



THE COAST GUARD RESERVIST

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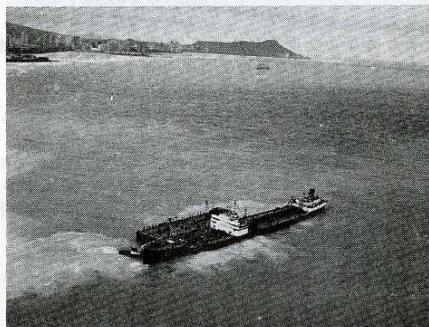
OIL SPILL EXERCISE BECOMES REALITY

Recently, COTP Honolulu conducted an Oil Spill Exercise which spanned a three day period. The scenario called for "Kona" weather (winds from the south) and a merchant vessel aground at the mouth of Honolulu Harbor located on the southern coast of Oahu. Practically everyone associated with the Marine Industry on the Island of Oahu was involved in the exercise including members of the Emergency Task Force attached to both Honolulu Reserve Units.

The "scenario" became reality when coastguardsmen on their way to work on the morning of 6 February 1976 heard their radios announcing "... members of the Coast Guard's Emergency Task Force man your posts, tanker aground at the mouth of Honolulu Harbor."

AUSTIN, a 55,350 ton tanker with over nine million gallons of gasoline, oil and other petrochemicals, had indeed run aground just barely over a month after the Fourteenth District had conducted its first major pollution exercise.

The vessel remained off Honolulu Harbor three days before four tugs and a Navy salvage team refloated her. The hull was not ruptured although AUSTIN did receive some damage to its rudder, shaft, and portions of its underbody. Three Reserve officers and six enlisted personnel augmented COTP Honolulu during the grounding: LCDR Ronald L. ARBUCKLE, LCDR David W. PROUDFOOT, LTJG Gerald A. WALTERS, PO3 Kathy ARRIETA, PO2 Virginia A. LANGAN, PO3 Susan M. LOVELY, PO3 William E. WALKER, PO3 Frederick W. WOOD, PO1 Stephen M. MURASHIGE. LTJG WALTERS and PS1 MURASHIGE received letters of appreciation for their help in setting up and enforcing a controlled area around AUSTIN.



The tanker AUSTIN sits grounded off Honolulu Harbor.

NEW EXCHANGE PROCEDURE

A new procedure for gaining admission to military exchanges by reservists who qualify for that privilege through participation in inactive duty training has been announced by the Department of Defense. This new procedure is intended to reduce the administrative burden on Reserve unit commanding officers which is caused by preparation of the currently required quarterly authorization letter form.

In place of the form now being used, reservists will present their ID Card with their monthly earnings statement (the Coast Guard Pay and Points Statement) in order to gain admission to an exchange or to make a purchase, as required by the exchange. An exchange employee will determine from the earnings statement, the number of multiple drills (or equivalent) performed and, thus, the number of days exchange privileges to which the reservist is entitled. The statement will then be date stamped by the employee indicating one day's use of the exchange. Each monthly statement will remain valid for this purpose during the calendar year in which it is issued until the exchange privileges are expended.

SEE EXCHANGES, PAGE 4

Reservists Aid Stricken Boat

On 24 April 1976 three reservists from Coast Guard Reserve Unit Yorktown, Virginia, who were augmenting Station Milford Haven, assisted regular station personnel in rescuing four persons who were boating in the lower Piankatank River. The three adults and one 5 year old child were apparently overcome by carbon monoxide and their boat reportedly was out of control.

After receiving a call for assistance, reservists PSC A. JAMES, Jr., PSC H. L. STERLING, and MK3 E. P. OTTARSON III assisting regulars BM2 P. A. GRAY and MK3 J. D. GODBEY departed Milford Haven Station in a 41 ft. UTB. When they arrived on the scene, they found the 23 ft. cabin cruiser circling. While Chief JAMES maneuvered the UTB, Chief STERLING climbed aboard the cabin cruiser and secured the engine. All four persons were found unconscious and were taken aboard the 41'UTB. for the trip into Deltaville and a waiting ambulance. A nearby skiff took the cabin cruiser under tow. While BM2 GRAY took the 41'UTB into Deltaville the other four coastguardsmen attempted to revive the victims. By the time the boat reached Deltaville all four persons, though they remained unconscious, were breathing well and had a good pulse. After transferring the victims to ambulances the rescue boat relieved the skiff of the tow and took the boat into Milford Haven.

All four persons regained consciousness and were reportedly in good condition. The professionalism exhibited during this operation is an example of the high level of performance to be expected when regulars and reservists work together.

Chief JAMES who is the Fire Chief of the Gloucester Volunteer Fire Department and a member of the rescue squad said this type of accident points up the need for oxygen equipment aboard all SAR boats.

THE ADMIRAL'S CORNER



During the week of 19 January, the National Coast Guard Reserve Policy Board-- FY 76 conducted its annual meeting at Headquarters as required by law. Since this board in essence represents the entire Coast Guard Reserve membership, its operation and actions are or should be of considerable importance to each individual reservist.

The purpose of the Board is to consider, recommend, and report to the Commandant and the Secretary of Transportation on matters of Coast Guard policy applicable to the Coast Guard Reserve. The process by which this is accomplished begins when the districts solicit recommendations for the district policy boards which convene during the first quarter of each fiscal year. Items proposed individually and collectively by members of the Reserve are considered by the district policy boards which add their recommendations; forward them to their district commanders who in turn add further recommendations or comments; and then transmit them to Headquarters for consideration by the National Coast Guard Reserve Policy Board.

The National Board resolves what is usually a relatively large number of individual items into the basic policy issues that are involved. It makes its recommendations concerning those policy items considered to warrant top management attention and transmit them to the Commandant for action. The Commandant determines the course of action to be taken on each item and submits the recommendations with the action statements to the Secretary of Transportation. Following approval by the Secretary, a report is published to the Reserve membership and follow-up action is taken by the Office of Reserve to ensure that the "Commandant's Action" is implemented.

The district and national boards can do their best work when they are provided with a wide range of suggestions and ideas that propose specific solutions to conditions that operate as roadblocks to the attainment of Reserve program objectives as well as those that propose program improvements.

Your input -- your ideas and suggestions -- throughout the year, not just the one time each year that the district board solicits recommendations, is the all important ingredient needed by the policy boards. Commanding officers should continuously encourage and assist members of their unit in putting their ideas in writing and forwarding them to the District Reserve Policy Board at any time during the year.

Like the Coast Guard, each of the Military Services has a Reserve Policy Board or Committee and all have the same general purpose -- to provide the opportunity for members of the Reserve community to participate in the development of policy governing the Reserve Program. In addition, there is a Reserve Forces Policy Board (RFPB) which is composed of both civilian and military representatives who are concerned with the administration and operation of the Reserve Programs from all of the Military Services. This Board was established in 1952 as the "principal advisor to the Secretary of Defense on matters pertaining to the Reserve Components." I represent the Coast Guard as a voting member of the RFPB and participate in the work of the Board which holds meetings at least quarterly in Washington, D.C.

The RFPB can and does consider items that begin as recommendations submitted by the boards of individual Military Services. Generally these are items involving issues that affect all Reserve Components and should be dealt with by this "All-Services" Board. An example might be medical benefits for injury incurred by reservists traveling directly to and from drills. One matter of this type that was actually initiated largely through the good work of the RFPB was the establishment of the National Committee for Employer Support of the Guard and Reserve.

The Coast Guard District Reserve Policy Boards and the National Coast Guard Reserve Policy Board exist to give each reservist the opportunity to have a voice in the policy development of the Coast Guard Reserve. On an "All-Services" level, the RFPB can tune in on that voice as it applies to all reservists. These Boards can do their best work when they can add their recommendations to your ideas and your suggestions for improving and strengthening the Coast Guard Reserve Program. Use them for this purpose!


W. S. SCHWOF

PA2 FITTON - Artist

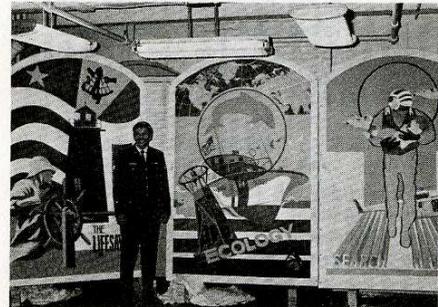
Bill FITTON, PA2 Base Boston, comes from Newton Center, MA., spent 12 years in commercial art in Los Angeles, CA after attending Art Center College of Design there, served four years in the U. S. Navy, and joined the Coast Guard Reserve in 1973.

Since joining the Coast Guard Reserve, he has painted 21 oil paintings for the Coast Guard -- some were presented to retiring officers, some are on display at Base Boston and 12 are on display at Coast Guard Headquarters in Washington, D.C. He has painted a 22' acrylic mural at the Marine Museum in Newburyport, MA, in the Coast Guard Room, which depicts the launching of the first Coast Guard Revenue Cutter, MASSACHUSETTS, in 1791. There are three of his posters on the outside of the Coast Guard Bicentennial Building in Boston at Commercial and Hanover Streets which depict the ecology and lifesaving programs of the Coast Guard.

Currently, PA2 FITTON is working on a 20' acrylic on canvas mural which will be in the Bicentennial Room at Commercial and Hanover Streets in Boston. This mural depicts one of the most daring rescues in Coast Guard history which occurred in 1897-98 when Lieutenant David H. JARVIS led a mission to rescue 265 stranded whalers in a daring 2000 mile sled trek across the frozen Alaskan territory.

Besides his Coast Guard work, which has been extensive, PA2 FITTON is working on a master's thesis on mural painting, and will receive his M.F.A. from Boston University in 1977. After that, he hopes to find a teaching position in painting and drawing at the college level.

PA2 FITTON enjoys his work for the Coast Guard and feels that it will have a positive impact on recruiting efforts as it is accumulated and utilized toward that end. He sees the Coast Guard as having an increasingly important role in national security, and is proud of his part in that role.



PA2 FITTON stands beside three of his posters depicting Coast Guard missions at the CG Bicentennial Building in Boston.

RADM HANKS RECEIVES UNIVERSITY AWARD

RADM CHARLES J. HANKS, the senior Rear Admiral in the CGR was recently honored with the Jessie S. Heiges Distinguished Alumnus Award by Shippensburg State College. He received the award for "distinguished and outstanding achievement in his field which benefits the community and society." The award is presented annually to no more than three alumni selected by a committee of six former students of the college. RADM HANKS graduated with a Bachelor of Science degree from Shippensburg State College in 1942. In 1954 he received his doctor's degree in Education from the University of Arkansas. He is presently acting dean of the School of Science and Mathematics at the California Polytechnic State University.

RADM HANKS was promoted to the rank of Rear Admiral in the Coast Guard Reserve in May 1972. He is one of six men in Coast Guard history to achieve this position. He received the Coast Guard Commendation Medal in 1966 for his part in the development of Coast Guard Reserve Summer Training Schools on the west coast. In 1968

TIME LIMIT ON RATING CHANGES

Commandant (G-RT) has recently changed its policy regarding authorizations in making a lateral or diagonal change in rating. Henceforth, personnel who receive such authorizations, will have a maximum period of 3 years to complete the change.

Personnel who fail to complete the requirements for the change in rating as prescribed in Section 6-10-0 of the Administrative Manual for the Coast Guard Reserve CG - 296 within the 3-year time limit, must resume preparation for advancement in the next higher pay grade in their original rating.

For ease in administration and to facilitate participation in servicewide examinations, the period of rating change will extend to 1 July or 1 January subsequent to the end of the 3 year period. For example, a reservist who receives authorization on 1 August 1976 to lateral must complete the changes in rating by 1 January 1980.

If a reservist has received authorization for a change in rating prior to 1 July 1976, then the change must be completed by 1 July 1979.

It should be noted that requirements and restrictions for the rating change in Section 6-10-0 of CG - 296 shall continue to be in effect. The new time limit provides only for a final cutoff date for completion of the existing requirements.

he received the Gold Star, and in 1971, the Coast Guard Meritorious Service Medal for his outstanding achievement and superior performance as Director of the Coast Guard Reserve Summer Training School.



RADM CHARLES J. HANKS, USCGR, received a distinguished alumnus award for his outstanding achievement at Shippensburg State College.

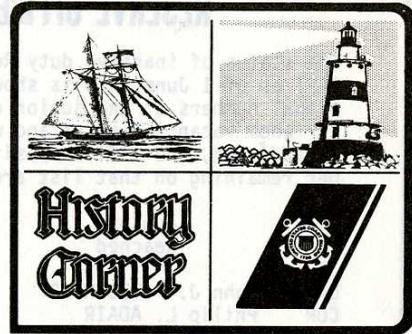
HONESTY IS THE POLICY

Everyone loses when there is collusion in servicewide exams and end-of-course tests. The computer at the Coast Guard Institute can identify potential collusion cases through electronic comparison of answer sheets. If additional investigation confirms possible collusion, an informal board of investigation is ordered. This process takes up time at the Coast Guard Institute, the district office, the unit, and Headquarters which could be better spent on other matters.

If the test was not properly administered, the exam proctor is just as apt "to get zapped" as the test takers. Good test administration is based upon common sense. The Administrative Manual for Coast Guard Reserve (CG-296) and the examination envelopes explain how to conduct exams. The most common problem discovered in recent investigations is improper supervision of exam rooms. An officer or chief warrant officer, senior to all examinees must be present during the exam.

Collusion on correspondence course end-of-course tests does not help the test-taker measure the extent of his or her knowledge. The value of the test as practice for the servicewide exam is defeated. Collusion on the servicewide exam endangers the fairness and equitability of the advancement system for all petty officers and can lead to punitive action for both the giver and the receiver.

Help the system work for you. Everybody wins when exams and tests are properly administered and test takers' answers are their own.

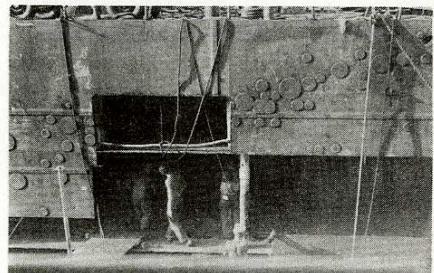
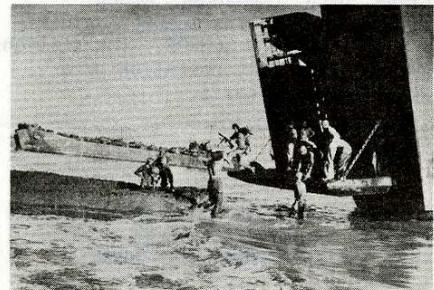


GREEN DRAGON

The following "moment in history" was contributed by a former crewmember of the USS LST 170, the Coast Guard's GREEN DRAGON of the Pacific during World War II.

GREEN DRAGON was part of the Seventh Fleet, Group 21. This amphibious group was composed almost entirely of Coast Guard Reserve crews, including the Commanding Officer of GREEN DRAGON, Captain "TNT" KELLY who later became a regular. The group made 16 invasions along the New Guinea Coast. The only Navy personnel aboard were the ship's doctor and the pharmacist's mates.

The reservists of pre-World War II embarked on active duty immediately out of boot camp. Their moment in history is one of the youngest components of our armed services in our country's history -- The Coast Guard Reserve. As old as 1941 - As young as right now.



Top photo- Landing at Cape Gloucester, New Britain on Christmas Day, 1943. Lower photo-Patchwork being done on GREEN DRAGON. Round patches indicate shrapnel holes and larger cut outs were larger hits.

RESERVE OFFICER PROMOTION STATUS

The status of inactive duty Reserve officer promotions to LT through CAPT as of 1 June 1976 is shown below. Listed are the names and signal numbers of the junior officers on current selection lists for whom vacancies exist and whose running mates have been promoted. In addition, the officer position on the selection list and the number remaining on that list are shown.

Rank	Junior Reached	Signal Number	Position On List	Number Left
CAPT	John J. FITZGERALD	165	16	1
CDR	Philip L. ADAIR	749	99	0
LCDR	Max ROE	1636	133	33
LT	Anthony L. DOBERT	3190	245	0

NEXT MONTH—

The July issue of the RESERVIST will contain an update on uniform information. It will include the itemized new revised minimum sea bag requirements for male and female reservists. It will also contain a preview of the new women's uniforms with pictures of each individual uniform which are scheduled for issue on 1 January 1976.

There is no change in current policy which provides each reservist with one day exchange privilege for one day (one multiple drill or equivalent) of inactive duty training.

Coast Guard Reservist

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ADMIRAL O.W. SILER
Commandant, U.S. Coast Guard

RADM W.S. SCHWOB
Chief, Office of Reserve

ENS. J.R. OLIVER
Editor

All photographs are official Coast Guard material unless otherwise designated.

Members of the Coast Guard Reserve are invited to submit articles of interest to the Editor of RESERVIST for possible publication.



Last summer, shortly after taking over as Chief, Office of Reserve, RADM W.S. SCHWOB visited the three Great Lakes Reserve - manned SAR stations. He is shown here arriving at Plum Island Station, Wisconsin. Left to right are: MKC (now WO) R.S. ANDALERO, USCGR, Officer-in-charge (Third District) CDR EARLE L. SULLIVAN, USCG, Commander, Group Milwaukee HH3 crew member (unidentified) and RADM SCHWOB. The station are again in full operation on a Reserve-manned basis.

EXCHANGES, FROM PAGE 1

The new procedure is effective 1 July 1976. However, there are some problems related to the use of the current Coast Guard Reserve Pay and Points Statement that will require the continued use of the quarterly authorization letter form for several additional months. The current statement which is required to be given to each drilling Coast Guard reservist each month is a narrow strip cut from the Reserve Payroll and Points Listing (CGHQ-4458) indicating drills performed, dates, earnings, SGLI, tax withheld, etc. At present there are no headings identifying these individual strips and, additionally, the strips are so narrow that date stamping at the exchange would be difficult.

Action has been taken at Headquarters to develop a more suitable Pay and Points Statement that will be acceptable at the exchanges. Hopefully, this will be accomplished within the next few months. Meanwhile, Reserve unit commanding officers should continue the use of the current quarterly authorization letter form.

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