

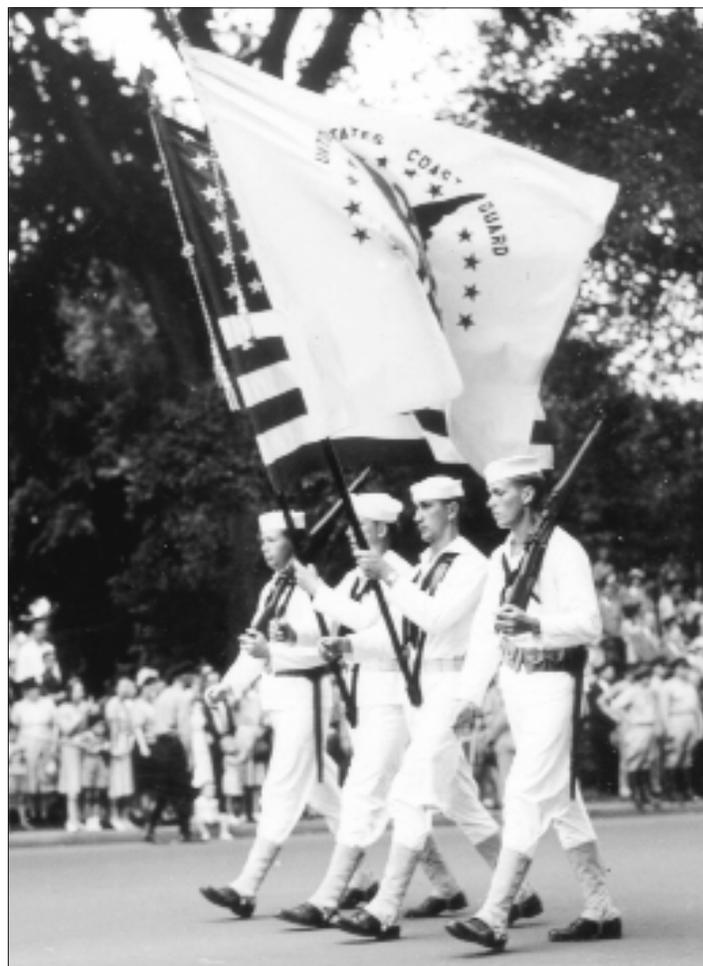
To release the great numbers of regulars and regular reservists needed for sea and combat duty, the Auxiliary and Reserve Act was once again amended in June 1942. This amendment activated the “Temporary Reserve,” by authorizing the enrollment of volunteers for full-time, or intermittent/part-time duty in the Coast Guard Reserve. The Temporary Reserve (TR) was designated as USCGR(T), and though TRs were furnished uniforms, their service was strictly voluntary, and most were unpaid.

Following President Roosevelt’s invocation of the Espionage Act of 1917, and the passage of the Dangerous Cargo Act, the Coast Guard was tasked with the protection of all U.S. ports and harbors. The majority of Temporary Reservists were involved in this mission area — port security — throughout the duration of the war. It was a mission so critical that it claimed one fifth of the Coast Guard’s total wartime personnel force.

Harbor patrols carefully checked and identified all waterborne traffic, removed hazards to navigation, kept restricted areas clear, assisted craft in difficulty, and transported officials such as Coast Guard officers, pilots and inspectors. Harbor protection, however, extended far beyond the surface patrols. In fact, the vast majority of port security personnel served on wharves, piers, at shipyards and other waterfront installations.

To expand its control and authority, as well as enhance security, the Coast Guard also enrolled members of key civilian occupations in the Temporary Reserve. They were also given uniforms, but did not receive military pay. They continued in their normal occupational roles and received their regular civilian compensation. Many of them were harbor pilots, merchant marine inspectors, and civil service employees filling important positions at Headquarters. The largest group of TRs were the “Coast Guard Police,” who guarded waterfront plants, installations, and shipyards.

Although not fully accepted by the regulars at first, over time the TRs proved their worth, and were eventually respected and trusted. The vast pool of knowledge they possessed, due to the diversity of their civilian occupations, allowed them to find solutions and solve a wide variety of problems. They were not draftees — they were serving because they wanted to do their part, and their



conscientious and tenacious attitude reflected their volunteer spirit. ADM Russell R. Waesche, Commandant of the Coast Guard during the war, likened them to the “Minute Men,” the well known citizen-soldiers of the American Revolution.

VPSF, Beach Patrols and SPARS

Originating July 29, 1942, in Philadelphia, Pa., the first Volunteer Port Security Force (VPSF) was formed. Built around Coast Guard Captain of the Port offices, these volunteers shouldered the brunt of the responsibility for U.S. ports and harbors, keeping a lookout for sabotage or any subversive activity. Serving a minimum of six hours every six days, their operational areas were many: enforcement of anchorage regulations, control of vessel movement, supervision of explosives loading/unloading, firefighting, identification, communications, boardings, and guard details. During the war, VPSF units were established in 22 U.S. ports.

As a shore-based version of the coastal pickets, beach patrols conducted by Temporary Reservists were also important to national security. These volunteers patrolled the coastline, often with horses and dogs, observing all vessel and aircraft activity within sight. They stood watches in lifeboat and signal stations, as well as in lookout towers, and were a valuable part of the coastal communications system. In June 1942, members of these patrols uncovered would be Nazi

saboteurs in New York and Florida (see July 1997 *Reservist*, www.uscg.mil/reserve).

The Auxiliary and Reserve Act of 1941 was once again amended when Congress established the Women’s Reserve of the Coast Guard (Public Law 773), Nov. 23, 1942. It was created to further facilitate the release of men to afloat or other duties. Dorothy C. Stratton, former Dean of Women at Purdue University and a Captain in the Navy’s WAVES (Women Accepted for Volunteer Emergency Service), was appointed to organize this new women’s program.

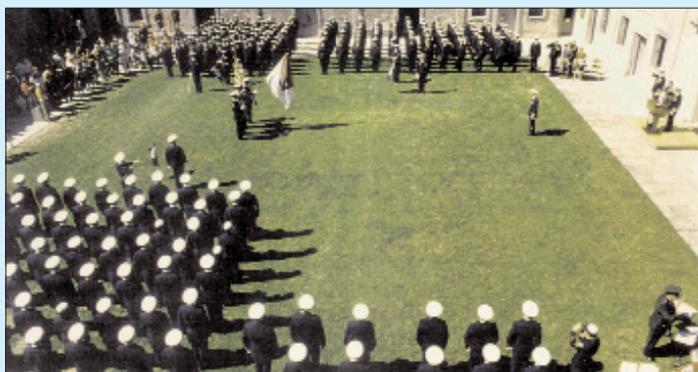
CAPT Stratton came up with the name SPARs, an acronym of the service’s slogan and English translation: “Semper Paratus — Always Ready.” The Navy WAVES’ attire was chosen as the SPARs’ uniform with the Coast Guard shield, collar insignia and buttons replacing the Navy insignia. SPARs enlisted for the duration of World War II plus six months and by war’s end, more than 10,000 had served on Active Duty.

To honor the Women’s Reserve, the Coast Guard launched *CGC SPAR* in Marinette, Wis. on Aug. 12, 2000 (See September/October 2000 *Reservist*). And the words of CAPT Stratton are now etched in glass at the Women in Military Service for America memorial at Arlington National Cemetery. 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.”

St. Augustine: Birthplace of CGR

St. Augustine is arguably the birthplace of the Coast Guard Reserve. Located in northeastern Florida on the Atlantic Ocean, about 40 miles south of Jacksonville, it is the seat of St. Johns county, with a population of about 12,000. It is also America’s oldest city, established in 1565 by Don Pedro Menendez de Aviles, captain of the Spanish fleet. Castillo de San Marcos (the old fort) is one of the many relics of the city’s past. The first Reserve officers drilled, graduated and were commissioned at the old fort in May 1941, including CAPT Richard E. Bacchus, Jr., featured in this issue. Their training was centered in the Hotel Bennett, since demolished to provide a parking lot for the old fort.

Among the instructors at the original Officer Indoctrination School was a junior officer named Louis M. Thayer. Almost 20 years later, in 1959, he became the first commanding officer of the Coast Guard Reserve Training Center at Yorktown, Va. In 1963, he became the first Flag officer to head the Office of Reserve (G-R) at Headquarters. In 1966, as Commander, 7th District, Thayer presided over the Silver Jubilee (25th birthday) of the Reserve in St. Augustine. Eventually, he retired in St. Augustine, and passed away Aug. 9, 1989. In May 1991, the Coast Guard named Thayer Hall at then-RTC



USCG photo

Reservists muster inside Castillo de San Marcos for the Reserve’s 50th anniversary, February 1991.

Yorktown in his memory.

The Coast Guard also trained at the old Ponce de Leon Hotel, now Flagler College in St. Augustine. From 1942-45, thousands of young recruits received their “boot” and advanced training at what was certainly one of the most unusual training stations during World War II. A visitor to Flagler College today will find a permanent display recognizing USCG WWII training activities. The display includes plaques presented to the college by various groups, including the Coast Guard Reserve.



A Beach Patrol team gets final instruction before being sent on patrol. The Beach Patrol was one of the initial uses of reservists.

The Late 1940s and 1950s

The **50's**

Upon the massive demobilization at the end of World War II, all the regular and Temporary Reservists returned to their civilian status. Though some reservists continued to hold informal meetings, no organized Coast Guard

Reserve program existed, nor were there congressional appropriations for maintaining or training a Coast Guard Reserve force. Though the other services were receiving money to maintain Reserve components, the Coast Guard Reserve was an uncertain entity for several years following war's end.

However, many who had served in the Temporary Reserve were enthusiastic about continuing their association with the Coast Guard. They cited idle ships, closed stations, and the long hours and lack of leave of the regulars, all due to a lack of manpower, as evidence that an organized Coast Guard Reserve was necessary.

Even without "official" organization, many officers were maintained on "inactive status" as their names were on file at Headquarters and they could be reached if necessary. Headquarters sought to provide both training for those officers still on the rolls and create an enlisted force. Together, they would serve as the nucleus in fulfilling the Coast Guard's role in the event of another national emergency.

In July 1947, the authority to maintain the Women's Reserve (SPARs) was terminated, due to a repeal of wartime legislation. Furthermore, although the funds requested by the Coast Guard to set up a Reserve were less than one percent of those requested by the other

four services combined, they were continually turned down.

In 1948, however, two motions set the stage for the reemergence of an official Coast Guard Reserve. The first was Public Law 810, approved July 29, 1948, which provided that if a reservist's active and inactive duty in the Reserve totalled 20 years, and the reservist spent a given amount of each year in training, then at age 60 the reservist would be eligible to receive retirement pay. A few months later, on Oct. 15, 1948, President Truman issued Executive Order 10007, which ordered all five services to take strides to stimulate, enlarge, and train their respective Reserve components. In March of 1949, the Navy assigned the Coast Guard certain responsibilities for mobilization and national emergencies.

In the wake of Executive Order 10007, the Coast Guard called a small group of Reserve officers to active duty at Headquarters, and one officer was installed in each district as the Director of Reserve. Recruiting and enlistment procedures began, the districts set up files, and began the necessary administrative work. First attempts were made at organized Reserve training, and in some cities, reservists were formed into active training units. Those reservists living away from metropolitan centers were encouraged to enroll in correspondence courses and attend the Reserve training of other armed services. In November of 1949, the Women's Reserve was reinstated.

Finally, in 1950, the needed money was received when one million dollars of the Coast Guard budget was designated for Reserve training. Two years hence, the Armed Forces Reserve Act of 1952 placed increased emphasis on the Reserve, by defining their missions,

numbers, and composition.

The first Chief of the Reserve Division, under the Office of Personnel at Headquarters, was CAPT John L. Steinmetz from 1950-52. In November of 1953, the first issue of *The Coast Guard Reservist* was published with the purpose stated as “the dissemination of up-to-date information of interest to all Coast Guard Reservists, on active and inactive duty.”

Throughout the 1950s, the Coast Guard Reserve program grew rapidly. In October 1950, the first Organized Reserve Training Unit Port Security (ORTUPS) was established in Boston. Also, Coast Guard Reservists were active in the Korean War, with 675 volunteering for Active Duty in the first year of the conflict alone. The Reserve Forces Act of 1955 established the National Ready Reserve Manpower Pool, to fulfill the needs of the armed forces. The Coast Guard Ready Reserve ceiling was set at 39,600.

The Reserve Forces Act of 1955 also authorized the “2 x 6” and “6 x 8” Reserve enlistment programs. The “2 x 6” recruited personnel for a six-year commitment, with the first two years served on Active Duty. The “6 x 8” program called for an eight-year commitment with the first six months on Active Duty. When not on Active Duty, reservists drilled intermittently and performed ADT for short stretches. From 1951 until the end of the decade, the size of the Selected Reserve rose from 2,257 to 11,498. The first Reserve Program Administrator

designation board was held in the late 1950s.

The 1960s: Growth & Change



Throughout the 1960s, maximizing the capability for quality mobilization-related training was a central focus. New units were developed, small boats were acquired, and cutters were operated for the express purpose of

Reserve training. In 1961, the “Reserve Division” at Headquarters, which had previously been within the Office of Personnel, was shifted to the Chief of Staff’s Office, under the direction of an Assistant Chief of Staff for the Reserve. He was charged with forming policies, and advising the Chief of Staff, (then RADM James A. Alger, Jr.), about Reserve affairs, who then in turn reported to the Commandant.

Also in 1961, the annual RADM Russell R. Waesche Award was instituted and presented for the first time. The award, named for the Coast Guard’s wartime Commandant, was developed to recognize outstanding Reserve accomplishments within a Coast Guard District. The 7th District won this award the first year, and this tradition continues today. Past winners are honored on a plaque in the Reserve & Training Directorate at Headquarters.

Since the early 1950s, Reserve appropriations had



A Reservist practices a rescue approach by powerboat in 1950. Many reservists were involved in harbor patrol, a precursor to Port Security.

Reservists come to the aide of some residents of St. Mary, Mo. after the town was cut in half after the Mississippi River flooded in 1973.



grown to \$16 million and there were 46 authorized ORTUPS. The Coast Guard Reserve had 139 port security units and 63 vessel augmentation units.

The growth of the Coast Guard Reserve resulted in the creation of the Office of Reserve in 1963. RADM Louis M. Thayer was the first Flag officer in charge of the newly created Office of Reserve. In 1964, the SPAR program was revitalized, and more women were sent to yeoman and storekeeper training. By this time, there were 60 Reserve Program Administrators whose specialty was in overseeing the operation of the growing Coast Guard Reserve.

During the Vietnam conflict, nearly 8,000 Coast Guard personnel, both Active and Reserve, served in Southeast Asia. In 1967, the Coast Guard transferred from the Department of Treasury to the newly created Department of Transportation.

The 1970s: The Birth of Augmentation

The
70's

The drill strength of the Selected Reserve peaked at 18,378 in 1965, and until 1969 strength remained at between 17,000 and 18,000. As the Vietnam conflict wound down between 1970 and 1975, drill strength declined to 11,500.

This was due to an administrative proposal in 1970 to phase out the Selected Reserve. However, because port safety and security was an important mission specialty of the Coast Guard Reserve, and one the Navy was not prepared to assume, the Selected Reserve was retained,

with the recommendation that a peacetime mission be developed.

This led to the birth of augmentation in 1971. Since most of the Coast Guard's missions were applicable both during peace and wartime, Reserve training was diverted to support those missions, while at the same time keeping mobilization duties in mind. The 1972 National Coast Guard Reserve Policy Board defined augmentation as "any Reserve activity that supports effective training for mobilization while meeting a stated need of an element of the regular Coast Guard." This shift from mainly classroom training to hands-on operational activity began a renewal of purpose for the Reserve, and led to the "One Coast Guard" concept: regulars and reservists working together to attain Coast Guard mission goals.

In October of 1972, the Coast Guard Reserve received a new, and unique mission when Congress authorized the involuntary call up of Coast Guard Reservists for peacetime assistance when needed, such as after natural disaster or shipping accidents. Since that time, the Coast Guard Reserve has responded to numerous incidents, including Mississippi, Ohio and Red River floods, the Mariel Boatlift in 1980, hurricanes, various vessel explosions, sinkings and airplane crashes. In 1972, the 9th District's Summerstock program began. Reservists from around the nation were summoned to help fill billets at Great Lakes small boat stations. This tradition also continues today.

In February 1973, women were included in an Officer Candidate School class for the first time, and in



Team Coast Guard at work, today the Coast Guard is fully integrated with both Active and Reserve members working side by side.

December 1973, the Women's Reserve was finally dismantled, with all SPARs becoming members of the Coast Guard Reserve. The "Bender Blues," named for ADM Chester Bender, became the new uniform of the Coast Guard and thus, Coast Guard Reserve, in 1974.

1980s and 1990s: Continuous Improvement

The 80's The 1980s brought more changes and new challenges to the Coast Guard Reserve program. The year 1984 saw the formation of the Office of Readiness and Reserve at Headquarters. This combined the former Office of Reserve with readiness divisions, already existing within the Office of Operations. Under the direction of a dual-hatted Flag officer, the first being RADM Joseph McDonough, the new office emphasized the importance of the Coast Guard Reserve's role in defense readiness,

and the necessity of the link between the Reserve program and defense, contingency, and mobilization planning.

Other changes affecting the Coast Guard Reserve during the 1980s were the first Reserve Officer Candidate Indoctrination classes convening at RTC Yorktown (1984), a district realignment that reduced the number of districts from 12 to 10, the commencement of providing port security for space shuttle operations in 1981 while the deployable port security unit program was initiated in 1984.

In 1983, the ROA Outstanding Junior Officer Award was established with LCDR Richard W. Schneider the first recipient (Schneider eventually became a Reserve Flag officer). This award continues up to the present. In 1984, BM2 Lisa B. Milone was named the first national NERA Outstanding Enlisted Coast Guard Reservist. This award changed names in 1995 to the CG Enlisted Person of the Year (EPOY) and also continues.

In 1989, the Coast Guard Reserve also provided valuable support following the *Exxon Valdez* oil spill, Hurricane Hugo and the San Francisco earthquake.

The 90's

In 1990, as the Coast Guard celebrated its Bicentennial, approximately 1,650 Coast Guard Reservists served here in the United States and in the Middle East in support of Operations Desert Shield and Desert Storm (Persian Gulf War). PSU 301, Buffalo; PSU 302, Cleveland; and PSU 303, Milwaukee, deployed during the fall of 1990. Replacement units were trained at Camp Blanding, Fla. with two of them eventually deploying. PSU 301 and 302 were called upon again in 1994 for *Operation Uphold Democracy* in Haiti, while the Harbor Defense Commands were tested for the first time. In February 1998, PSU 305 was recalled when activities in the Middle East grew tense once again. The unit did not deploy, but remained on alert.

The current Coast Guard Reserve emblem was developed in 1991 for the Reserve's 50th birthday celebration. That year, the Coast Guard Reserve celebrated across the nation with many special events, including St. Augustine, Fla., considered the birthplace of the Reserve (see sidebar, Page 16). In November 1992, the Coast Guard SPARs held a 50th reunion in Washington, D.C. with hundreds of SPARs attending and then-94-year-old CAPT Dorothy Stratton the guest speaker.

Reservists were called in to help following Hurricanes *Andrew* and *Iniki*, and Typhoon *Omar* in 1992, the Mississippi River floods of 1993, Red River and Ohio River floods in 1997, the crashes of TWA Flight 800, John F. Kennedy, Jr.'s plane, and again for the crash of Alaskan Air 261 last year. Reservists were recalled following several oil spills in January 1994 including San Juan, P.R., St. Louis, Mo. and Longview, Wash. In June 1994, reservists began Sea Partners training, a marine environmental pollution education program, which continues today. In August/September 1994, reservists assisted the Coast Guard pick up more than 31,000 Cuban migrants in the Straits of Florida.

Following a downsizing of the Reserve program from 12,000 SELRES to 8,000 in 1993-94, a major Reserve program shift occurred in August 1994: Integration. Sometimes referred to as *Team Coast Guard*, Integration basically disbanded the old Reserve unit structure and placed reservists under the command of Active Duty units.

In 1995, the port security unit program reorganized from their strictly D9 location. By the late 1990s, PSUs were commissioned in six districts around the nation with the unit number corresponding with the district number: PSU 305, Fort Eustis, Va.; PSU 307, St. Petersburg, Fla.; PSU 308, Gulfport, Miss; PSU 309,

Port Clinton, Ohio; PSU 311, San Pedro, Calif. and PSU 313, Tacoma, Wash.

The first Reserve Chief Petty Officers Academy Course graduated in December 1993 at TRACEN Petaluma, and has now graduated 10 classes. Reserve Enlisted Basic Indoctrination (REBI) moved from Petaluma to Cape May and following a short hiatus, started up again in 1994. Reserve Officer Candidate Indoctrination (ROCI) and Officer Candidate School (OCS) moved from Yorktown to New London when the Leadership Development Center at the CG Academy was formed in 1998.

In 1996, the Office of Readiness & Reserve was reorganized once again, this time as the Directorate of Reserve and Training. The district-level offices of Reserve (r) were disbanded and Integrated Support Commands Force Optimization and Training Division (pf) were put in their place. In 1996, the 2nd Coast Guard District became part of the 8th District and the closing of Governors Island occurred in 1997. On Oct. 5, 1999, Congress passed Public Law 106-695 establishing the Office of the Coast Guard Reserve and the flag-level Director of the Coast Guard Reserve.

Other historical notes of the 1990s include formation of the position of the Reserve Force Master Chief (MCPO) Forrest Croom was first to serve, 1991-94), the *Reserve Administration & Training Manual* (RATMAN) was reorganized into the *Reserve Policy Manual* (1996), the formation of the MST rating (1999) and dissolution of the DP rating.

In the mid-1990s, the Internet took off and the Reserve Web site went on-line in 1995, with *The Reservist* magazine following shortly thereafter in April 1996. On March 24, 1999, the first Director of the SPARs, CAPT Stratton, turned 100 years old! Hundreds of well-wishers from across the nation (and even the world) sent her greetings to her home in West Lafayette, Ind. Later that year, the Coast Guard Reserve named its first female Flag officer: RADM Mary P. O'Donnell of Danville, Calif.

With Pride and Dedication...

Sixty years have passed since that day in February of 1941 when the 77th Congress passed the Auxiliary and Reserve Act. Since then, the Coast Guard Reserve has taken its full place beside the Reserve forces of the other services. Its history of professionalism, patriotism and preparedness is one every Coast Guardsman and every American can be proud of.

Perhaps RADM John N. Faigle, former Chief, Office of Readiness & Reserve, said it best during the Reserve's 50th birthday celebration in 1991: "From the very beginning...the Coast Guard Reserve has distinguished itself on many occasions in times of war and peace. We have always carried out our mission with pride and dedication."

For the last several months, we've asked our readers to send in remembrances of their service with the Coast Guard Reserve, especially during the 1990s. Though not overwhelmed with responses, we did receive a few stories that we've published here. They help to make up a...

PATCHWORK

of

Coast Guard Reserve History

The Great Flood of 1993: In Our Own Backyard By BMC Tim Jasina, USCGR

The most rewarding and memorable work performed by many reservists in the old 2nd District occurred during the summer of 1993 when hundreds of us were called up for the Great Flood of 1993. Reservists from St. Louis Ops formed Disaster Relief Units (DRUs) and joined hundreds of fellow reservists from across the district.

Our initial efforts involved vehicle patrols sent to warn residents of a trailer park located alongside the Missouri River near St. Charles, Mo. The Federal Emergency Management Agency was recommending they evacuate, and we were there to assist those who needed help. We helped take one elderly woman to a shelter that first evening, the first of many thousands of people who would be forced to seek higher ground. Early on, we evacuated people and a few of their possessions from their homes. As the river crest estimates kept creeping up, more would request assistance, though many were sure the levee wouldn't be breached. Unbelievably, a resident purposely damaged the sandbag line holding back the water and the county flooded in hours. Thereafter, we took residents back into their homes to try to save some precious items and important documents.

For me, two sorties represent the situations people found themselves in as the rivers rose. In one, we were directed to take a West Alton, Mo. resident back to his home. Following the man's directions to his home, we

navigated over Highway 67, taking care to avoid the milk jug marking a submerged stop sign that could take out a lower unit. We came to where his home was, but saw nothing. He thought he might be confused by the route we took, so he had us approach as if he was driving home. Again, we got to the spot but saw nothing. He was so certain we were there that I had the crewman start sounding with the boat oar. The oar dipped twice into the opaque brown water when it hit the top of his trailer two feet beneath us.

The second sortie was the escort of a woman back to her house. She had hired a man with a bass boat to take her and return with some personal items, thinking that her home was high and dry. The bass boat didn't follow us exactly as instructed and he hit the stop sign, taking out his lower unit. We transferred her to our flood punt and continued across Alton Lake, under the live power lines, up the Mississippi, and along Highway 94. As we approached her house, she warned us that there was a fence in front, but it was totally submerged. We came up the driveway and moored on her back porch. We forced open the water-swollen back door and found two feet of water throughout the first floor. The poor woman hadn't taken anything upstairs, so we helped her move some antiques up in hopes they would dry before the mildew set in.

On a personal level, the positioning of the DRU allowed me to occasionally visit the village of Elsah, Ill., where my wife was trying to save our home from the flood. Though it hadn't been touched by rising water in 135 years, it succumbed this time in what was termed a "500 year" flood. Sarah's tireless efforts allowed me to help others.

In the years since the Great Flood of 1993, those of us in the DRUs sometimes reflect back on the service we provided to our neighbors. We never imagined the work of the Coast Guard Reserve would literally be in our own back yard.

38 Years of Memories

By FSCS Jon C. Suttich, USCGR

During my 38-year career, I have seen the pendulum swing both ways, for the good and not so good for the Reserve. It always comes back to the good. Right now, the Reserve is doing very well with the Integration effect.

Historically, I've been involved in numerous events in the northwest, since I provide the food services for many of the operations that have taken place over the years. I was a reservist aboard the *CGC Gresham* in the Pacific the day President Kennedy was assassinated in November 1963.

I was the Food Services Officer at Neah Bay, Wash. during the tragedy at Quiliyute a few years ago. Awakened at the midnight hour, the Neah Bay unit went to Quiliyute and took over the station duties. I assisted the cooks, so they could have relief as the galley was manned around the clock during this sad period.

The 13th District Coast Guard day picnic was manned by CG Reserve cooks beginning in 1969, and by 1972, the D13 Reserve food service team was on the active committee for this event and ran it continuously until 1998.

Reservist FSCM Phillip Adams and myself were the mainstay of this operation for that period, seeing the annual picnic grow from 1,500 to 5,000 people at its height.

Another major event was the *Exxon Valdez* incident in 1989. I was asked to go to Valdez, Alaska and stand the watch for 51 days at the Valdez Coast Guard Base. We had numerous cooks, Active and Reserve, come in for two or more weeks to assist with round-the-clock activities. My mess deck was often used as the media area where ADM Paul Yost met with reporters to make announcements as the camera's rolled for the world to see.

In spring/summer of 1991, the Goodwill Games were played for the first time in Seattle with Coast Guard Reservists and auxiliaries both heavily involved with the security and control. The Reserve Food Service Team spent the spring cleaning, painting, repairing windows and the roof of an old garage at CG Northbase, Seattle. I was involved in installing a stove and creating a galley from scratch to feed over 100 active, reservists and auxiliaries. As that event was ending, I received a call from a commander at Alameda asking me to provide support to a Reserve team of ANT personnel to refurbish the Tatush Island Light House. This was no easy task. I had to provide stoves, freezers, refrigerators, food, menus and Reserve cooks for a 14-week period.

Other events that I played a large role included *Forward Sentinel* in summer 1993. I created a galley from scratch to feed 130 personnel for a war-time scenario exercise.

Another event that was of historic importance was the *USS Ohio*, the first nuclear submarine to transit to Bangor, Wash. through the Hoods Canal to its new home port. I was brought into the planning to provide food, cooks (reserve and active) and a mobile kitchen at Indian Island to feed boat crews and support personnel (hot meals and box lunches) for this one-week event.

Participants of Flame River 93 from PSU 301 (Buffalo, N.Y.) prepare their boats and gear for the exercise, held at Camp Perry, Ohio.



Photo courtesy of BMT1 Gary S. Pettit, USCGR



Photo courtesy SCPO Larry Cramer, USCGR

CPOA Reserve Class I, first row, left to right, HSCS Larry A. Cramer, IVCS Jack A. Pina, Class Treasurer, YNCS Elizabeth J. Meyer, YNCS Sandra H. Villegas, MKCS John L. Warfield, DCCS Kory V. Gabrielson. Second row, l to r: QMCS Raymond P. Burke, DCCS Homer L. Spaulding, HSCM Charles A. Black, DPCS Paul H. Siebenkittel, Class President, BMCS Russell Linblad, PSCS Douglas Yeckley, Class Vice President, PSCS John L. Dowd, YNCS Bruce H. McCall, PSCS Charles T. Phillips, QMCS Marshall P. Miller, PSCS Jimmy L. Taylor, MKCS Ronald P. Lucas. Third row, l to r: YNCS James B. Davidson, IVCS Lebron R. Potter, BMCS Frederick J. Gless, YNCS Dennis M. White, Class Secretary; RMCS James N. Terrell, BMCS James A. Ludwig, YNCS Stanley Collins, ETCS Brad B. Smetana, DCCS Jeffrey A. Miller, PSCS Wes Scarborough, PSCS Donald W. Doss.

Reserve CPO Academy Class 1 By SCPO Dennis “Mike” White, USCGR(Ret.)

The very first Reserve Chief Petty Officers Academy course was held in December 1993 at TRACEN Petaluma, Calif. It was truly a highlight of my career and I know it was for many of the 28 others who attended from across the nation. The class president was DPCS Paul Siebenkittel, while vice president was SCPO Doug Yeckley. RMCS James Terrell was awarded Spirit of the Chief Award, BMCS Russell Linblad, Excellence Award, and DCCS Homer Spaulding, the Shipmate Award.

MCPO Forrest Croom, first Reserve Command Enlisted Advisor, worked tirelessly as a supporter to make this happen and was keynote speaker at graduation Dec. 16, 1993. Upon his retirement in 1994, he said that it was one of the crowning achievements of

his three-year stint on the job.

Now, when I see the Reserve CPOA portraits each year in *The Reservist*, these classes seem to go off like clockwork. It’s amazing how the course has progressed and this coming summer Classes 11 and 12 will convene at New London. As they say, despise not the day of small beginnings.

Reserve Integration, Decommissioning of *CGC Sumac* By BMC Tim Jasina, USCGR

The integration of Reserve Unit St. Louis OPS into the active commands started out roughly for those of us who had augmented the *CGC Sumac*. The XO at the time told us that anyone who wanted a billet onboard would have to shape up to meet his standards. Several chose to take up the challenge and, with few excep-

tions, all were glad they did.

The OinC of *CGC Sumac*, BMCM Hunsaker, required all reservists to get underway during at least 50 percent of their drills, getting dropped off by a duty driver somewhere along the Mississippi River between Cairo, Ill. and Lock and Dam 25 on Friday night and returning after mooring Sunday night. Everyone worked the buoy deck, the engine room, or the galley according to their rate, truly meeting the surge requirements that transfers, leave, and schools placed upon the crew.

Qualification as watchstander, OOD, small boat coxswain, and buoy deck supervisor were available, encouraged, and required based upon the reservist's rate and rating. The work was demanding, but nothing brings a crew together more than 12 hours on deck on the Mississippi in July's heat and humidity! Better yet, when we weren't moored up in the trees, going up the street in the ports of Ste. Genevieve, Cape Girardeau, Chester, and Grafton provided ample time to get to know each other in proper fashion.

This chapter closed in July of 1999 when the *Sumac's* crew, Active and Reserve alike, stood on her deck for the last time as she was decommissioned after 55 years of service. Each of us saluted her national ensign in front of hundreds of visitors, including dozens of past crew members, the oldest a seaman aboard *Sumac* in 1948, and the SPAR who christened her, YN3 Petersen. For me, that ceremony was the culmination of Integration and showed that "One Coast Guard" was a reality.

Flame River 93 By BM1 Gary S. Pettit, USCGR

I was a coxswain at Flame River 93 at Camp Perry,



Photo courtesy of FS1 Miguel Bosch, USCGR

FS1 Miguel Bosch, USCGR, left, visits with his son, MK2 Miguel Bosch, Jr.



BMC Tim Jasinna, USCGR

The crew of the CGC Sumac

Ohio with the now decommissioned PSU 301 from Buffalo, N.Y. Then-CAPT Tim Riker and CDR Evan Clark were our leaders at this two-week exercise held in June 1993. We received lots of good training and had good weather. CAPT Riker was gung-ho and was a good commander. Also participating was the Explosive Ordinance and Demolition (EOD) team, the Navy MIUW, and MARDEZ. It was interesting working with all of them.

Father-Son "Reunited" at GITMO By FS1 Miguel Bosch, USCGR

When the call went out for an FS to serve 30 days TAD aboard *CGC Escanaba* in 1994, I volunteered. This TAD occurred when the USCG was undergoing serious Alien Migrant Interdiction Operations due to the exodus of Haitians from that nation. I'm 58 years old now and, at that point, had not been aboard a ship since 1966. My son, meanwhile, MK2 Miguel Bosch, Jr., USCG, was serving on active duty with a Law Enforcement Detachment aboard a Navy ship, the *USS Cyclone*. When *Escanaba* docked at Guantanamo Bay in Cuba in mid-December, it just so happened that *Cyclone* was also there as well. It was an early Christmas gift — I was able to see and visit with my son — one of those moments I will always cherish.



Photos courtesy CAPT Richard E. Bacchus, Jr., USCGR

First Reserve Officer: CAPT Richard E. Bacchus, Jr.

ONE SMALL STEP

By LT Robert Hanley, USCGR

LTJG Dick Bacchus had been in the Coast Guard Reserve for only a few weeks when he stood deck watch on the cutter *Modoc* one damp evening in May 1941. *Modoc* was patrolling in the North Atlantic about midway between North America and Europe.

Although it would be months before the United States entered World War II, the Boston-based cutter was searching for survivors of a U-boat attack on a British convoy when Bacchus saw something that gave him a start.

On the horizon, a great warship hove into view, huge guns in giant turrets resting on a low-slung hull. It was the German battleship *Bismarck*, which had earlier sunk the pride of the Royal Navy, the battle cruiser *Hood*.

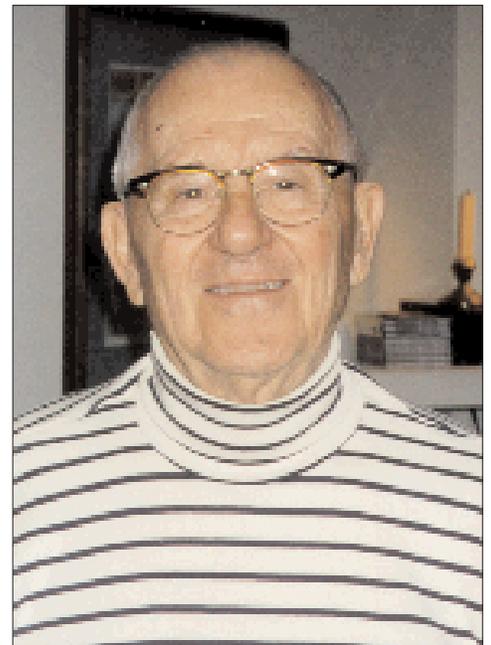
Bacchus, joined by other members of *Modoc's* crew, stared as *Bismarck* glided by.

"I think we watched it for 15 minutes," recalled Bacchus, who today is an 89-year-old retired captain who lives in Greensboro, N.C.

Soon, biplanes with torpedoes slung onto their undersides — Swordfish from the British carrier *Victorious* — bore in on the German man-of-war, which opened up with its anti-aircraft batteries.

Three days later, the British sank *Bismarck*. Bacchus didn't know at the time that he had been witness to history in the making. "I didn't know the *Bismarck* from a goat," he said.

But Bacchus, the first officer commissioned into the Coast Guard Reserve, created just two months earlier in February 1941, knew he was in for an adventure. By the time he was released from active duty in 1946, Bacchus had served on six ships, commanding three of them. He later went on to start and lead a Reserve unit in Greensboro before retiring from the Coast Guard Reserve in 1971.



*CAPT Richard E. Bacchus, Jr.,
in December 2000*

Sea Duty: A Wish is Granted

A native of Norfolk, Va., Bacchus was no landlubber when he decided to join. At 29, he was an experienced fisherman and crabber in local waters, and had worked as a merchant seaman on coastal freighters. He had acquired some local fame in 1932 when he dived off a merchant ship to rescue a pooch that had jumped into the water.

Bacchus was working for a firm that supplied coal to vessels calling at Norfolk and spending free time operating his motorboat in local waters when he became friends with a Coast Guard lieutenant. At his friend's urging, Bacchus applied for a commission in the newly formed Coast Guard Reserve. After passing an examination, he was appointed lieutenant junior grade due to his age and experience.

RADM Russell R. Waesche, Coast Guard Commandant, had sent a letter to the Secretary of the Treasury recommending 17 men for commissioning in the Coast Guard Reserve, 12 as ensigns and five as lieutenants junior grade. Bacchus headed the list, earning the distinction as the first commissioned officer of the Coast Guard Reserve.

He immediately entered active duty, but was not initially slated for sea duty. Undaunted, Bacchus asked his assignment officer to send him to a cutter.

"He said, 'You really want to go to sea, don't you,'" Bacchus recalled. "I said, 'Yes, yesterday, if possible.'"

Bacchus got his wish: orders to *Modoc*, then preparing for a deployment to Greenland. He joined the ship and was onboard until early 1942, making several runs between the United States, Newfoundland and Greenland.

During that time, the United States edged closer to war, and Greenland — where it was possible to forecast Europe's weather several days in advance — assumed greater strategic importance as conflict with Nazi Germany became inevitable.

Modoc was taking on fuel from a tanker in St. John's, Newfoundland, when news arrived of the Japanese air raid on Pearl Harbor. Some of the cutter's off-duty officers, including Bacchus, were in the wardroom of the

tanker, enjoying a respite from the dryness of Coast Guard cutters, when they learned of the attack.

Torpedo Junction

After leaving *Modoc*, Bacchus was sent to Washington, D.C., where he was assigned briefly helping convert civilian yachts into coastal patrol craft before receiving orders to the *Dione*, a 165-foot cutter based in Little Creek, Va.

"That was the sweetest ship there ever was," Bacchus said of the cutter, immortalized in the 1989 book *Torpedo Junction*, for its dogged pursuit of the German

U-boats that terrorized the East Coast during the months following the Pearl Harbor attack. Shortly after declaring war on the United States, Germany unleashed an all-out submarine offensive against American shipping, dubbed Operation *Paukensschlag*, or "drumbeat." The waters of the Eastern Seaboard, Gulf of Mexico and Caribbean became a killing ground for Allied ships and seamen. Vessels were sometimes torpedoed in broad daylight in full view of bathers on American beach-



Bacchus, second row far left, with a group of auxiliarists from Norfolk, Va. Seated, front row, fourth from right, is Commandant RADM Russell R. Waesche in 1941. Some shown went on to become some of the first reservists.

es. Between January and June 1942, 397 ships were sunk off the East Coast.

"When I got there, most of that was over, but I saw some ships sunk," Bacchus said.

Dione, built in the 1920s to enforce Prohibition, hunted submarines independently before it began escorting coastal convoys between Key West and New York. The plucky little cutter, he said, dropped plenty of depth charges along the way.

"We never got credit for a kill, but I know we broke some china," said Bacchus, who learned the finer points of driving ships on the twin-screwed *Dione*, which became his first command when the skipper, LT James Alger, was transferred to another ship.

After leaving *Dione*, Bacchus was assigned to help commission *Ricketts*, a 306-foot Navy destroyer escort operated by the Coast Guard. Bacchus made one cruise on *Ricketts*, escorting a convoy to North Africa, when he was given command of the Coast Guard-manned destroyer escort *Howard D. Crow*, a sister ship of the *Ricketts*.

"And that's when I really went to sea," Bacchus said.

"We were going from New York to Londonderry all the time," recalled Bacchus, who made 11 round trips across the North Atlantic in command of the *Crow*, escorting convoys laden with materials for the Allied war effort.

"Strangely enough, we never had a problem," he added, noting that the worst incident during that time was a collision at sea between two merchantmen he was escorting. The damage, he added, was light and the ships limped into harbor unmolested by the enemy.

After sustaining a skiing injury while on leave, Bacchus left the *Crow*. He was assigned briefly as executive officer of the new 255-foot cutter *Mendota* before being given command of the Coast Guard-operated Navy frigate *Shreveport*.

The frigate operated between Brazil and the African coast, serving as a radio beacon for aircraft bound from Europe. It was the first time Bacchus crossed the equator and the charge sheet accusing *Shreveport's* skipper of being a lowly "polliwog" still hangs on the wall of his home.

Firm, but Fair!

Bacchus returned to the coal business after being released from active duty in 1946 with the rank of lieutenant commander. The Coast Guard Reserve largely went dormant with post-war demobilization, and Bacchus did not drill until about 1949.

Bacchus was drilling with a Naval Reserve unit in Greensboro and attending formal training or getting underway for his annual active duty for training until 1958, when he was appointed commanding officer of a newly commissioned reserve unit, dubbed ORTAUG 05-852.

The unit, whose members augmented Coast Guard cutters, included a yeoman named Howard Coble, who affiliated with the Coast Guard Reserve after leaving active duty. Before long, YN2 Coble earned his commission as a Coast Guard Reserve officer and remained in the same unit for several years. He eventually retired as a captain. Today, he is better known as Rep. Howard Coble, a North Carolina Republican and a strong supporter the Coast Guard in Congress.

"CAPT Bacchus was my skipper when I was a yeoman and he was my skipper when I was a j.g.," Coble said recently. "He still calls me his yeoman."

Coble described Bacchus as a "no-nonsense" commanding officer. Firm, but fair. "He would take pride in being firm just as much as he would in being fair," Coble said.

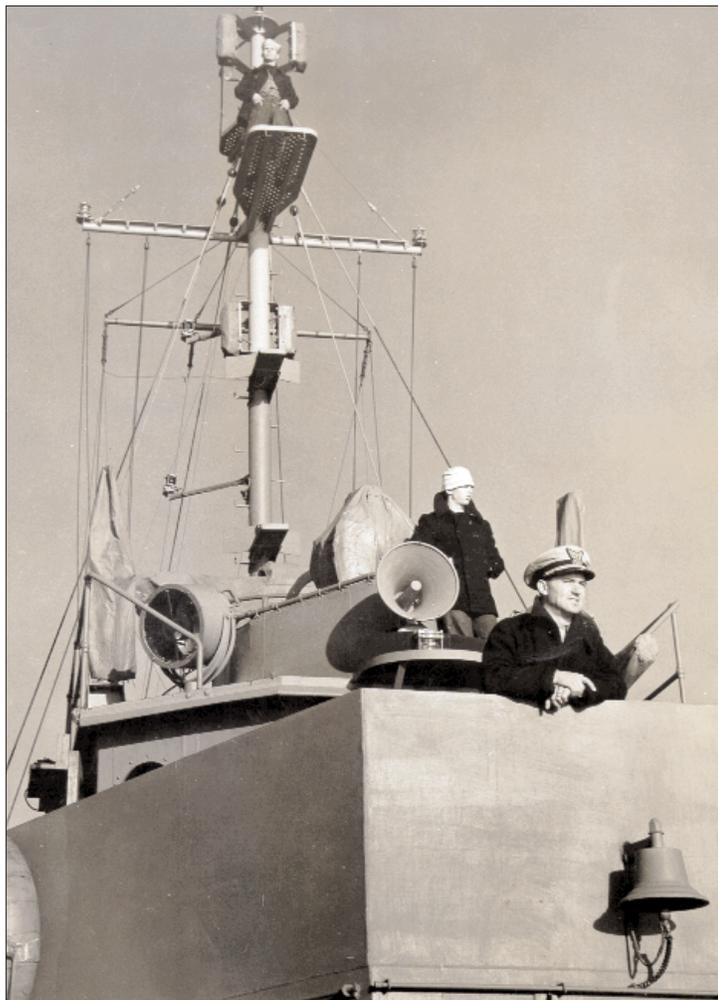
Bacchus retired from the Coast Guard Reserve in 1971 and retired as a businessman a decade later. He looks much younger than someone who turns 90 this year.

He played trombone in a local swing band for several years — Bacchus taught himself to play the instrument during the 1940s — and still performs regularly for residents of the retirement community where he lives.

He spends several hours each week translating sheet music into the base cleft for the trombone. "It's my hobby," said Bacchus.

And he looks back on a long career of service as a member of the Coast Guard. The mementos of his career are everywhere — citations, photographs, news clippings, his sword. He proudly showed off a photograph of his younger brother, Robert — whom he nicknamed "Corky" — who followed him into the Coast Guard Reserve and retired a few years ago as a commander.

When asked about the high point of his Coast Guard career, Bacchus quickly replied that it was



Bacchus, far right, on the bridge of the CGC Dione early in his career in the Coast Guard Reserve.

being selected for command of the *Crow*. Being in command, he said, was a great experience, and the responsibility never bothered him a bit.

But Bacchus paused to reconsider his answer. Being commanding officer of the *Crow* was wonderful, he said after a moment. But, perhaps it wasn't the pinnacle.

"Maybe number one was getting my commission," Bacchus said. "I loved the Coast Guard."

Ed's note: LT Hanley is currently serving on active duty as Assistant Chief, Reserve Communications Division (G-WTR-2) at Headquarters. He is also executive officer of PSU 311 in San Pedro, Calif. and a Copy Editor for The San Diego Union-Tribune.

IN BRIEF

• **ATTENTION FIREFIGHTERS** — The theme of *The Reservist's* 8th annual citizen-sailor issue is "Citizen-Sailor Firefighters." If you're a firefighter, we'd like to hear from you. Submit 100-200 words about your job as well as an action photo if possible. Electronic text submissions are preferred, but hard copies by regular mail are perfectly acceptable. Prints, slides or high resolution digital images are acceptable (no polaroids, please).

Deadline Aug. 1, 2001 for publication in a fall 2001 issue. Submit to: Commandant (G-WTR-2), USCG Headquarters, 2100 Second St., SW, Washington, DC 20593-0001. ATTN: Citizen-Sailor Firefighters.

• **JOINT RATING REVIEW SUMMARY** — The Commandant has approved the five key points of the Joint Rating Review: 1. Merge the Electronics Technician (ET) and the Fire Control Technician (FT) ratings into one Electronics Technician (ET) rating. 2. Merge the Boatswain's Mate (BM) and Quartermaster (QM) ratings into one Boatswain's Mate (BM) rating. 3. Create an Information Systems Technician (IT) rating. 4. Create an Operations Specialist (OS) rating. 5. Change the enlisted assignment process to consider skills and qualifications as a priority in each assignment. More details will be forthcoming as the JRR moves from the planning phase to implementation. JRR Web: www.uscg.mil/hq/g-w/jrr/default.htm

• **NATIONAL JAMBOREE VOLUNTEERS NEEDED** Active, Reserve and Auxiliary members are gearing up to assist at the upcoming Boy Scout National Jamboree, July 23-Aug. 2, 2001 at U.S. Army Reservation, Fort A.P. Hill, Va. Coast Guard personnel will work with the Scouts by instructing in rope and knot work, and proper usage of VHF Radio at the Sea Scout venue of the National Venturing Exhibit. Volunteers will be Merit Badge Counselors in environmental science, rowing, lifesaving, motor boating and small boat sailing at the Merit Badge Midway. Reservists are volunteering for duty, without pay, for one to two weeks. If interested, contact PSCS Douglas E. Yeckley, USCGR(Ret.), 1426 Crabhouse Road, Lusby, Md. 20657; 410-326-4291 or e-mail: dey1@erols.com. Read about the 1997 Jamboree, published in the September 1997 *Reservist* at www.uscg.mil/reserve

REUNIONS

APRIL 2001

• **RESERVE UNIT OWENSBORO** — Saturday, April 21. Meet at 3 p.m. Central Time at the Shadyrest Restaurant, Route 60, East Owensboro, Ky. Contact, LT Les Allen, USCGR(Ret.), e-mail: lallen@maximcrane.com, 502-495-2457 or CWO Gene Radin, USCGR (Ret.), e-mail: gpradin@juno.com, 859-885-1236.

MAY 2001

• **CGC RUSH (WHEC 723)** — 1970-71 Vietnam tour is holding a reunion May 6-10, 2001 in Las Vegas, Nev. Contact: Royal Baby John A. Vogel, 520-783-3625 or e-mail: lrvogel@cybertrails.com

• **PSU 309 GREETINGS** — PSU 309 was still deployed to the Middle East as *The Reservist* went to press. If you would like to send members cards and letters during their deployment, please mail them to: MCPO Walter Wozniak, US Coast Guard PSU309 CMC, PSC 451 Security Department, FPO AE 09834-2800

• **REGISTER OF RESERVE OFFICERS** — For 2001 is now on-line at www.uscg.mil/reserve, then click on "Register."

• **RESERVE CPO ACADEMY CLASSES; IMPORTANT ADVANCEMENT INFO** — There will be two class convenings of the Reserve CPO Academy at New London, Conn. during 2001. Reserve Class 11, already filled, is set for June 16-28. Reserve Class 12 still has openings and is set for July 14-26. Members who attend the CPO Academy must be within the maximum allowable weight standards in accordance with "Allowable Weight Standards for Health and Well-Being of CG Military Personnel," COMDTINST M1020.8C. The *CG Personnel Manual*, COMDTINST M1000.6 (series) lists all requirements that must be met for advancement. One added in late 1998 now incorporated into the *Personnel Manual* (5.C.4.b and 5.C.5.c) was the requirement for everyone advanced to CPO on or after Jan. 1, 1999 to successfully complete the CPO Academy. Members must have this requirement met by June 30, 2001 in order to compete on the October 2001 Reserve SWE. That means that those who are affected by this requirement must have graduated from one of the four classes during 1999 and 2000, or must graduate from Reserve Class 11 in June 2001. *Attending and successfully completing the July Reserve class will not meet this requirement.* Members affected by this requirement who have already graduated from the CPO Academy should check with their unit admin/PERSRUs to make sure the school completion and/or qualification code has been entered into the database. This is necessary to ensure timely receipt of the SWE. Members who successfully complete the June 2001 Reserve Class 11 should ensure



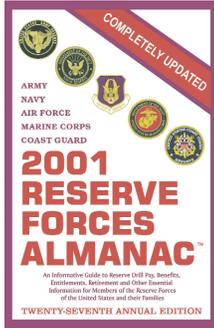
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• **CGC CAMPBELL (W-32/W-909) ASSOCIATION** — 16 annual reunion is May 9-12, 2001 at the Holiday Inn, New Orleans West Bank, Gretna, La. Current and former crew member welcome! Contact: James Kelly, Vice President, CGC Association, W-32-W-909, 40 Lisa Lane, Uncasville, CT 06382. 860-848-1160.

• **ALL ICEBREAKER SAILOR REUNION** — May 10-12, 2001, at Vallejo, Calif. Open to all past and present Navy and USCG Icebreaker sailors and support personnel. Contact: Bruce Brady, 40 Fourth St. #238, Petaluma, CA 94952, 1-800-919-8036 PIN 97 or 707-776-0696; e-mail: wagb4@home.com

the proper code entries are made as soon as possible after graduation. For more information and clarification on these important issues please contact MCPO Tim Cary, Commandant (G-WTL-2), 202-267-2441 or e-mail : tcary@comdt.uscg.mil

• **RESERVE FORCES ALMANAC** — The *2001 Reserve Forces Almanac* will be mailed to all Coast Guard Selected Reserve members some time in mid-February. This book is filled with useful information for reservists and their families. It is coming to you courtesy of the United Services Automobile Association (USAA), who funded the publication of the book for Selected Reservists in all five Armed Services. Inside the back cover of the *Almanac* is commercial solicitation material from USAA. Neither the U.S. Coast Guard nor *The Reservist* magazine endorses the products or services offered by USAA. Watch for it in your mailbox during February.



• **RESERVE MESSAGES** — *The Reservist* will no longer be publishing the Messages page. This decision was made because the messages were severely outdated by the time readers received the magazine. *The Reservist* will summarize important messages on the Bulletin Board via short briefs, and in some cases, with expanded stories. Messages will continue to be posted on the Reserve Web site (www.uscg.mil/reserve) and are updated at least weekly.

• **RESERVIST ON-LINE** — If you anxiously await for your *Reservist* to arrive at home each month, you can always read it way ahead of the hard copy on the Reserve Web site at: www.uscg.mil/reserve. Issues on-line go back to April 1996.

UPCOMING EVENTS

FEBRUARY 2001

• **COAST GUARD RESERVE'S 60TH** — Is being commemorated across the nation all year long! Send us stories and photos and we'll publish them in your magazine.

MARCH 2001

- **USCG SPRING BAND CONCERTS** — Are set for March 4, 7:30 p.m.; April 29, 7:30 p.m. and May 27, 4 p.m. Chamber Players Series set for March 25 and April 22, 4 p.m. All free and open to the public at Leamy Hall Auditorium, USCG Academy, New London, Conn. Call band hotline 860-701-6826 for updates on time and place. Web: www.cga.edu/band/default.html
- **USCG MUTUAL ASSISTANCE CAMPAIGN** — The 2001 campaign kicks off March 1 and runs through April 30. For more information, call 1-800-881-2462 or check the Web site: www.cgmahq.org
- **FOOD SERVICE AWARDS** — The 2001 Dining Facility of the Year Coast Guard Excellence in Food Service Awards ceremony will be held Saturday, March 3 in Anaheim, Calif. Contact MCPO Tom Richard, 202-

• **SAIL WITH CGC EAGLE IN 2001** — The *CGC Eagle's* annual cadet training cruise is scheduled for May 1 to Sept. 1, 2001.



Eagle's primary mission during this deployment is to train future Coast Guard officers at sea. Volunteers are

needed in the following to augment the ship's permanent crew: BM, DC, ET, FN, FS, HS, MK, QM, RD, PA and SN. Additionally, qualified underway Deck Watch Officers are also needed. Active Duty or Reserve personnel (male or female) may apply for all or any portions of this deployment. However, preference is given to those qualified personnel who volunteer for longer periods. The first half of the cruise is highlighted by visits to European ports in Ireland, France, Portugal and Gibraltar. Sailing on America's Tall Ship is a great experience and an opportunity to help shape and train the future leaders of our Coast Guard. Interested PACAREA personnel should contact YNCS Harvey at 510-437-3257; interested LANTAREA personnel should contact CWO Hargrove at 757-628-4496; e-mail: rhargrove@mlca.uscg.mil Volunteers for specific dates who have command approval can submit their applications directly via the internet at: www.uscg.mil/mlclant/PDiv/pf1_forms/form_instructions.htm

• **SPARKS AWARD NOMINATIONS** — This award is given annually by the ROA to the USCG unit judged to be the most supportive of a totally integrated Coast Guard force. Deadline for nominations to Commandant (G-WT) is April 1, 2000. See ALCOAST 026/01 for details or contact CWO Sue Krisher, 202-267-0622, E-mail: skrisher@comdt.uscg.mil

• **TRICARE DENTAL PLAN** — On Feb. 1, 2001, United Concordia became the provider of dental coverage for Selected Reservists. For more information on the new program, see United Concordia's Web site: www.ucci.com, and then click on TRICARE Dental Program.

267-2556 or e-mail: trichard@comdt.uscg.mil

• **USNR 86TH BIRTHDAY** — Our fellow reservists in the Naval Reserve celebrate their 86th birthday March 3. The USNR was formed in 1915 as the Federal Naval Reserve.

• **CAPT STRATTON'S 102ND BIRTHDAY** — The first Director of the Coast Guard SPARs (Women's Reserve) will celebrate her 102nd birthday on March 24, 2001! 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. Read about CAPT Stratton's remarkable life in the March 1999 *Reservist* at www.uscg.mil/reserve

APRIL 2001

• **CWO ASSOCIATION ANNUAL MEETING** — April 5-7 at Federal Way, Wash. Contact CWO4 Bob Lewis, USCG(Ret.), CWOA, c/o James Creek Marina, 200 V Street, SW, Washington, DC 20024. 1-800-792-8447 or 202-554-7753. E-mail: cwoauscg@aol.com



• **ADM John Briggs Hayes**, USCG(Ret.), 76, of West Boothbay Harbor, Maine, the Coast Guard's 16th Commandant from 1978-82, was killed in a car accident Jan. 17, 2001. ADM Hayes was walking along U.S. 1 near Key West, Fla. with two other hikers when a van struck him as he attempted to cross North Sunrise Drive. Born Aug. 30, 1924, in Jamestown, N.Y., he entered the U.S. Coast Guard Academy as a cadet from Bradford, Pa. on July 14, 1943. Though listed as a member of the Class of 1947, Hayes actually graduated and received his commission on June 5, 1946. His first command was the LORAN Transmitting Station in Matsumae, Japan, while his first command afloat was that of *USCGC Ariadne* in November 1952. He also commanded the cutters *Sagebrush* and *Vigilant* along with the Coast Guard Base at Key West. In August 1959, he entered the U.S. Naval War College at Newport, R.I. and afterward was stationed in Washington, D.C. In June 1964, he earned a Master of Arts degree in International Affairs from George Washington University. In March 1966, he became Commander, Naval Task Group 115.4 and Commander, Division II, Coast Guard Squadron One, Republic of Vietnam. He was promoted to Captain on Oct. 1, 1968, and became Chief, Planning and Evaluation Staff, Office of Boating Safety. Hayes then reported to the Coast Guard Academy as the Commandant of Cadets. In 1973, he returned to Washington and was subsequently promoted to Rear Admiral on Aug. 1, 1973. In July 1975, he became Commander, 17th Coast Guard District in Juneau, Alaska. On June 1, 1978, he became the 16th Commandant of the Coast Guard and was concurrently promoted to the rank of Admiral. During his tenure as Commandant, ADM Hayes led the service through difficult budget battles each year. In particular, the Office of Management and Budget almost succeeded in privatizing the Coast Guard, and Hayes thwarted attempts to transfer the USCG to the Navy. He saw the service through a Roles and Missions study that outlined its multiple missions, and as a result, a Navy/USCG Board was created to increase the military preparedness of the Coast Guard and improve ties with the Navy. Several high-profile operations that received worldwide attention occurred on his watch. Foremost among these was the *Prinsendam* rescue off the coast of Alaska, and the crash of Air Florida Flight 90 in Washington, D.C. which saw the USCG conduct a major SAR effort under the watchful eyes of the nation's capital. Congress and the Executive Branch also ordered the USCG to increase its drug interdiction efforts. The USCG, in cooperation with Customs and the DEA, conducted Operation TIBURON in order to interdict marijuana smuggling at sea. This led to record seizures. In 1980, ADM Hayes led a conference with Caribbean leaders in order to coordinate USCG cooperation in SAR, drug interdiction, safety at sea,

and other maritime concerns. Also in 1980, Coast Guard cutters responded to the Mariel Boatlift and saved thousands of lives. ADM Hayes is survived by his wife, Elizabeth, and four children, Christie, John, William, and Virginia. Services were held at the Fort Myer, Va. New Post Chapel on Jan. 31, 2001. Interment Arlington National Cemetery, Arlington, Va. with full military honors. Donations in lieu of flowers may be made to the Boy Scouts of America, Coast Guard Mutual Assistance Fund, or St. Columba's Episcopal Church Building Fund, Boothbay, Maine. ALCOAST 020/01, R191929Z JAN 01.

• **CAPT Henry W. Borman**, USCGR(Ret.), 82, of Bluffton, S.C., passed away Feb. 10, 2000. He retired from the USCGR on Aug. 17, 1977.

• **CAPT Robert L. Young**, USCGR(Ret.), 83, of Knoxville, Tenn., passed away Dec. 23, 2000. He retired from the USCGR April 12, 1977, and was also retired from Delta Airlines after 35 years service. He is survived by his wife, June, of Knoxville; one son, Dale. Interment at V.A. State Cemetery in Knoxville with full military honors. Donations in his memory may be made to the Kiwanis Fresh Air Camp, Knoxville.

• **CDR Louis T. Birch**, USCGR(Ret.), 79, passed away Dec. 1, 2000. He retired from the USCGR June 17, 1981. As a civilian, he worked for the National Aeronautics Space Administration. He is survived by his wife, Jean, of Chincoteague, Va.; daughter, Susan, son, Thomas. Service was held Dec. 3, 2000 at Union Baptist Church, Chincoteague. Interment John Taylor Cemetery, Temperenceville, Va. with military honors.

• **CDR Jacob J. Graber**, USCGR(Ret.), 74, passed away Nov. 19, 2000 in Rochester, N.Y. On April 7, 1986, he retired from the USCGR after 21 years service, and had also served with the Army Air Corps. He graduated from Samson College and Brooklyn Law School, and was an attorney. He is survived by his wife, Phyllis; a daughter, Ellen Wagner; three sons, William, Richard and Harry; six grandchildren. Services were held Nov. 28, 2000 at Saperstein Jewish Center at Colgate University, Hamilton, N.Y. Interment Arlington National Cemetery, Arlington, Va. with full military honors. Donations in his memory may be made to the charity of one's choice.

• **CDR Warren Stevens**, USCGR(Ret.), 77, passed away Dec. 28, 2000 in Lansing, Ill. He retired from the USCGR Jan. 3, 1983. He is survived by his wife, Theresa; two sons, Warren and James; four grandchildren. He was a manufacturer's representative for precision tool makers.

• **LCDR Ineva Reilly Baldwin**, USCG SPAR, 96, passed away Oct. 2, 2000 in Madison, Wis. Born in Indianapolis, she attended the University of Wisconsin and University of Geneva, Switzerland earning bachelor's and master's degrees. In 1946, she received a Letter of Commendation from Secretary of the Navy James Forrestal, for her service as a Coast Guard SPAR (Women's Reserve). She had a career in university administration from 1946-54, serving as Assistant Dean of Women for the College of Letters and Science at the University of Wisconsin. In 1981, she was awarded the Wisconsin Alumni Association Distinguished Service Award along with her husband, Dr. Ira Lawrence Baldwin, who preceded her in death in 1999 at the age of 103. She is survived by a daughter, Helen Guptill; a son, Robert; eight nieces and nephews. A memorial service was held Nov. 4, 2000 at First Congregational Church, Indianapolis with burial in Wisconsin.

• **LCDR James B. Monroe**, USCGR(Ret.), 55, of Birmingham, Ala., passed away Nov. 9, 1999 of Lou Gehrig's disease. After a year of college, he enlisted and went to boot camp in 1971. According to his family, the Coast Guard was the "best part of his life." He retired in 1991. As a civilian, he was in the insurance business. He is survived by wife, Terry; two daughters, Meredith Monroe and Laura Beth Gill. A funeral service was held Nov. 11, 1999 with interment at Elmwood Cemetery in Birmingham, Ala. Donations in his memory may be made to the ALS Association or the Muscular Dystrophy Association.

• **LCDR Thomas G. Quandt**, USCGR(Ret.), 74, passed away Nov. 15, 2000 in Greenbrea, Calif. He retired from the USCGR on Oct. 6, 1986. He was a high school teacher and coach. He is survived by his wife, Lillian, of Greenbrea; son, Walter. His remains were placed at The Hall of Kings at Woodlawn Cemetery, South San Francisco.

• **YNCM Angela M. McShan**, USCG, 39, passed away Dec. 29, 2000 due to heart failure and complications from cancer.



Born May 4, 1961 in Newport, R.I., she joined the Coast Guard in July 1979, and was currently serving as an instructor at the Chief Petty Officers Academy which she helped establish in New London, Conn. in June 1998. She was the first female African-American in the Coast Guard to be advanced to master chief. Funeral services were held Jan. 6, 2001 at the Porter St. Paul SME

Church in Northport, Ala. Interment at Cedar Oak Cemetery, Tuscaloosa, Ala. with full military honors. Expressions of sympathy may be made in her memory to the American Cancer Society, 1-800-ACS-2345. The Southeastern Connecticut Chapter of the CPO Association is renaming its scholarship fund in her memory.

• **FICS Floyd W. Enroughty**, USCGR(Ret.), passed away Dec. 14, 2000 in Richmond, Va. He retired from the USCGR May 4, 1980 and was also retired from the Richmond Fire Department. He is survived by his wife, Doris; daughter, Pam; son, Tom; one sister, Jean; one grandson, Chris. Funeral services were held Dec. 18 with interment at Oakwood Cemetery. Donations may be made to St. Mark's Episcopal Church or the Henrico Humane Society.

• **MKC George L. Perchikoff**, USCGR(Ret.), 60, of Seaford, N.Y., passed away Oct. 26, 2000. He retired from the USCGR on Feb. 19, 2000. He is survived by his wife, Josephine; three daughters, Lisa, Donna and Laura; sister, Susan; grandchild Alyssa; his mother, Alice. Interment Pine Plains, N.Y.

• **PSC Gabriel D. Macias**, USCGR(Ret.), 76, of Forney, Texas, passed away Jan. 6, 2001. He retired from the USCGR April 14, 1984, and was a retired member of the Dallas Police Department. His daughter, Sylvia Chavoya preceded him in death. He is survived by his wife, Mary Lou; son, Gabriel; daughter-in-law, Beverly; daughter, Irma M. Anguiano; sister, Rosa De La Torre; six grandchildren; six great-grandchildren. Mass of Christian Burial was held Jan. 11 at St. Jude Catholic Church, Gun Barrel City, Texas. Interment at Hillcrest Memorial Park, Dallas. Donations to the American Diabetes Association or American Heart Association.

• **PSC Denton E. Shaffer**, USCGR(Ret.), 73, of West Palm Beach, Fla., passed away Nov. 30, 2000. He retired from the USCGR on Feb. 6, 1987, and was also a retired U.S. Postal Service mail carrier. He is survived by his two daughters, Elaine Shaffer Beggs and Lynn Murgia. Funeral services were held in Central City, Pa. with interment in Schellsburg Cemetery, Bedford, Pa. Memorial donations to Alzheimers' Association.

• **SSC Rodney K. Myers**, USCGR(Ret.), 64, passed away Nov. 20, 2000, in Sebastopol, Calif. He retired from the USCGR Feb. 13, 1996. As a civilian, he was a sheet metal worker in the San Francisco Bay area. He is survived by his wife, Carol; daughter, Laurie Antila; sons, David and Matthew. A memorial service was held at TRACEN Petaluma on Dec. 15, 2000. Donations to the Lighthouse Chapel, TRACEN Petaluma, Calif.

• **BM1 John A. Gilner**, 80, of Redondo Beach, Calif., passed away July 21, 2000. He was a USCG World War II veteran who served aboard the Patrol Frigate *Hutchinson (PF45)* and also served in Korea with the Navy. He worked for U.S. Steel 42 years in Torrance, Calif. Survivors include his wife, Barbara; three daughters; five grandchildren. Funeral services were held July 23, 2000 at Our Lady of Gaudulupe with burial at sea. Donations to the American Cancer Society.

• **MK1 Thomas R. Aird**, USCGR(Ret.), 66, passed away Dec. 18, 2000 in Setauket, N.Y. He retired from the USCGR Sept. 6, 1994. He was a retired lieutenant with the New York City Fire Department. He is survived by his wife, Irene, of Setauket; two sons, Thomas, Jr. and James; daughter, Joan Rodriguez; three grandchildren. Services were held at the O.B. Davis Funeral Home, Port Jefferson Station, N.Y. Memorial donations may be made to the New York City Fire Department Burn Center.

• **PS1 John W. Dunn, Jr.**, USCGR(Ret.), 70, passed away Dec. 11, 2000, in New Haven, Conn. He retired from the USCGR June 13, 1990, and had worked as a telephone inspector for AT&T. Survivors include his wife, Eileen, of East Haven, Conn.; son, John; three grandchildren. Funeral services were held at St. Elizabeth's Church, Branford, Conn. Interment St. John's Cemetery, Darian, Conn. Memorial donations in his memory may be made to the American Lung Association.

• **PS1 Thomas F. McDonagh**, USCGR, 39, passed away May 24, 2000 from a heart attack. He was a member of HDCU 201. He is survived by his mother, Mary, of Whitestone, N.Y.

• **YN1 John R. Tipton, Jr.**, USCG(Ret.), 73, of Ludington, Mich., passed away Aug. 29, 2000. He served in both the Navy and Coast Guard and retired in 1966. A memorial service was held Sept. 1, 2000, and a military interment was held in Fort Custer National Cemetery, Augusta, Mich. Expressions of sympathy may be made to Hospice of Michigan for Mason County or American Cancer Society.

• **PS2 Gilbert Perez**, USCGR, 52, of Corpus Christi, Texas, passed away Nov. 3, 2000. He was attached to MSO Corpus Christi. As a civilian, he was a firefighter with the city of San Antonio, Texas. He is survived by his wife, Gloria; daughters, Kimberly and Veronica. Funeral services were held Nov. 4, 2000, at Mission Park Funeral Chapel North, San Antonio. Funeral Mass and interment at Holy Cross Cemetery, San Antonio.

STORM WARRIORS



February is Black History Month — a perfect opportunity to review a book about some Black (a.k.a. African American) Coast Guard heroes. What is it about this month's book, *Storm Warriors*, that might attract African American Coasties? What might interest non

African American Coasties?

The answers to both questions await you in the pages of Elisa Carbone's *Storm Warriors* (www.randomhouse.com), a historical fiction novel released in January 2001 about the exciting rescues by the U.S. Life-Saving Service's Pea Island Station. Anyone who has had the thrill of doing Search and Rescue (SAR) or even dreamed of doing SAR will get excited while reading the first few pages and remain so throughout the text. The surfmen's unofficial motto: "You have to go out, but you don't have to come back," is written on Pages 15 and 143 (hardcover version), but it is apparent throughout the novel.

The exciting, vividly described SAR cases executed by the all African American Pea Island crew are underwritten in this novel by more subtle messages and lessons about racial issues. Experienced author Carbone (who has

also penned *Sarah and the Naked Truth*, *Stealing Freedom* and *Starting School with an Enemy*) weaves a story narrated by protagonist Nathan, a strong-willed 12-year-old African American boy who yearns to become a "storm warrior" or surfman. With his Daddy and Grandpa, Nathan flees the Ku Klux Klan to isolated Pea Island on the Outer Banks of North Carolina and quickly grows into the Life-Saving Station crew's protégé.

You will learn along with Nathan about post-Civil War racism and the challenges to the only African American Life-Saving Station of the late 19th century. You will also learn from Nathan's Grandpa that "you've got to be ready in case what you hope for doesn't come looking the way you think it

should" (Page 41). Nathan learns during the Pea Island crew's famous Oct. 11, 1896 *E. S. Newman* rescue a pivotal lesson about himself: there are alternate ways to save lives with the skills he has learned from the surfmen, and that he will let no one stop him from achieving this dream.

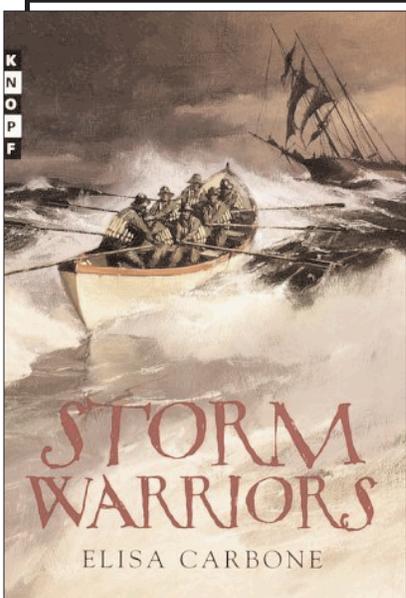
Storm Warriors' exploration of racial issues is subtle enough to teach without alienating non African American readers. For example, the author provides insights into American slave life when she reveals that Nathan's Grandpa and Daddy had been slaves and that Nathan's great-grandfather had been white and a slave owner. Carbone offers other hints at the value of diversity when she alludes to the fact that the life-saving Coston flares used by surfmen and ship's crews to signal each other had been invented by a woman (Page 76).

Today's Coast Guard is recognizing its past heroes. Coast Guard Commandant James Loy spoke about Coast Guard heroes to the Coast Guard Academy and Leadership Development Center on Jan. 10, 2001. He noted that "we remember Richard Etheridge and his crew at the Pea Island Life-Saving Station for their rescue of the *E. S. Newman* in 1896." He also pointed out that "we don't study or teach [about Coast Guard heroes] enough. We should fix that." The Pea Island Station was posthumously recognized on Oct. 31, 1995 with the Gold Lifesaving Medal for its crew's heroism during the *E. S. Newman* rescue nearly 100 years earlier. See details in the October 1996 *Reservist* (www.uscg.mil/reserve).

Although *Storm Warriors* is written to a juvenile audience, it is engaging and edifying enough to retain the interest of the adult reader, especially Coast Guard readers. Conversely, the use of historical fiction versus non-fiction enhances the author's ability to reach today's young reader. The author's extensive research is obvious in nearly every page of the book (including weather and environmental descriptions, rescues, names of individuals and geography). The Author's Note (i.e., epilogue) adds greatly to the historical credibility of this fiction novel by using many primary sources.

What's so fascinating about *Storm Warriors*? You may find the answer has to do with some gallant Coast Guard SAR heroes who risked their lives to save people they did not know and whose skin color differed from their own. To find the answer, you must first ask the question.

Editor's notes: Other reviews of "Storm Warriors" are available at www.amazon.com. Some other related books include "Sink or Swim: African-American Lifesavers of the Outer Banks" by Carole Boston Weatherford (Coastal Carolina Press: 1999, www.coastalcarolinapress.org) and "Fire on the Beach" by David Wright and David Zoby (Scribners: to be published in 2001). Also, the Coast Guard Historian published "African Americans in the Lifesaving Service" available on the USCG Web site at: www.uscg.mil. To contact BMC Allen, write: Commandant (G-WTR-2); call 301-867-0125; or e-mail: mallen@qssmeds.com. The U.S. Coast Guard does not endorse these products. They are referenced here as a service to our readers.



STORM WARRIORS — *Specifics:* ISBN: 0-375-90664-9 (Hardcover Library Binding); 0-375-80664-4 (Hardcover). 180 pages. 1 map. Dedication. 21 chapters. Author's Note. Acknowledgments. Biographical note. **List price:** Hardcover Library Binding, \$18.99. Hardcover, \$16.95. Copyright 2001 by Elisa Carbone. Published in the U.S. by Alfred A. Knopf. Distributed by Random House, Inc. (www.randomhouse.com/kids or 1-800-733-3000 or 1-800-726-0600).

**By BMC Mark Allen, USCGR
Special Contributor to Reservist Magazine**

HAPPY 60TH BIRTHDAY COAST GUARD RESERVE!

The Reserve component has always been “Semper Paratus” in times of national emergencies. During World War II, 92 percent of the 214,000 personnel who served in the Coast Guard were reservists in addition to 125,000 “Temporary Reservists.” Reservists have been involved in every major crisis since that time. Ten years ago, reservists were the lion’s share of the deployed Coast Guard forces during Desert Storm. As I write this article, reservists are deployed from PSU 309/307 to the Middle East guarding America’s interests.

I could recite the Coast Guard Reserve’s involvement year by year from 1941 to the present. However, what I wish to concentrate on is the sacrifice and dedication of the Reserve component that has kept the program alive and made it what it is today. I know people quote statistics such as the Reserve component has given 300,000 man-days in support to the Active component. As we all know, those are just the documented hours that have been captured. Being a member of the Reserve component has never been a two-day a month, two week in the summer assignment. Terms such as “weekend warriors,” and “part-timers,” have been disappearing. Most dedicated reservists put in many hours that are not statistically captured or paid for. Boat crews could not stay qualified given the two-day/two-week constraints. Many extra hours are put in by reservists regularly to stay current in their individual areas of expertise.

Since 1941, there have been “lulls” in support of the Reserve program. In fact, throughout the years, there has been talk of abolishing the Reserve. The selfless dedication of many individuals over the years drilling for no pay has kept the program alive. The most notable times were directly after World War II and during the late 60s. In today’s downsized military, the Reserve components provide up to 52 percent of military services deployed strength. The day-to-day missions of the Coast Guard would be impossible without Reserve support.

We have come a long way since those early days of World War II. With Future Force 21 and the Deep Water projects moving forward, the role of the Coast Guard Reserve will definitely be evolving from where it is today. As I travel around the Coast Guard visiting units, the one thing that I feel will not change is the caliber of individual who participates in the Reserve component: A person who is willing to serve their community, Country, and Service. It has truly been an honor to serve with people such as yourselves who give far more than is required. “BZ” and Happy Birthday to you all.

• ADVANCEMENTS:

My congratulations to all those who have been advanced or promoted since my last article (see January 2001 *Reservist*, pages 24-25). Those who have been advanced to E-7 (CPO) need to contact MCPO Tim Cary at 202-267-2441, tcary@comdt.uscg.mil, about attending the Reserve CPO



Academy. The course is designed to help you be a better chief and is *required* for advancement to senior chief. Don’t wait until the last minute before the Service Wide Examination to apply.

• COMMUNICATING WITH DEPLOYED

PSUs: For those of you who wish to communicate with the deployed PSU or send “care packages,” please use the following address:

**MCPO Walter Wozniak
USCG PSU 309 CMC
PSC 451 Security Department
FPO AE 09834-2800**

• **TWO IMPORTANT ITEMS:** Two important issues need your attention. First, check your Leave and Earnings Statement (LES) for the correct point total and make those corrections. **Do not throw away paperwork the Coast Guard sends you!** It is your proof if there are questions. **Points are dollars** when you retire. Make sure they are correct. The only one you are hurting by not checking is yourself. Second, **check your initial entry to military service** and make sure it is correct. Contact your PERSRU if it is not. It is the basis of your pay, allowances, and retirement.

In closing, I once again wish the Coast Guard Reserve a Happy 60th Birthday. We were “Semper Paratus” in 1941, today, and will be in the future. Continue your great work. You are my heroes.

**BY MCPO GEORGE P. INGRAHAM, USCGR
RESERVE FORCE MASTER CHIEF
GINGRAHAM@COMDT.USCG.MIL**

yesterday, today & tomorrow.
for 60 years the
men and women of the
coast guard reserve
have answered the call.
for their effort and their dedication
we would like to say...



**Thanks, Heroes
&
happy anniversary uscg reserve**

Commanding Officer (mas)
Human Resources Service & Information Center
444 SE Quincy Street
Topeka, KS 66683-3591

Bulk Rate
Postage and Fees Paid
United States Coast Guard
Permit Number G-157

Forward and
Address Correction Requested

OFFICIAL BUSINESS
Penalty for Private Use \$300