The Coast Guard Reservist

March / April 1992

Alien Migrant Interdiction Ops

A reservist tells his story... Page 7

Essay Winners Inside

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ADM J. William Kime
Commandant, U.S. Coast Guard

RADM John W. Lockwood
Chief, Office of Readiness & Reserve

PA2 Edward J. Kruska
Editor, The Reservist

PA1 Steven E. Blando
Staff Writer

EM2/PA J.D. Wilson
Graphics

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Commandant (G-RS-1)
USCG Headquarters
2100 Second St. SW
Washington, D.C. 20593-0001
Attn: Editor, CG Reservist
Phone: (202) 267-1991 **FAX:** (202) 267-4553
E-Mail: Reservist/G-R **CBEE:** (202) 267-4644
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Your input and our future...

Toward the close of his View from the Bridge in this issue, RADM Lockwood mentions how reservist's activities and input are helping him shape our Reserve for the future. In a similar manner, your activities and input from the field has shaped and is shaping the future of *The Reservist*. Our recent readership survey, of which nearly 600 of you responded, greatly helped us in plotting a course for the publication's future, and we continue to refer to the survey. Another *very* recent example of your outstanding response is the 20 of you who wrote essays on the future of the Coast Guard Reserve. The top three essays appear on Page 11. The bottom line is, we appreciate and thank each and every one of you who have contributed from coast to coast. You ***have*** made a difference in shaping ***your*** publication and continue to do so. In the future, remember this when considering an article or picture for *The Reservist*: even if in doubt, send it out. We look forward to hearing from you in the future. — Ed Kruska

Honoring Alex Haley

The Coast Guard Reservist pays tribute to Pulitzer Prize-winning novelist and one-time Coast Guard chief journalist, Alex Haley, who passed away Feb. 10.

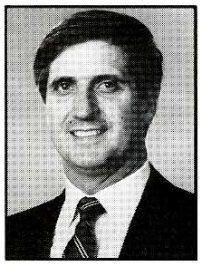
Haley, 70, won the Pulitzer Prize in 1977 for *Roots*, which was also made into a very successful television miniseries

He joined the CG in 1939 as a steward, and was later reassigned as a first class journalist. Retiring from the CG in 1959, he was proud of his CG roots and once said, "You don't spend two decades of your life in the service and not have a warm, nostalgic feeling left in you. It's a small service, the Coast Guard, and there is a lot of *esprit de corps*." The CG's Haley Award is named in his honor.

Photo by PA2 E.J. Kruska, G-RS-1

Pulitzer Prize-winning author and former Coast Guardsman Alex Haley was among honored guests in the CG's bicentennial parade in Grand Haven Aug. 4, 1990. Haley passed away Feb. 10 at age 70.

Andrew H. Card Jr. new DOT Secretary



In a unanimous vote on Feb. 21, the U.S. Senate confirmed Andrew H. Card Jr., 44, as the 11th Secretary of Transportation. He was sworn in Feb. 24 in the Oval Office at the White House in front of his family and President Bush.

On the cover

BMCM Robert Gauthier of RU Station Boston assists with Alien Migrant Interdiction Ops aboard CGC MOHAWK during January. Photo by PA2 Robin Ressler, D2(dpa). Story on Page 7.

CHECK OUT THIS ISSUE

√ **A View from the Bridge** 3
- *RADM Lockwood outlines the new CGR vision and mission statements and discusses the CGR's future.*

√ **On Deck** 6
- *G-R CEA asks for your input on schools.*

√ **AMIO: A reservist tells his story** 7
- *BMCM Robert Gauthier's gripping account aboard two cutters during the recent Haitian interdiction ops.*

√ **Essay Contest Winners** 11
- *Top three prize-winning essays paint a picture of life in the CG Reserve in the year 2041.*

√ **Coast to Coast Reserve** 17
- *Gloucester unit patrol in storm's aftermath in D1; Land Ho! It's Columbus quincentennial celebration on the horizon in D1/D7; Texas flooding in D8; Op Panamerica '91 in D11; CEA conference in D13; RU MSO Guam well-travelled in 14th; BOSDET in 17th.*

√ **First Call...To Quarters** 24
- *ADT pay changes; Direct deposit by Sept. 1, 1992; CGMA & education; Gulf War briefs; Reunions....*

√ **TEMAC Listings** 25

√ **G-R Addresses PS/FS Merger** 26
- *Commandant approves merger.*

√ **Along the TQM trail** 27
- *QAT analyzes RK Program; Ratings experts needed.*

√ **Happy 51st Birthday from Asst. Sec. of DoD** 28

A View from the Bridge

By RADM John W. Lockwood

Chief, Office of Readiness & Reserve

"The future is purchased by the present."
— Samuel Johnson

Teamwork and TQM

In the last View from the Bridge, I said that I had put together a core steering group that was meeting periodically to consider issues of strategic importance to the Coast Guard Reserve. Our first major task has been to review the Coast Guard Reserve mission statement, and to develop a strategic vision statement, guiding principles and implementation plan for the future. The results of that effort have been officially promulgated in ALDIST 091/92 that I released March 19. Here it is.

Introduction

To implement the Commandant's Vision and Strategic Agenda, the Office of Readiness and Reserve has developed the following Vision, Mission and Guiding Principles.

The men and women of the Coast Guard Reserve consistently demonstrate the highest levels of performance. That continued dedication to duty warrants an equally firm commitment from the office chief and staff to look out ahead and to lay down a trackline for the future...one developed through solid, logical thought and with broad input.

I feel that what follows can be our cornerstone, or first building block for the future of the Reserve. We will succeed...but only by working together to consistently and reliably deliver what the Coast Guard wants, when they want it — and that is trained people, ready to go! Collectively, the Vision, Mission and Guiding Principles aim to provide that future focus and to form the basis for a strategic plan...which is the next step. The strategic plan will guide the fundamental decisions and actions of the Office of Readiness and Reserve for the next two to five years.

Vision

Working side by side with our active counterparts, we will be an essential and integral element in all planning, support, and operations.

Committed to excellence in service to the nation, we will stand ready to answer the call to military and civil surges and contingencies.

Using our diverse talents, we will provide the Coast Guard with a flexible and cost effective response in all mission areas.

Our contribution to the total force will enrich the Coast Guard's value to our nation.

Mission

The mission of the Coast Guard Reserve is to provide an organized, quick response, military force in ratings and skills required, to supplement the active Coast Guard during surges in operations.

Guiding Principles

√ We will constantly work to satisfy the mission needs of our active partners and fellow reservists.

√ We will nurture and support our people. They will find in the Coast Guard Reserve the training and experience needed to develop their full potential. We will provide a support structure and workplace based on trust, equality, and mutual respect.

Photo by MCPO Forrest Croom, G-R CEA

Reservists at RU Fort Macon, Ga. take RADM John W. Lockwood, Chief, Office of Readiness & Reserve on an area familiarization cruise aboard the unit's Rigid Hull Inflatable while RADM Lockwood was visiting the unit March 7. From left to right are BMC Dennis Barber, BM3 Gary Broshears, RADM Lockwood and BMC Fred Harris.

View continued on next page

Continued from Page 3

√ We will strive for correct mission focus and constant performance improvement in every part of our work, based on clearly stated customer requirements. Everyone will be involved in process improvement. Differing ideas will be viewed as an enhancement to the improvement process. We will focus on prevention of errors and waste by using customer based objectives and measurements.

√ We will employ proven advanced technology and methods to enhance training and qualifications, streamline workload, and increase productivity and effectiveness.

Photo by MCPO Forrest Croom, G-R CEA

PS2 Wayne Lurcock presents RADM Lockwood with a Ponce Inlet T-shirt during his visit to Station Ponce Inlet, Fla., Feb. 8. To RADM Lockwood's right is CAPT Tom McCarthy of D7(r) and BMCS Colin Kennovin, Station OINC. The pavilion pictured was constructed together by station active, Reserve and Auxiliary personnel. The sign was hand made by BM3 James Antonelli.

Key Initiatives

To move out toward achieving our vision, we will pursue the following key initiatives in the coming year:

√ Through ongoing relationships with Program Directors, identify new issues relating to their requirements that impact the Reserve; prepare the Coast Guard Reserve to augment active forces in additional selected activities.

√ By working closely with the station staffing study implementation team, ensure significant Reserve participation in prototype units.

√ By refining the planning process, develop contingency plans that cover the full range of contingencies and that are more valuable to Program Directors and Operational Commanders.

√ By streamlining administrative tasks performed by reservists, create additional resources for reservists to accomplish augmentation. This includes the continued evolution of the RMSA project, a review of the Reserve Officer Evaluation System, an improved physical exam process, automation of Servicewide Examination requests, and chartering Quality Action Teams to reduce other non-value added administrative activities.

Next Steps

At the end of this year, the Vision Statement and Key Initiatives will be reviewed and updated. Most of these efforts require action at Headquarters within the Office of Readiness and Reserve.

Since reporting aboard and in my visits to a number of units since then, I have seen many initiatives underway at districts and other echelons to improve the Reserve Program. I applaud those initiatives, and they are generally consistent with the activities I propose to undertake. We will continue to communicate with all our partners in the Coast Guard: other offices in Headquarters; the Area, District and MLC Commanders; Unit Commanding Officers and Selected Reservists. Through this dialogue, I intend to ensure that our plans and initiatives are both focused and integrated.

As previously stated, work is proceeding on a strategic implementation plan which will contain additional actions required to achieve our vision. The target completion date for the strategic plan is June 1992.

Planning for Change

In the last issue of our *Reservist*, I also mentioned, "The Coast Guard Reserve's ultimate objective in the planning arena is to adapt to any and all foreseeable contingencies, through a process that allows a rapid response to changing conditions."

The Readiness Planning Division of the Office of Readiness and Reserve receives a steady stream of defense strategy, guidance and policy information from the Department of Defense and the Joint Chiefs of Staff at the Pentagon. One of the major defense strategy documents that drives our planning is the *Joint Strategic Capability Plan* (JSCP). The JSCP contains four key foundations of National Defense strategy on which our new defense strategy will be built. These pillars are also discussed by General Colin Powell, Chairman of the Joint Chiefs of Staff, in "1992 National Military Strategy." They are: strategic deterrence and defense, forward presence, crisis response and reconstitution. Here are a few words about each.

√ **Strategic deterrence and defense** — In light of continuing world instability, there is a threat posed by an increase in the number of potentially hostile nations developing weapons of mass destruction. Therefore, maintaining a modern, fully capable, and reliable strategic deterrent remains the number one defense priority of the United States.

√ **Forward presence** — U.S. forces afloat and overseas have been key to averting crises and preventing war over the past 45 years. Although their numbers will be reduced, the credibility of our capability and intent to respond to crises will continue to depend on judicious forward presence.

√ **Crisis response** — One of the key demands of our strategy is the capability to respond to regional crises. These crises could arise on very short notice and could be many and varied.

√ **Reconstitution** — While the threat of global war has decreased, we must be ready for any potential adversary that may surface. Reconstitution gives us the ability to build and shape our military force to respond to global emergencies or crises as necessary.

What this means to us

The changes in the strategic environment and the threats we may face are now *regional* rather than *global*. ***So what does this mean to the Coast Guard Reserve?*** We must be fully ready to respond and react on a moment's notice to national emergencies that may pop up without warning. We must be Semper Paratus...to integrate with the active Coast Guard into an effective military force that can respond across a wide spectrum of potential conflicts.

You have all heard of the very lively ongoing debate about cutting back the other Armed Forces. The DOD plan is to build down to a "Base Force" which will perform operational missions and support those pillars of defense strategy mentioned earlier. As the Army, Navy, Air Force and Marine Corps reduce their active force, the role of the Reserve components will become more important. As one of this great country's seven Reserve components, we must...and will be ready to support whatever Base Force is established.

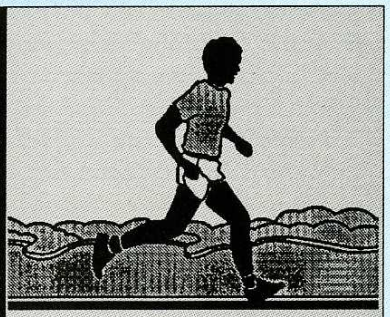
The last word

The most rewarding part of my job continues to be getting out there with you on your drill weekends...and calling units when I'm not on the road visiting. Talking with you on the mess deck, getting underway with our *great* boat crews, observing a port security exercise...your activities and your input are helping me shape our Reserve for the future. Recently, I've gone alongside with our *finest* at Philadelphia, Swansboro, Leavenworth, Fort Macon, Cape May and Stillpond. Hope to see you soon!

Photo by MCPO Forrest Croom, G-R CEA

Reservists from RU Station Swansboro, N.C. pause with RADM Lockwood during his March 7 visit. Front row, left to right: BMC Francis Andrews, MK2 Rod Dew, QM2 Warren Flowers, RADM Lockwood, PS2 Jay Smith, MK2 John Huddleston, SN George England. Back row, left to right: BM1 Rick Bulla, MK3 Brad Kuegel, SN Traveland, BM3 Walter Haven and MK3 Doug Huffman. Missing from this photo are SA Tracy Anderson, SARM Byerly and QM3 Bert Sowell.

On the Road...



Here are the Coast Guard units RADM Lockwood has visited since New Year's Day '92:

- *RU Ocean City, Md. Jan. 18*
- *RU Atlantic City, N.J. Jan. 25*
- *RU Ponce Inlet, Fla. Feb. 8*
- *RU Canaveral, Fla. Feb. 9*
- *RU Fort Macon, N.C. March 7*
- *PPC Topeka, Kan. March 20*
- *RU Leavenworth, Kan. March21*
- *RU Philadelphia 2, Pa. March 28*
- *TRACEN Cape May, N.J. April 3*
- *RU Stillpond, Md. April 12*

RADM Lockwood addresses PS/FS ratings merger. ***See Page 26.***

On Deck...

By MCPO Forrest W. Croom

G-R Command Enlisted Advisor

There was a time when getting most people to complete two weeks ADT was a chore. Now, I'm asked, "Why we can't we get some of the three-week schools being offered?" First, that issue is in the hands of each district; second, it is a problem accentuated by limited funding for training.

While we're on the subject of schools, it brings other questions to mind that I have listed below. Please take time to answer the questions in the box below and (if they apply to you), return your answers to me at the address listed.

The next five years will bring many changes in the way we do business. Challenges unlike any we have ever faced before will confront us. To meet those challenges successfully, we must be ready to adapt, modify and/or improvise as necessary to accomplish our assigned missions. It will not always be easy, but that is nothing new to us. We will be the better for it.

The merger of the PS/FS ratings has brought a lot of critical comments from those affected. Folks, the Coast Guard is getting out of the hose handling business. We can't afford it. We need the experts to supervise/direct and advise the hose handlers. The FS's are being consolidated into a stronger and more diverse mission.

This merger is just one of the many changes which will affect our service in the coming years. Look at the whole picture of the world today. Changes we may not even visualize today may be on us tomorrow. Be "Semper Paratus" to change when necessary, not "Semper Resistus."

Course of Instruction Survey

1 *Can you attend CG Reserve Course Of Instruction (COI) more than two weeks per year? Yes / no — Comments?*

2 *Could you attend a COI scheduled in several parts per session during one calendar year (like 3-4 or 4-8 days per session)? The total time could exceed the two weeks ADT. Yes / no — Comments?*

3 *Recognizing the needs of the service comes first, what period of time can you attend a COI? (January — March) (April — June) (July — September) (October — December). The personal convenience factor is not a consideration in answering this question.*

4 *Chief Petty Officers only — The CPO Academy is a six-week COI. Does your employment situation allow you to attend this COI? Yes / no — Comments?*

MAIL TO:
Commandant (G-R CEA)
U.S. Coast Guard Headquarters
2100 2nd Street SW
Washington D.C. 20593-0001

AMIO: A reservist tells his story

An interview by PA2 R. Ressler and PA2 E.J. Kruska, G-RS-1

Written by PA2 E.J. Kruska

Prelude: When Haiti's President Jean-Bertrand Aristide was ousted by a military coup last Sept. 30, it caused a formidable flood of Haitians to flee their homeland and head for the United States, some in small boats and many in anything that would float. The Coast Guard began the almost overwhelming task of intercepting thousands of these people in late October and has continued to do so since. By mid-March, 7th District Public Affairs reported that the Coast Guard had picked up some 16,400 Haitians from 246 boats of all sizes and descriptions. Nearly 9,000 Haitians have been repatriated since Oct. 29 while the rest remain at Guantanamo Bay, Cuba. Over 20 cutters from along the entire East Coast and Gulf Coast have been involved in concert with numerous Coast Guard aircraft.

Though the Coast Guard Reserve's involvement has been relatively small when compared with the Mariel Boatlift of 1980, there have been some reservists who have provided valuable support by backfilling at Base Miami. Around Christmas time of this past year, another Coast Guard Reservist, BMCM Robert L. Gauthier from RU Station Boston, was specifically sought out to help with the Alien Migrant Interdiction Operations, primarily because of his ability to speak French, the official language of Haiti. From Jan. 7 through Feb. 4, Gauthier served aboard both CGC CAMPBELL (WMEC 909) and CGC MOHAWK (WMEC 913).

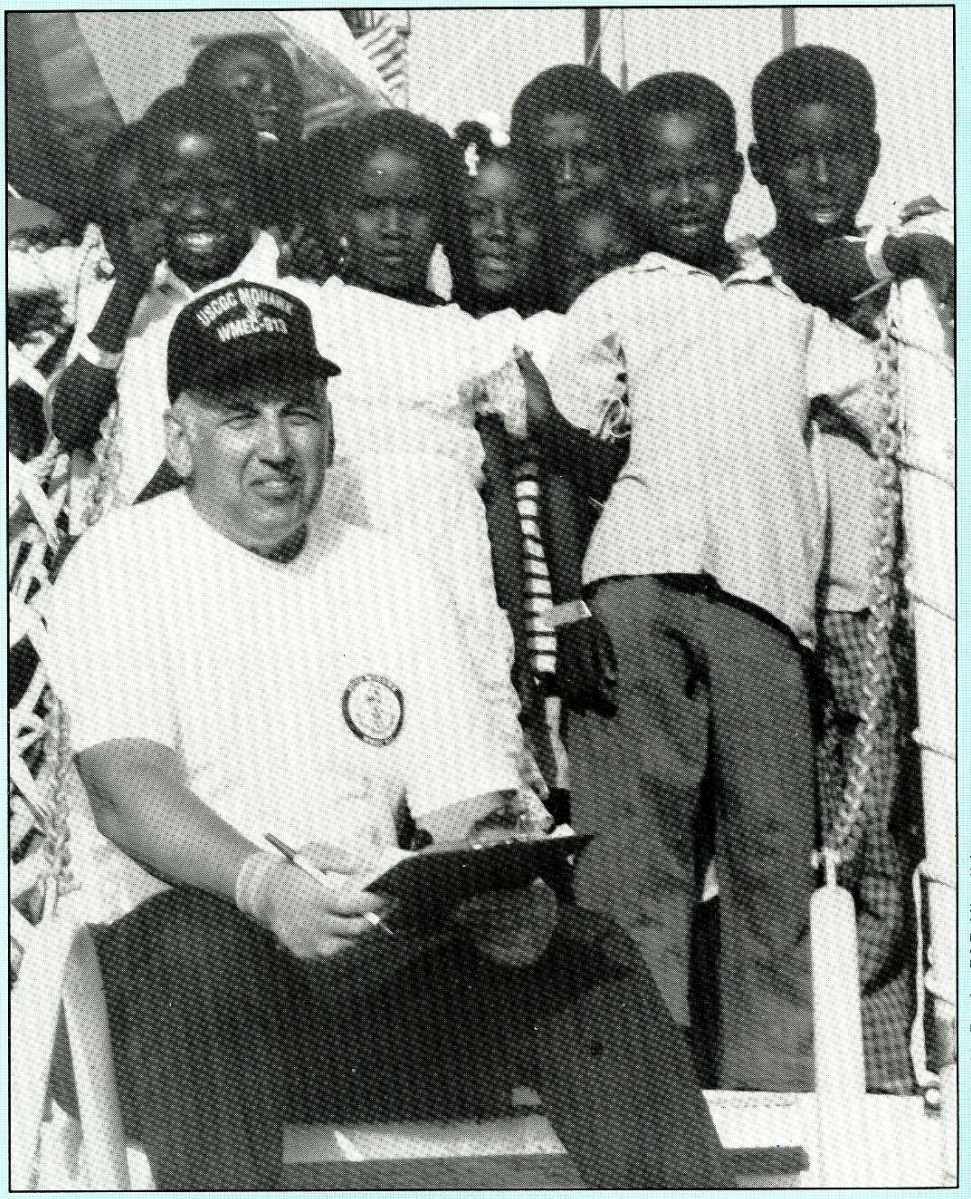


Photo by PA2 Robin Ressler, D2 Public Affairs

BMCM Robert L. Gauthier pauses with Haitian children brought aboard CGC MOHAWK in conjunction with Alien Migrant Interdiction Operations. The 1st District Reservist served one month and was chosen for the operation primarily because of his ability to speak French.

When Coast Guard Reservist BMCM Robert Gauthier was growing up in a French-Canadian neighborhood in Manchester, N.H., the elementary school he attended was operated by nuns who taught half the day in French, the other half in English. Later, he studied French in high school and college.

As events unfolded in the Caribbean last fall, thousands of Haitians were fleeing their homeland for the United States and the Coast Guard desperately needed French speaking personnel to help communicate with them. Through what Gauthier describes as a "weird combination of events," he found himself using the second language learned decades earlier to assist the Coast Guard in Alien Migrant Interdiction Operations (AMIO).

Continued on next page

"You can't compare the experience to anything," said the 52-year-old Gauthier of the month he served aboard two Coast Guard cutters operating in the Caribbean earlier this year.

Gauthier left his home in New Hampshire the first week of January, flew to Air Station Miami, then went on to Guantanamo Bay, Cuba. He then joined the crew of the CGC CAMPBELL, the CGC MOHAWK, then returned to the CAMPBELL. The evening he reported aboard CAMPBELL, it had just intercepted the motor vessel *Harbour* after an attempted scuttling. CAMPBELL's rescue and assistance team engaged in a herculean effort, coordinating the effort with other Coast Guard and Naval assets to prevent total loss of the vessel and a potential environmental disaster. All 28 *Harbour* crewmembers were arrested and the ship was seized when a search revealed 10,422 pounds of cocaine on board — the largest maritime cocaine seizure in 7th District history and the third largest in Coast Guard history.

Both the CAMPBELL and MOHAWK, homeported in New Bedford, Mass. and Key West, Fla., respectively, picked up hundreds of Haitians. Gauthier said he was called upon to do "just about everything." That included not only translating in French, but administering first aid, serving meals, constructing temporary shelters and ordering supplies. While in port, he went onboard several other cutters to simply "lend a hand." Though the "official" language of Haiti is French, its people speak Creole.

"Creole is a mixture of African, Spanish, French and English," said Gauthier. "It uses words from all those languages. But most of the Haitians understood French, so I'd get some of them to help me with those who didn't. As time went by, I picked up many of their 'working' phrases."

Feeding, sanitation a challenge

One day on MOHAWK, 515 Haitians had already been rescued and were aboard, when they came up on a rickety 50-foot sailboat taking on water 45 miles northwest of Ila de la Gonave, Haiti.

"There were 238 people crammed on that thing — we had no choice but to take them aboard," said Gauthier. "Two-hundred fifty people on board MOHAWK was defined as 'saturation' and 350 was 'super-saturation' so they didn't even know what to call 753. The people in Guantanamo later told me that they thought someone got the message wrong."

With the hangar retracted, the flight deck was literally awash with people, rail-to-rail; MOHAWK was riding two feet below normal at the stern. There was literally no room to move. Feeding and caring for this many people was a challenge, to say the least.

"We had to treat everyone equally," said Master Chief. "The Haitians I met were almost without exception very grateful for whatever we did. But giving someone what seemed preferential treatment was asking for trouble. Some of our guys handed out a couple of cigarettes and had to go below for another carton or two to take care of everyone else!"

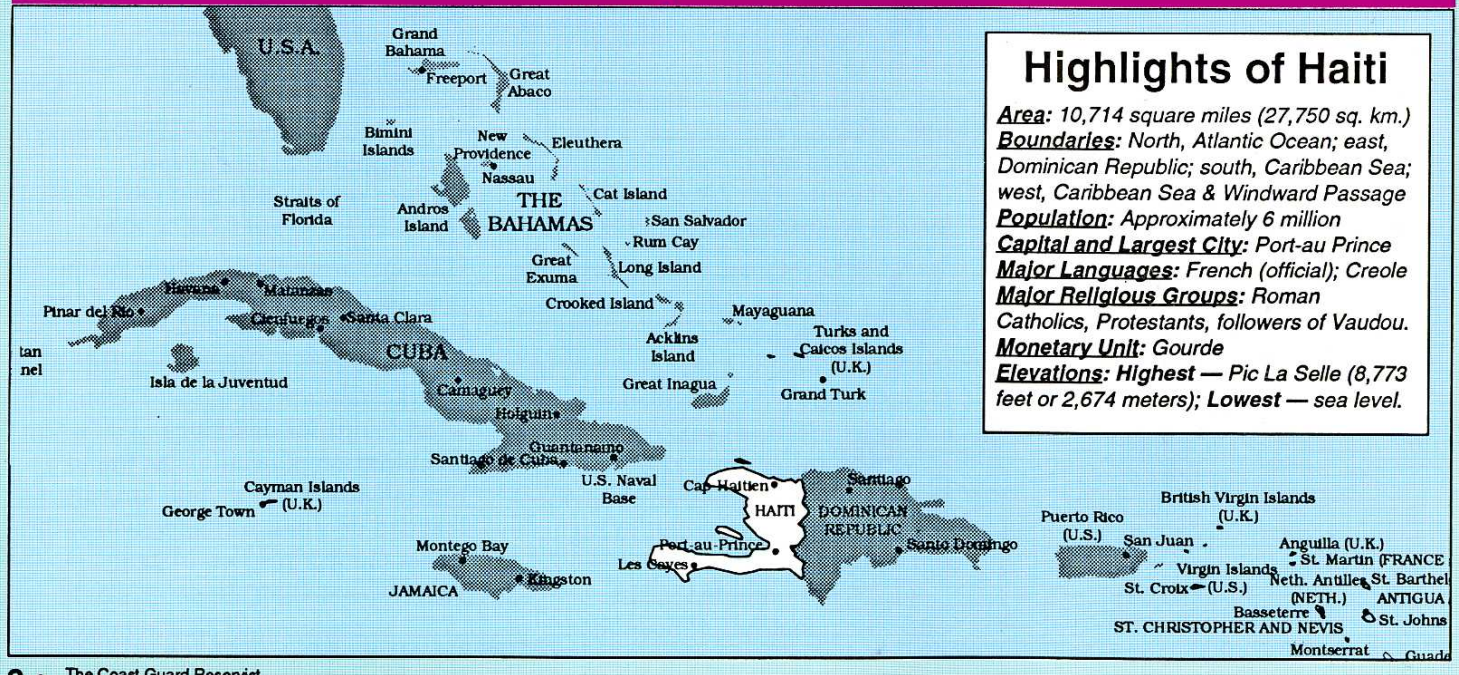
This large group had a clique of six or seven uncooperative types who took food the crew was trying to send back through the crowd. This would upset everyone.

"We couldn't have any pushing and shoving, so we'd have to stop, get everyone calmed down, then start over," added Gauthier. "That night, I saw a man take food from his kids, but I made him give it back."

On the other hand, some shared with others.

"You found good and bad, strong and weak, just like everywhere," added Gauthier. "I'm not passing judgement...we're talking *survival*, after all."

AMIO Operational Area



Highlights of Haiti

Area: *10,714 square miles (27,750 sq. km.)*
Boundaries: *North, Atlantic Ocean; east, Dominican Republic; south, Caribbean Sea; west, Caribbean Sea & Windward Passage*
Population: *Approximately 6 million*
Capital and Largest City: *Port-au Prince*
Major Languages: *French (official); Creole*
Major Religious Groups: *Roman Catholics, Protestants, followers of Vaudou.*
Monetary Unit: *Gourde*
Elevations: ***Highest*** *— Pic La Selle (8,773 feet or 2,674 meters);* ***Lowest*** *— sea level.*

Photo by PA2 Don Wagner, Coast Guard Photo Team

As of mid-March, the Coast Guard had intercepted 16,400 Haitians in nearly 250 boats of all sizes and shapes. Nine thousand Haitians have been repatriated while the remainder are at Guantamo Bay.

When there weren't as many Haitians on board, distributing meals was done by simply roping off areas and calling one section at a time, or calling the numbers on the ID bracelets the crew issued. Eventually, the last digit was used because some were illiterate and didn't recognize multiple numbers.

The cooks had their hands full. How would you like to have 500 to 600 people "drop in for supper?"

"They were careful about what they prepared because they didn't want to upset anyone's system," said Gauthier. "Not knowing if or what someone had eaten was a real concern."

They usually served a mixture of rice and black beans — a staple of the Haitian diet — sometimes mixed with scrambled eggs or beef for more nutrition and flavor. Breakfast was often oatmeal mixed with apple slices and brown sugar or maple syrup. The Coast Guard was also concerned that everyone drank enough water. Most people were in the shade and felt relatively cool.

"We kept having to remind parents to make sure that their children didn't get sick from dehydration," said Gauthier. "Chief Bowman (on the CAMPBELL) said, 'I'll fix that,' and started mixing big batches of Kool-Aid. Then our problem became-keeping the coolers full.

"We had saltwater hoppers running over the side for sanitation. Toward the end we got port-a-johns, but they tended to clog up with diapers and such. We provided showers, but the ones we built out of PVC broke. Then we just used freshwater hoses. We set up privacy curtains and they washed and did their laundry the best they could."

The Coast Guardsmen also gave the Haitians things to occupy their time like cards and dominoes.

"They loved to play dominoes," said Gauthier. "Their faces would light up when we broke them out. We scrounged up a tape player and even played requests once or twice."

All kinds of medical problems

After searching for weapons and contraband, the most important thing was medical triage, or prioritizing medical needs.

"It was busy," said Gauthier, "and there were all kinds of problems."

These varying medical problems included: dehydration, knife wounds, pregnancies, broken bones, chicken pox, diarrhea, meningitis, typhoid, AIDS, syphilis, tuberculosis, tooth abscesses, eye infections, and virtually none of them had seen a doctor.

"Everyone was seasick, had a headache and burning eyes," said Gauthier. "Our medical people didn't get much sleep."

In another case, the boat intercepted had been at sea six or seven days. Two men brought aboard on Stokes Litters were in metabolic shock. The medical people, CWO (PYA) Andy Illobre and HS1 Wally Rahmanop, started IV's and administered oxygen, but the two were still only barely breathing.

"We put drops of water on their faces and got no reaction," said the Master Chief. "Mr. Illobre had me get their names from the other Haitians to try to get a response calling them by name. After about 1500 cc's (of fluids given by IV), one of them began to twitch his eyelids. I told him where he was and what was going on but still got no response. Finally, I asked him to close his left hand if he understood. His fingers began trembling and slowly closed about an inch or so. It was the first sign we had that he was coming out of it."

They did the same thing with the other man. For awhile, it had looked like they would lose both of them, and in any event, they wouldn't have lasted much longer without medical care. Even though they began to come around, Mr. Illobre decided to medevac them to Guantanamo because they needed more sophisticated care than could be provided aboard the cutter

Continued on next page

"I heard later from HS1 Rahmanop, who accompanied them," added Gauthier, "that they were doing O.K."

Proud of Coast Guard

Gauthier is proud of what the Coast Guard has been doing. He said the service has done a great job and the people involved really "busted their tails."

"The people I worked with were great," said Gauthier. "I never heard — and we dealt with 3,000 Haitians — one person wearing a blue shirt complain about helping these people the whole time I was there," said Gauthier. "They put themselves in all kinds of situations. HS1 Rahmanop was involved in a medevac with a mother, her six-year-old son, and infant child from an RHI to a helo in heavy wind and five-foot seas. Think about that for a minute...."

According to Gauthier, no one was concerned with the politics or why the migration was happening, but, simply, "these people need help." The attitude was: they're here, we're here, and we're going to help them."

"I'm always proud to put on the uniform," added Gauthier, who served on active duty in the 1960s. He has been in the Reserve since 1976. "I think you've got to be special to be in the Coast Guard in the first place. If you can make it in the Coast Guard... you can make it in any branch of the service."

Gauthier said there were many Army, Navy, Marine Corps and Air Force personnel involved in this exercise also, and they certainly did great work. However, the Coast Guard routinely does this type of thing more than any other branch of the service...and when you're involved in it, it makes you feel great to be part of the Coast Guard.

As mentioned earlier, his involvement in AMIO came about through a unique combination of events.

"I was at the RUAT course the first week in December in Petaluma," said Gauthier. "While there, I met LCDR George Cognet of Reserve Group Baltimore. During a break, we were making small talk about surnames and second languages and he told me that the Coast Guard was looking for French translators to help with the Alien Migrant Interdiction Operations."

Gauthier was put in touch with personnel at Coast Guard Headquarters just before Christmas. The father of three said his only possible reluctance about going was that the call might come just before Christmas. He remained ready, and the swell of Haitians slowed over the holidays and he wasn't called until after New Year's Day. Still, Gauthier's young daughter was upset that her dad was leaving.

"I told her, well, somebody's got to do it and what I know might come in handy," said Gauthier. "I also said, 'you know, whatever good we do you will have done also, because it's a sacrifice on your part, too.'"

He said families don't always get the credit they deserve.

"A much-decorated lieutenant commander once told me that his medals and awards should've gone to his wife, because without her support, he couldn't have earned them," said Gauthier. "There's a lot of truth to that. It's true for us in the Reserve, and it's especially true for our brothers and sisters on the active side."

A thankful attitude: La Paix

Back aboard the CAMPBELL, darkness had set in. The Haitians were noticeably worried and scared about what would eventually happen to them. They held a religious service as four or five Coasties, including Gauthier, observed.

"At the end of the service the leader said in Creole, 'We thank God for all of our blessings, but let's not forget that we also must thank these people [the Coast Guard] for our *lives,*' gesturing to us," said Gauthier. "Then, every one of them — 140 or 150 — slowly came over and shook our hands, saying softly 'La Paix, La Paix' (peace, peace). It was...a...*powerful*...experience."

For a while it looked like Gauthier, self-employed as a civilian, might be extended or ordered to return to Guantanamo soon. But the Alien Migrant Interdiction Operation has been quieting down.

He said it felt strange leaving such desperate conditions, then being in a comfortable hotel room in Miami just a few short hours later.

It also caused him to reflect.

"I had met a boy on one trip, born just a few days before our own teenage son," commented Gauthier. "You think, why do we have what we have, and this Haitian kid, well, he didn't do any harm, and he's standing there with no shoes."

Would he go back?

"My seabag has Sinbad's paw prints on it. Sure, I'd go back."

Reservists backfill at Base Miami, augment Seneca

Coast Guard Reserve — Part of the Team

MIAMI, Fla. — Though the Coast Guard Reserve played no direct part in the recent Alien Migrant Interdiction Operations involving the Haitians, reservists were called in to backfill at Base Miami and augmented various cutters.

"We augmented fairly heavily at Base Miami, mostly in the area of radio and message traffic," said LT Ty Ramsey of 7th District (rst). "Others came in to help out as cooks. Overall, we probably had around a dozen reservists," added Ramsey. Reservists were ready for the call, however. "We received quite a few calls from reservists saying they were ready to go," said Ramsey. "We probably had two dozen calls over a two-month period saying they were available to go if needed."

The volunteers were placed on a waiting list and told to "stand-by to stand-by." "Unlike the Mariel Boatlift of 1980 and Desert Shield/Desert Storm, this didn't [the need for reservists] ever really develop," said Ramsey. Meanwhile, LT Joe Fischetti, RD2 Larry Ware and FT2 Jim Magill, all of RU Vessels Boston, spent two-weeks ADT aboard CGC SENECA (WMEC 906) during February, in support of AMIO.

Essay Contest Winners

The winners in our essay contest have been selected! What follows are the top three as chosen by our judges (see next page). The judges definitely had their work cut out for them with the competition extremely close amongst the 20 entries. A big thank you to all who participated and congratulations to our prize-winning contestants. Please keep in mind that views expressed in these essays are not necessarily those of the Department of Transportation, U.S. Coast Guard, U.S. Coast Guard Reserve or The CG Reservist.

1ST ***PS1 Stephen W. Leavenworth USCGR(Ret.) Concord, N.H.***

2ND ***LT Michael D. Orlansky, USCGR Reserve Group 14th District***

3RD ***LT Thomas Butler, USCGR RU Station Manasquan, N.J.***

First Place

By
Stephen Leavenworth
USCGR(Ret.)
Concord, N.H.

Its hard for me to realize, now, in the year 2041, that the word "Reserve" has no meaning for some of you. I, unfortunately, am old enough to remember just what the "Reserve" was and, indeed, was a part of it. So for the younger set, I have to refer to the "Reserve" in quotes because, as we all know, there is no such thing anymore! The changes that have taken place, since the inception of the "Reserve" concept 100 years ago in 1941, have been astounding!

Only 50 years ago, just before the beginning of the current millenia, the Coast Guard was organized into three components, Regular, Reserve and Auxiliary. Regulars were full-time, 24-hour a day, seven days a week employees of the U.S. Government. You signed up for a hitch of three years or so, were trained on active duty, frequently lived in quarters provided by the government, ate with your fellow Coasties, and were paid a salary, regardless of the number of hours you might have to put in on a particular duty or mission. If you continued to re-enlist after each hitch was completed, and if you received promotions you were satisfied with, you could stay in for 20 years. Then you could retire, possibly at age 40, to begin a new career and have the benefit of retirement pay from the Coast Guard to augment whatever you could make after retirement.

Auxiliarists were full-time civilians, received no pay, and had no legal authority. Their function, when on duty, was to augment the local unit in assignments that were mostly related to boating safety. This included safety patrols, courtesy examinations of yachts, free boating safety classes open to the public, and many other similar functions. All of their duty was voluntary.

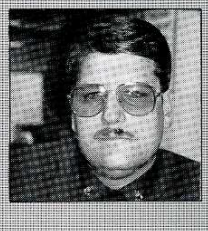
Reservists, on the other hand, were a mixed breed, half-way between the Regulars and the Auxiliarists. They were civilians, spending only *one weekend each month* on duty! However, while on duty, they had the same legal powers that the Regulars did, had rates and ranks equal to the Regulars,

Continued on next page

Essay Contest Judges/Judging

Here is how the essays were judged and by whom. A total of 20 essays were received and each essay was given a number accordingly. A notebook containing all the essays was then distributed to the judges with contestant's names omitted. Each essay was given a point total by each judge based upon five categories: (1) Originality/creativity (2) Grammar/punctuation/spelling (3) Interest level/readability (4) Adherence to Theme (5) Adherence to Essay Rules. The point totals were very close. In fact, there was a tie for first between PS1 Leavenworth and LT Orlansky. To break the tie, the judges were asked to reread the top two essays but could only vote for one for first place. PS1 Leavenworth eked out a 4-3 tiebreaker. Below are the essay judges.

Mrs. Brenda Beasley
Chief, Readiness Budget & Administrative Staff



PAC William F. Boatman, USCG
Editor, The Commandant's Bulletin

LCDR Carl Bromund, USCGR
G-R TQM Coordinator
Assistant to Deputy of Reserve

Dr. Robert Browning
U.S. Coast Guard Historian

CDR Francis C. Buckley, USCGR
Assistant Chief, Reserve Personnel Management Division (G-RSM)

MCPO Forrest Croom, USCGR
G-R Command Enlisted Advisor

LT Neil Hurley, USCGR
Reserve Training Support Branch (G-RST)

wore the same uniforms, and received pay based on the pay rate for a Regular of the same rate, but for just the two or three days a month spent on duty. Reservists also could receive retirement benefits proportional to the number of days per month authorized. Reservists, when on duty, were considered in active status and were subject to orders, the UCMJ, and all other authority of the government.

At that time there was a "One Coast Guard" concept, in which all three components worked together. It was not unusual to have a SAR mission performed by members of all three components on the same vessel. However, the "One Coast Guard" concept was largely on paper and administration of the Reserve and Auxiliary was kept separate from that of Regular Coast Guard units, even though many Regular units had Reserve and Auxiliary units attached to them for these patrols and other duties.

As we all know, its the paper work that keeps the Service going, and the paperwork for a Reserve or Auxiliary unit was nearly as overwhelming as it was for the Regulars. Gradually, over a number of years, Reserve units and later Auxiliary units began to be administratively supported with full-time personnel, some of them civilians and some Regular Coast Guard personnel. Typically, before the turn of the century, a small SAR station would have maybe 50 Regular Coast Guard personnel assigned. It might also have a Reserve unit of perhaps 75 members, and an Auxiliary unit with a membership of 100 or so. The administration of these units took place in different offices, even the home of the Auxiliary commander. Each component had its own chain of command that was lightly intertwined with that of the Regular Coast Guard. As administration began to link up, so did the command structure. Eventually, in the year 2015, members of the Reserve and Auxiliary were placed under the direct control of the Station commander.

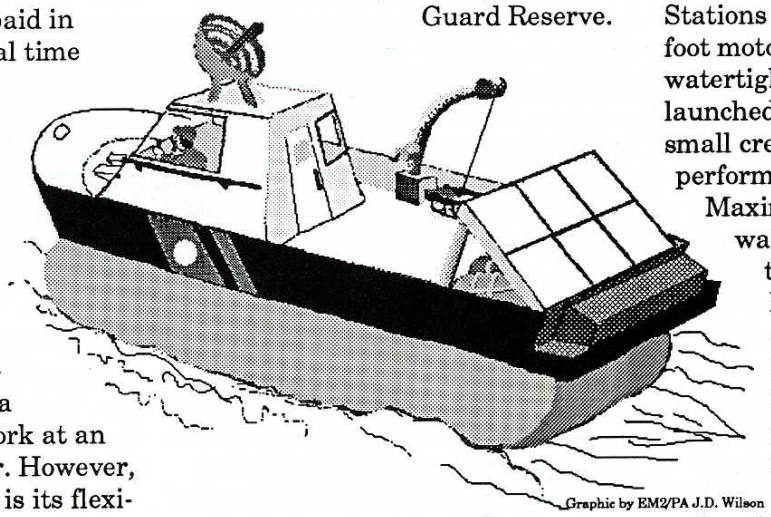
In the meantime, in the civilian

world, "flexie hours" and jobsharing, brought on by the enormous wealth and expansion of leisure time in the United States, began to be the norm. Regulars and reservists began to blend together. About the year 2005, Regulars were putting in about half to two-thirds time on duty and were authorized to put in the balance in civilian jobs, while reservists, sharing civilian jobs, began to put in more time on duty. No more weekend, once a month duty. They began spending two and three days a week on duty and then going back to civilian jobs the rest of the time.

Finally, about the year 2015, the terms "Regular" and "Reserve" were officially dropped, and now, in the 40s, all Coast Guard personnel serve under the same CO, get paid in accordance with the actual time put in on the job, and almost to a man and woman, hold jobs in the civilian world. Most of these civilian jobs are closely related to the work the Coastie does while on duty; that is, an EM may work in an electronics servicing company, a BM may operate a fishing boat, or an MK work at an automotive service center. However, the beauty of the concept is its flexibility. For example, the BM may not want to run a fishing boat. He can, if he chooses, sell insurance, open up a small restaurant, or run a truck farm. In today's free society, he is not locked in, for the rest of his life, to a career, which he chose for himself at age 18.

So while we may mourn the death of the "Reserve," let us not forget the immense improvements that that change has offered us. We, as Coast Guardsmen, can serve our country and still reap the benefits of a free economy, enjoy security and the pursuit of happiness, each to his or her own limit.

Of course the mission of the Guard has always been in a state of flux. 'Way back in the 19th century, much of our work revolved around chasing smugglers who were trying to evade import taxes. Along about the turn of the century, we absorbed the Lighthouse Service and actually put crews in all the lighthouses around the country! By the late 1900s, though, all of the lighthouses had become automated and crews were no longer needed. Our duty as "revenuers" was also discontinued as smuggling became less and less lucrative. For a brief period in the 1920s, though, after enactment of the Volstead Act, the job of keeping alcohol out of the country was given to the Coast Guard. That Act was repealed just in time for us to get into World War II. The Coast Guard saw much action operating landing craft, submarine patrols, and harbor security. It was at this time that the concept of a Reserve was brought to fruition, creating the Coast Guard Reserve.



Graphic by EM2/PA J.D. Wilson

With the War over and leisure time for Americans growing by leaps and bounds, millions turned to the water for their recreation. This in turn greatly increased the need for Search and Rescue operations and this became a major activity for many years. Reservists and Auxiliarists fit into this Coast Guard function very well, since they were able to augment the Regulars on weekends, when boating activity of the public was greatest.

Around the 1970s and 1980s, protection of the environment became a big function of the Coast Guard with special teams and rates developed to assist in clean-up of huge oil spills. The Coast Guard became world renowned experts in handling disastrous spills. Reservists, with varied civilian backgrounds in environmental fields, were able to lend needed assistance whenever such crises occurred.

Its hard to realize that drug abuse was, at one time, such a major concern that the Coast Guard's biggest function was interdiction of drug smugglers. Many reservists held civilian jobs in local or state police departments, and this resource was exploited to its fullest potential by Coast Guard Headquarters. Now, with drug use legalized since 2005, the days of high-speed chases over dark waters and shoot-outs on the high seas are just another page in our history.

We can't discuss changes in the Coast Guard without taking at least a brief look at the changes in equipment.

In the 1930s, local Lifeboat Stations were equipped with a 36-foot motorized lifeboat with many watertight compartments, able to be launched from the station with a small crew in miserable weather and perform prodigious feats of rescue. Maximum speed of this lifeboat was less than 10 knots and, in the early 1960s, the 44-foot Motor Lifeboat was put into service with a speed of 16 knots. This boat served well right into the 21st century, partly because of its fundamental survivability (only one was lost out of 110 placed in service in the Coast Guard) and partly due to budget cuts which slowed introduction of the new 47 footer. This new boat had a maximum speed of 26 knots and quickly replaced the 41-foot Utility Boat, with its broad stern and limited ability to stand-up to heavy weather.

We briefly enjoyed the fast-paced 50 footer, with its combined displacement and hover modes and top speed of 40 knots. Excessive fuel consumption caused its demise when fossil fuel independence became the political issue of the 2020s.

Now, in the early 2040s, final acceptance and an order for 50 production models of the new solar-powered SAR fleet was recently given by Coast Guard Commandant Admiral Julio Delgado. The new boat, a

Continued on next page

multifunction vessel suited to SAR, harbor patrol, inter-service use, such as amphibious landings, BERR (Biological Emergency Rapid Response), and even, with only slight modifications, to Long-Range Navigational and Communication Operations (LORANCO). This high-speed vessel can achieve speeds over calm waters of 75 knots, yet uses absolutely no fossil fuels!

My grandfather, himself a former small-boat coxswain in the "Regulars" and then in the "Reserve," says that he feels like a rocket-pilot must feel who started out flying gasoline engine, propeller driven airplanes. After being taken for a short cruise in this latest SAR boat he said, "I never would have dreamed that piloting a small-boat could be such a thrill!" He also told me he was impressed with the maintenance of professionalism, even with the organizational flexibility.

Changes in the Coast Guard Reserve, from the stand-point of both administration and equipment, are so great as to make the Coast Guard Reservist appear Neanderthalic, but he was just as important to you and me and the Coast Guard as we know it today, just as the Neanderthal was to the men and women of today. What intrigues me today is what will the Coast Guard be like 50 years from now in 2091? How about **you** telling **us** what you think we will be like. Why not write an essay and let your imagination take over. Send in your submission today!!

Second Place

By
LT Michael Orlansky
USCGR
RESGRP D14

The forces of nature are constantly shifting. Coastlines and rivers are altered by sea, wind, and tide; channels safely transited today may be hazardous tomorrow. Similarly, the forces of technology, society, and global politics are continually in flux. Over the next fifty years, these forces will place new demands on the United States Coast Guard and on the Coast Guard Reserve. New responsibilities will emerge and some of our present duties will become obsolete. Yet, despite eternal change, progress, and the passage of time, when the United States Coast Guard Reserve marks its centennial in 2041, its leaders and its members will look back with pride on a century of valuable service to the nation, and will look ahead with confidence to the future.

In 2041, the Coast Guard will still be "the world's leading maritime humanitarian and safety organization." In no small measure, the Coast Guard will maintain its distinctive leadership position because of the contributions of the men and women of the Coast Guard Reserve. It will be said that from 1941 to 2041, the Coast Guard Reserve has answered every call. History will note that when called on in the name of national defense in World War II, in Korea, Vietnam, the Persian Gulf, and in military conflicts yet to come, Coast Guard Reservists responded promptly and served with distinction. Equally important, the record will show that when called on to save lives and property, and to protect our environment, the men and women of the Coast Guard Reserve gave their very best efforts on behalf of the nation and its people.

> ***"In 2041, the Coast Guard will still be the world's leading maritime humanitarian and safety organization."***

Although technology will evolve dramatically over the next half-century, the Coast Guard Reserve's most important and vital asset will remain the same as it is today: its people. The people of the Coast Guard will frequently be sought out by military and civilian authorities to perform specialized missions consistent with their unique skills and experiences. Reflecting the full range of Coast Guard responsibilities in maritime safety, maritime law enforcement, national security, and protection of the marine environment, these missions will be technically challenging and worldwide in scope. Yet the Coast Guard appears almost certain to remain a small service that will have to operate within a lean and closely-scrutinized budget. Thus, the active and dependable participation of Coast Guard Reservists will become increasingly critical and appreciated in the years ahead.

Like their counterparts of 1941 and 1991, the Coast Guard Reservists of 2041 will be a select group. They will have chosen to serve in the Coast Guard, and the Coast Guard will have selected them. Reservists of the future will bring to the Coast Guard an impressively wide array of skills and abilities, derived principally from their education and their work experience, and from prior active duty service. Visiting a typical Coast Guard Reserve Unit in 2041, we might well find it made up of people like these:

***LCDR SCHIPP** is an attorney. Through active duty training and augmentation, he has acquired substantial expertise in handling issues of legal and financial responsibility in cases of pollution caused by vessels and facilities. LCDR Schipp is also a member of an interagency task force preparing policy recommendations on the treatment of refugees taken aboard Coast Guard cutters in international waters.*

***LT KRAFT**, an executive with an advertising agency, regularly augments Public Affairs staffs at Headquarters and District levels. She assists in preparing briefings and electronically-transmitted materials that document the Coast Guard's multi-mission character, its service to communities, national security, and international humani-*

tarian interests, as well as its cost-effectiveness. LT Kraft's contributions are part of a larger effort to tell the Coast Guard story fully and accurately to Congress, other U.S. Government agencies, and the American public.

***ETC HULL** is a supervisor in a global telecommunications firm. In his long service as a Coast Guard Reservist, he has developed advanced technical proficiency in remote sensing devices, miniaturization of components, and satellite communications. ETC Hull has earned commendations for significant contributions to state-of-the-art Aids to Navigation programs, and for his cost-saving suggestions.*

***PS2 DORY** is a state police officer. Along with other members of his port security unit, PS2 Dory has twice been rapidly deployed to overseas locations following the outbreak of regional military conflicts. As part of an interservice and multinational force, the port security unit effectively used its fast armed patrol boats to maintain security at strategic port sites for the delivery of material.*

The visitor to the typical Coast Guard Reserve Unit of 2041 will observe that the unit is made up of Americans from many backgrounds. Women and members of diverse ethnic and cultural groups will comprise a higher percentage of the unit, and will be more fully represented in command positions, than is the case at most units today. The unit will be well-balanced between those who entered the Reserve as young adults and those who joined after more lengthy active duty service in the Coast Guard or its sister armed forces.

Why have you chosen to serve? That question will be asked in 2041, as it is now, and there will be as many different answers as there are reservists. Their answers, however, will not differ markedly from the answers of today's Coast Guard Reserve personnel. Typical responses in 2041 will include the following:

"It is a good way for me to serve my country."

"I believe in the Coast Guard and the importance of its missions, and I am proud to be part of it."

"I enjoy getting together with my fellow reservists."

"I can use the extra income, there are opportunities for education and travel, and I am working toward retirement benefits."

"It's a good change-of-pace from my civilian job."

"I like getting out in the boats."

As these comments suggest, the men and women of the Coast Guard Reserve of the future will be a representative group of Americans doing their jobs day in and day out. The "One Coast Guard" concept will be alive and well.

Integrated effectively with their active duty Coast Guard colleagues, and supported by their families and employers, the Coast Guard Reservists of 2041 will give significant and professional service disproportionate to their relatively small numbers. The advantages and satisfactions of service in the Coast Guard, coupled with the Coast Guard Reserve's strong presence in communities throughout the nation, will enable the Reserve to attract and retain outstanding personnel.

Seldom will the Coast Guard Reserve attract widespread attention from the general public. There may, of course, be occasional overseas mobilizations, and there will surely be individual acts of courage in maritime law enforcement and in saving lives and property that will draw public notice. But more often than not, reservists will be far from the spotlight as they carry out their assigned tasks and prepare themselves to respond to a wide range of contingencies. For the most part, Coast Guard Reservists will perform their duties with a quality that we might call "quiet competence."

At the Coast Guard Reserve's centennial observance in 2041, its members will reflect upon their special positions of trust and responsibility. Many demands will be placed on them, both as citizens and as members of the U.S. Coast Guard. They will be ready for the call.

Third Place

By
LT Thomas Butler
USCGR
RU Manasquan, N.J.

On Saturday, April 13, 2041, ET1 (Environmental Technician First), Randi Reservist reports to the station for a weekend drill. As Randi enters the parking lot, the vehicle is electronically scanned allowing the gates to open and the vehicle is parked in its assigned spot. The station duty board is lighted and under Randi's name the light is green indicating that duty is this weekend. The light is extinguished when the unique identifier card is inserted. At this time, the pay center has the record that the reservist has reported. Upon leaving on Sunday, the card will again be inserted and the pay record complete.

The assignment for Randi this weekend is to report to the duty officer, who is monitoring a potentially dangerous environmental situation at a nearby chemical facility. The group environmental section has picked up, through its air and water monitoring devices, indications of a malfunctioning discharge valve at the facility.

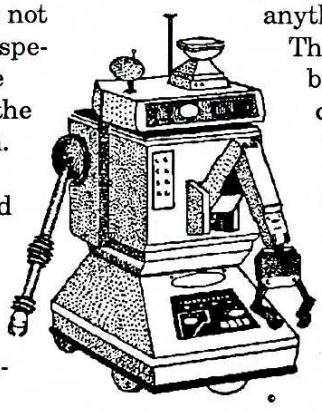
It will be Randi's mission to proceed to the site with the crew of the station's SER (Search, Environment, Rescue) boat for sampling. The duty officer explains that while there is not at the present a direct water pollution incident, all indications are that there may be one shortly. The monitoring devices connected to the station's computer are pointing to a problem of moderate intensity.

Before departing the station, Randi must report to the boathouse and coordinate with the boat crew exactly what equipment will be required. The duty officer gave Randi the latest printouts on air and water quality and advised him to enter the data into the boat's onboard computer immediately. The computer

Continued on next page

data will be relayed to the station as soon as the boat leaves the station. All data on the crew and their qualifications will be available along with their plans for handling the environmental problem.

En route to the scene, the SER boat receives a computer message to divert to a report of a fisherman trapped on a sandbar. The coxswain orders the SER boat's four-person surface effect rescue craft launched. The rescue specialist and apprentice engineer man the rescue boat. The SER boat continues to the scene of the environmental problem while the fisherman is plucked from the sandbar by the dispatched rescue craft. The fisherman is returned to the SER boat because he is not injured and the rescue specialist and engineer are needed at the scene of the environmental problem.



As the SER boat approaches the reported scene of the environmental problem, ET1 Randi notices that the water is showing unusual amounts of discoloration running in a stream-like fashion.

ET1 Randi checks the computer printouts on the sea water condition and reports it to the station. The duty officer is already aware of the condition but was waiting for confirmation. He advises ET1 Randi to continue on the mission, but to reprogram the computer to more closely monitor the sea floor for water temperature fluctuations. The coxswain reports the boats arrival on scene to the station; there appears to be a heavy smoke or local fog situation. The duty officer immediately advises the coxswain to have the crew don their environmental suits and activate the air supply for the suit.

ET1 Randi recognizes that the smoke is actually originating on the water surface on the port side of the boat. The coxswain activates the boat's maneuvering jets to ease the boat slowly to the point of greatest concentration. The boat's collecting gear is activated. The deck mounted robot fills a sample bottle of water, takes air samples from the water surface to 20 feet in the air. It then removes the scanning camera to survey the bottom.

On the cathode screen on board and also at the station, a known discharge flue is recognized. There is also another strange looking object that seems to be the source of the discoloring and possibly the odor and fog on the surface. ET1 Randi consults the station and converses with the duty officer via the computer. He is instructed to have the robot send a closer photo and to standby.

The duty officer advises the boat crew that he will seek guidance from the group because the object is not anything he ever witnessed. The group requests that the boat transmit the photo and computer data directly to them. After many transmissions and hours later, the group advises the station to have the boat mark the area and set up a safety zone. The station advises ET1 Randi that a second SER boat will be on scene shortly for relief. The Environmental Protection Agency has been notified of the problem and may have a scientist on scene.

At the station, Senior Chief Mercury is on duty and notices the activity with ET1 Randi and is interested. While waiting for the group's advice, the Senior Chief becomes even more interested. The senior chief has been assigned to the station for a number of years, and also lives in the local area. All of a sudden on the computer and the screen, the senior chief catches a very clear view of the object in question.

The senior chief can't believe it. The photo shows what appears to be an internal combustion engine catalytic converter. He knows that older automobiles had a device which resembled a muffler; they were early attempts to control air pollution. A key factor in controlling air pollution was an element of platinum. The senior chief also knew from local knowledge that the Coast Guard, some years earlier, had discovered an illegal ocean dumping operation.

Researching the station's computer data bank, the senior chief finds a reference to the illegal dumping operation back in 2004, but he isn't sure. Passing the information on to the duty officer who checked with the Group, it is confirmed. The illegal dumping operation had consisted of used internal combustion engines and parts. Quickly, the robot retrieves the catalytic converter and disposes of it in the onboard environmentally safe disposer, which is standard equipment on a SER boat.

The SER boat returns to the station and is moored in the boat house where it is automatically washed and reprovisioned. ET1 Randi checks the computer to verify that the reports were received and reports to the duty officer. The senior chief remembers that the station's commanding officer back around the turn of the century was very environmentally concerned and was responsible for the Coast Guard closing the illegal ocean dumping operation down. ET1 Randi mentions that prior to reporting for duty, the Coast Guard Institute course had mentioned that catalytic converters may become a problem.

The administrative petty officer at the station had posted all of the latest information concerning pay, training and other items of interest for the crew. The information is readily available by inserting the member's card into the unit's information module.

The Coast Guard Reserve in the year 2041 will be a high tech service performing the same missions as today. The equipment and training will be the latest state of the art. The members will be as professional as today.

The dedication of the members of the Coast Guard Reserve in 50 years hence will be exactly the same as it is today. It cannot be improved upon, because there is not another group in any endeavor that has such dedication.

Semper Paratus — Always Ready!

Headquarters

Spars honored at Women's History program

WASHINGTON, D.C. — A special program to honor women in uniform was held at CG Headquarters March 23 in conjunction with the 1992 National Women's History Month. Following the presentation of colors, PSC Maxine Cavanaugh, a reservist from D14 serving on active duty at Headquarters, sang the national anthem. Coast Guard Commandant, ADM J.W. Kime presented plaques to two WWII SPARS, CAPT Martha Jane Harris and YNCM Pearl Faurie (the first Master Chief in the SPARS). A visual presentation on the history of women in the Coast Guard rounded out the program.

Congress established the Women's Reserve of the Coast Guard (SPARS) in November 1942 (Public Law 773). The SPARS will celebrate their 50th anniversary this Nov. 19-22 with a reunion at the Grand Hyatt Hotel in Washington, D.C. For more info., write: SPARS 50th Anniversary Reunion, P.O. Box 42820, Northwest Station, Washington, D.C. 20015 or call CAPT Jeanne Gleason at (202) 363-8935 or CWO Betty Splaine at (703) 960-2559.

1st District

WINTRAP: Staying sharp during off-season

By LCDR Gilbert F. Granados, Reserve Group Moriches

EAST MORICHES, N.Y. — In winter, the South Shore of Long Island is relatively quiet compared to the heavy summer tourist and vacation season. Not so for members of Reserve Group Moriches, however. For them, the cold and snowy weather are associated with the Winter Training Program (WINTRAP). Each year in January, the Reserve Group Staff presents training, lectures and classes to the entire Group at the U.S. Merchant Marine Academy at Kings Point, NY. Started in the mid-1970's, WINTRAP has included such topics as Use of Force, Mobilization Information, Retirement, Local Recruiting Activities and Rate Training. In the past, guest instructors have included members of the Nassau County Police Department, representatives of the Navy League, staff officers from the former 3rd and 1st District, Nassau County EMT Instructors, and local representatives of the Bureau of Alcohol, Tobacco and Firearms. This gathering of the Group's six units also affords the opportunity to march in unison, present awards, decorations and other honors, such as Reserve Group Coast Guardsman of the Year. It even allows Group members to engage in intramural sports.

This year's highlight was a presentation by two Desert Shield/Desert Storm veterans, LCDR Gilbert F. Granados and ET2 Welker. Granados was a member of LANTAREA Operations while Welker was with PSU 301. CDR John Pitta, Reserve Group Commander, was among the first who originated and developed the WINTRAP concept. The program is coordinated and administered by the Reserve Group Training Officer; this year that responsibility was fulfilled by LT Ken Olsen.

Coast to Coast Reserve

RU Station Gloucester reservists patrol in storm's aftermath

Info. provided by BM1 Steve DeCrosta, RU Station Gloucester

GLOUCESTER, Mass. — When a severe Nor'easter thrashed the New England coast here the latter part of October, a number of reservists from RU Station Gloucester reported to the station automatically. One of those reservists was BM1 Steve DeCrosta.

"Seas were so incredible that all recreational and commercial fishing boats stayed tied up," said DeCrosta. "As the storm was winding down, we took a station vehicle out to assess damage."

While doing so, DeCrosta, along with BM3 Robert Breaker, chanced upon Gloucester's acting Police Chief, Robert Balcomb. He, too, was out-and-about assessing storm damage, and told DeCrosta and Breaker that they were very short-handed. He asked for assistance from the Coast Guard.

Station Gloucester OINC Senior Chief Fred Marion then attended a storm disaster meeting along with other local rescue agency officials to coordinate the implementation of the city's storm contingency plan. The Coasties then went to work in this city of 28,000 located 25 miles northeast of Boston. The storm had devastated the road in the touristy Back Shore section of the city. Reservists placed and manned

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roadblocks there as well as in the entire Cape Ann Area, a 12-to-15 square mile area.

Following a declaration of a State of Emergency by then Gloucester Mayor Bruce Toby (a former Coast Guardsman), one of the city police cruisers was turned over to the Coast Guard. Regulars and reservists manned the cruiser for 'round the clock patrols for about four days.

"There was a lot of dedication on the part of the reservists," said DeCrosta. "This was pretty much started and overseen by the reservists working with the regulars. I know Senior Chief Marion really appreciated everything we did. Every time something goes wrong like this incident, the reservists are there to help out," added DeCrosta.

In addition to DeCrosta and Breaker, reservists helping out included BM2 John Cadigan, BM3 Wayne Gabaree, MK2 Brian Smith, BM2 David Gregory, BM3 William Heiden, PS3 Robert Lendway, MK1 Peter Charest and PS3 Sean Conners.

Gloucester's police chief and mayor sent Station Gloucester a letters of gratitude for the Coast Guard's superb efforts.

"This incident is a true example of how close a family the CG has here between the regulars, reservists and auxiliarists," said DeCrosta. The 40 regulars at Gloucester are augmented by approximately 25 reservists.

This wasn't the first incident reservists have responded to here. On Dec. 15, 1990, a fire broke out on the offshore construction platform *Zeus*. RU Station Gloucester was on duty when the call came at 4 a.m. The seven-man Reserve boat crew of CG-41399 was first on-scene within minutes. They immediately evacuated two men. On CG-41399 were:BM2 D. Gregory, BM3 D. Sturdevant, MK3 B. Smith, BM3 J. Cardigan, BM3 W. Gabaree, BM3 C. Cipoletta and TT2 W. Ellis.

"The one thing about CG Reservists is the high level of integrity, honesty, and ethics I don't see across America."
— RADM Bud Sparks, USCGR(Ret.)
Reservist interview, July/Aug. '91

TRAINING TIME AT STATION GLOUCESTER

GLOUCESTER, Mass. — Every Thursday night is training time for reservists at RU Station Gloucester. Starting at 6 p.m., reservists convene voluntarily for four or five hours of training. Topics vary each week — they might review Coast Guard policies one week, practice boardings another, or ask a regular to come in and help out with a certain area of training.

"There's never a problem...the station is there to assist us as needed," said BM1 Steve DeCrosta of RU Station Gloucester. It shows the dedication of the people here."

The voluntary training program, coordinated by Operations Petty Officer BM1 Russell Ahlgren, is conducted in addition to the reservists normal drill weekend. Reservists receive no pay but do receive points for attending the sessions.

"We have a continual rotation of people to come in and train," added DeCrosta. "Reservists know something is going to go on."

Because of the can-do attitude and teamwork at this station, DeCrosta says there is never a problem with reservists becoming qualified. The unit has two complete Reserve boat crews qualified and is working on a third. Reservists are also very important in carrying out law enforcement duties, especially on busy event weekends. The unit has 12 Reserve boarding officers.

2nd District

Super Sunday in Minneapolis...

Photo submitted by BMCM Raymond Borchert.

Coast Guard Reservists and Desert Storm Veterans await the beginning of Super Bowl XXVI Jan. 26 outside the Hubert H. Humphrey Metrodome in Minneapolis after picking up the coveted tickets. The three Coast Guardsmen were on hand to witness Washington's 37-24 victory over Buffalo as guests of the National Football League. They had the distinct honor and privilege of representing the Coast Guard and shared the Commissioners Box with 15 members of the other four Armed Forces. Left to right: MKC Loren Sendek, MK2 Fred Gehrke and BMCM Raymond Borchert. All three were deployed to Dammam Port, Saudi Arabia as members of PSU 303, from September 1990 through March 1991.

5th District

Philadelphia unit responds to tanker groundings

By PA1 Barbara Voulgaris, Reserve Group Philadelphia

PAULSBORO, N.J. — Philadelphia reservists and active duty Coast Guardsmen had a busy weekend after high winds caused several groundings on the Delaware River in mid-December.

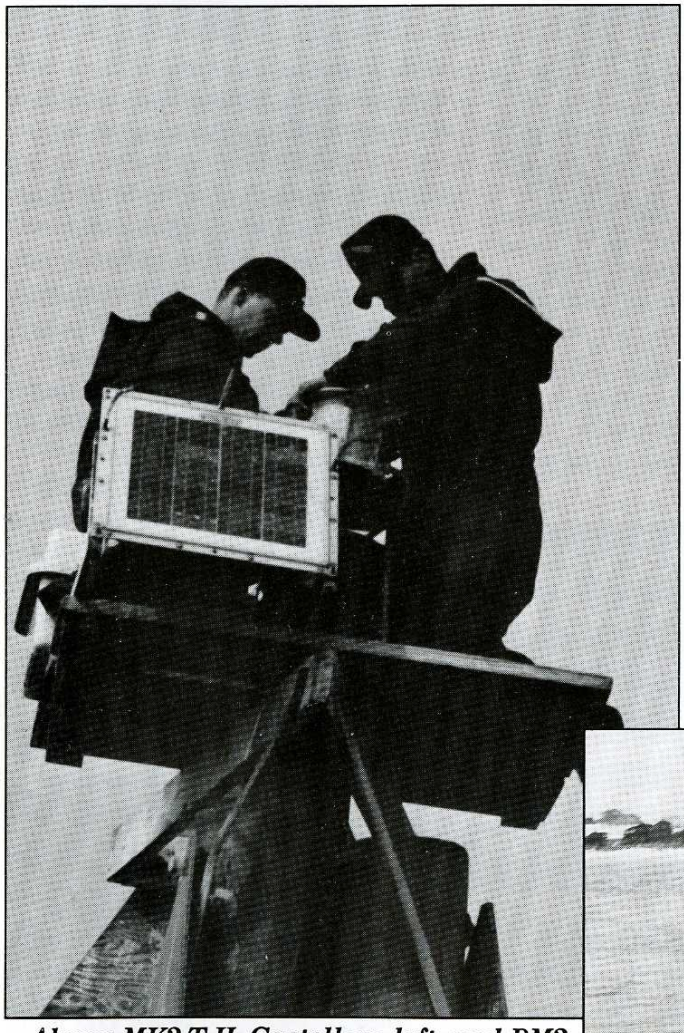
In the most serious case Dec. 14, a 900-foot liquefied natural gas tanker broke its moorings and drifted dangerously upriver. Dragging its anchors and snagging two buoys which became entangled in the anchor chain, it finally ran aground off Paulsboro, N.J.

The 900-foot *Louisiana* drifted sideways from the Penn Terminal in Eddystone, Pa., while an engineer on board broadcasted a mayday to the Coast Guard Marine Safety Office in Philadelphia. He reported three crewmen, 120 tons of diesel fuel and 2780 metric tons of heavy bunker fuel on board the ship.

Reservists coordinated the response, working to fully augment the active duty personnel during the hectic weekend. Crews were quickly underway and aboard the vessel to evaluate the situation and enforce a safety zone around the grounded tanker. The tanker was finally refloated Dec. 16.

In a letter of appreciation to RU Number One, the Commanding Officer of MSO Philadelphia, CAPT R.S. Tweedie, wrote that the reservists "did an outstanding job responding to this incident. Their response was timely and well executed."

Some work...



...while others watch and wait

Photos by MCPO Forrest W. Croom, G-R CEA

Above: MK2 T.H. Castellow, left, and BM2 John Blake, right, of the Reserve Aids to Navigation (ANT) team at Station Fort Macon, N.C. work on Moorhead City #1 while at right, SA H.L. Bradsher, in bow, and BM3 Jack Perdue, watch and wait in a Coast Guard 16-footer.

7th District

Land Ho! It's Gran Regatta Colon '92

Information provided by LT Ty Ramsey, D7(rst)

SAN JUAN, Puerto Rico — The quincentennial of Columbus' Discovery of America will be celebrated here June 10-14. The Coast Guard will be supplying 150 reservists to Gran Regatta Colon '92, including all of RU San Juan plus 70 personnel from the rest of the 7th District.

Reservists, who will be on duty June 1-15, will be doing port security, as well as escorting tall ships including the *Pinta*, *Nina* and *Santa Maria*. Though most of the billets have been filled, Spanish-speaking reservists with CG recruiting background are needed. If interested, call LT Ty Ramsey of D7(rst) at (305) 350-5601.

Reservists will also be helping out with the Columbus '92 celebration in New York in early July and in Boston, July 11-16. See the September/October 1991 *Reservist*, Page 15 for more background on this event.

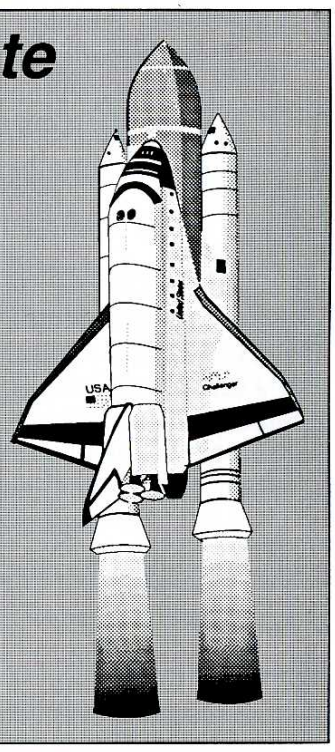
Operation Takeover

PORT CANAVERAL, Fla. — Operation Takeover '92 is an appropriate name for what

Continued from previous page

reservists will be doing here this summer. For two weeks starting July 19, reservists will take over CG Station Port Canaveral while the regulars will be either on leave or at formal training elsewhere. RU Port Canaveral's 100 member unit has a real chance to show they're "part of the team!"

Space shuttle update

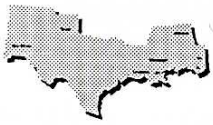


PORT CANAVERAL, Fla. — Reservists will be providing port security for a scheduled rare night time launching of the Space Shuttle *Endeavor* here later this spring. If all goes according to plan, *Endeavor* will be taking off May 7 at 11:30 p.m. with 7th District reservists establishing and maintaining a security zone around the launch perimeter.

Reservists were also on hand for the launching of Space Shuttle *Atlantis* March 24. Reservists converged on Port Canaveral from Miami, Fort Pierce, Ponce Inlet, MSO Tampa, MSO St. Petersburg, MSO Jacksonville, Reserve Group Mayport and even Port Arthur, Texas for the early spring launching.

Approximately 3,000 reservists have been involved in space shuttle ops since April 12, 1980, when *Columbia* lifted off, ushering in the shuttle era.

8th District



Galveston crew called after Texas flooding

By LTJG Ken Hines
RU Group Galveston

GALVESTON, Texas — "How high's the water, mama? Four feet and rising."

The words to this old country western song must have been going through the minds of residents in southeastern Texas during the last half of December.

Torrential rains dumped unusually large amounts of rain on northern and central Texas the week before Christmas and throughout New Year's week. Nearly seven inches of rain fell in a three-day period in Dallas the week before Christmas with greater amounts drenching the metropolitan Houston area.

The Coast Guard at Group Galveston began their own preparations Dec. 21 in anticipation of supporting the various Texas counties affected by the flood. Group Galveston works from the 8th District standard operating procedure annex for disasters, such as hurricanes and floods. This D8 Disaster Annex directs Group Galveston to begin alerting subunits within the Group. Marine Safety Office's in Houston, Galveston and Port Arthur, and RU Group Galveston were notified and members informed that CG personnel might be involved in flood relief.

On Dec. 24, flood relief equipment in the form of flood punts and boat motors were requested from the 2nd District in St. Louis. Two flood punt trailers outfitted with three flood punts and four motors each were transported to the affected areas. During this transportation period, CG active duty and Reserve personnel were on stand-by while Group Galveston maintained contact with flooding Liberty and Brazoria County Emergency Operations personnel.

> ***"The Reserve components were integrated into active duty boat crews and Coast Guard Auxiliary boat crews. Within a seven-day period, these flood relief crews rescued nearly 150 people from their homes along the Brazos."***

The call for help from local officials came on Dec. 30 and one, seven-person team with three boats was sent northeast of Houston to the Trinity River. The Trinity was out of its banks due to extremely heavy rains from Oklahoma down to Houston. Shortly into the new year, this initial team was increased to 11 with a total of five punts. The Trinity crested Jan. 3 at over 30 feet, six feet over flood stage.

Reserve called in

While the Trinity River was being worked, another area began to present problems and became cause for concern among local emergency operations officials. The Brazos River, west and south of Houston, began to rise as the rains continued to fall. The call for RU Group Galveston personnel came Jan. 3. CGR personnel were needed to augment the flood relief teams who had been at various locations for nearly four days. The Reserve components were integrated into active duty boat crews and Coast Guard Auxiliary boat crews. Within a seven-day period, these flood relief crews rescued nearly 150 people from their homes along the Brazos.

The Brazos River, normally 300 yards wide, had swelled to nine miles in some parts, and the rescues were not without peril. Flood punts worked in groups of at least two, with night operations presenting particular dangers. Portable generators were set up at the boat launch site to serve as a homing beacons for punt crews. Maps were essentially

useless, so VHF portable radios were paramount to successful operations. Civilians were evacuated with what they could carry, and transported to a relief center.

The CG Station Freeport OIC was an integral member of the Emergency Operations Center with the Coast Guard the only water borne units on the scene providing evacuation. During the nearly two-week period which concluded during the week of Jan. 13, at least two ten-person teams were constantly on the scene with six flood punts.

LT Scott LaRochelle, Group Galveston Operations Officer said, "The Reserve elements were ready to answer our call for assistance and were integrated into the relief operation with ease." CDR William Amerman, CO of RU Group Galveston, had similar thoughts. "For the CG Reserve to be valuable to the active duty side of the house, our people must be ready to answer the call when it comes and provide augmentation assistance as much as we can, not just on weekends," said Amerman. "That's what we train for and have been used for here. That's what we want to do."

Reserve boat crews were taken from the boat operation crews which normally augment the Base Galveston SAR boats. RU Group Galveston personnel not only assisted with flood relief, but the weekend Reserve duty boat crew provided coverage on one of the 41-foot patrol boats as scheduled. This allowed the active duty members some additional relief.

SAR...ashore!

By S.V. Cook, RU MSO Galveston

HOUSTON, Texas — PS3 Jackie Hanson of RU MSO Galveston had the rare opportunity of performing one of the CG's primary missions while working on his civilian occupation. Hanson is a fire fighter in the inner city here.

On Jan. 19, while responding to a house fire, Hanson's attention was attracted by onlookers shouting that a woman was trapped in one of the bedrooms. Hanson went to the window and, shining his light in, looked for the woman. He spotted her lying face down on a bed, apparently unconscious, and burning.

After being driven back once by the intense heat and flames, Hanson made his way through the window without a hose spray backup. Though hampered by his safety gear, smoke-diminished visibility and the weight of the woman, Hanson managed to get her to the window where other firemen assisted in getting her out.

Hanson, exhausted and weary from smoke inhalation and the heat, all but fell out of the window to safety with flames lapping at his back. He suffered a few minor injuries to his legs and back...a small sacrifice to make in saving a life. Hanson truly is a LIFESAVER!

9th District

Armed Forces Day in Syracuse

Photo by PA2 Elizabeth Seymourian, RU Syracuse

Many of RU Syracuse members were on hand for Armed Forces Day '91 at the New York State Fairgrounds in Syracuse. Armed Forces Day '92 is scheduled for Saturday, May 16.

11th District

Operation Panamerica '91

By PAC Marshall Berman, USCGR, PACAREA

RODMAN NAVAL STATION, Panama — With a fleet of cutters, a crew of 12 and a detailed training plan, CDR Michael Jackson of Reserve Group PACAREA recently initiated Operation Panamerica '91, a four-month program designed to upgrade the Panamanian National Maritime Service through the teaching of modern Coast Guard techniques.

As Officer in Charge, Jackson headed the hand-picked crew, which included eight reservists selected from units scattered across the country. Chosen for their expertise and fluency in Spanish, the reservists joined a regular crew and embarked upon an extensive training program which included law enforcement, search and rescue operations, boating maintenance, and patrol and boarding techniques.

The roots of Operation Panamerica '91 stemmed from a bilateral agreement between the governments of the United States and Panama. Included in the agreement were directives enabling

Continued on next page

the two sea-going forces to team up while patrolling Panamanian territorial seas. Homeported at Rodman Naval Station in Panama, the combined forces patrolled an area ranging from their base to the Columbian Border on both the Atlantic and Pacific coasts and covered the Azuero Peninsula to the west. In order to complete their mission and operate at maximum efficiency, the Coast Guard crew maintained a fleet of four 110-foot cutters: CUTTYHUNK, SAPELO, ORCAS and EDISTO.

According to Jackson, Operation Panamerica '91 was the first PACAREA exercise to employ reservists so extensively in Central America. During the tour, they successfully conducted two search and rescue cases, two law enforcement seizures revolving around fishing documentation and immigration, and assisted in a drug seizure.

The multi-faceted operation has presented positive results to both nations involved.

"We worked one on one with our Panamanian counterparts in developing innovative patrol tactics, comprehensive maintenance schedules and training plans for them to continuously utilize," said Jackson. "Additionally, we obtained and translated a variety of operational publications pertinent to their missions."

From all indications, the Coast Guard regulars and reservists learned as much from the Panamanians as they did from the Coast Guard.

"Within a short time, we were watching them implement our techniques which helped us improve our own style," added Jackson. "Before long, we weren't even training them, but merely observing how well they executed what they had learned from us.

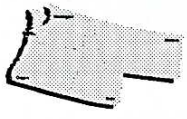
While in Panama, Jackson's crew also supported 17 law enforcement and aviation detachments with the U.S. Navy. In addition, they provided logistics support, clerical assistance, transportation, housing and administrative support for three cutters returning to PACAREA. At the conclusion of the operation, it became very apparent that the ultimate goal had been reached.

"We accomplished a great deal and if I had to do it all over again, I'd pick the same group of reservists and regulars to be part of the crew," said Jackson. "In fact, once things were underway, I couldn't tell the difference between the reservists and the regulars. The one Coast Guard concept worked once again. Through training, dedicated efforts, cooperation and combined operations, we left Panama with a much improved and capable Maritime Service."

Photo submitted by PAC Marshall Berman, PAC Area

Operation Panamerica '91 crew, standing from left to right: LT K.Q. Conconan, Charleston, S.C.; AT3 E.M. Field, RU AIR STA Clearwater, Fla.; CDR M.M Jackson, OIL Mardez Secnocal; ET3 R.E. Hedges, ESU Alameda, Calif.; DC1 D.S. Kendall, NESU Seattle, Wash.; BM2 E.R. Ford, Base Miami Beach, Fla.; AT2 D. Edmonds, AIR STA Clearwater, Fla. Kneeling left to right: PS3 L.W. Brown, MSO Mobile, Ala.; ST1 R.D. Mahoney, Mardez Pac; MK2 M.P. Dooley, CGC Sepelo; BM1 M.M. Liedke, RU Mardez Secalu. Crew members not pictured: LT D.L. Colman, Station Channel Islands and BM3 H.A. Rivera, Base San Juan, Puerto Rico.

13th District



First CEA conference: It's a hit!

By DP2 Wendy Hale, RU D13(r)

SEATTLE — Enthusiasm and experience helped make the first D13 CEA conference here last Nov. 2-3 a resounding success. The conference, the first of its kind nationwide for reservists, was sponsored by D13(rs) and held at the Henry Jackson Federal Center. It brought together 18 senior petty officers representing 16 units.

The conference was co-hosted by D13 active duty CEA Master Chief Jim Pond and Master Chief Bill Phillips, Pond's Reserve counterpart recently selected for a second two-year term. Keynote speaker was MCPO Forrest Croom, G-R CEA. He discussed his role and duties in his new position.

Besides introducing key people to a wide variety of topics, including TQM Awareness Training, the conference opened up a unique opportunity for reservists to disseminate information and gather feedback about their expanded roles. Due to the success of this effort, another CEA conference is already in the planning stages for next year.

Notes about the conference and a class schedule are available for anyone wanting to put on a conference in their district. For information, contact: MCPO Bill (W.C.) Phillips, 1560 North West 88th, Portland, OR 97229 or MCPO Jim Pond, USCGD13(cea), Jackson Federal Building, 915 Second Avenue, Seattle, WA 98174-1067.

14th District

RU MSO Guam well-traveled

By CWO2 Phill Mendel

MSO GUAM — When the commanding officer of RU MSO Guam calls for an all-hands drill, unit members come from the largest geographical area of any other Reserve unit in the nation.

Guam Reservists live in a geographic area which is half the size of the continental United States. Four members live on other western Pacific islands and travel to Guam to complete their Reserve IDT monthly drills. One officer lives on the island of Pohnpei, another officer and a petty officer live on the Northern Marianas island of Saipan.

PO3 Tammy Banks lives the closest to Guam, on the third island north, Saipan, the seat of government for the Commonwealth of the Northern Marianas. She has to fly a distance that is equivalent to driving from Sheridan, Wyo. to Rock Springs, Wyo., located some 700 miles south.

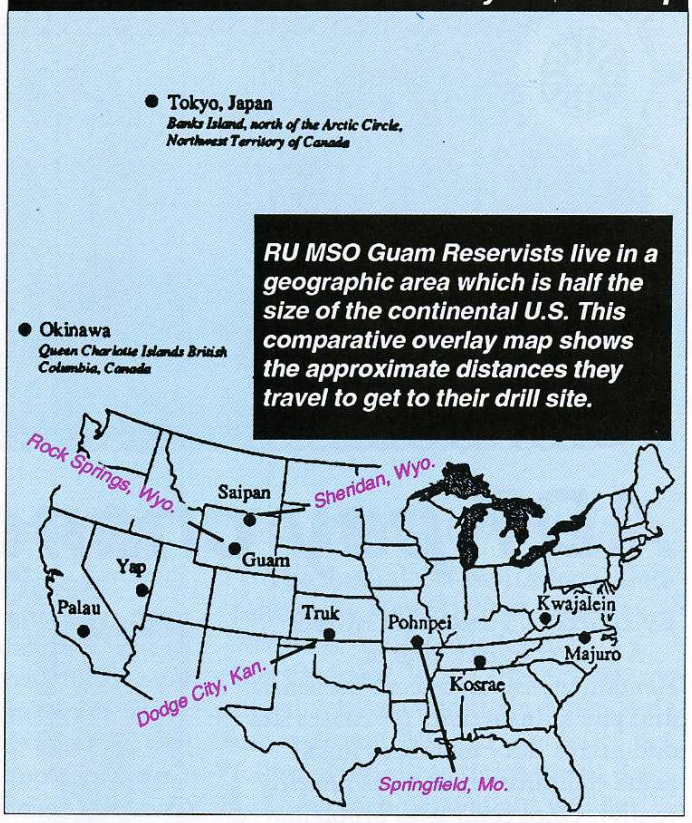
LT Bob Ritchie, the unit's training officer, works for the government on the island of Pohnpie. His only option is to fly from Pohnpei to the island of Truk, and then to Guam. His trip for an IDT drill is equivalent to traveling from Springfield, Mo. to Dodge City, Kan., and then north to Rock Springs, Wyo.

LCDR Richard Schlenker and his wife, PO1 Deborah, live on the Japanese island of Okinawa, and do the greatest amount of traveling to attend drills. LCDR Schlenker is the commanding officer of the unit. His wife is currently assigned to Reserve Group Honolulu, and performs her drills at MSO Guam, which is located next door to the Reserve unit, housed in the Marianas Section Office area.

The Schlenkers cannot travel directly from Okinawa to Guam because there are no direct flights. They make a two-day trip which starts early Friday morning and takes them from Okinawa, to the international airport in Narita, Japan, where they stay put from early afternoon until 9 p.m. Friday. They then board another aircraft, sometimes stopping over on Saipan, before landing on Guam early Saturday morning, about 2 a.m. — 18 hours after they began their trip. The Schlenkers travel an equivalent of from Queen Charlotte Islands, out in the Pacific Ocean west of British Columbia, Canada, north to approximately Banks Island, north of the Arctic Circle, in the Northwest Territory of Canada, and then south to Rock Springs, Wyo.

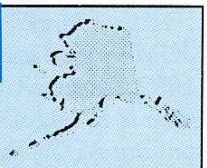
These four reservists have given new meaning to "long-distance traveling" at RU MSO Guam. Members who used to complain about driving 20-30 miles to a drill now have developed a deeper appreciation toward their off-island shipmates and the amount of travel they do in order to complete their military obligation.

Western Pacific Islands Overlay of U.S. Map



RU MSO Guam Reservists live in a geographic area which is half the size of the continental U.S. This comparative overlay map shows the approximate distances they travel to get to their drill site.

17th District



BOSDET busy during salmon run

Submitted by LTJG Scott Ranney, BOSDET Naknek

BRISTOL BAY, Alaska — A strike and potential violence between striking fishing vessels and those who had decided to fish kept the crew of Boating Safety Detachment (BOSDET) Naknek on edge here last summer during the annual salmon opening. The high probability of rammings, blockades, and even gunfire kept the 10 Coast Guardsmen assigned to patrols in BOSDET's 25-foot whaler alert.

BOSDET Naknek, for the second year in a row, provided a much needed Coast Guard presence during the world's largest salmon run. Forty million salmon passed by in less than five weeks.

During 1990, BOSDET Naknek was made up of active duty Coast Guardsmen from various commands from around the 17th. But half of 1991's BOSDET team were reservists who served in Saudi Arabia during Desert Storm. They included MK1 Tom Chatfield, RU Cincinnati; BM2 Jim Guttke, RU Monterey, MK2 Clint Beyer, Station Monterey; MK3 Al Chandler, RU Venice; and BM3 Rick Benton, Station Clearwater. Other reservists included: SNPS Kevin Post of COTP, Governors Island; SNPS Ray Jackson, RU Curtis Bay; and CWO3 Tom Deck from Naknek, Alaska. MST3 C.J. Nellis and MST2 Terry Bressi, both from MSO Anchorage, were also deployed part time with the detachment.

First Call...

ADT pay changes

By LTJG D. Prather, G-RS-2

A long-standing goal of Headquarters, to process personnel and pay transactions for reservists and active duty members in the same computer system, is nearing reality. Once complete, problems encountered as a result of transferring between the Reserve pay system and JUMPS (Joint Uniformed Military Pay System), such as delays in payments and repetitive data entry, will be reduced. Reservists began receiving IDT pay from JUMPS on Jan. 1, 1992. The next step is to begin paying ADT pay from JUMPS sometime between Oct. 1 and Dec. 30, 1992.

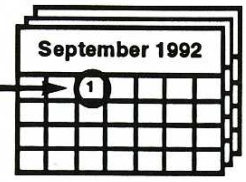
JUMPS

CG-4436 (Reserve Orders and Pay Voucher) will still be used to order reservists to Active Duty for Training. Payment will then be split into two different processes, base pay and travel reimbursement. Base pay will be started by the PERSRU servicing the unit the reservist is reporting to. The pay process will begin upon reporting in and will be computed and paid from JUMPS in the same manner as IDT pay is now.

Reservists will document round trip travel itinerary on a Travel Voucher (DD 1351-2), just like the reservist's active duty counterpart. Travel claim submission may begin upon reporting or wait until after duty is completed. Travel entitlements will be computed at the servicing travel office. Reimbursement will be made through the Coast Guard's accounting system, DAFIS. The total turnaround time for this process is typically 30 days. The implementation of the Travel Liquidation and Certification (TLC) project should cut this time in half. The TLC project is scheduled to be in place by this summer.

Additional information will be provided as the implementation date draws nearer.

New primary pay delivery method! Direct Deposit



Any member of the Coast Guard Reserve not already on direct deposit must complete a Payment Option Election (POE), Form CG-5230 by Sept. 1, 1992.

When completing the form, the member should select Payment Option 4 (direct deposit). This option allows the member's net pay to be deposited into a designated checking or savings account each payday via Electronic Fund Transfer. The only other option available to Selected Reservists is Payment Option 3 (check to non-work address). You must meet the following criteria to use Option 3:

- Extreme hardship, such as litigation proceedings; and/or
- Non-availability of financial institution.

According to RADM John Lockwood, Chief, Office of Readiness and Reserve, direct deposit will be the Primary Pay Delivery Method.

The Pay and Personnel Center in Topeka, Kan., says that over 70 percent of the Coast Guard Reserve is already on direct deposit. This breaks down to 82.6 percent for officers; 67 percent for enlisted.

Financing an education? CGMA can help!

How to pay for college is without a doubt one of the most significant challenges facing families today. Fortunately, Coast Guard Mutual Assistance (CGMA) has made arrangements to help through the sponsorship of USA Funds' Help America Learn Program. To qualify, you must be either on active duty, an actively drilling reservist, or retired. Once you have decided which colleges, universities or vocational schools your spouse, dependents or you want to apply to, ask the institution about financial assistance programs and application deadlines. If eligible for a Stafford Loan, call CGMA, Board of Control for an application (number below). You may borrow up to $2,625/year for a freshman or sophomore; $4,000/year for a junior or senior. The interest rate is set at eight percent for the first four years and 10 percent thereafter. The borrower does not have to pay principal or interest while he or she is enrolled at least halftime at school and has up to 10 years to repay the loan. CGMA has made brochures available to each district director concerning the Admiral Roland Student Loan Program. If you need assistance, contact the Board of Control, CGMA at (202) 267-1683.

...to Quarters

Red Cross sponsors Gulf War family support project

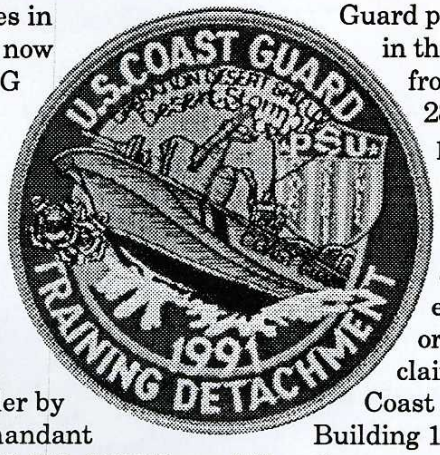
The American Red Cross Persian Gulf Family Support Project is helping reservists and their families affected by Operation Desert Shield/Storm contend with the challenge of returning to civilian life.

The Red Cross received a grant from the Department of Defense last September to offer Reserve and National Guard families access to a variety of community services, including family counseling, crisis intervention, budget counseling and child care services.

The level of financial assistance per family is limited; each case is evaluated flexibly on a case-by-case basis. Persian Gulf veterans and their dependents in need of assistance should contact their local American Red Cross chapter. All services provided to military personnel are confidential.

PSU TRADET patches available

A limited number of PSU Training Detachment patches shown below (actual size three and three-quarters inches in diameter) are now available at CG HQ and RTC Yorktown. Proceeds will go to USCG RTC Morale Fund. For more info. on this full-color patch, contact YN1 Sam Miller by writing Commandant (G-RST), USCG HQ, 2100 Second St. SW, Washington, D.C. 20593-0001 or call (202) 267-1240.



Kuwait Liberation Medal approved

The Deputy Secretary of Defense has accepted an offer by the Government of Saudi Arabia to award the Kuwait Liberation Medal (KLM) to members of the Armed Forces of the United States who participated in Operation Desert Storm.

Eligibility criteria specified by the Saudi Arabian government differ from those of the Southwest Asia Service Medal. To qualify, Coast Guard personnel must have served in the designated war zone from Jan. 17 through Feb. 28, 1991. This eligibility period, geographic boundaries and other eligibility requirements are specified in ALDIST 093/92. If eligible, send a copy of either your Desert Storm orders or liquidated travel claim to: Commander (Aab), Coast Guard Atlantic Area, Building 125, Second Floor, Governors Island, N.Y., N.Y. 10004. Attn: YN1 Diane Gaboury.

CG golf tourney time

The annual CG Invitational Golf tourney is May 20-23 at Lakeview Resort & Conference Center, Morgantown, W.Va. Reservists, regulars, retirees and their dependents are welcome. May 20 is practice day-followed by three tournament days. Cost for each participant will be $380 which includes golf, lodging and food. For info., contact CDR Al Sabol, (202) 267-1934, QMCS Sam Mills, (202) 267-0609, or YNCS Mike Smith, (202) 267-0580.

Reunions...

- **CGC ICARUS (WPC 110), 41-45** — Seeking anyone who served aboard during WWII. Reunion planned for May 1992. LTJG Schwalm, (919) 247-4594.
- **CG VETERANS OF WWII** — Seeking anyone who served in Battle of the Atlantic, 1940-45. Event being planned for May '92. LTJG Schwalm, (919) 247-4594.
- **USCGC WOODBINE** — Reunion in Grand Haven, Mich., July 30-Aug. 2, 1992. John Krueger, 725 Hubbard NE, Grand Rapids, MI 49506. (616) 361-5622.

Reservist Deadlines

July/August '92-Friday, May 22
Sept./Oct. '92----Friday, July 24

Nationwide Long-Term TEMAC/SADT/EAD

As of 4/9/92

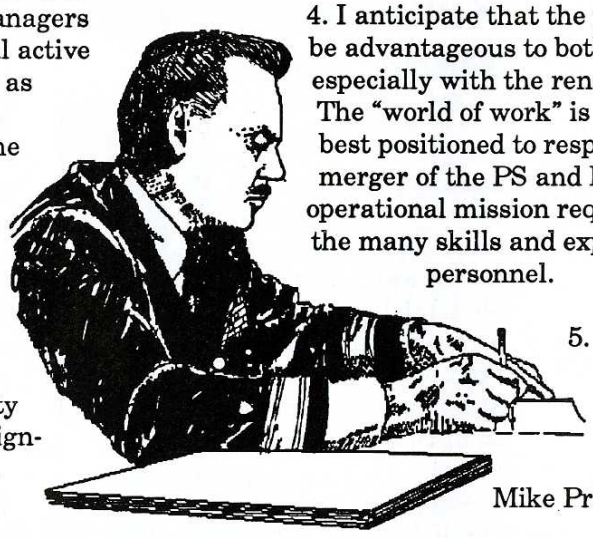
Place	Duration	Rate/Rank	Quals	Point of Contact
RTC Yorktown (BM "A")	60 days (starts June 1)	BM1-2	UTB qual. required	LT Hurley, (202) 267-0629
LORSTA Tok, Alaska	60 days (starts ASAP)	EM1-2	Master electrician	LTJG Young, (907) 463-2249
LORSTA Port Clarence, Alaska	60 days (starts July 1)	EM1-2	Master electrician	LTJG Young, (907) 463-2249

G-R addresses PS/FS merger

Personal letter to FSCM covers myriad of concerns

Editor's note: The following is a letter from RADM John W. Lockwood, Chief, Office of Readiness & Reserve to FSCM William J. Guido, USCGR, dated Jan. 28, 1992. The letter addresses many concerns that those in both ratings have had concerning the PS/FS merger.

1. I appreciate your thoughts concerning the proposed merger of the PS and FS ratings. I want to assure you the decision to merge was not arbitrary. It was based on lengthy and detailed job task analyses performed by program and training managers for these ratings. Input from several active duty MSO's, District (r)'s and (m)'s, as well as lessons learned from Desert Shield/Desert Storm, was used in the decision making process.



2. The goal is to shift specialized training (whether security or fire fighting) from being rate specific to force element specific. It will provide an initial large group of junior PS's with "general" port safety and security skills available for assignment to any MSO mission required. Specific advanced training and qualification codes will be provided to those senior PS's who are assigned to specialized mobilization billets such as Marine Fire Fighting Coordinators. This is similar to the old requirement where a PS was required to be an E-6 to lateral to FI. This concept is consistent with our shared belief that reservists assigned to fire prevention/suppression mobilization billets need significant and advanced professional expertise. The new PS rating will provide operational commanders with an enhanced ability to meet domestic and wartime emergencies and will permit the Reserve Program to more effectively use its training resources.

3. Our current and future focus will continue to emphasize fire prevention rather than fire suppression. Vessel design, fire detection systems, local marine fire fighting resources, and hazardous materials handling and storage procedures have all significantly improved since World War II, rendering Marine Fire Fighting Teams all but obsolete. However, there is still a need for Marine Fire Fighting Coordinators. In fact, if the newly proposed Commandant (G-M) force elements are approved in conjunction with the merger, there will actually be an increase in the number of Marine Fire Fighting Coordinator mobilization billets. Current FS's assigned to Marine Fire Fighting Coordinator billets will most likely remain in those billets after their rating is changed from FS to PS. FS rated personnel assigned to Marine Fire Fighting Teams will be reassigned to the newly created Marine Fire Fighting Coordinator billets or to other fire prevention/port safety billets. FS's assigned to other port safety billets such as Explosive Handling Supervisory Teams, for example, should remain unchanged.

4. I anticipate that the proposed merger will actually be advantageous to both PS and FS rated personnel, especially with the renewed emphasis on port safety. The "world of work" is changing. The Reserve must be best positioned to respond to these changes. The merger of the PS and FS ratings will allow us to meet operational mission requirements while capitalizing on the many skills and experiences of present PS and FS personnel.

5. I appreciate the chance to address your concerns about the merger. If you have any further questions, my project officer for this issue is LCDR Mike Price at (202) 267-0624.

J. W. LOCKWOOD
Chief, Office of Readiness and Reserve

PS/FS merger approved

By LCDR Michael Price, G-RST-2

The Commandant approved the Port Securityman and Fire Safety Technician Reserve ratings merger on March 19, 1992.

Implementation plans for the merger are now being developed. It is anticipated that the merger will be implemented sometime after the 1992 servicewide exam cycle (January 1993). The PS and FS servicewide exams will be conducted as scheduled in October 1992. Reservists will be promoted based on those results *before* the merger implementation.

More information on the implementation plan will be forthcoming in the next issue of *The Reservist*. The reasons for this merger were outlined in the November/December 1991 and January/February 1992 *Reservist*.

Along the TQM Trail...

QAT focuses on RK Program

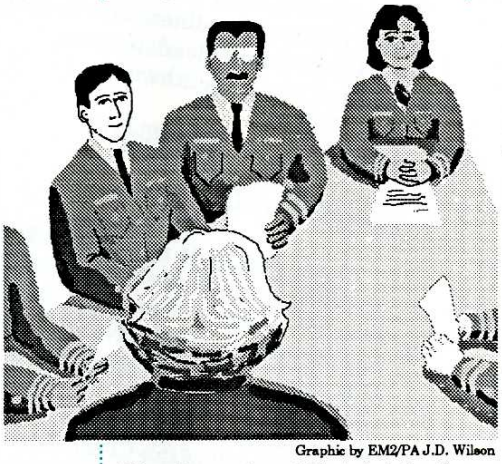
By LCDR Michael Price, G-RST-2

On Jan. 7, 1992 the Office of Readiness and Reserve chartered a Quality Action Team (QAT) to examine ways to improve the RK Training Program. The QAT was specifically charged with completing the following actions:

- Document the current RK training system.
- Collect and analyze data on the key process variables.
- Investigate and document causes of process problems.
- Identify and recommend corrections and/or improvements to the current RK Training Process.

The QAT is comprised of one team leader, one TQM facilitator, and six "experts" involved at various levels of the RK Training Program. The QAT has wide representation from all levels of the Coast Guard organization including Coast Guard Headquarters, several district(r) staff members, and Selected Reservists from Reserve units with drilling RK's.

The QAT has been following the TQM FADE (Focus, Analyze, Develop, Execute) process to achieve the desired actions identified in the charter. As part of the data gathering and validation process, members of the RK QAT have attended the annual Headquarters/District (rst) Workshop and the annual Recruiting Office OINC Conference.



Graphic by EM2/PA J.D. Wilson

In addition, team members have also visited Reserve Group Boston, Mass. and RU Charleston, S.C. to conduct surveys and gather field input. One more trip is scheduled for a 5th District Reserve unit to finish up the surveys.

The RK QAT final report, including recommendations, is scheduled for completion on April 30, 1992. The Quality Management Board (QMB) for the Office of Readiness and Reserve will review the final report and provide the final approvals before any program changes are made.

Results of the RK QAT Final Report will be provided in a future issue of *The Reservist*....

Share successes...

CG Headquarters Quality Management Branch (G-CPP-3) is the focal point on all TQM matters. Share your TQM news, ideas or successes by calling Elizabeth Neely (G-CPP-3), at (202) 267-2771....

Ratings experts needed: DC, RM, QM, HS

By LCDR Michael Price, G-RST-2

During the next year, Commandant (G-PWP), the Coast Guard's Workforce Planning Division, will be reviewing the following ratings: Damage Controlman, Radioman, Quartermaster, and Health Services Technician.

As part of the occupational analysis process, G-PWP convenes a panel of five to ten experts in the rating who review the tasks required of individuals in the ratings. The list of tasks is then validated by surveying field commands and individuals in the rating. The survey results determine the rating performance qualifications and school training curriculums which are eventually developed.

Reservists are needed to sit on these rating review panels in order to provide a "Reserve perspective" and call attention to any Reserve specific requirements of the rating. Reservists who can respond to short notice requests to sit on these week-long panels are especially needed.

Oftentimes, only six weeks notice is given before these boards are conducted. Therefore, it is not possible to give the normal advance notification. If you are a drilling Selected Reserve (E-5, E-6 or E-7) who has served at three or four different units during your Reserve career, and are interested in serving on one of these future panels, please submit a resume to Commandant (G-RST) providing the following information:

- Reserve and active duty units you have served at (with dates).
- A list of qualification codes you currently hold.
- A list of rate related positions you held at each of the units you served at; explain what duties each position required.
- A description of types of Coast Guard equipment you have used in your rating.

Also, an endorsement from your commanding officer recommending your participation on these boards is required. The endorsement should briefly summarize how well you communicate, perform your rating skills, conduct training activities, and interact with others. Please send your resume to Commandant (G-RST-2), 2100 2nd Street, S.W., Washington, D.C. 20593, Attn: LT Foresman.

ASSISTANT SECRETARY OF DEFENSE
WASHINGTON, D.C. 20301

FEB 19, 1992

RESERVE AFFAIRS

Rear Admiral John W. Lockwood, USCG
Chief, Office of Readiness and Reserve (G-R)
U.S. Coast Guard Headquarters
2100 2nd Street, Southwest
Room 5100
Washington, D.C. 20593-0001

Dear Admiral Lockwood:

I am pleased to note that today marks the fifty-first anniversary of the Coast Guard Reserve. Since its formation, the Coast Guard Reserve has proudly served the Nation in every U.S. conflict, from World War II to the Persian Gulf. Today's Coast Guard Reserve continues to save and protect life and property by contributing to virtually all of the Coast Guard's peacetime missions, from search and rescue to drug interdiction. The Nation is rightfully proud of the continuing contribution made by the men and women of the Coast Guard Reserve.

On the occasion of your fifty-first birthday, I extend to you and all the members of the Coast Guard Reserve my deepest appreciation for your splendid service. Semper Paratus!

Sincerely,

Stephen M. Duncan

Stephen M. Duncan

U.S. Department of Transportation

Commandant (G-RS-1)
United States Coast Guard
2100 Second St. S.W.
Washington, D.C. 20593-0001

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