



U.S. Department of Transportation

The Coast Guard Reservist

November - December, 1980

UNCLAS

One of these days, your editor will release a flawless issue of the Reservist. In the meantime, however, we will correct the more gross errors as quickly as possible.

The July-August issue of the Reservist contains two such errors.

The article on radio watchstanders has a typographical error which could be misleading. The third paragraph should read: "Units receiving a SNRW or SARW should use him/her as any other RM "A" school graduate."

The article on SK1 Mike Shaffer incorrectly states that Shaffer is the last World War II SPAR to retire from the service. Even though this story was double-checked, it seems we missed a few.

Our thanks to CWO Alice Jefferson and YNC Mary Coen (former SPARS who are still with the service) for pointing this out.

How about a story, any of you, World War II SPARS out there?

The new rating badges for PS and FI have been approved by Commandant. The badges are currently in the procurement stage and should be available in approximately 18 months.

To PS1 Clinton Lee of CGRU Baton Rouge and others who wrote us wondering about the status of the badges: Thanks for writing. We haven't forgotten about you!

The second annual William E. Lofgren Award was presented to BM1 Kenneth L. Parker, USCGR, during recent ceremonies conducted at CGRU Peoria.

This award is presented to the enlisted member of the unit who best exemplifies the service, dedication, and patriotism of Chief Lofgren, USCGR (Ret.), who made the presentation.

The award is significant in that the selection is done by the enlisted members of the unit.

YN1 Russell Raub of CGRU Base Gloucester, N.J., recently received a check for \$60 -- the result of a beneficial suggestion he submitted while on SADT at Headquarters.

The suggestion YN1 Raub made was to use mobile files in the Reserve Administration Division, saving considerable time in handling reservists' records.

Petty Officer Raub has donated the check received for his beneficial suggestion to the Blackthorn Memorial Fund. Other reservists who would like to contribute to the fund are encouraged to send their donations in care of Commander (dcs), Eighth Coast Guard District, Hale Boggs Federal Building, 500 Camp Street, New Orleans, La., 70130.

Cover photo: Cuban refugees in the Straits of Florida await the decision to bring an ailing woman (bottom left) aboard USCGC Dallas for medical treatment. For more on the sealift operation, see the Admiral's corner and the story on page 6. Photo by PA2 Brice Kenny, USCG.

PS1 Greg Fischer of CGRU St. Paul, was recently named U.S. Coast Guard Reservist of the year for the Minneapolis/St. Paul area.

Each year, Reserve and National Guard commanders in the twin cities area select a reservist from each military component for this honor. This year's award was based on Petty Officer Fischer's continuing dedication in performing Coast Guard Marine Safety missions and his leadership abilities.

PS1 Fischer has been a member of the Coast Guard Reserve for seven years and is currently serving as Assistant Division Officer for the Marine Safety Division.

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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

Admiral's corner

The news that the Coast Guard has been deeply involved in the Cuban Refugee Operation is well known. What is not so widely known is that Coast Guard reservists have been involuntarily called to active duty to relieve the draw down of active forces sent to southern Florida.

The call-up was ordered on 3 June 1980 by the Secretary of Transportation, Neil Goldschmidt, with the approval of the President under the provisions of Section 764 of Title 14 United States Code. This law, passed in 1972, has been used only once before -- in the Mississippi floods of 1973. Under the provisions of Section 764, an individual reservist may be called to active duty for a period not to exceed 14 days in any four-month period and not more than 30 days in any one-year period, for the purpose of emergency augmentation of regular Coast Guard forces.

The call-up was initiated by a request from the Commander, Atlantic Area on 21 May. With active forces being assigned to the south Florida area to meet the extraordinary needs created by the Cuban refugee operations, and the summer SAR season underway, it was obvious that additional personnel were necessary. By mid-September, more than 1,300 reservists had provided well over 15,000 man-days of "back-fill."

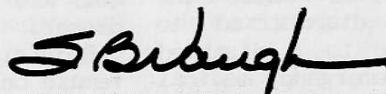
The response has been nationwide. Reservists have replaced TAD boat crews, formed cutter maintenance and repair crews, provided additional personnel support, and supplemented those forces directly involved in the refugee operation. This support has been effective in maintaining acceptable mission performance for the Coast Guard.

On 16 July, the President authorized the extension of the involuntary call-up until 30 September.

The involuntary call-up is now over, but by the time this issue is published, 116 letters will have been sent to a group of reservists who volunteered for an extended period of duty. The request for volunteers went out at the end of August, and the response of over 500 was truly gratifying. The array of talent was impressive. The Commandant deeply appreciates the response of each volunteer and regrets that the service of each was not needed at this particular time.

Due to the involuntary call-up, some traditional training had to be canceled this past summer, because the involuntary duty does count as annual training for those individuals who had not already performed theirs. Additionally, we did learn some lessons in the call-up. The need for accurate qualification codes in RPMS was re-emphasized. This particular issue is receiving direct attention at Headquarters, and procedures will be published in the next few months. We found that those units which maintained an up-to-date recall list were several steps ahead of those who did not -- particularly in the early phases of the call.

In summary, however, I feel that the experience gained has contributed greatly to the wartime readiness of our Reserve forces. The response to the call has been commendable, and has had a significant impact on the Coast Guard as a whole. While we have attempted to reduce or eliminate the inconvenience the involuntary recalls have caused, I know that it isn't always possible. All I can say is I'm sorry for that and am extremely proud of the job each and every one of you has done in this extremely challenging time.



RADM Sidney B. Vaughn
Chief, Office of Reserve

brief comments

Medal for Cuban ops support

The Humanitarian Service Medal, awarded for direct participation in humanitarian actions/operations involving military personnel, is being issued to Coast Guard regular and Reserve members taking part in the Cuban refugee sealift.

That announcement was made recently by Secretary of Transportation Neil Goldschmidt, and marks the first time that the Coast Guard or its Reserve have been designated to receive this particular award.

The medal will be awarded only to those Coast Guard regulars or reservists who have or will have directly participated in the Cu-

ban refugee operation. Coast Guard involvement in the Mariel (Cuba) to Key West sealift officially began on 21 April 1980, and will continue for an as yet undetermined length of time.

According to a Coast Guard message, "direct participation has no time restrictions. It is roughly defined as 'hands on' contact with the operation, at the scene, or in a major, direct supporting role beyond normal duty expectations." Individuals or entire boat or air crews, stations, or group offices may be eligible to receive the award, which is comparable to the Expeditionary Medal.

Are your pay adjustments 'formed' correctly?

Insufficient copies of Pay Adjustment Authorizations (PAAs, Form DD-139) continue to arrive at MILPAYCEN's Reserve Pay Branch.

An original and two copies must be submitted to the Reserve Pay Branch.

The copies will be returned to the district to report the action taken. It is then the district's responsibility to forward one copy to the originating unit.

Personnel submitting PAAs should remember to request only one type of adjustment per reservist on each PAA. Do not interchange IDT adjustment requests with ADT adjustment requests on the same PAA, even if the same reservist is involved.

Several adjustment requests may be included on one PAA so long as the PAA is applicable to one reservist and the adjustment requests are of the same type (i.e., all ADT or all IDT).

Be sure to attach all supporting documents to aid in explanation/clarification of adjustment request.

IDT drill reporting a pain

Field Reserve units and district offices are experiencing some problems when the first day of an IDT drill weekend falls on the last day of the month.

IDT drills should be reported in the month they are performed. For, example, suppose both Saturday, 31 July, and Sunday, 1 August, are drill dates. Both days' drills cannot be reported on July's Unit Attendance Record (UAR), because the 1 August drill date would be rejected if processed for payment for July.

Both days' drills, however, could be reported on August's UAR, since the drill date falls in a month previously processed.

The proper reporting would be Saturday, 31 July, on July's UAR, and Sunday, 1 August, on August's UAR.

Reserve units should be aware of this reporting method when scheduling IDT drill performance, especially in view of monthly, quarterly, and fiscal year drill limitations.

The word to boat coxswains: Don't abandon the boat!

A recent change to Coast Guard regulations sets forth the duties and responsibilities of Coast Guard boat coxswains.

First and foremost, every coxswain is responsible for the safety of passengers, crew, and the boat itself. Mission responsibility is secondary.

Recently, numerous instances have been reported where the coxswains have disembarked to render assistance to a disabled vessel, provide emergency medical service, or conduct boardings for recreational boating safety or

law enforcement.

Minimum crew requirements provide for only one fully qualified individual who is properly trained and has sufficient experience to assume the duties and responsibilities of the coxswain. Consequently, when the coxswain leaves a boat, the remaining personnel on board and the boat itself are placed in some degree of danger.

Requiring the boat coxswain to remain on board when the boat is underway will obviously limit the ability of some units to conduct

boardings or provide emergency medical service. These limitations must be accepted, however, if the safety of the vessel and crew is to be maintained.

Exceptions to this policy are authorized when, in the judgment of the coxswain, the departure from the boat is essential to providing aid in an emergency SAR situation, where the loss of life is imminent, and negligible impact on the Coast Guard crew at boat can be anticipated.

See COMDTINST 16100.2.

The Reserve officer's inactive duty promotion system explained

third in a series

by LCDR Fred Brox, USCGR

This article concludes the discussions presented in previous issues of the Reservist on the inactive duty Reserve officer promotion system. It will address selective retention and the "lock-in" of officers twice passed over for selection to the next higher grade.

Selective Retention

If an officer goes before a selection board with a pass over and is again not selected for promotion, that officer is generally discharged unless otherwise entitled to retirement. If the board is considering lieutenant commanders or commanders for selection to the next higher grade, the board is empowered with the authority to recommend that certain of these twice passed over officers be retained in an active status.

If the Commandant accepts the recommendations of the board, these officers are retained under the authority of Title 14, U.S. Code, Section 787(a). Once retained in this "administrative lock-in status," the officer continues to be considered for selection.

Officers in an administrative lock-in status are provided one more year than they need to earn the 20 satisfactory years of federal service for retirement at age 60.

For example, say an officer is selectively retained with 16 years of service. He is given five years to earn the remaining four needed to retire. If he sustains two unsatisfactory anniversary years in this period, he is discharged or transferred to the Inactive Status List (ISL). If selected to the next higher grade, he is no longer a lock-in,

and may continue to participate in an active status.

Legal Lock-in

In addition to the administrative lock-in described above, all officers are protected by the provisions of Title 10, USC, Section 1006. This section authorizes the Commandant to retain officers twice passed over for selection who have at least 18, but fewer than 20 years of satisfactory federal service. This same lock-in protects officers not recommended for retention by a retention board.

The procedure here is the same as above. An officer is given one more year than he needs to earn 20 satisfactory years of federal service. If he has 18 years, he will be given three years to complete 20. If he has 19 years, he'll be given two years to complete 20. Should he sustain two unsatisfactory years in this period, he will be discharged or transferred to the Inactive Status List (ISL).

Whether in a legal or administrative lock-in status, the officer continues to be eligible for selection. His record is submitted to all boards which convene to consider his grade for promotion. If selected, he loses his lock-in status and may continue to participate beyond his 20 satisfactory years.

An officer who is a legal lock-in under this provision of law does not count against our authorized ceiling. He is, effectively, an extra number.

Officers locked-in under 14 USC 787(a) (administrative lock-ins) do count against our authorized ceiling, since the Commandant has the authority to accept or reject the selection board's recommenda-

tion for selective retention.

Administratively locked-in officers do not convert to legal lock-in status when they earn over 18 years of service. They retain their designation under 14 USC 787(a) and continue to count against the officer ceiling.

Monitoring Lock-ins

Both Headquarters (G-RA) and the district offices (r) monitor the status of officers locked-in under the above authorities. Officers will be removed from an active drilling status upon either the completion of 20 satisfactory years of federal service or after two unsatisfactory years within the allotted time frame.

There is no authority to permit the Coast Guard to provide drill pay, ADP, or retirement points to locked-in officers who manage to continue in an active status beyond the authorized 20 years. Officers in this status will not be permitted to apply any retirement points earned after the end of their 20th satisfactory year to their retirement point computation.

The burden is also on the officer to be aware of the limits of his locked-in status and notify the district commander (r) upon completion of his 20th satisfactory year.

Conclusion

This concludes this series on the Reserve officer's inactive duty promotion system. Questions on this article should be directed in writing, via the chain of command, to Commandant (G-RA-3/54). Requests for discussion of other selection/promotion process concepts should be similarly addressed and routed.

LST 327

The 'fightingest' LST

by LT Nicholas J. Crisa, USCGR (Ret-3)

LST 327 was an amphibious landing ship, designed to carry tanks, vehicles, and troops into an invasion landing.

Her displacement full load: 4100 tons.

Her size: 328-feet long, with a 50-foot beam, and 11 and 1/2-foot draft.

She was powered by twin diesel engines, developing 1700 shaft horse power (SHP), and a top speed of 11.6 knots.

Her armament consisted of eight 40mm anti-aircraft guns, one three-inch/50 gun mount and numerous 20mm anti-aircraft guns.

She was crewed by approximately 105 officers and enlisted men, and she carried on davits five LCVPs (Landing Craft, Vehicles and Personnel) and one LCS (Landing Craft Scout).

Landing Ship transports (LSTs) were the work-horses of the amphibious force in Europe during World War II. No invasion by sea could have been successful without them.

The crew of LST 327 contained a mixture of professional and newly trained officers and enlisted men.

Her first wartime commanding officer was LT

Paul A. Ortman, USCG. The executive officer (later to become CO) was LT Clarence J. Gilleran, USCG. Engineering officer was LT(jg) Joe J. Ilacqua, USCGR. Others in the officer complement included: LT(jg) Ken Keast, USCGR, LT(jg) Stewart B. Collins, USCGR, LT(jg) Charles E. Fontaine, USCGR, and myself, then an ensign. In addition, there were three Navy men onboard, all officers, who headed LCVP crews. With those exceptions, she was completely manned by Coast Guardsmen.

The 327's fighting history begins in Philadelphia, when she was launched on 11 February 1943. Soon after, she departed New York, heavily loaded under escort for the Mediterranean, via Bermuda with one of the largest amphibious forces to cross the Atlantic. This force included Landing Craft Infantry (LCI) Flotilla Four, probably the only Coast Guard flotilla in the Atlantic during the war. There were 24 ships in this flotilla, all Coast Guard manned.

In early May, the 327 arrived in Lake Bizerte, Africa, soon after the area was captured from the German Afrika Corps. During the vessel's opera-

LST 327 in port at Palermo, Sicily, in 1943.



tion in Africa, LST 327 was used by General Patton's forces to practice conditions under heavy artillery fire, including practice landings. The LST had a 155mm cannon in its tank doors and ramp, with several 105mm howitzers on deck port and starboard, which could be fired broadside from either port or starboard.

As the amphibious forces assembled for the invasion of Sicily at Lake Bizerte, they became the focal point for considerable bombing by the enemy, usually two to three times day and night.

LST 327 was one of a huge 3,200 ship armada during the invasion of Sicily. She was in the Jass Force (TF 86) under Admiral Connaly, and worked with the Third Infantry Division and two Ranger battalions, along with the support of the light cruisers Brooklyn and Birmingham and a number of destroyers.

The 327 landed combat troops and vehicles on Sicily's Licata Beach area, known as Jass Beach. The landing began on 9 July 1943, arrived off Sicily 10 July, and was off the beach by 11 July.

The LST continued her operation from Bizerte to the beach heads, and from there to Salerno, Sicily, right after it was captured. The Port of Palermo eventually became the force's base of operations. German Air Corps bombings continued, but the area was essentially an Allied beach head.

LST 327 shuttled war supplies and troops between the North African port of Arzew and Bizerte to Palermo during the lull before the next big operation.

That operation came on 9 September 1943. Along with units from the Allied Fifth Army, LST 327 made the invasion of the Italian mainland at Salerno.

The invasion of Salerno was a bitter and bloody battle. When the 327 landed on the beach, she encountered heavy shell fire from German guns, forcing her and the other transports to withdraw on orders. After several Allied air attacks and under her own guns, she ran onto the beach and got all troops and vehicles ashore, then retracted to join her convoy without casualties or damage. Many other LSTs were hit on the beach. The fighting spirit of LST 327 won her a commendation for performance of duty during the Salerno Invasion.

The fighting 327 was then ordered to bring troops of the British Eighth Army and supplies from Tripoli. She carried a number of famous British fighting units, such as the reknowned "Desert Rats," the Seventh Armored Division, the Welsh Guards, and the Coldstream Guards, and landed them on Red Beach, just outside of Salerno.

The 327's third assault was in Anzio in an activity known as "Operation Shingle." The beach head selected was a coastline about 100 miles north of Naples, known as Nettuno Beach. Anzio was a little port city on the beach. The area selected was behind enemy lines, and was to be an "end run" to try to cut enemy lines of communication and supplies, disrupting German efficiency.

The invasion was set for 22 January 1944. H-hour was set for 0200.

On the 22nd, the 327 left Port Castelmare, a



The officers of LST 327 in 1943 (sitting from left to right): LT(jg) Charles E. Fontaine, USCGR, LT(jg) Joseph Ilacqua, USCGR, LT Paul Ortman, USCG, LT Clarence Gilleran, USCG, LT(jg) Kenneth Keast, USCGR; (standing from left to right): ENS Edward Weinfurter, USNR, ENS Ray P. Fox, USNR, ENS Robert Haynes, USNR, LT(jg) Stewart B. Collins, USCGR, and the author (then ENS Crisa, USCGR).

small port town on the Bay of Naples. The day was met with heavy German air raids, a scene which was typical over the next two months.

The operation lasted until March of 1944. During this time, LST 327 carried countless units leaving Naples in the evening and arriving at Anzio in the morning. The vessels at Anzio were always under heavy shell fire and E-boat attacks.

LST 327 acted as a mother supply ship at anchor more than twice as long as the other LSTs, 21 days as a sitting duck. On her main deck were close to 200 dismantled depth charges, each charge containing 300 lbs of TNT, plus a number of hundred-pound TNT blocks, to be used for underwater frogmen.

Her reward for this was a three day holiday in Capri -- quite an honor for any ship.

In May of 1944, LST 327 left the Mediterranean, leaving Gibraltar in her wake. For days she dodged German submarine attacks, before arriving at Swansea, Great Britain, on 11 May.

At a place on the Thames, the 327 was attached to a British LST squadron. She loaded British troops and heavy artillery, then departed for Southend in preparation for the invasion of Normandy in June of 1944.

The date: 7 June 1944. Time: 1316. LST 327 landed on Sword Beach. She worked the beach for three days, making an end run to the left of the beach to pick up Lord Lovett, the famous British commando general, who was now a stretcher case, plus 40 other wounded commandos. She then transferred the wounded to a hospital ship at sea via ducks.

On her second run, she collided with LST 534, who hit her stern, causing an eight foot gash. However, she unloaded, took German prisoners back to Britain, and was repaired.

The 327 was enroute from Southampton cross channel to Cherbourg on 27 August 1944, when she stuck a mine, killing 21 and wounding 26 others.

She was put in at Plymouth with extensive damage, where she remained for more than six months before sailing to Norfolk, Va.

There, on 19 November 1945, LST 327 was decommissioned -- the end of one of the fightingest LSTs in the European theatre.



Meeting the of the sealift

by SK3 Lee Hansen, USCGR

Key West -- The "One Coast Guard Concept" is alive and well, supported in a big way here by CGRU Station Port Canaveral.

More than 50 of the unit's members and a former member have gone on Voluntary Temporary Active Duty (TAD) in recent weeks to assist the regulars taking part in the Cuban refugee sealift. And anyone would be hard-pressed to tell the reservists apart from the regulars as they worked side by side, meeting the many demands created by the emergency situation.

Subsistence specialists Bonnie Fulmer and Natalie Leslie went to Coast Guard Station Key West in mid-May. In short order, they found themselves feeding more than 200 per meal, using a galley and mess deck designed for about 40! The system they devised to accomplish the tough job worked so well that they were asked to extend their TAD. Both agreed to.

On 18 May, YN1 Pam Jordan, YN3(BM) Mardi Reeder, SK3 Lee Hansen, BM3 Jim Reynolds, MK2 Larry Kushman, and RM2 Ray Kuhlman reported aboard for two weeks TAD at Coast Guard Base Key West. During their stay, Jordan and Reeder ran in- and out-processing operations in the hastily expanded Administration shop. Lee Hansen

assisted in coordinating Coast Guard contract quarters and vehicle assignments, while Jim Reynolds put his boatswain's mate skills to work aboard the boats. Ray Kuhlman helped run the radio room aboard the *Courageous*, and Larry Kushman helped provide engine maintenance and repair support at the station.

About the same time, ET2 R. L. Gammon was hard at work helping to coordinate activities at the Seventh District Operations Center in Miami. Also at District, CWO4 Gifford Petersen, recently of Station Port Canaveral, was lending his expertise in bringing order and organization to the refugee sealift operation, which had grown to major proportions almost overnight.

And there were others, all with special skills and the spirit to put it together.

The expansion and reorganization was so rapid and far-reaching that its effect could be seen and felt throughout the entire Seventh District and beyond. Regular and Reserve personnel of all rates and ranks came from as far away as California to support the operation.

Docks at Coast Guard Station Key West quickly filled as boats ranging from outboard-powered Boating Safety Detachment craft to the big cut-

On 3 June 1980, the involuntary call-up of reservists in support of sealift operations in Florida was ordered by the Secretary of Transportation. Never before in peacetime history has a mission of mercy of such magnitude been undertaken by the collective Coast Guard forces.

Here is an account of one Reserve unit's participation in the sealift. CGRU Station Port Canaveral boasts an impressive 89 per cent participation of available personnel in the support of sealift operations in Florida. To them and to other units and individuals who supported the operation in such a big way, we extend a warm thanks. Well done!

challenge

Photos: a Coast Guard surf boat from USCGC Dallas stands by the vessel Red Diamond as Coast Guard Emergency technicians give aid to Cuban refugees; a U.S. Marine signals refugees to the next check-in station (inset). Photos by PA2 Bruce Kenny, USCG.

ers Dallas, Courageous, Vigilant, Acushnet, and Child arrived on the scene. The 42-footers Point Charles, Point Lopez, Point Jackson, and others were on hand, as were the 28-footers Cape York, Cape Starr, and similar craft. A number of 41-foot utility boats from various coastal states rounded out the rescue flotilla.

While the Coast Guard boats operated directly out of Station Key West, CG helicopters and fixed wing aircraft were based at Boca Chica Naval Air Station, just a few miles north. Under the command of LCDR Jim Marcotte, HH-3s and the smaller HH-52s flew continuous patrols throughout the Key West area and far south, helping to control and protect the hundreds of refugee-packed boats making their way from Cuba's Mariel harbor. In addition to SAR activities, the helicopter crews played a big role in spotting refugee craft and reporting their position, course, and speed to Station Key West and the patrolling cutters.

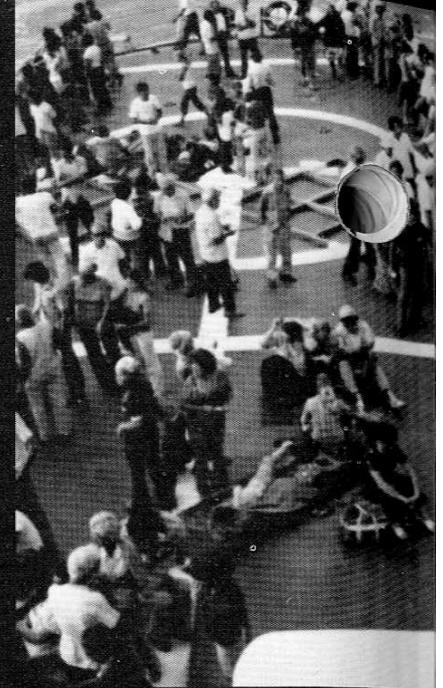
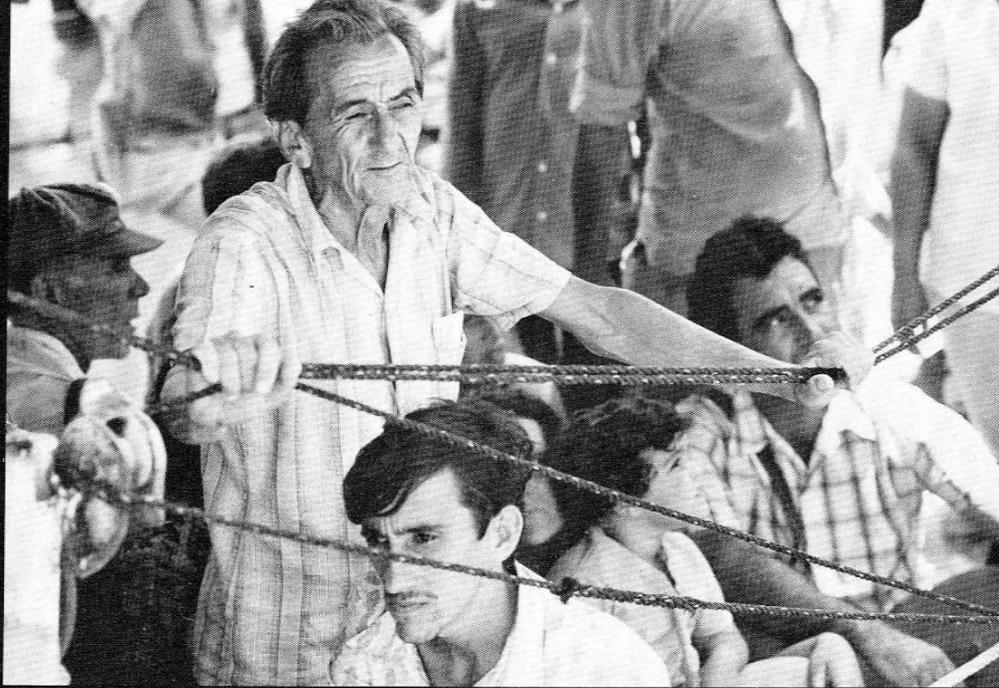
The Coast Guard's large C-130 Hercules cargo aircraft flew in to Boca Chico, carrying personnel, material, and equipment needed to support operation.

Changes brought about by the sealift were evident both on and off the island's military res-

ervations. Residents of the island had themselves and their families and other people of all types of backgrounds. The Coast Guard contacted the island's population, a large number of whom had been ordered down from South Carolina to maintain order in the Navy Mall area, where the refugees debarked. Added to these were the blue-uniformed U. S. Department of Immigration and U.S. Customs Service personnel, and the dark green uniforms of the U.S. Border Patrol. All this, mingled with the summer whites and blue work outfits of the U. S. Navy. From outward appearances at least, it seemed that there were as many in uniform at Key West as in "civvies."

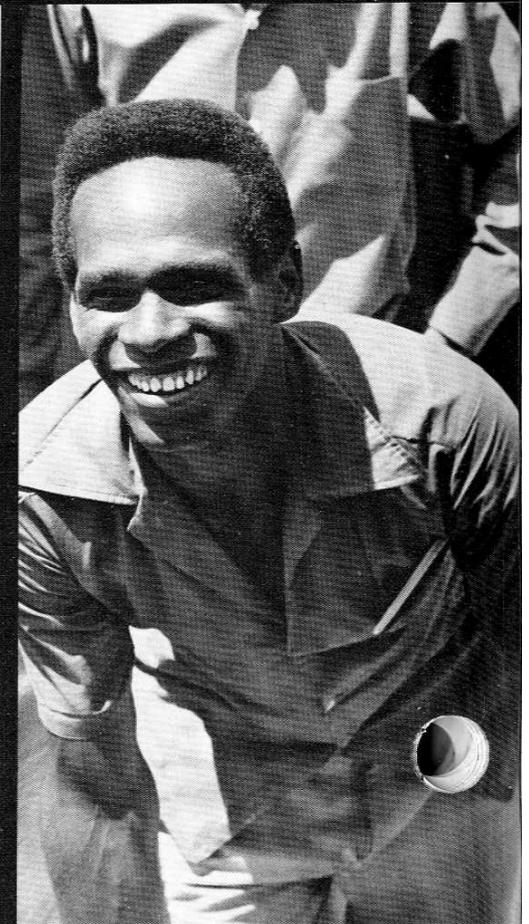
There were no incidents on the island that required actual use of armed force, but sidearms and M-16 rifles were always visible in key areas. Border Patrol and Customs agents carried revolvers, and Marines armed with .45 automatics and M-16s patrolled the Navy Mall. Such scenes had a sobering effect on military and civilian alike.

For the members of CGRU Station Port Canaveral and others involved in the Cuban refugee sealift, the operation has been, and continues to be, exciting and challenging. We met the challenge.



Images:

The sealift in perspective



Photos (clockwise from top left): Cuban refugees take their first look at the United States as their boat arrives in the receiving area. Photo by PA2 Brice Kenny, USCG. SK1 Haynes (left) and FA Garcia of USCGC Vigorous mingle with refugees from the 17-footer Meow. FA Garcia was an interpreter for this patrol. Refugees anxiously wait on the fantail of the Vigorous. Photos by LT Margaret Rettenmaier, USCGR. A Cuban refugee flashes a wide grin as he enters the receiving area at Key West. Mother and child and an elderly man arrive from Mariel. Photos by PA2 Brice Kenny, USCG.



BM3 Cathy Carpenter, USCGR, takes the helm while performing active duty aboard the Midgett.

Women of the Midgett

by PA1 Bob Borden, USCGR

The reveille pipe of the boatswain's mate sounded the same, but the voice was distinctly different. Was that a female, sleepy-eyed sailors wondered as they struggled to begin another day at sea.

Yes, that voice was a lady's, gentlemen, and it belonged to BM3 Cathy Carpenter, USCGR, a member of the Port Security Unit at Treasure Island, San Francisco, and one of the two female reservists performing ADT aboard the Midgett with 23 other male reservists.

BM3 Carpenter and her shipmate, YN1 Terry Ridenour, USCGR, a member of the Marine Safety Office, San Francisco, were eyed suspiciously by the Midgett's crew when they first boarded the cutter in Long Beach. But within a few days, they were treated almost "like one of the boys," laughs BM3 Carpenter.

"I was told the sound of a woman's voice piped over the PA system was an extremely welcome change," says Carpenter, who was also told that the ship had been out to sea the previous two months before she came aboard.

Although it was the first time for both women

aboard a ship, they enjoyed the experience. "I wanted to go on a ship just to see what it was like," says Ridenour, "and it's quite an experience for me." Ridenour's only complaint was the smell of the sailor's cigarettes. She thought it spoiled the fresh sea breeze of the Pacific Ocean.

The female reservists were quartered in the Midgett's sick bay, where they had access to their own shower and bathroom.

The powerful lure of the sea will not soon be forgotten by Carpenter. "Making rounds at night against the brisk wind and movement of the sea is an experience you don't find in too many other places," she says.

But although both women admit they liked the sea duty, they agree it isn't something they'd want to do all the time. "After all," they moan, "we do have boyfriends."

"Yes, we know," answer their male counterparts, who were also counting the days before they would see their wives and girlfriends. It seems there's no sex discrimination out at sea when it comes to missing your loved ones.

The RMMR: How it fits you How you fit it

by LCDR Dan Wood, USCGR

You may not have thought about it in just this way, but your career in the Coast Guard Reserve is largely controlled by a "war plan." Enlistment, advancement, and drill pay opportunities are all ultimately determined by a document called "Reserve Mobilization Manpower Requirements" (RMMR).

The RMMR lists the total mobilization requirements for the Coast Guard Reserve, separating them according to priority and required response time. It also assigns each billet to a specific district, which is charged with filling that billet.

Since our Selected Reserve strength is only sufficient to fill part of our mobilization needs, the RMMR ensures that the highest priority, early response billets are filled first.

Billets are described as Priority I, II, or III, depending on how critical they are to the national defense effort. Early response billets are those which must be filled within 30 days after the day mobilization is ordered (M-day), and usually require the reservist to be at his/her mobilization site within three to 15 days.

You probably know someone who has advance orders for mobilization (MOBORDERS) to a location outside his/her district, perhaps even overseas. In fact, 15 per cent of all Coast Guard reservists hold such orders. A substantial majority of reservists hold MOBORDERS to locations other than their drill site, although generally nearby.

Mobilization billet requirements are based on projected wartime mission performance levels. On

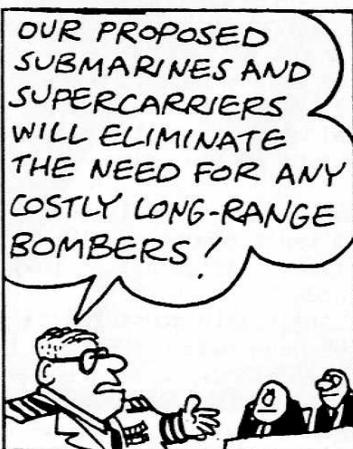
the other hand, our augmentation training program uses available active duty operations during peacetime to obtain mobilization-related training. The distribution of Reserve units has been adjusted, where possible, to allow for one or both of the above factors. However, the most important determinant of Reserve unit location is the availability of persons interested in the Reserve.

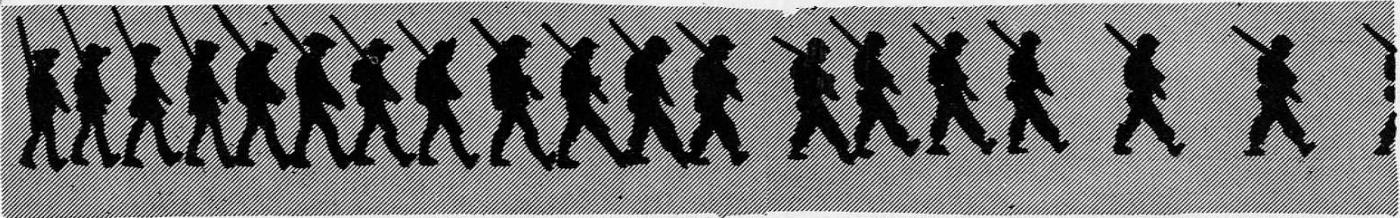
Not all reservists drill at their mobilization site, nor, conversely, do they mobilize at their drill site. The RMMR ensures that each reservist mobilizes to fill the greatest wartime or emergency needs.

The disparity between peacetime augmentation training opportunities and wartime mobilization needs can lead to some confusion. It is important to understand that the real purpose of augmentation training is to provide you with specific skills which are transferable to your mobilization assignment.

Of course, as a by-product, the active units benefit from peacetime Reserve support. This provides an incentive for them to ensure that you receive the best possible training. However, not all augmentation training opportunities are of equal value to mobilization training — a fact which must be considered by your training officer in developing and updating your Career Development Plan. As a result, some individuals may need extra formal training or ADT at their mobilization sites to ensure that they receive enough wartime mission training. Remember: your primary

CAPITOL GAINS





mission as a reservist is to be fully prepared to assume and discharge your pre-assigned mobilization duties.

Reserve training is just one aspect of our program which is driven by the Reserve Mobilization Manpower Requirements. Enlistment programs are designed specifically to fill RMMR billets which cannot be filled by onboard personnel.

Advancement opportunities are also based, in part, by mobilization billet vacancies. This is especially true if you are competing for a direct commission or promotion to warrant officer. (Officer mobilization requirements and career planning will be the subject of a separate article in the future).

In addition to advancement and procurement, mobilization needs may be filled by changes in ra-

ting. Your eligibility for a change depends on the rating strength of your present and proposed ratings and whether or not you have the necessary skills or the opportunity to gain them.

The table shows the current status of all ratings. If you are in a rating which is significantly overpopulated, you may want to talk to your CO or training officer about a change in rating, especially if you are not needed to fill a mobilization billet assigned to your unit. An overpopulated rating means a reduced chance for advancement. Recruiting efforts should be geared towards the underpopulated ratings.

In a very real sense, the Reserve Mobilization Manpower Requirements is the key to your Coast Guard Reserve career. Remember it in your planning.

Total CG Selected Reserve:

On Board Strength vs Assigned Mobilization Requirements (1)
(As of 1980)

Rating	Required	On Board	Rating	Required	On Board
AD(2)	10	26	HM	174	200
AE(2)	9	18	IV	306	(note 3)
AM(2)	12	20	MK	1979	1592
AT(2)	12	16	MST	2	22
BM	1719	1493	PA	5	68
DC	89	255	PS	2740	2120
DP	46	50	QM	192	183
DT	13	16	RD	192	70
EM	179	329	RM	500	268
ET	222	302	SK	269	497
FI	307	218	SS	370	270
FT	40	13	ST	49	12
GM	266	98	YN	567	741

Notes:

- (1) Ratings not shown have no Selected Reserve mobilization requirements.
- (2) Only the Seventh District has RMMR requirements for aviation ratings.
- (3) The investigator rating is not presently open for enlistment. Personnel in this rating are not eligible for advancement.

SUMMARY OF MOBILIZATION AND EMERGENCY CALL-UP LEGISLATION

Type of Call-up	Authority	Conditions
1. Full mobilization (Involuntary)	10 USC: National security needs as determined by <u>Con-</u> <u>gress</u> ; and 10 USC 672: War or national emergency declared by <u>Congress</u> .	10 USC 263: Reservists may be retained as long as needed. 10 USC 672: Reservists may be retained for duration of war or national emergency and for six months thereafter.
2. Partial mobilization (Involuntary)	10 USC 673(a) and (c): National emergency declared by the <u>President</u> .	Not more than one million members of the Ready Reserve of all components may be activated involuntarily at any one time. (The Coast Guard Reserve apportionment is approximately 12,000 reservists). May be retained for not more than 24 months.
3. Emergency call-up for military operations (Involuntary)	10 USC 673(b) established by PL 94-286 of 14 May 1976: Other than during war or national emergency as determined necessary by the <u>President</u> to augment the active forces for any <u>operational mission</u> .	Not more than 50,000 members of the Selected Reserve of all components may be activated at any one time and for not more than 90 days. (No limitation for the number of Coast Guard selected reservists. Number utilized would depend on the type of emergency and skills needed). The use of reservists in emergencies involving serious natural or manmade disasters under this authority is prohibited.
4. Emergency call-up for domestic disasters (Involuntary)	14 USC 764 as established by PL 94-479 of 9 October 1972 (applies only to the Coast Guard Reserve): to augment Coast Guard active service forces at times of serious natural or manmade disaster, accident, or catastrophe, when directed by the <u>Secretary of Transportation</u> with the approval of the <u>President</u> .	Coast Guard ready reservists may be activated for not more than 14 days in any one four-month period and for not more than 30 days in any one year. Takes the place of annual active duty for training requirement for members of the Ready Reserve in drill status.
5. Emergency call-up for domestic disasters (Voluntary)	Coast Guard Regulations cited in Chapter 2 of the ADMINMAN for the Coast Guard Reserve (M1001.26): Utilization of Coast Guard ready reservists authorized by <u>District Commander</u> for emergency ADT, or by <u>Coast Guard Reserve Unit Commanding Officer</u> when approved by <u>District Commander</u> for duty during drills (IDT).	<u>ADT</u> : Not more than ten officers and 100 enlisted ready reservists may be activated by the district commander in any one district for not more than 30 days for any one emergency call-up. Additional personnel may be activated by the district commander with the approval of Commandant (G-O). <u>IDT</u> (drills): No limitation on the number of ready reservists utilized. Drills may be commenced at 0001 and terminated at 2400 of the same date and rescheduled as necessary to meet emergency conditions.

opportunities

Navy Sealift Command offers jobs

Jobs may be tight in certain areas of the maritime industry but definitely not with the Navy's Military Sealift Command (MSC). Civilian positions paying up to \$47,500 a year with overtime opportunities that can double the earnings of seagoing employees are available with MSC.

Detailed information is available via a new toll free number that reaches MSC headquarters in Washington, D.C. That number is 1-800-424-2739.

Although a Navy organization, MSC employs 4,000 civilian seamen who man dry cargo ships, tankers, replenishment ships that support Navy combat vessels, and other ships that are involved in ocean surveys, the space flight program and a variety of research efforts.

Seagoing mariners are Navy Civ-

il Service employees and may transfer from one ship to the other. They receive normal Civil Service benefits but their pay and work rules are based on those in effect in the maritime industry.

The top money of \$47,000 and other benefits require on-the-job training and previous experience, but the potential for substantial overtime earnings is high.

Civilian jobs for which the MSC is recruiting include first and second mates, steam and diesel engineers, able-bodied seamen, oilers, fireman-watertenders, electricians, machinists, pumpmen, cooks and bakers. Particularly desired are former Navy men experienced in underway replenishment.

While many MSC seafaring positions require some maritime ex-

perience and Coast Guard licenses, MSC occasionally needs entry level people with training in carpentry, electrical work, diesel engines, or administration.

Additional information can be obtained by writing Military Sealift Command, U.S. Navy, Washington, D.C. 20390.

Tuition waiver for Hawaii reservists

A tuition waiver was recently granted to all Hawaii residents participating in the Coast Guard Reserve, who are attending campuses of the University of Hawaii. For further information, refer to D14INST 1560.2 of 24 July 1980.

One YN, E-4 to E-5, for clerical support for 120 days at the Resident Inspector's Office in Takoma, Wash.

O-3 with background in statistical evaluation to conduct evaluation of training courses in G-PTE-4 for 120 days at Headquarters.

E-3 to E-6, YN, to assist in typing, filing, correcting, and organizing research material to G-KOM for 120 days at Headquarters.

SK2 to SK1 for six months in support of CCGD8(f), New Orleans.

E-3 to E-4, YN or SK preferred, to perform general clerical duties in Office of Boating, Public, and Consumer Affairs (G-BEL) for 120 days at Headquarters.

Two E-4 to E-6, YN or SK, and one E-5 to E-6, YN or HM, to provide clerical support in G-KMA for 120 days at Headquarters.

One enlisted or warrant officer with architectural, mechanical, civil, or electrical drafting experience for 120 days in Civil Engineering Branch, CCGD1, Boston, Mass.

Two E-3 to E-6, YN preferred, to reconvert microfiche records to paper records in G-PO-4 for 120 days at Headquarters.

Apply for these SADT positions by submitting a Request for Active Duty for Training (Form CG-3453) to Commandant (G-RT) via your chain of command.
