The Reservist

September-October 1984

U.S. Department of Transportation

United States Coast Guard

Dedication

At ceremonies held at RTC Yorktown, Va., Mrs. Dorothy Canfield dedicated a new training building named in honor of her husband, the late Congressman Gordon Canfield.

Canfield Hall, built at the cost of nearly four-million dollars, will house the Machinery Technician, Port Security, and Electrician's Mate schools with a capacity of 500 students.

The facility, designed to make optimum use of sunlight, has a three-story atrium to minimize the need for electric lighting.

Congressman Canfield, known as the father of the Coast Guard Reserve, was responsible for introducing legislation resulting in the creation of the reserve program. The building is the first Coast Guard facility to be named after a member of Congress.

Mrs. Dorothy Canfield accompanied by RADM James C. Irwin and CAPT John N. Faigle. Story and photo by SN Laura Stockman.

Page one--ADM Gracey officially opens the new Office of Readiness and Reserve. Photo by PA2 Tom Gillespie.

On the cover--Richmond reservist works on James River ATON. Photo by PA3 Deborah Dwornik.

THE COAST GUARD RESERVIST is published bi-monthly by the Commandant of the United States Coast Guard.

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Members of the Coast Guard Reserve are invited to submit articles, photographs and artwork to the editor for possible publication. By-lines will be given.

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CG-288

President Reagan speaks on behalf of Employer Support of the National Guard and Reserve.

"There are more than a million men and women serving America in the National Guard and Reserve. They're a vital part of our nation's defense.

"Duty with the Guard and Reserve is demanding. It requires members to take time off from their regular jobs and takes them away from their families for military training.

"Therefore, I extend the thanks of the nation to those of you who support the Guard and Reserve. Without the backing of employers and families, we could not maintain these essential volunteer forces.

"The security of our nation depends on a strong Guard and Reserve. And, a strong Guard and Reserve depends on us."

Join the President in supporting the men and women of the National Guard and Reserve. Protect their future while they protect yours.

For information on how you can support the National Guard and Reserve, write Employer Support, Arlington, Virginia 22209.

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ADMIRAL'S CORNER

Well, it's official! We have implemented the new Office of Readiness and Reserve and are forging ahead to achieve the complementary objective of Coast Guard readiness. Let me assure you that, while some may consider me to be "dual-hatted," the demands of the new office will not, in any way, diminish my attention to the Reserve Program. On the contrary...it will take the synergistic product of the combined efforts of both Readiness and Reserve to achieve the Commandant's objective.

Basically, the function of the Readiness portion of the office will be a continuous analysis of the various indicators of readiness throughout the Coast Guard. By "tapping" into each Operating and Support Program in the Coast Guard we can determine if there are potential problems in readiness. We will then apprize the Commandant and Program Directors,who will then be able to make the appropriate "course corrections."

This concept of readiness embraces every contingency up to and including full mobilization. You can see, then, the crucial role the current Reserve Training Program plays in this endeavor. In my visits to the districts--and I will be visiting each--I will be adding district readiness offices to my itinerary. I intend to see, first hand, the cooperative efforts of all hands...regular and reserve, active and inactive duty. I will be an educated voice in the many diverse issues of readiness and reserve...I expect the same of you.

In this vein, I recently attended the 1984 convention of the Reserve Officers Association held in Chicago. My wife and I enjoyed renewing old friendships and making many new ones... many, who with their experience and dedication, will have a major impact on the future of our Reserve forces. I value their candid opinions as I will value yours.

These are indeed interesting times...particularly for the innovators among us. I see the combined talents of Readiness and Reserve providing us with an opportunity to progress to the highest level of readiness ever achieved in the Coast Guard. Our goal should be a Coast Guard Reserve that is a perfect complement to our active force. It is a challenge, but I am confident that together, we can do it. Let's begin!

J. A. McDonough, Jr.

RADM J. A. McDonough, Jr.
Chief, Office of Readiness and Reserve

BRIEF COMMENTS

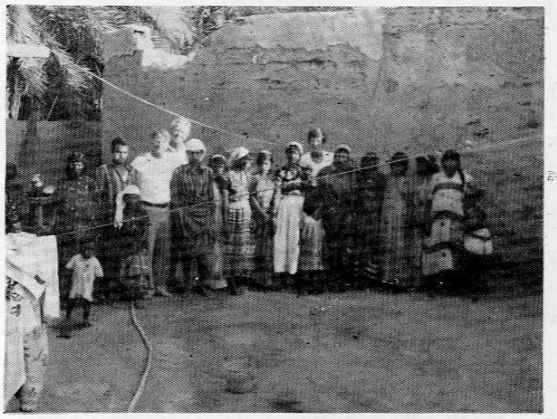
Reservists go foreign

It isn't often that reservists have to travel great distances in order to participate in Coast Guard related activities, but for CWO4 James L. Jones of CGRU Detroit, MI, and MK1 Bobby L. Parnell of CGRU Base Fort Macon, NC, a trip to the Yemen Arab Republic meant a drastic change from their normal duties.

Both reservists were deployed to the Yemen Arab Republic to help train Yemen Naval personnel in how to maintain and repair 105-foot Broadsword Class Patrol Craft in the Port of Hudaydah. Also taught was design and electrical theory.

The trip to Yemen was not all business though, for much was learned about the culture. During part of their two-month stay in Yemen, they stayed with Sheik Kunaide, his four (Yes, that's four!) wives and many of his children.

Before leaving in late March, the two Coast Guard reservists were ordered to Ras Mutaini by the U. S. Embassy in Sana to aid a 47-foot ketch that had gone aground. Although efforts to re-float the vessel, Vagabundo, proved unsuccessful, it was a chance to meet more of the people of Yemen as well as the two U. S. citizens that were aboard the beached vessel.



Photos by CWO4 James L. Jones

Firsts

Reserve Unit Station Port Canaveral

The Coast Guard Unit Commendation award was presented to CGRU Station Port Canaveral on 25 February 1984. The unit received the award for exceptional meritorious service for the period of 1 May 1980 to 31 August 1982.

Through their support of the Cape Canaveral Security Zone, participation in the Cuban Sea Lift Operation and performance of MSO missions for MSO Jacksonville, the unit's personnel displayed a notable devotion to duty.

The award was presented by RADM Donald C. Thompson, Commander Seventh Coast Guard District, and marked the first time such an award was presented to a reserve unit in that district. CONGRATULATIONS!

by LT(jg) Mark A. Jones

COTP New York Reserve Unit 2

At a recent change of command of the COTP New York Reserve Unit 2, LCDR William W. Cotter was relieved of command by LCDR Denise G. Howard. Joining LCDR Howard at the helm of the Second Reserve Unit is LT Joyce A. Coombs. LT Coombs will be the Executive Officer of the unit. The two officers are the first all women CO-XO tandem to command a unit in the Third District. GOOD LUCK!

by PS3 Sean J. Coughlin

Special training gets results

by CWO3 Mel Engle

LT Guy Sorenson, USCG, would probably be the first to admit that the long-awaited Standard Boat Crew Training Qualification and Certification Manual (COMDTINST M16114.6) provides excellent training for the many complex skills required to become competent in small-boat handling.

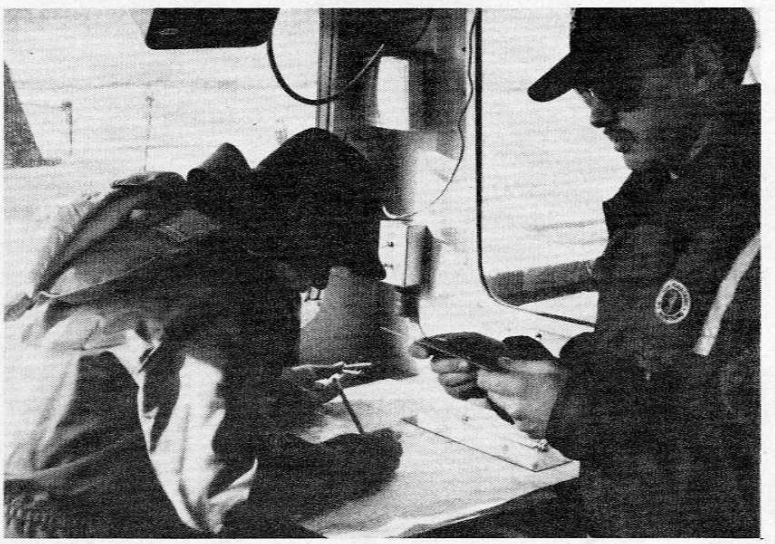
The then CWO3, CO of Station Annapolis, MD, recognized that a side-effect of the more rigorous qualification standards could mean a long wait of a different sort; namely getting small-boat crews qualified. This especially presented a problem for the reservists who perform their augmentation training at the station. The difficulty was finding the time to check personnel off on their tasks. The solution, as seen by LT Sorenson, was a concentrated two-week course to benefit the reservists at Station Annapolis.

Before the course even started, word of its convening had gotten around to more than just the reservists at the station. In fact when the class finally did start, it included members of RESGRU MSO Baltimore, RU MSD Potomac River, CG Auxiliary and Regulars from Station Annapolis, 22 in all.

LT Sorenson and six of his men: BM1 Tarr, BM2s Culverson, Morrison, Jones and Lemieux, and MK3 Baumgarder, provided instruction in nearly all areas of SAR operations. Topics included: survival equipment, SAR boat operation, boat checklists, boat handling theory, aids to navigation, piloting and navigation, tides and currents and line handling just to name a few.

Putting the course together was no simple feat. Fortunately, LT Sorenson had gained some experience while serving at the BM School at RTC Yorktown. As a result of his efforts, nearly two dozen personnel were certified in many tasks and now several station personnel, regular and reserve, are much closer to becoming fully qualified boat crew members. GOOD WORK LT SORENSON!

Above--LT Sorensen instructs reservists so that they may become qualified boat crew members. ***Below***--PS3 Barbara Lenz plots course while BM2 Chuck Fonshell computes speed. Photos by CWO3 Mel Engle.



NOTE: THE LOCAL TRAINING PROGRAM DESCRIBED IN THIS ARTICLE IN EXCELLENT FOR CHECKING PERSONNEL OFF ON REQUIRED TASKS AND FOR BUILDING ON FOUNDATIONS RECEIVED FROM FORMAL COURSES AT YORKTOWN AND ALAMEDA. THEY SHOULD NOT USUALLY REPLACE SUCH COURSES.

BRIEF COMMENTS

Advancement

Personnel seeking to advance must meet a number of eligibility requirements. One of those which must be met prior to participating in the competitive servicewide exam is the Performance of Duty Marks minimum requirement.

To determine if a member has met this particular requirement, the reserve unit command must look at the latest Enlisted Performance Evaluation Form (CG-3788 series) worked up on the aspiring advancement candidate. This evaluation must indicate an average of no less than 3 for all marks within each factor. This must be done for every factor on the individual's latest evaluation.

For example: An E-4 reservist has a Military Factor total on the latest regular performance evaluation which is comprised of the following marks: Grooming - 3; Uniform 2; Conduct - 5; Customs and courtesies - 4. The factor total of 14 is divided by the number of items; in this case, 4, and the result is an average mark in the Military Factor of 3.5.

The command would likewise compute the average of all marks in each of the other factors - Team, Work, Leadership, Representing the Coast Guard , and Human. In each average, the computed result must meet the minimum requirement of 3. If a reservist's average meets or exceeds the minimum of 3; the reservist may go on to the competitive phase of the advancement process.

Suppose, however, an average does not meet the minimum requirement. In such a case, the command may either decline to recommend the member for advancement participation or it may do a special performance evaluation for the purpose of determining if performance has improved since the last regular evaluation was completed.

DEERS

BREAK IN SERVICE

When a sponsor returns to Active Duty after a break in service, all family members must be re-enrolled in the DEERS program. Although many sponsors are re-enrolling members of their family, they are often neglecting children who do not receive ID cards, namely children under the age of 10 years of age. So for those of you coming back to Active Duty from a break in service, make sure that the filling out of the re-enrollment form (DD Form 1172) includes all members of your family and that no family members are listed in Block 60 of DD Form 1172.

REGIONAL CONFERENCES

Back in July the DEERS Program Office began sponsoring conferences throughout the country. The first conference took place in the Washington, DC area. The next conference is tentatively schedules for October in Orlando, Florida. The conference will key mainly on the DEERS system itself and those systems with which it interfaces.

NEW ADDRESS

The DEERS Program Office has moved. The new address is:

DEERS Program Office
3 Skyline Place
5201 Leesburg Pike
Room 1511
Falls Church, VA 22041

Award

Congratulations are in order to Chief Yeoman Mary T. Waters on her receiving the Coast Guard Achievement Medal. The award was presented by RADM Douglas W. Fredericks, Senior Reserve Officer, Atlantic Area, on 15 April. The award was given to YNC Waters for her superior performance while serving as the sole yeoman assigned to the Seventh Coast Guard District Inspection Unit from 1 August 1980 to 31 December 1983. Not only was YNC Waters the only yeoman at the unit, but she performed as an inspector in areas of unit administration, supply, medical and personnel. She has inspected every unit in the Seventh District at least once and has demonstrated the enthusiasm and willingness to teach the proper procedures when errors are found. Her efforts have resulted in more than a thousand Coast Guard reservists in the Seventh District becoming better able to perform their assigned duties. YNC WATERS...CONGRATULATIONS!

Retired

After 36 years of Coast Guard service, LCDR Alexander Yackowski has retired as of 30 June. LCDR Yackowski's Coast Guard career began in August 1942. During World War II, he served in the Pacific Area of Operations. He was honorably discharged in March 1946 with the rank of GM1. Subsequently, LCDR Yackowski entered the Reserve Program in August 1952 and served in various reserve units in the Connecticut Area. He was promoted to Chief Petty Officer in 1957 and appointed as a warrant officer in 1959 and on to Lieutenant (jg) in 1970.

The picture to the right shows CDR J. D. Basque, second from the right, presenting LCDR Yackowski, second from the left, with a plaque in recognition of his years of service. Also in attendance at the presentation were (l. to r.) CDR G. Post and CDR R. Dewey. GOOD LUCK LCDR YACKOWSKI!

-and-

After some 29-plus years of military service, CAPT Bobby G. Christian retired as of 1 July. Beginning his military career by enlisting in the Marine Corps Reserve in 1955, CAPT Christian served for two years while attending North Texas State University. Upon graduation in 1957, he accepted a position with Shell Oil of Houston, TX and later went on to active duty with the Marines. While on active duty, he attended several Navy and Marine intelligence schools and served as a photo interpreter with a Navy Reserve Intelligence unit.

He is a direct commission officer in the Coast Guard Reserve having been commissioned in 1963. He has served with units in Trenton, NJ, New Orleans, LA, Dallas, Houston, and Galveston TX. He developed the first mobilization plan for MSO Galveston and completely reassessed the Eighth District's non-industrial facilities for mobilization. He was one of ten senior reserve officers selected to review the training needs of junior officers. That group's evaluation led to the concepts of the Reserve Unit Administration and Training Course (RUAT) and the Reserve Officer Candidate Indoctrination Course (ROCI). He will be sorely missed. GOOD LUCK CAPTAIN!

New Jersey reservists

The State of New Jersey has recently begun its official issuance of special military reserve license plates. In addition to the regular inscriptions on the license plate, a special abreviated code for each service and the official seal of the service will be inscribed.

Applications for the plates are being distributed to all reserve units within the state. In order to receive the new plates the vehicle must be titled and registered in New Jersey. A photocopy of the current registration must be returned with the application. If applications are not available at the units, they may be obtained from:

Dept. of Law and Public Safety
Division of Motor Vehicles
25 South Montgomery St.
Trenton, NJ 08666

BRIEF COMMENTS

Reservists a part of history

by LT(jg) Kim Pickens

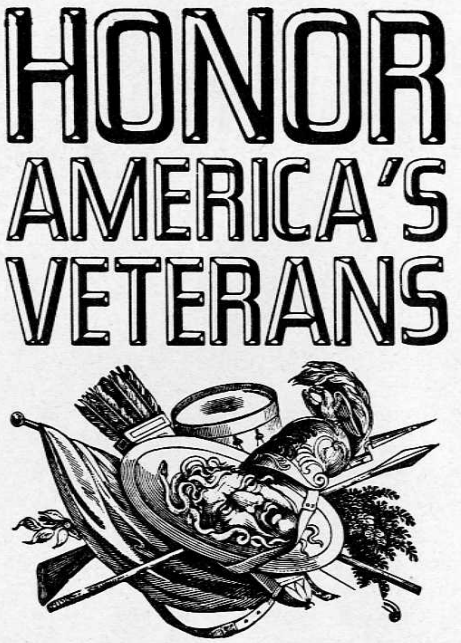
Reservists from the Baltimore area assembled for a very special Memorial Day parade, one that will never be forgotten. The event; the entombment of the Viet Nam war's unknown soldier. Deserving of this right, the Unknown Soldier from the Viet Nam war joined the Unknown Soldiers from World Wars I, II, and the Korean War, in their place in Arlington National Cemetary, just across the river from Washington, D.C..

Three weeks before the parade, CAPT David Bernstein, Commanding Officer of RESGRU Baltimore, was told to have a marching contingent trained and outfitted for the parade. After several phone calls, CAPT Bernstein realized that getting enough weapons to train with was impossible. The need for a marching contingent was soon changed to a cordon detail.

Over the next two weekends, reservists from Group Baltimore, units Station Annapolis, Curtis Bay, Stillpond, Washington, MSO Baltimore, Richmond and Headquarters, feverishly trained to perform as one unit. In addition to the reserve contingent, Coast Guard personnel from Station Alexandria, RTC Yorktown and the Coast Guard Academy contributed to the event. They learned to march as a unit, how and when to render honors as the parade filed passed; in short, how to look like the military professionals they were.

Mostly enlisted, these 66 reservists were trained by LT(jg) Jim Ward and CWO3 Mel Engle. The hard work paid off and by the day of the parade they were ready for their place on the historic day. In addition to the cordon detail, reservists from Station Washington manned a newly re-habbed 30-footer and provided waterside security and rendered honors as the caisson passed over the Memorial Bridge.

This was a well-orchestrated military performance; salutes rendered crisply, uniforms proudly worn, efforts that make people stand up and take notice. These reservists' contributions to the historic event were noticed as a number of them appeared on the front page of The Washington Post.

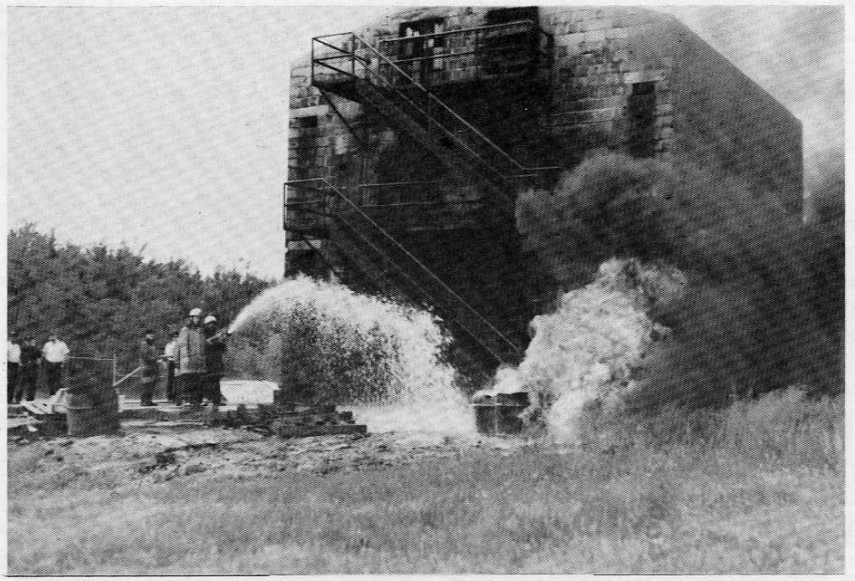


ROA gets new boss

The Washington D.C.-based Reserve Officers Association has just elected a new president. Her name is Eileen Bonner and she is the first woman to be elected president in the organization's 62 year history. Ms. Bonner is 54 years of age and is a reserve colonel in the Army Nurse Corps. We congratulate her on her new post and wish her the best of luck.

Reservists train at local fire academy

by PS2 Kenneth L. Jones



Above--Members of CGRU Potomac River apply foam to extinguish petrochemical fire during unit training exercises at the Fire & Rescue Training Academy, Fairfax County, Va.. Photo by PS2 Monica Brown.

CGRU Potomac River, which is responsible for port security and environmental protection of the Washington, D.C. harbor front area, conducted an intensive classroom and field training exercise during the spring. This exercise involved the transportation of bulk liquid cargo. The Fairfax County, VA, Fire and Rescue Department supported the effort by allowing the unit to drill at their Fire Training Academy.

Instruction on bulk liquid cargo were provided by PS2 Kenneth Jones who is a captain with the Fairfax County Fire and Rescue Department and is extensively involved in hazardous materials operations. The classroom instruction included the chemical and physical properties as well as the advantages and disadvantages of liquid bulk cargo. At all times safety precautions, which included methods of controlling incidences where a spill or fire occurs at a bulk liquid storage or loading facility or on a vessel, were stressed. To enhance classroom training, the unit actually handled hose lines and fought flammable liquid fires. The fire department provided the apparatus and facilities that were essential in conducting this "hands-on" portion of the training exercise.

In addition, LT Donald Zelazny, USCGR, discussed respiratory protection policies and demonstrated the proper use of the Robertshaw Model 5000 Breathing Apparatus.

DON'T FORGET TO

REGISTER AND VOTE!

ADT courses: What are they?

Prepared by the Training Development Branch

This is the fourth in a series of articles on the various ADT courses. Previous issues have included REBI, PMIS, YN-Basic, SBC, SBX, PSSO, PSSE and SBE.

Machinery Technician Course
(Advanced and Basic)

There used to be a standard saying among the MK's in the Coast Guard "The Guard doesn't care if you beg, or borrow, just keep the machinery running." If you think you might be interested in working as a machinery technician, then you should look into the MK courses offered at RTC Yorktown or Reserve Schools Alameda.

Who can attend: Anyone wishing to take one of the Machinery Technician Advanced Courses must be an E-4 or above in the MK, EM, or DC areas. For some MK advanced courses at RTC Yorktown, completion of MK Basic or an equivalent is a prerequisite. If you want to take a Machinery Technician Basic Course, you must be a fireman desiring to advance in the MK rating, an MK3 or an MK2.

What you can expect: The scope of these courses is wide and varied in both the technical information and practical "hands on" experience. The courses are designed to cover a great deal of information in a relatively short period of time. The lab facilities and equipment available at RTC Yorktown and Reserve Schools Alameda are among the finest in the Coast Guard.

Course content: This course is introductory in nature and completion of the Fireman course and some on-thejob training are required as prerequisites to attend. These courses are taught at two locations: RTC Yorktown and Reserve Schools Alameda. The courses are somewhat different at each training center. The next few paragraphs will explain the course content and those differences you can expect to find between the two centers.

MK Basic at Alameda provides an introduction to the duties of the MK rating, and stresses those skills which require hands-on training. Some topics covered are firefighting; Clayton Steam Generator; GM 671 operation; refrigeration; gas turbine operation; gasoline engines; damage control; and small boat engineering.

MK-Advanced at Alameda is designed to cover advanced auxiliary and main propulsion systems; steam systems including distilling plants, refrigeration and air conditioning; damage control; and hydraulic systems.

At RTC Yorktown however, six courses are offered at the MK Advanced level. They are: (1) Engineering Administration; (2) Oily Water Separator Systems and Engine Governors; (3) Fire Tube Boiler/Flash Evaporator Operation and Maintenance; (4) Hydraulic Systems and Equipment; (5) Refrigeration and Air Conditioning and; (6) Outboard Motor Maintenance. These courses are important because they are designed to train you to perform as a third class machinery technician.

At RTC Yorktown, MK Basic is composed of two courses. They are, GM6V53N Diesel Engines and VT—903M Cummins Diesel Engines. Each course provides instruction and practical training in the identification, location and function of the basic systems and components, along with disassembly/assembly and tune-up of the diesel engines.

The practical factors which, if successfully mastered, are signed off for each MK Course are listed below:

MK-Basic - (Alameda):
Sect. a. 503, 504, 601
Sect. f. 405
Sect. n. 401, 403, 501
Sect. q. 402

MK-Advanced - (Alameda):
Sect. a. 502, 503, 504, 601, 602, 702
Sect. f. 405, 406, 501, 601, 603
Sect. l. 502, 503, 504
Sect. j. 403
Sect. s. 401, 402

MK-Basic - (Yorktown):
Sect. a. 401, 502, 503, 504, 601, 602

MK-Advanced - (Yorktown):
Engineering Administration
MK-1: Sect. s. 401, 502, 503, 601, 602
Oily Water Separator Systems and Engine Governors
MK-2/7: Sect. f. 405, 406, 502
Sect. l. 402

Fire Tube Boiler/Flash Evaporator Operation and Maintenance
MK-5: Sect. c. 401, 402, 501
Sect. d. 410
Sect. i. 401, 501, 503, 514, 505
Sect. k. 503, 504

Hydraulic Systems and Equipment: Operation and Maintenance
MK-6: Sect. k. 503, 601
Sect. m. 401, 601

Refrigeration and Air Conditioning
MK-22: Sect. j. 401, 402, 403, 504, 505

Outboard Motor Maintenance
MK-23 Sect. p. 402 (a, f)
403 (a, b, e, h)
601 (a)

References: You may refer to COMDINST M1500.12A for more detailed information about the MK-Advanced and MK-Basic courses. You may also want to look at those areas described in the Enlisted Qualification Manual, COMDTINST M1414.8 for more information regarding the course objectives.

The bottom line: You will have to work and study extremely hard, and have a strong determination to successfully complete the course, either MK-Advanced or MK-Basic. They have a saying at RTC Yorktown, "A picture is worth a thousand words, and in this case doing is worth more than a thousand words."

"Duty with the Guard and Reserve is demanding. It requires members to take time off...for military training."

President Ronald Reagan

Reconstructing History

by PA1 Bob Borden

Across the Alameda Channel from Government Island rests the once proud but now humble presidential yacht, Potomac. It's ironic the vessel should be so near to a Coast Guard base, for the Potomac was originally built for the Coast Guard in the early 1930s. Its name then was the Electra, a 165-foot offshore patrol boat.

Electra's service with the Coast Guard was short-lived. Within a few years after its construction, the vessel was turned over to the Navy where is was outfitted to become the USS Potomac, a presidential fishing yacht. A series of events during the past 38 years has changed the stately afloat home of President Franklin D. Roosevelt into nothing more than a rusty skeleton of a ship. But there's life today aboard the Potomac, a vessel that's being resurrected with the help of a lot of people, including a couple of Coast Guard reservists.

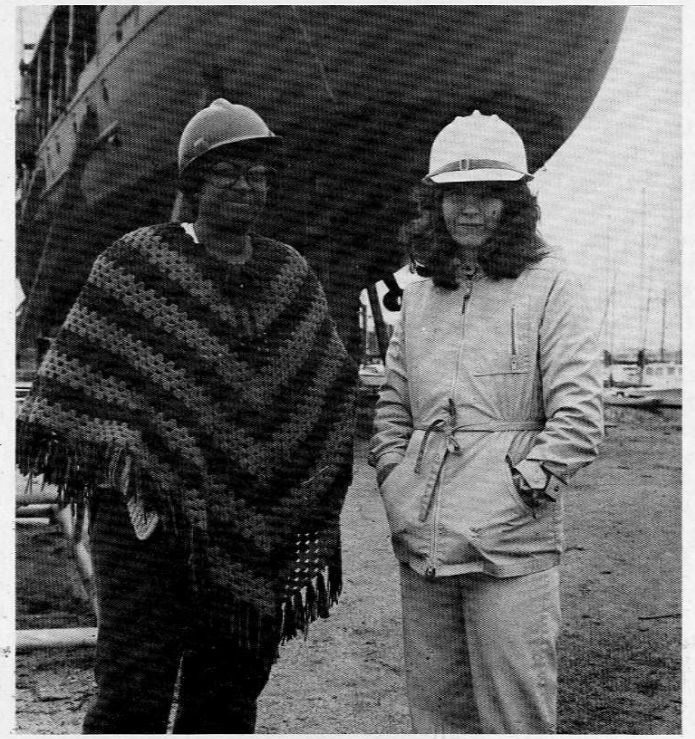
Marlene M. DuFour, a chief yeoman with Coast Guard Reserve Unit Concord, and Susan Rogers, a former active duty lieutenant with the Marine Safety Office who's now with the Coast Guard reserve, are employed full-time with the Port of Oakland where they serve as consultants overseeing the $2.1 Million Potomac restoration project.

"I feel a real thrill when I go aboard the ship and take people on tours," says DuFour, the administrative coordinator for the project. "This is a real piece of history we're standing on."

Only a couple of years ago, Potomac was almost lost to history when it suffered the indignity of being auctioned off for scrap metal. The Port of Oakland stepped in and purchased the Potomac for $15,000. The 50-year old ship is expected to eventually berth at Oakland's newly opened Franklin D. Roosevelt pier where it will serve as a floating historical museum and be available for public or private cruises on the Bay.

The Potomac has hosted kings and queens, statesmen and politicians, and none enjoyed the ship more than President Roosevelt. A cruise on the presidential yacht allowed him to escape - at least temporarily - from the demanding job as chief executive of a country that was still in a depression and about to enter a world war.

was sold to the state of Maryland and used as a governor's yacht and police communications vessel. By the 1960s, the ship saw service as a passenger liner in the Caribbean. Eventually, it fell into the ownership of disreputable types who used the yacht for drug smuggling. The boat was seized by U. S. customs agents near San Francisco in 1980 after a drug bust and towed to Treasure Island where it was to be auctioned for scrap. While pierside, the Potomac was pierced by jagged old pilings and sunk ingloriously into the Bay.



Reservists Marlene DuFour (left) and Susan Rogers

"I've heard old stories that President Roosevelt always slept best when he was out at sea on the Potomac," said DuFour, peeking into a stark room full of welding equipment that once was the president's cabin.

One year after Roosevelt's death in 1945, the USS Potomac

It stayed underwater for three weeks until the Navy raised it and Oakland bought the vessel in 1981. The hands-on work of restoring the Potomac began in 1983.

Both DuFour and Rogers credit their Coast Guard experience with helping them in their jobs with the Potomac project. Says

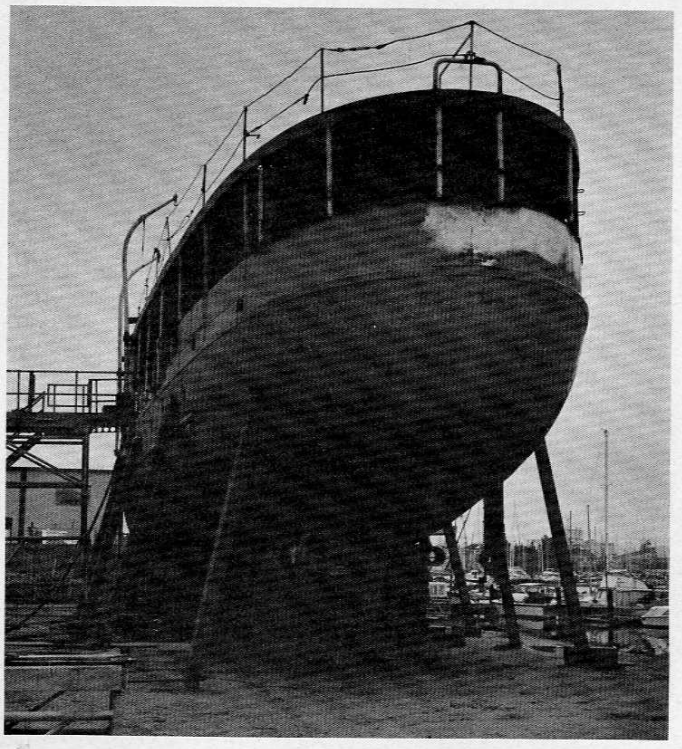
Rogers, who serves as project coordinator for the Potomac restoration, "My inspection experience has been immeasurable when I'm aboard Potomac trying to deal with technical questions. The independence I gained as a marine inspector and the responsibilities I had in problem solving were very important."

DuFour, a ten-year reservist, has spent much of her Coast Guard time as an instructor teaching others how to instruct. "That experience came in handy when I was in charge of the training programs for the California Conservation Corps," she said. "There's also a lot of paperwork in this job. I'm used to that as a Coast Guard yeoman."

While Rogers works closely with the technical problems involved in getting the Potomac to eventually be certified by the Coast Guard, DuFour spends much of her time in the community attending various meetings in an effort to raise interest and donations for the Potomac restoration project.

After the Port of Oakland acquired the Potomac, it established the Association for The Restoration of the Presidential Yacht Potomac, a non-profit organization that expects to raise enough funds to restore the ship and pay for future maintenance and operating costs.

Despite the activity at the drydock facility specially created for the Potomac, Rogers says her crew is only at a slight level of production. "Once the funds start coming in, the production will increase," she says confidently. "At the point when we begin full production, we have about two years' worth of solid work to complete the restoration of the Potomac."



The Potomac is undergoing extensive restoration.

Much of the initial work has been done by youngsters in the California Conservation Corps. Since last July, 15 Corps members have been learning important shipyard skills, such as welding and shipfitting.

"They're acquiring skills and experience you just can't buy," says DuFour as she roamed the ship observing Corps members at work.

Adds Rogers, "They work hard here, they acquire discipline to do the job and do it well. The vessel, in order to be safe, must have each job done perfectly."

The kind of quality is important to Rogers, who's responsible for ensuring the Potomac becomes certified once again to carry passengers. The certification process involves the submission of plans for inspection by the Coast Guard, and Rogers expects 40 to 50 plans will be submitted before the restoration project is completed.

"Every item on the ship will be reviewed, from the smallest electrical wire to the main engineering plant," she says. "There will be Coast Guard inspectors frequently checking on the Potomac to make sure we're progressing properly."

When the project is over, Rogers' and DuFour's employment as consultants for the Port of Oakland will come to an end. But their dream to see the project come to fruition will be fulfilled.

An old aphorism says, "Anybody can make history. Only great men can write it." In the case of the Coast Guard reservists who are reconstructing part of American history with their skills acquired through the Coast Guard, perhaps the saying could be slightly revised to read, "Anybody can make history. It takes great people to bring it back to life."

Birmingham reservists train at Navy SBS

by LT(jg) John C. Fox

"All hands man your stations, set your clock, problem begins in 15 seconds. You are the USS STEIN."

And so begins another evolution in augmentation aboard a U.S. Navy fast frigate. Sounds bizarre, sounds strange, sounds exciting? Yes it is, and more. The U.S. Navy at the Naval and Marine Corps Reserve Center in Bessemer, Alabama, hosted CGRU Birmingham at their Shipboard Simulator (SBS). Here, through state of the art technology an entire Coast Guard reserve unit mans the bridge, combat information center (CIC), engine room, and damage control compartments (water, fire, collapsing bulkhead ... etc.).

Naval personnel both regular and reserve man and direct a program generating module that realistically projects - without seasickness - many common situations and problems encountered aboard an underway warship. Reservists of CGRU Birmingham man all underway training modules. No matter what the rate or rank, we are all actively involved.

With all stations on line and reporting ready the "ship" begins steaming. The maneuvering board comes to life, all radar scopes react - both sound powered circuits report manned and ready. Program generating begins steaming instructions over the Pritac circuit. The Coast Guard decodes and begins stationkeeping as ordered by our flagship. We are figuratively now underway. The lights are down and the rooms have the green overglow of plot boards and radar scopes.

By presenting common underway problems such as man overboard, stationkeeping and screening, and those not so common; torpedo attack, air attack, surface and nuclear attack, we learn. A critique follows each problem scenario. The Coast Guard of Birmingham will now be even better prepared with their increased awareness of shipboard experience as this hands on training extends to all members.

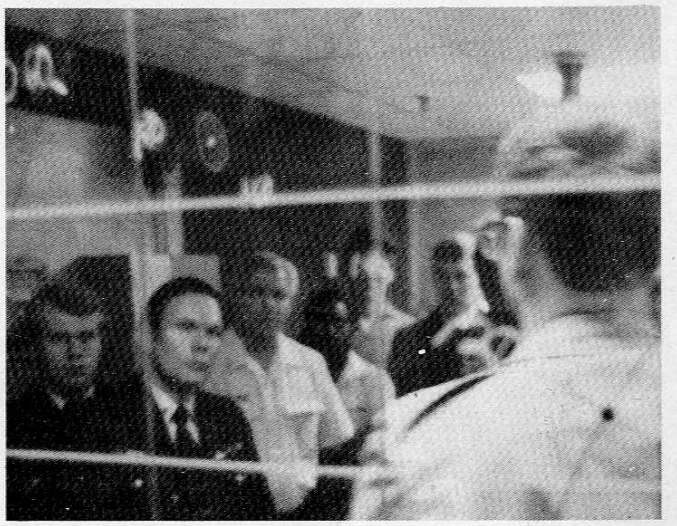
Since no one can accurately predict future events, Coast Guard personnel can only prepare as completely and humanly possible. The more knowledge that the individual can gain the better he can appreciate the total picture of augmentation. None of our mobilization detail codes bind one to that particular wartime duty.

The only duty we are bound to is to be prepared for mobilization. We prepare by training, and that training necessitates gaining knowledge. By our use of the SBS, CGRU Birmingham's technical knowledge base for mobilization has been greatly broadened and the real life scenarios stimulate our ever-present philosophy of Semper Paratus.

By rotating station assignments over a two day period, the training is expanded to all unit personnel. A great many practical factors can realistically be completed through the application of the required skills; no matter what rate badge one wears.

With this varied exposure, unit members expand their nautical knowledge with enjoyable meaningful training, and members have a break from their routine duties.

Thanks to our good neighbors in the Naval Reserve our increased training activities may one day be indispensable for our very existance in a desperate situation, where the ultimate critique becomes reality.



Naval reservist explains to Coast Guard reservists how the SBS experience is produced and controlled. Photo by PA1 Gill Rogers.

NOTE: THE TRAINING DESCRIBED IN THIS ARTICLE IS OUTSTANDING FOR RESERVISTS WITH AFLOAT MOBILIZATION BILLETS. ON AN OCCASIONAL BASIS IT CAN TRAIN ANY UNIT IN TEAMWORK AND GENERAL MILITARY REQUIREMENTS.

Record of Emergency Data,

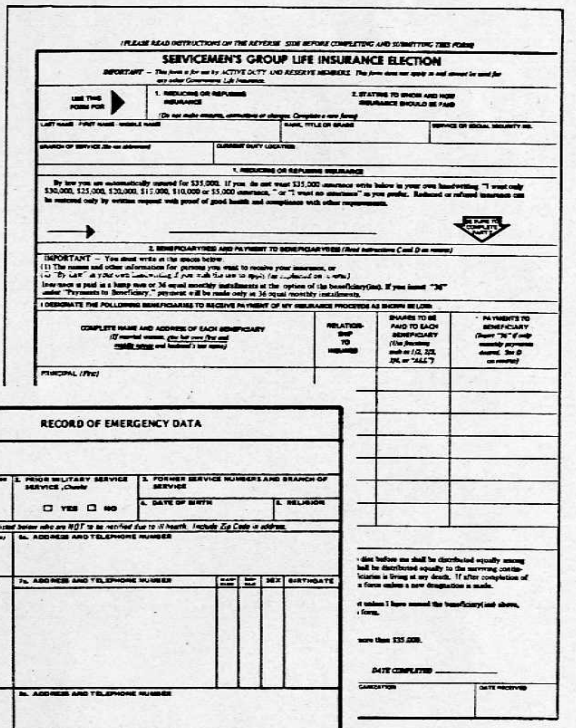
SGLI: are you up-to-date?

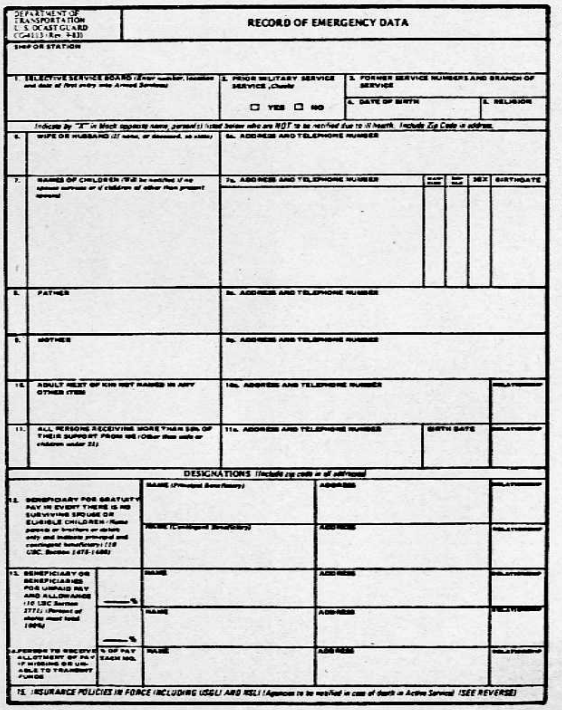
by ET1 W. A. Stone

The Record of Emergency Data (CG-4113) and the Servicemen's Group Life Insurance Election (VA29-8286) forms should be verified and updated on an annual basis. Although the review might be considered a waste of time by some, the information contained in those forms had better be correct. The forms are used for only one purpose: to direct any and all benefits that might be owed in the event of one's death, to the designated person or persons.

As reservists, we are eligible for $35,000 in SGLI. There may also be back pay or other allowances due. By having current forms on record, you assist the Coast Guard in making sure that prompt payment is made to your designated beneficiaries. There have been reported instances in which an ex-wife, who had been divorced ten years earlier, received benefits instead of the current spouse with three small children. In another example, the only beneficiary listed on the form was the reservist's deceased mother of two years. In cases such as these, a settlement is invariably decided within the court system, and could possibly not be resolved for months.

The reservists involved in the previous examples were probably going to update or revise their forms "one of these days..." but, unfortunately, the revising of the forms was neglected. Benefits going to the wrong person or persons happens all too often. Reservists have the opportunity to review the forms and to make necessary corrections and revisions. Once completed, the forms are not open to interpretation upon your death. What is written on the forms cannot be changed. So get your forms updated; it'll make things a whole lot easier for your loved ones and for the Coast Guard.


SERVICEMEN'S GROUP LIFE INSURANCE ELECTION


RECORD OF EMERGENCY DATA

Reservists augment CGC FIR

Story and photos by LT(jg) Wayne C. Dumas

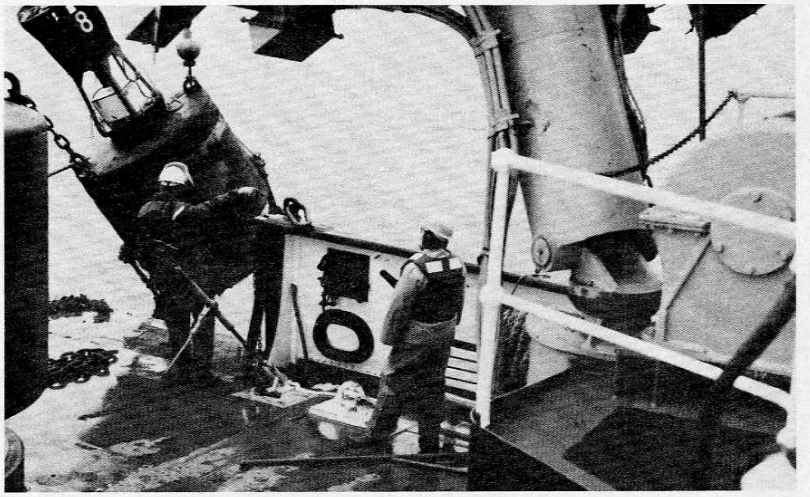
After a year in the Eleventh District, the USCGC FIR has returned to the Thirteenth in Seattle, Washington, bringing with her new opportunities for reservists. A new CGC FIR augmentation detachment composed of personnel from CGRU CGC Boutwell and CGRU CGC MELLON has been formed. Unlike previous vessel augmentation assignments, the CGC FIR has scheduled a reserve drill weekend every other month, thus providing underway operational experience for the reserve detachment. By gaining this experience, the CGC FIR augmentation detachment soon hopes to provide qualified competent personnel in key ratings so as to eventually relieve regulars both inport and underway.

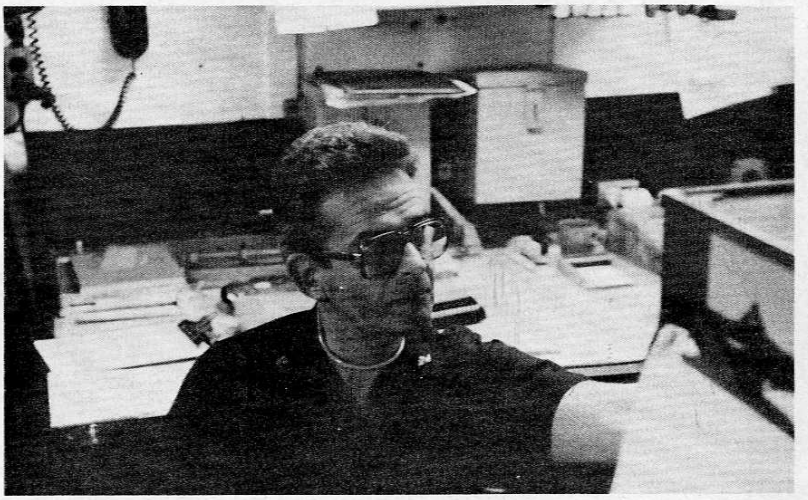
Each member of the detachment has been added as a "buddy" to the Billet Board, giving each a billet to train for. Personnel must satisfy all qualification criteria just as do the regulars. Training materials have been developed by the CGC FIR's crew.

For reservists this underway experience is invaluable for their mobilization readiness. The increased leadership and rate training are more of the positive effects of this augmentation training program.

As in any successful augmentation training program, the key component is the professionalism and dedication of those involved, both regular and reserve. The crew of the CGC FIR has provided an excellent training platform, guidance and enthusiastic acceptance of her reserve detachment that will benefit themselves, the Reserve Program and the Coast Guard. Those reservists assigned to the augmentation detachment are meeting their challenge to become qualified for duties aboard the CGC FIR and to improve their effectiveness for mobilization readiness, advancement and career developement. Much stands to gain from this program.

The CGC FIR augmentation detachment is one of three buoy tender vessel augmentation programs initiated bt CCGD13(r). The CGC CITRUS and CGC WHITE BUSH have similar programs in operation.





Top photo--BMC Rorvik, USCGR, watches as BMC Schweiger brings buoy up to the deck of the CGC FIR. ***Bottom photo***--Reservist, MK3 Selin, inventories engineering parts and supplies aboard CGC FIR.

When a boss is a good one

Story and photo by LT(jg) Kim Pickens

"Go ahead and do it. I'll see you when you get back." That, says EM1 Roland "Pete" Peters, sums up the reaction of his supervisor when Peters' reserve duty calls. "He's a great boss," Peters adds, flicking his thumb toward Ron Ferrier, a construction supervisor with the Chesapeake and Potomac Telephone Company.

It was Ferrier's cooperative attitude and encouragement which led Peters to nominate his company for an award by the Maryland Committee for Employer Support of the Guard and Reserve. The National Employer Support Committee and its 53 state committees have an ongoing awards program to publicly recognize employers who enact policies which make it easier for their employees to stay active in the Guard or Reserve.

The Chesapeake and Potomac Telephone Company has had such a policy for a number of years, remarked Company Vice President Hank Butta, as he graciously accepted a Certificate of Appreciation during a recent award ceremony. Mr. Butta then reaffirmed his company's support by signing a new Statement of Support for the Guard and Reserve.

While support from top management is critical, sometimes that support doesn't filter down to the lower levels of a given company, the working levels. That's where men and women like Ron Ferrier make a difference. Perhaps part of Ferrier's willingness to be tolerant and flexible when conflicts arise stems from having once been a Coast Guard reservist. "I was an engineman up at Cape May (NJ) some years ago," he says.

Or maybe the key lies in the importance EM1 Peters places on both his civilian and military careers. "There has to be a give and take," says the reservist. "It can't all be on the reserve side. There are times I have to come in to work on weekends and that may interfere with my drill weekend. I'm lucky to be in a flexible unit, so we can work around it."

Now hear this! ROCI graduates 'Granny' ensign

by Dick Ivy

Granny became an ensign July 29 though it was a "ROCI road." Gwendolyn Baker, 47, of Moscow, Idaho, was on TAD as a YN1 in administration at Coast Guard Headquarters, Washington, D.C., when the age limit was raised for application for attendance at the Reserve Officer Candidate Indoctrination (ROCI) course. This was the first class since the change at the Reserve Training Center in Yorktown, Virginia.

Tall, ash blonde, tinted glasses and pierced ears, she belies her age. "The physical training was tough," she says, "but I made it."

A cursory check has revealed that though not a few ensigns commissioned were grandpas, there have been no known grannies. Her daughter Lauri in Spokane, Washington., had a daughter a year ago July 7, making ENS Baker a grandmother.

Baker is no typical woman. Married thrice, she has five children and three stepschildren. Two sons are in the Navy, and one is ready to join the Air Force.

Baker has eight years in the Coast Guard Reserve, something she joined while she was an administrator at the University of Idaho. She had met a Coast Guard reservist who told her of the opportunity.

Baker had been a radioman for two years in the Navy in the 50's, so service in the military was not frightening to her. Later, she gave up a job as a college counselor in Spokane when she asked for TAD in Washington and married a retired Air Force E-8. They live in Manassas, Virginia.

She returns to G-P-1 where she handles applications for temporary active duty.

In October, Baker wants to visit the granddaughter she has yet to see and who catapulted her into notoriety as "granny ensign."

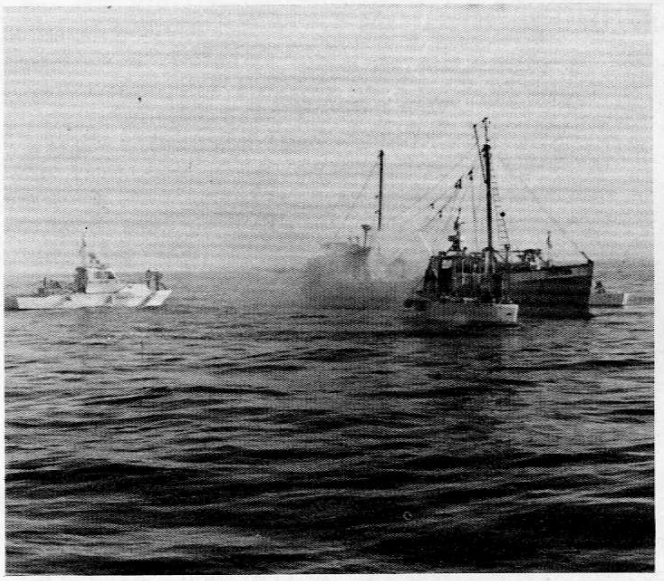
Competition turns real

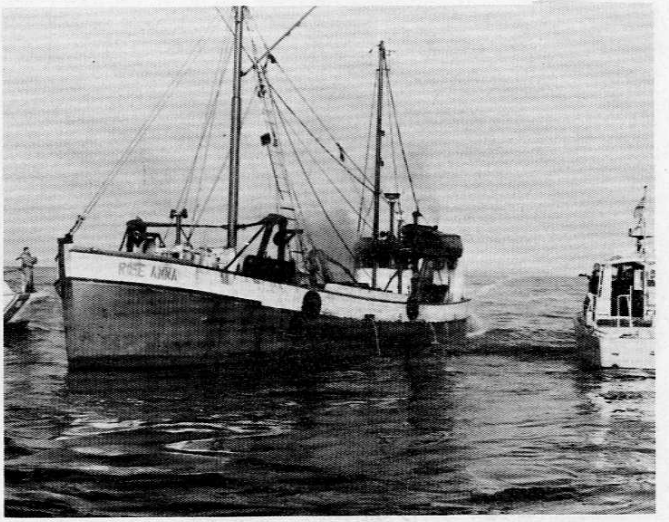
by BM2 Lisa Milone

Photos by MK1 Frank Lightbody

Three participants in the Second Annual Group Boston Reserve boat competition, held at Gloucester Coast Guard Station, finished the day's activities by fighting a fire aboard a 72' fishing vessel. For the boat crews from Stations Pt. Allerton, Boston and Scituate, the day began with a personnel inspection, material inspection and boat drills including firefighting, man overboard, towing and law enforcement drills. As it turned out the easiest part of the day was conducting the boat dirlls. The hard part was a rather lengthy delay in waiting for the winner to be announced. Finally, the announcement was made that Pt. Allerton had won the competition with Boston as the runner up. As the winners were being congratulated, a call came in from Pt. Allerton's OOD that a 72' fishing vessel, Rose Anna, was fully engulfed with fire approximately ten miles out to sea. All three boats immediately got underway and proceeded to the scene. CG-41384, dispatched from Pt. Allerton, was the first on scene and assumed the duties of on-scene-commander (OSC). When Pt. Allerton's 41417, Scituate's 41455 and Boston's 41456 arrived on scene they immediately commenced fire-fighting. Pt. Allerton's 41384 was diverted to another SAR case and the 41417 assumed OSC.

It was interesting that the three Reserve boat crews, competitors in the small boat competition, were now working together to put out the fire on the Rose Anna. When the fire





in the pilot house was extinguished, two crew members of Pt. Allerton's boat went aboard with Scott air packs to commence fire-fighting below decks. With Pt. Allerton on the port side and Scituate on the starboard side, the two crews worked efficiently as a team and succeeded in putting out the fire below decks.

When the fire was extinguished, the Boston crew took the Rose Anna in stern tow to Boston while Pt. Allerton crew stayed alongside to dewater. Sea conditions made staying alongside very difficult and after the third towing line parted, it was decided that the 41-footer that was dewatering would break away. The 41-footer from Pt. Allerton took up a position close astern of the Rose Anna with a spotlight on the vessel. As the night wore on, the tow continued slowly back to Boston. All was proceeding well when suddenly the Rose Anna's stern began to list to port. As two crewmen went on board it was immediately evident that the vessel was rapidly sinking stern first.

The two crew members ran for the bow. 41417 quickly maneuvered up to the Rose Anna. The two crewmen jumped down to 41417 and as 41417 backed away the vessel sank. CG-41456 was forced to cut their towline. Although it is unfortunate that the Rose Anna sank, her crew and all Coast Guard personnel were safe. For the Reserve boat crews for Stations Pt. Allerton, Boston and Scituate it ws very long and eventful day.

OPPORTUNITIES

SEPTEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
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23/30	24	25	26	27	28	29

OCTOBER

SUN	MON	TUE	WED	THU	FRI	SAT
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7	8	9	10	11	12	13
14	15	16	17	18	19	20
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28	29	30	31			

Medical

Due to the substantial efforts of CAPT Russell M. Husted, the reservists in the Eleventh Coast Guard District have an outstanding medical program.

CAPT Husted is a retired medical doctor and has volunteered his time to the Coast Guard since 1965. Prior to working with the Coast Guard, CAPT Husted was a volunteer for the State Guard (a WWII organization), Public Health Service and the U. S. Navy.

Because of his relationship with the Navy, the Navy turns their Long Beach Branch Clinic over to the Coast Guard Reserve during the second weekend of each month. The clinic is large and well equipped for lab tests, x-rays, hearing and eye tests and physical exams, to name a few. "This medical program is utterly unique, no where else in the Coast Guard are physicals performed using a Navy facility, with our personnel," says CAPT Husted.

As valuable as this program is, it is still not a complete one. To become a more comprehensive program requires additional personnel to assist the medical doctor and physician's assistant. Although there is a Registered Nurse, an Emergency Medical Technician (EMT) and some non-medical personnel on the staff, they are still looking for more qualified personnel to join them.

Travel

Savings as high as 50% are now offered at Marriott Hotels and Motels. Whether traveling on business or for pleasure, all military personnel and civilian government employees are eligible for these savings. To qualify, one must request the discount when making reservations, indicate military or civilian employee status and show proper identification upon check-in.

Marriott is offering, free of charge, the 1984 Government and Military Business Travel Guide and the 1984 Government and Military Liesure Travel Guide. Both list rates and many of the services offered by Marriott Hotels. For further information contact:

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COAST GUARD MOTEL

The Coast Guard Motel is located at UGCG Group Cape Hatteras in Buxton, NC and is virtually in the shadows of Cape Hatteras Light. Group Cape Hatteras, commanded by LCDR John DeLong, is responsible for the care and upkeep of the motel, so you can bet that the accomodations are great.

The motel has six single rooms at $13.00 per night, one suite and one apartment, each at $20.00 per night. Guests staying in the single rooms are given access to an open kitchen while those staying in the suite and apartment have their own kitchens. All rooms are large and immaculately clean.

Guests are welcome to use the tennis courts, basketball courts, softball field and an exchange retail store with a grocery section. In addition, the beach is just a short walk from the motel and there are several attractions in the area, including Kitty Hawk and the "Elizabeth II," a full size replica of a early colonial sailing vessel. For more information call the Fifth Coast Guard District at 804-398-6463 or 6475.

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