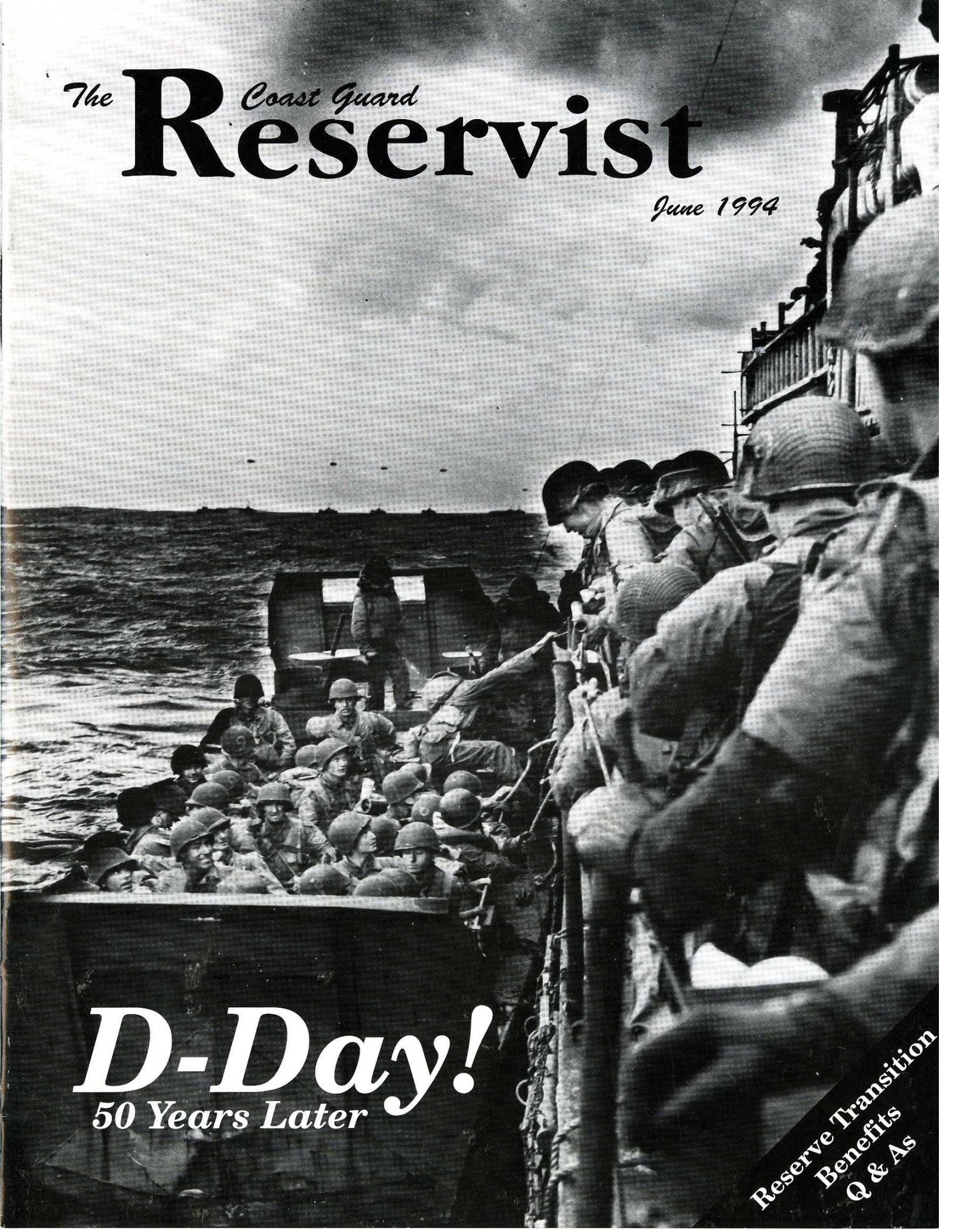


The *Coast Guard*
Reservist

June 1994



D-Day!
50 Years Later

**Reserve Transition
Benefits
Q & As**

is published monthly by the Commandant of the United States Coast Guard.

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CHECK OUT THIS ISSUE



- ✓ **Your Turn**2-4
 - An expanded letters section this month.
- ✓ **A View from the Bridge**5
 - RADM Sloncen answers some Q&As.
- ✓ **D-Day! 50 Years Later**6
- ✓ **Coast to Coast Reserve**.....14
- ✓ **Advancement Outlook Improves**18
 - Good news! Advancements open up!
- ✓ **Tip o' the Hat**19
- ✓ **Reserve Transition Benefits Q&As**.....20
 - Answers to some of the most frequently asked questions about RTBs.
- ✓ **USCGR Bulletin Board**.....23

On the Covers

Front: Soldiers climb into a Coast Guard-manned landing craft from an LCI off the Normandy beaches June 6, 1944.

Back: Columns of Coast Guard LCIs, protected by barrage balloons, advance upon the beaches of France in the wake of the Stars & Stripes. Both photos by WWII CG combat photographers.

Due to the many letters we've received recently, this month we bring you an expanded three-page letters section. Many of your letters beg for editorial responses from which all reservists can benefit. These responses follow or precede letters in italics.

Constructive criticism

Congratulations on another informative issue of *The Reservist*. I truly enjoyed "Your Turn" regarding the "Coastie" issue...it's good to be able to hear both sides, demonstrating the power of the written word. It is noteworthy to state *The Reservist* can objectively present two sides to an issue.

Regarding the "Grad School Benefits" article (April, Page 17), a small quote indicating the inclusion of reservists in Public Law 103-160 instead of a one-third page illustration of a graduate would have been a little more appropriate. Could an 800 (or otherwise, Coast Guard Reserve FAX Hotline number to request Notice of Basic Eligibility [NOBE] and Statements of Understanding forms be included? Maybe even sample copies (reduced) of each to the left and right of the grad. It seems a lot of space was wasted. At any rate, ENS Steve Pruyn either did some interesting research or came across the "right stuff." Please thank him in a future issue for the information and the toll-free hotline number.

Another article "Withholding of reservists State Income Tax" (Page 19) is incorrect since State Taxes are being withheld by PPC. Is there a way for them **NOT** to do so? Do they (PPC) have a toll-free number and/or FAX?

Whatever happened to Bill Ball's Commandant Electronic Bulletin Board?

— LT W.A. Segarra, USCGR
Base San Juan

The graduate school article was intentionally laid out with white space. Occasionally, we pack in too much information/text onto the pages which can be discouraging to



readers. We use white space as a graphic element to give the reader relief. It's never meant to be wasted space.

*As far as state income taxes, we double checked with Pay and Personnel Center and they **do** deduct state income tax on a reservist's drill pay if:*

1. *The state has an agreement with the Department of Treasury to withhold state income taxes and*
2. *The member makes enough drill pay per the state tax structure to warrant a deduction.*

In all but a few cases, no deduction will be made because the member does not earn enough in the drills to warrant a deduction.

Finally, the Commandant's Electronic Bulletin Board has been disestablished due to mechanical problems and a limited number of users. At this time, there are no plans to start it up again.

Coastie's not offensive

In the April *Reservist*, I agree with BMC H.R. Mann that the phrase "Coastie" isn't offensive. In the Coast Guard Combat Veterans History book is the statement, "later in the USN but those Hoolies were never forgotten." Any derogatory comments about the term "Hoolie?" — Can do is what the CG does best!

— GMCS Russell W. Brewer
USCG/USN(Ret.)
Westville, Ind.

Thank you from reservist's wife

The following letter was received by RADM Gregory A. Penington while he was still Chief, Office of Readiness & Reserve from the widow of BMC Tony Dell, a Coast Guard Reservist. Taps for Chief Dell are on Page 19.

Dear RADM Penington:

Thank you so much for taking the time to send me a note of condolence and sharing with me your thoughts about Tony and his work in the Coast Guard. I got a lot of comfort from your words. Thank you.

Tony loved Harbor Beach (Mich.) and the Coast Guard. His funeral was so moving and beautiful and there were so many people from various stations who made the trip up here to participate in it or just be here. It made me feel so proud and helped ease the pain knowing he was so respected by his peers. How proud Tony would have been. Everyone in the Coast Guard whom I've talked to has been most helpful and compassionate. Station Harbor Beach can't seem to do enough for me.

During those first couple of days, they closed ranks around me and were doing everything for me and trying to soften the shock. They were the ones who picked up my family and Tony's parents at various airports with all the different arrivals and took it upon themselves to make sure everyone got home or at least to the airports again. I really couldn't have dealt with the logistics of it all.

Even after it was all over they're still showing their concern for me with phone calls and visits. What a great crew we now have here.

Tony was so looking forward to doing Summerstock this year and for as many more years as he could. Thank you for having made those opportunities possible.

Thank you again for all your thoughts and prayers.

— Mrs. Marjorie Dell
Harbor Beach, Mich.



The Duchess, CGR-2502

Seeing is believing?

I took a look at the December 1993 issue of *The Reservist* and couldn't believe my eyes. There on page 6 was a picture of *The Duchess* of New York, CGR 2502. I helped commission that beautiful 90-foot staysail schooner during the summer of 1942 at the Coast Guard Chelsea Base, Boston, Mass.

We had a basic crew — a Chief Boatswainmate newly recruited from the yachting ranks as a powerboat skipper. The remainder were boatswain mates, gunners-mates, carpenters mates, motor machinists, yeomen, storekeepers and seamen. The crew consisted of eager young men. Their lack of experience was more than made up by their desire to learn, and their desire to be part of the war effort with the Coast Guard.

— LCDR Richard S. Cobb
USCGR (Ret.)
San Francisco, Calif.

Peak, peek or pique?

Well, here we go again. April *Reservist*, Page 12, second column, fifth line up. With all the credentials of the writer, PSC Peter Stinson, you would think he knew the context of peak, pique and peek. Keep up the good work.
— GMC W.C. Nakis, USCGR (Ret.)
Rowley, Mass.

Apparently, Chief Nakis' interest was "piqued" enough so that he "peeked" at this story. One wonders, was this story a "peak" experience? Chief Nakis is right, the sentence should have read: You'll need to pique an editor's interest....

Thanks Canaveral Coasties

We the owner and crew of the fishing vessel *Little Giant* would like to thank the crew of CG 41319. BMC R. Kelley, BMC J.J. Kozeluh, PS2 Westerberg, BM3 M. Mahler, MK2 D. Dunn and Coast

Guard Auxiliarist D. Thompson, for the efficient response on the evening of April 6, 1994. Our vessel was hit by a freak wave. The fish hold, stern, lazaretto, filled full of water and was close to capsizing.

Their expertise, pump passing and blocking the on coming waves with their vessel, saved an 85-foot vessel and especially a three-man crew from injury and or death. They stayed with us until we were secure and dry in Port Canaveral. They had four of their pumps running and all was done quickly and efficiently, with courtesy along the way. We sincerely hope the United States Coast Guard Reserve will be with our Country for a long time, they really did a great job.

— John H. Potts (Owner)
Cape Canaveral, Fla.

Those listed as part of CG 41319's crew were reservists from RU Station Port Canaveral, Fla.

"Your Turn" continued on next page

Correspondence courses for IRR members

The ongoing downsizing in the USCGR and the subsequent transfer of reservists into the IRR brings up a question — a question that I have been trying to get an answer to for quite some time. A little background first. I am a CWO3 (F-PS) with 20 good years and 24 years total service and have been in the IRR since January 1993.

The question is, as a reserve Warrant Officer in the IRR, what correspondence courses can I take (Navy) to gain additional retirement points. For example, can I take Military requirements for PO3, 2 and 1? Can I take the Firemen course or Airman or MK3 (provided of course that I never took any of these)?

The former training officer at D1 told me that I could take any course that I wanted to take. The current T.O. at D1 says I can only take courses that D1 will approve. But since D1 has to submit these requests for points to HQ and D1 doesn't think that HQ will approve some of them, then D1 won't approve them. I spoke to Training at HQ and they could not cite any manual or policy which could clarify the matter.

HQ Reserve Training thought it was an excellent question, especially in light of the fact that more and more reservists were going into the IRR and that there was a definite need for clarification. As I write this note, I have several unopened, expired Navy correspondence courses which expired waiting for clarification from the Coast Guard. Perhaps *The Coast Guard Reservist* can shed some light on the issue and please don't tell me that I should be taking courses related to my specialty. I know that — and that doesn't answer the question.

Thank you in advance for any efforts you may extend to resolve this matter — not only for me but for many other reservists in the IRR with the same question.

— CWO3 Thomas H. Coleman
Staten Island, N.Y.

RST's response is at right.

Retirement points for correspondence courses

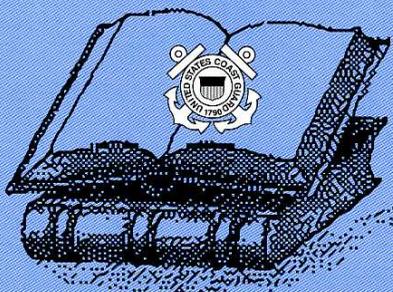


Completion of correspondence courses helps members of the Coast Guard Reserve maintain their skills while earning credit towards retirement. However, correspondence courses also demand a significant investment of your time and energy. The following restrictions apply:

- Retirement points can be earned only for courses evaluated for retirement point credit by Commandant (G-RST), Commanding Officer, Coast Guard Institute or the Chief of Naval Personnel. A course completion letter sent to the student specifies the date and the number of points credited.

- Officers will not receive retirement point credit for the completion of MRN and enlisted rate courses without the advanced written approval of Commandant (G-RST).

- Retirement points will not be credited for courses done on active duty (including ADT), during drills or any time points are credited for another status.



- Retirement points are not automatically credited for classified courses, since these are normally completed during drills. Some credit can be approved by Commandant (G-RST), if the reservist's commanding officer requests it and certifies the percentage of the course that was not completed during drills or active duty.

- Retirement points for a specific course are credited only once, unless the course undergoes a major revision or Commandant (G-RST) requires that the course be taken again.

- Retirement points can be granted only if the reservist is a member of the Ready Reserve or Standby Reserve (Active Status). Members of the Standby Reserve (Inactive Status) and the Retired Reserve are ineligible.

- The correspondence course should be applicable to an individual's rate, grade or specialty.

- No more than 60 retirement points, exclusive of those earned for any form of active duty, may be credited in an anniversary year. Since members of the Ready Reserve and Standby Reserve (Active Status only) receive 15 points per year for Reserve membership, then reservists may receive a maximum of 45 points for correspondence courses completion ***provided they perform no IDT drills.***

Before enrolling in any correspondence course for retirement point credit, work with your unit Training Officer and/or the district Reserve staff to make sure that the course meets your training needs.



A View from the Bridge



By Rear Admiral Robert E. Sloncen, USCGR

Chief, Office of Readiness & Reserve



Q Admiral Sloncen, you are the first Senior Reserve Officer to be appointed Chief, Office of Readiness & Reserve. Could you explain to our readers how this came about and what your thoughts were when you were first offered the position?

A Our previous Chief of Readiness & Reserve, RADM Gregory Penington, approached me and asked me how flexible my summer schedule was. I told him it was flexible if I knew far enough in advance. Then, I received a call from then Commandant-Select RADM Robert Kramek, asking me to be part of his team. Before I knew it, I was in Washington talking with Admiral Kramek about the possibilities. I was very flattered and excited about the opportunity to be part of ADM Kramek's team. I think this is a critical time within the Reserve program and being Chief, Office of Readiness & Reserve will certainly make me more aware of the big picture and how the Coast Guard Reserve fits into that picture. As some of you may know, for the last 23 years I've been involved in harvesting and marketing table grapes during summer so this is definitely a change of scenery for me this year.

Q You will be Chief of Readiness & Reserve only for the summer months. Although that is a short time frame, what goals have you set for yourself or the program that you'd like to achieve while you're here?

A As I've gone through life, I've always had goals. My goal here during this time will be to make the transition from one Commandant to another as smooth as possible. I will also serve as an advocate for the Reserve to the new Commandant suggesting ways that the Coast Guard can better utilize its Reserve force.

Q Downsizing has hit the Coast Guard Reserve hard in the last couple of years. What do you think the future holds?

A If I knew exactly what the future holds I would probably be more involved in the stock market. I think the next five years are going to be difficult for all the Armed Forces. However, I think these upcoming challenges could give the Coast Guard and the Coast Guard Reserve more opportunities to show our value to our nation. Furthermore, the quality of people we

have in the Reserve program makes us an extremely valuable asset to the Coast Guard. As we reexamine the reorganization of the Reserve, we are going to become an even more valuable resource for the Coast Guard program. The Coast Guard wants a Reserve, but it needs a Reserve that is well-trained, well-educated and ready to serve in the best way possible.

Q You have been a member of the Coast Guard Reserve since the early 1960s. What has changed since you joined the Coast Guard? What has stayed the same?

A There has been tremendous change within the Coast Guard and Coast Guard Reserve primarily in two areas: the overall quality of the force and the closeness in the operation between the Active and Reserve program and personnel. We now have a much more educated and intelligent force. Also, years ago, the Coast Guard and Coast Guard Reserve were two separate entities and in many cases the contacts between the two were tinged with an almost us-them attitude. However, in today's environment we can't think like that anymore. We must think and work as a team. The Reserve is now performing Coast Guard missions and not doing Coast Guard Reserve "things." What has stayed the same is the pride in what we do and enthusiasm for the Coast Guard.

Q Is there anything else you would like to say to our Coast Guard Reservists?

A Hang in there! What's important right now is that we don't get discouraged, that we continue to do our job the best we can, and that we continue to put forth a positive effort even though we may be in a time of great flux. The last year has been the most difficult time I've seen in the Coast Guard Reserve. But we can't dwell on the past. We've got to look forward, put that behind us and continue to do a good job. As a long-suffering Chicago Cubs fan, I have a poster in my office back in Arizona. It shows the Wrigley Field crowd all bundled up on a cold and miserable day at the ballpark. But one guy is shown sitting there in a summer sports shirt and Cubs hat with the saying "Hope Springs Eternal" written on the poster. I use that as my little motto. Don't give up! We are going to come out of all these changes stronger than ever. My family and I are glad to be here to work hard and to enjoy the summer days ahead — whatever they may hold.

D-Day!

50 Years Later



Fifty years ago this June, the greatest Armada the world has ever seen traversed a stormy English Channel and launched a massive assault upon France's Normandy beaches. It included over 500,000 troops, 4,000 vessels of every type and description: battleships, cruisers, destroyers, transports, landing craft, rescue cutters — even floating breakwaters and piers ready to be sunk in place. The American, British, Canadian and French forces that invaded marked the beginning of the end for Hitler and his Fortress Europe.

The invasion, code-named Overlord, was actually agreed to at the Quebec Conference of the combined chiefs of staff during August 1943. When finalized, the plan called for the landing of six divisions along the French coast at Normandy. In addition, three divisions of paratroopers were to be dropped behind the coastline to help isolate the front-line German troops. The entire operation was called a "Great Crusade" by Supreme Allied Commander General Dwight D. Eisenhower. It was a dramatic illustration of what an aroused free world can accomplish.

Eisenhower originally set the invasion date, D-Day, for June 5, 1944, when tidal and moon conditions would be most favorable. Bad weather postponed the invasion by 24 hours and Eisenhower, when meeting with Allied meteorologists, was informed that if the invasion was postponed again, it would be

Left: Soldiers under fire wade toward the beach from a Coast Guard landing craft soon after H-Hour — the hour the invasion began. Below: A map of English points of embarkation and Normandy landing points.

nearly two weeks before conditions would be right. He thought for a moment and then at 4:15 a.m. looked up and said, "OK, we'll go."

Neptune was the code name given to Overlord's amphibious assault and naval gunfire support operations. These operations were divided between two task forces that would get the troops from ports all over Great Britain and land them on the beaches of Normandy, keep them supplied, and give them fire support.

The Armada was drawn from ports and estuaries across the entire south of England and the Irish Sea. It formed up on Area "Z," (between Portsmouth and Portland, England) crossed the English Channel in a tremendous storm, and landed by surprise on the 50-mile stretch of Normandy beach between Cherbourg and LeHavre, France.

The enemy, of course, knew in advance that a major invasion attempt was imminent but was guessing as to precisely where and

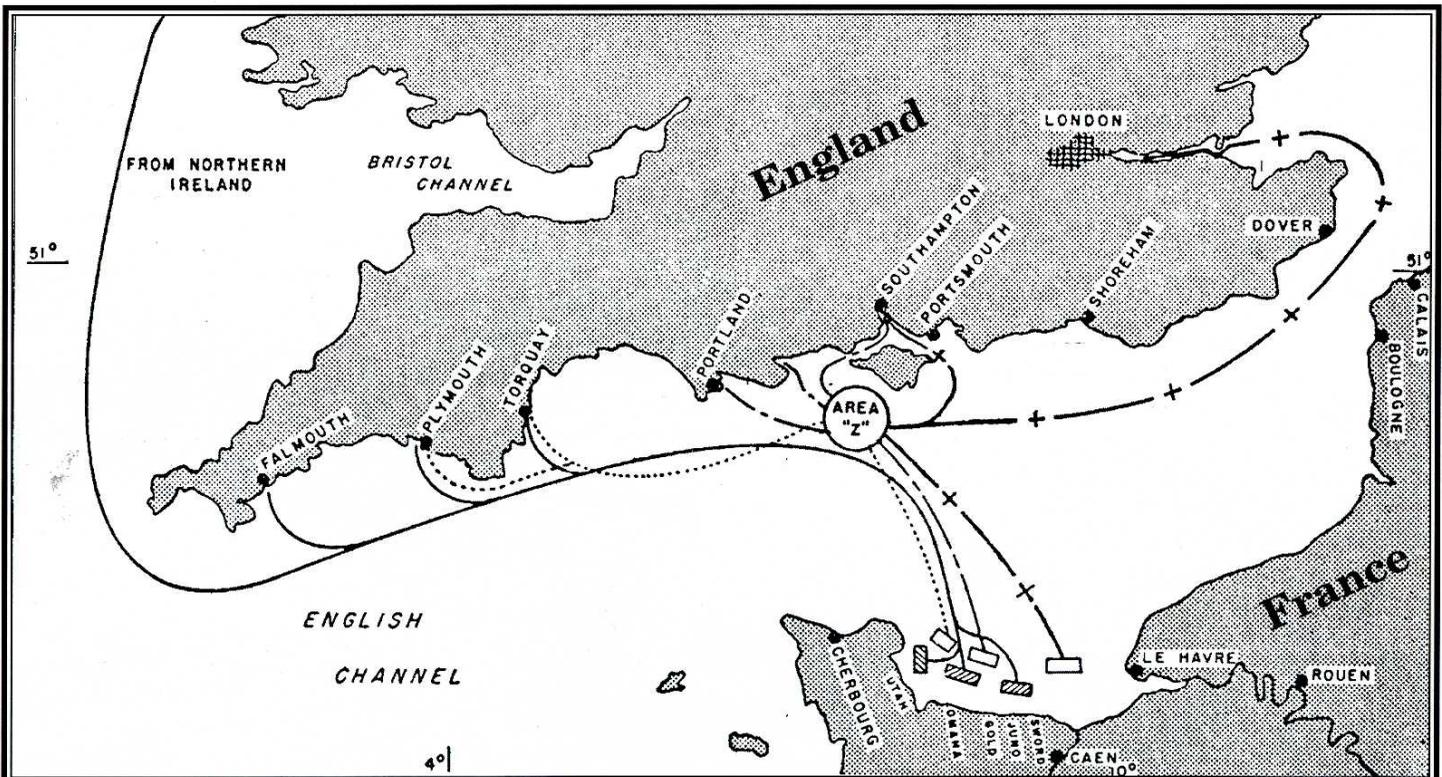
Landing Craft Acronyms

LCI(L)	Landing Craft, Infantry (Large)
LCH	Landing Craft, Headquarters
LST	Landing Ship, Tank
LSI(L)	Landing Ship, Infantry (Large)
LCVP	Landing Craft, Vehicle, Personnel
LCA	Landing Craft, Assault
LCM	Landing Craft, Mechanized

when. The fact that the attack was launched in adverse weather and across one of the wider sections of the English Channel caught the German generals and admirals off balance. Still, there was heavy enemy resistance on some of the beaches and many lives were lost. But on others, the landings were virtually unopposed. Within a few days, a solid beachhead was established and staging for the final assault on Fortress Europe commenced.

The Coast Guard, along with the Army, Navy, Marine Corps and Army Air Force participated in the crusade's onset, the greatest amphibious operation the world

Continued on next page 



The Coast Guard-manned USS Bayfield, flagship of the Utah assault, of the Utah beaches on D-Day. The Bayfield remained off the coast for 19 days, surviving nightly German air attacks.

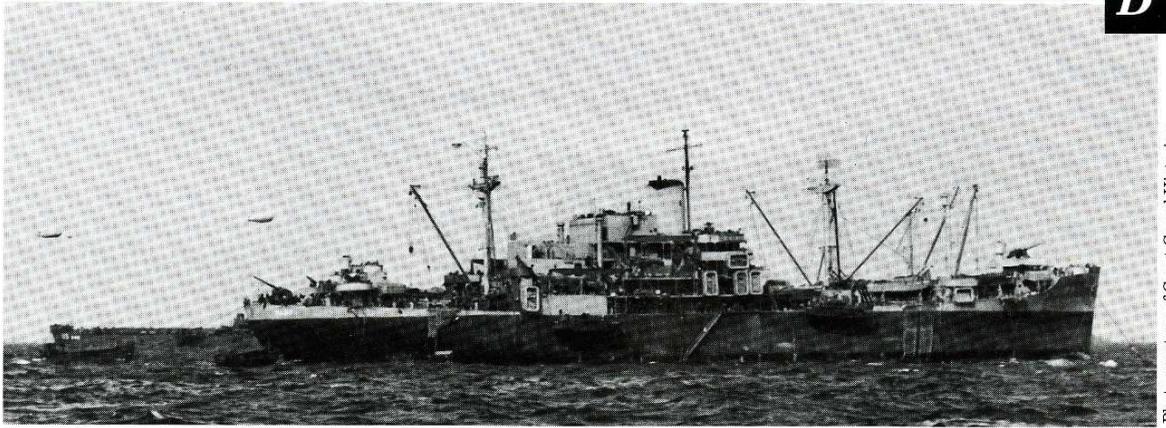


Photo courtesy of Coast Guard Historian

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had ever seen. Few people remember or even know about the extent to which the Coast Guard was involved in this historic operation. There were approximately 100 Coast Guard-manned vessels involved — attack transports, LSTs, LCI(L)s and rescue cutters. Many other vessels had Coast Guardsmen on board.

The Coast Guard forces were generally called upon to do those things which they traditionally do best — beach landings, small boat operations, and rescue work. They did it superbly and bravely. Although the exact number of Coast Guard Reservists present on D-Day is not known exactly, reservists made up over 80 percent

of Coast Guardsmen during World War II.

CG-Manned Transports

Amongst the 100 Coast Guard-manned vessels was the attack transport *USS Bayfield (APA-33)*, which served as flagship during the Utah Beach operations at Normandy. *Bayfield*, commanded by Coast Guard CAPT Lyndon Spencer, dropped anchor in the transport area at 0230 on June 6, 1944. Shortly thereafter, it launched all of its 19 LCVP, two LCMs, and two LCPLs, with all of her combat troops making it ashore successfully.

The *Bayfield* did suffer two personnel casualties that day SN2c Jessie G. Patton, USCGR, and ENS Mason C. Daly, USCGR. Both were

wounded during the landings. Thereafter, *Bayfield* served as a supply ship, hospital ship (including 307 brought on board one evening, 75 of whom were German prisoners), information center, oiler and repair ship. *Bayfield* remained off the coast for 19 days, surviving nightly German air attacks with only minor damage. *Bayfield* also served in the invasion of southern France and Pacific theatre landing troops for the invasion of Iwo Jima.

The Coast Guard-manned *USS Joseph T. Dickman (APA-13)*, was

A panoramic view of the Omaha beachhead after it was secured. Vehicles pour inland from beached LSTs as thousands of ships lay at anchor in background.



similarly effective in the Utah Beach landing — offloading 1833 men, 130 officers, seven jeeps, 18 M-29s, five trucks and a considerable volume of supplies and ammunition in record time. Specifically, the ship sailed as part of Task Force 125, Assault Force “U.” Commanded by Coast Guard CAPT Raymond J. Mauerman, *Dickman* returned to Great Britain on the afternoon of June 6, transporting 153 casualties from the beaches. The *Dickman* suffered two personnel casualties: SN1c Stanley A. Glowacki, USCGR, and SN2c Jack E. Rowe, USCGR. Glowacki was killed and Rowe was injured severely during the landings. *Dickman* went on to participate in the invasions of southern France and Okinawa.

The *USS Samuel Chase* (APA-26), commanded by Coast Guard CAPT Edward E. Fritzsche, was with Task Force Omaha some 20 miles east of Utah. In spite of heavy naval and air bombardment, German opposition there was fierce and deadly — the most disastrous and damaging of the entire invasion. The ship departed Portland Harbor June 5, anchored in the transport area at 0315 on June 6. The first assault wave of landing craft was lowered at 0536 and by 0700, the men of *Chase* had launched 15 assault waves to the Omaha beachhead. At 0730, the ship began receiving a continuous stream of casualties. Six of *Chase*’s boats failed to return, having become casualties to gun fire, underwater obstructions, or swamping. *Chase* returned to England with 322 battle casualties on board. *Chase* later saw action in southern France and the Pacific, including the invasion of Okinawa.

LCIs

Coast Guard CAPT Miles Imlay was a veteran of the Sicily and Salerno landings, and commanded the Coast Guard-manned LCI Flotilla Ten. The flotilla consisted of 24 Coast Guard manned LCI(L)s (their crews referred to them as a “Lousy Civilian Idea”). They were

ocean going landing craft with a crew of 25 men and four officers. They were capable of transporting 200 assault troop and landing directly on a beach.

Flotilla Ten had trained and staged for the Normandy landings at historic “Greenway House” in Scotland. Greenway was mystery novelist Lady Agatha Christie’s Estate near the Royal Navy College in Dartmouth. Flotilla Ten was distributed equally between the landings at the Omaha and Utah assault areas. Many of the LCI(L)s at both the Omaha and Utah landings were ordered to disembark their troops into smaller landing craft off shore instead of landing directly on the beaches due to intense enemy counterfire, mines, and obstacles. However, many were ordered to land their troops directly on the beaches. Those that disembarked off Utah did so without loss.

CAPT Imlay was in *LCI(L)-87*, leading the LCI section that assaulted Omaha Beach. Four LCIs, in the midst of the hottest fighting in the Normandy invasion, were lost in the process of landing troops — the only Coast Guard-manned LCIs lost during the entire war. One, the *LCI(L)-85*, struck a mine and returned to the *Chase* in a sinking condition. Another, the *LCI(L)-91*, grounded on an underwater obstruction, was holed by a teller mine and ultimately abandoned. A third grounded on a sand bar, suffered direct artillery hits and machine gun fire and had to be abandoned — *LCI(L)-92*. A fourth, *LCI(L)-93*, also grounded and was destroyed by artillery fire from shore. Two more LCIs were seriously damaged but were later repaired and returned to service.

The remaining units under Imlay’s force survived enemy fire and carried out their missions with great success. They remained in service

USCG Flotilla Ten trained at Agatha Christie’s estate

In January 1944, USCG Flotilla Ten, a fleet of U.S. Navy landing craft manned and operated by the Coast Guard, established their headquarters in mystery novelist Lady Agatha Christie’s Greenway Estate near the Royal Navy College in Dartmouth, England in preparation for the invasion of Nazi occupied France at Normandy.



Lady Agatha Christie’s Greenway Estate.

Through the spring of 1944, amid the estate’s ancient walls and beautiful gardens, the Coast

Guardsmen planned and trained for their part in the invasion. Flotilla Ten’s commander, CAPT Miles H. Imlay, USCG, doubled as the deputy assault commander for one of the four initial landings at the Omaha beachhead and he, along with the assault commander, CAPT Edward Fritzsche, USCG, finalized plans for the Omaha landings in the offices of Lady Christie’s estate. The assault group, which consisted of Flotilla Ten landing craft and the Coast Guard-manned attack transport *USS Samuel Chase*, transported troops of the U.S. First Army’s 1st Division, the “Big Red One” to the Omaha beaches.

In their spare time, the Coast Guard officers converted the library into a recreation center. One officer, LT Marshall L. Lee, USCGR, an artist in civilian life, painted a mural around the ceiling of the estate’s library that depicted Flotilla Ten’s travels and campaigns throughout the world: Texas, Virginia, Bermuda, Morocco, Algeria, Tunisia and the invasions of Sicily and Salerno.

Other officers tried their hand at gardening and Lady Christie was quite pleased at how well the Coast Guardsmen took care of her estate’s extensive gardens and grounds.



Coast Guard officers of Flotilla Ten.

Continued on next page

Photo courtesy of Coast Guard Historian

Continued from previous page

off the Normandy beachhead for the rest of the summer, serving as transports for reinforcements to Normandy, returning to Great Britain with casualties and prisoners and acting as convoy escorts, control vessels and salvage craft as well.

LSTs

Six of the 11 Coast Guard-manned LSTs (their crews referred to them as "large, slow targets") were engaged at Utah and Omaha Beaches, the remaining five were assigned to the British on Gold, Juno, and Sword Beaches. These stalwart vessels carried troops, tanks, other vehicles and a variety of supplies and equipment. Some towed astern large pontoon rafts powered by huge outboard motors, which later were maneuvered in to the beach to serve as floating piers. They also functioned as rescue vessels.

Once they discharged their loads on the initial assault, most LSTs returned to England for additional personnel and equipment. One of those assigned to the British (*LST-261*) made 53 channel crossings in the days following D-Day. On their return trips to Great Britain, they were often loaded with casualties from the beaches and German prisoners.

No Coast Guard-manned LST was lost during the Normandy invasion although two were damaged. *LST-16* suffered one crewman killed in action when its LCVP (landing craft) No. 1 struck a mine and sank on June 8 off of the Omaha landings. The *LST-331* was damaged by German artillery fire June 15. Then, a few weeks later, the crew of *LST-326* rescued 260 persons from the stricken *SS H.G. Blasdel* on June 29. *LST-327* struck a mine in the channel on Aug. 27, 1944, but was repaired and continued in service. The majority of the Coast Guard-manned LSTs went on to serve in the Pacific.



Photo courtesy of CG Historian

Coast Guard CAPTs E.H. Fritzsche and Miles Imlay discuss the Omaha assault using a relief map of the French coast in the hold of the USS Samuel Chase.

Coast Guard Rescue Flotilla

Unlike much of Operation Overload, CG Rescue Flotilla One (and only) was conceived only a short time before D-Day. It suddenly occurred to planners that casualties might be heavy and rescue craft would be needed. So, 83-foot cutters which had been on anti-submarine duty along the East Coast from Maine to Key West were sailed to New York on secret orders. They were loaded on the decks of convoy ships and upon reaching England, were headquartered at Poole.

These 60 boats were assigned hull numbers sequentially from one to 60 to aid in identification, and were quickly formed up as Coast Guard Flotilla One under the command of Coast Guard Reservist LCDR Alexander Stewart. They were stripped of their anti-submarine equipment and outfitted as sea borne ambulances. These boats were constructed of wood and had gasoline engines, thus the nickname "Matchbox Fleet." They had trained crews of 13 men and one officer.

On D-Day, 30 of the vessels were assigned to the British area, the rest to the American. The 83-foot-

ers were dispersed amongst the convoys that formed along the channel coast and moved along with them across the stormy seas, their crews suffering mightily from sea sickness enroute.

From the outset of the landing operation, they were active in picking up survivors out of the cold stormy waters. On D-Day, the cutters rescued 194 survivors off of Omaha beaches, 157 off Utah beaches, and 133 off the landings at Gold, Juno and Sword.

Many of the craft sustained minor damage from enemy shell fire but Rescue Flotilla One only had one personnel casualty on D-Day. One of the crewmen from USCG-51 was wounded off of the British landings. No cutter was lost on D-Day but unfortunately two craft, USCG 27 (83415) and USCG 47 (83471), were sunk as a direct result of the great storm that struck the coast of France on June 19.

Rescue Flotilla One also performed a variety of other tasks after D-Day. For three months thereafter, it continued its mercy missions, picking up hundreds more. They acted as dispatch craft, transported the overall commander of ground forces for Normandy, General Bernard Montgomery, on an inspection tour of the beaches and escorted His Majesty King George VI.

They remained in service off the coast of France until the unit was decommissioned in February 1945. Some had spent as many as 89 days in the assault areas and made more than 30 round trip crossings between Normandy and Great Britain. By the end of their operations, they were credited with rescuing 1,438 persons.

The service this Flotilla performed was extremely efficient and vital — often heroic. Many of its young COs and crewmen were decorated for their bravery. Their service was so well received that rescue flotillas were organized for the landings in the Pacific.

Unfortunately, most of their deeds went unrecorded, so the full detail of their accomplishments will never be known.

CDR Quentin R. Walsh, USCG, helped develop artificial harbors and planned the occupation of the French port of Cherbourg. He also organized, trained and commanded a Navy reconnaissance team, part of which he took into Cherbourg on June 28. The following day, June 29, Operation Neptune officially ended with the liberation of Cherbourg.

Since the end of World War II, monuments and memorials have been erected in America and abroad to those who served and gave their lives at Normandy. Outside the gates at Arlington National Cemetery in Washington, D.C., one monument reads:

“The Allied crusade to free Western Europe from Nazi tyranny began with the greatest waterborne invasion in history (Operation “Overlord”).”

At Omaha Beach, there is an inscription carved into a stone memorial which reads: “To these we owe the highest resolve, that

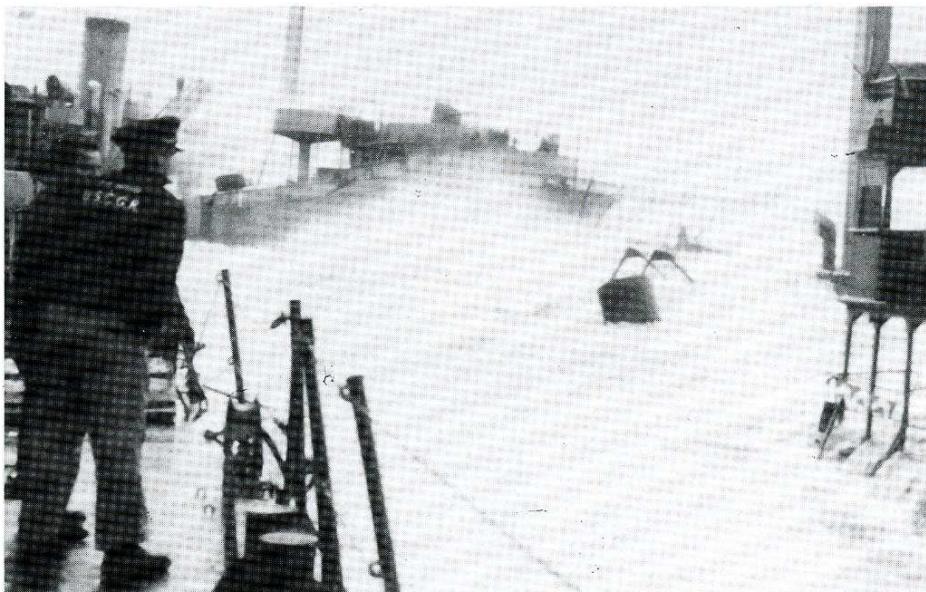


Photo courtesy of CG Historian

Two Coast Guardsmen on the LCI(L)-89 during the storm of June 19-21 survey a Gooseberry, a breakwater of sunken vessels which protected waters off Normandy beaches. Notice the “USCGR” on the coat.

the cause for which they died, shall live.”

Throughout its 204-year history, the Coast Guard has been a significant military force in time of war or national emergency — just as it was at Normandy.



Special thanks to Dr. Robert Browning and Mr. Scott Price, USCG Historian's Office, Washington, D.C. for information, photos and suggestions.

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This article is a condensation/reprint of three previously printed articles:

- “The U.S. Coast Guard at Normandy,” by Scott T. Price, CG Historian's office, February 1994.
- “Normandy Beach, 1944: The Coast Guard Was There!” *Coast Guard Academy Bulletin*, May/June 1980.
- “D-Day Fact Sheets,” Coast Guard Historian's Office (G-CP-4), 1994.



Photo courtesy of CG Historian & National Archives

Sixty Coast Guard 83-foot rescue craft like this one accompanied the invasion forces on D-Day.

ON THE HOMEFRONT

First African-American SPAR recalls D-Day

By PA1 Elizabeth Neely, USCGR

Among those who answered the call to serve the nation 50 years ago was Dr. Olivia Hooker, now 79, the first black woman to enlist in the Coast Guard Women's Reserve (SPARs). Hooker was a graduate of Ohio State University and already teaching in Columbus, Ohio, during the war. However, with the push to integrate the maritime services, she was encouraged to apply for admission to the Coast Guard by her friend, Alex Haley, who then served as a ship's cook aboard the *CGC Mendota*. She applied and was admitted to the Coast Guard in March 1945, one of five black enlisted women in the SPARs.

Enlisting wasn't exactly easy, however. She was eager to join the war effort and applied to the Navy's WAVES but was rejected. She went to the Coast Guard, where a recruiter tried to discourage her by portraying military life as dull, dreary work. One Coast Guard officer, trying to discourage her from enlisting, told her a "wild story" about a ship blowing up offshore and women having to bring in body parts.

"I said that if other women can do it, I'm sure I can too," said Hooker. Undeterred, Hooker enlisted in the Coast Guard. Although stationed in the States, at times, the war seemed not so distant. While at Yeoman School, her class received daily reports about the war effort.

"There was panic, pandemonium and sadness," recalled Hooker. "It just made me feel that I had to do more to contribute."

Upon completing Basic Training and Yeoman School, Yeoman Second Class Hooker worked at the Separation Center in Boston. She remembers vividly one young man there.

"I was helping process this 18-year-old out of the Coast Guard," said Hooker. "He seemed so nervous, scared and upset and I asked what was troubling him."

The young man's unit had come under heavy fire during the landing at Normandy. Perhaps out of fear or an instinct to survive, he laid under a pile of bodies for 24 hours or longer until he was found alive. Adding further trauma, during the return to England, his ship was strafed by German aircraft.

"He made the war seem very real to me," Hooker said.

Upon discharge from the Coast Guard in 1946, Hooker used her GI Bill to continue her education, earning a Masters degree in Psychology from Columbia University and a doctorate in Psychology from the University of Rochester, N.Y. in 1962. Now retired from the Kennedy Child Study Center and Fordham University, she was honored at the 1994 Coast Guard Headquarters Black History Month Banquet Feb. 19 in Washington, D.C.

Today, Hooker continues to contribute, serving on the boards of the White Plains, N.Y. NAACP, White Plains Child Daycare Association, Westchester Visiting Nurse Services, and several others. She also acts as a consultant on minority issues at Fordham University and is a certified lay speaker in the United Methodist Church where she counsels youth on education and scholarship opportunities.



Olivia J. Hooker in 1945

From African-Americans in the USCG

Coast Guard-manned ships at Normandy (100 Total)

Attack Transports

- USS Bayfield (APA-33)*
- USS Samuel Chase (APA-26)*
- USS Joseph T. Dickman (APA-13)*
- USS Barnett (AP-11)**
- USS Charles Carroll (AP-58)**
- * Partial Coast Guard crew

LCI(L) Flotilla Ten

Omaha Landings Utah Landings

- | | |
|--------------------|-------------------|
| <i>LCI(L)-83**</i> | <i>LCI(L)-95</i> |
| <i>LCI(L)-84</i> | <i>LCI(L)-96</i> |
| <i>LCI(L)-85*</i> | <i>LCI(L)-319</i> |
| <i>LCI(L)-86</i> | <i>LCI(L)-320</i> |
| <i>LCI(L)-87</i> | <i>LCI(L)-321</i> |
| <i>LCI(L)-88**</i> | <i>LCI(L)-322</i> |
| <i>LCI(L)-89</i> | <i>LCI(L)-323</i> |
| <i>LCI(L)-90</i> | <i>LCI(L)-324</i> |
| <i>LCI(L)-91*</i> | <i>LCI(L)-325</i> |
| <i>LCI(L)-92*</i> | <i>LCI(L)-326</i> |
| <i>LCI(L)-93*</i> | <i>LCI(L)-349</i> |
| <i>LCI(L)-94</i> | <i>LCI(L)-350</i> |

* Lost to enemy action, June 6, 1944

** Severely damaged June 6, 1944, but repaired and returned to service.

LSTs

- | <u>Utah/Omaha</u> | <u>Gold, Juno, Sword</u> |
|-------------------|--------------------------|
| <i>LST-16</i> | <i>LST-17</i> |
| <i>LST-27</i> | <i>LST-21</i> |
| <i>LST-262</i> | <i>LST-176</i> |
| <i>LST-326</i> | <i>LST-261</i> |
| <i>LST-331</i> | <i>LST-327</i> |
| <i>LST-381</i> | |

Rescue Flotilla One

American Landings British/Canadian Landings

- | | |
|------------------------|--------------------------|
| <i>USCG-1 (83300)</i> | <i>USCG-31 (83428)</i> |
| <i>USCG-2 (83304)</i> | <i>USCG-32 (83431)</i> |
| <i>USCG-3 (83320)</i> | <i>USCG-33 (83432)</i> |
| <i>USCG-4 (83321)</i> | <i>USCG-34 (83435)</i> |
| <i>USCG-5 (83327)</i> | <i>USCG-35 (83439)</i> |
| <i>USCG-6 (83334)</i> | <i>USCG-36 (83440)</i> |
| <i>USCG-7 (83337)</i> | <i>USCG-37 (83442)</i> |
| <i>USCG-8 (83360)*</i> | <i>USCG-38 (83443)</i> |
| <i>USCG-9 (83361)</i> | <i>USCG-39 (83445)</i> |
| <i>USCG-10 (83362)</i> | <i>USCG-40 (83447)</i> |
| <i>USCG-11 (83366)</i> | <i>USCG-41 (83462)</i> |
| <i>USCG-12 (83370)</i> | <i>USCG-42 (83463)</i> |
| <i>USCG-13 (83372)</i> | <i>USCG-43 (83464)</i> |
| <i>USCG-14 (83373)</i> | <i>USCG-44 (83465)</i> |
| <i>USCG-15 (83375)</i> | <i>USCG-45 (83466)</i> |
| <i>USCG-16 (83377)</i> | <i>USCG-46 (83468)</i> |
| <i>USCG-17 (83378)</i> | <i>USCG-47 (83471)</i> |
| <i>USCG-18 (83398)</i> | <i>USCG-48 (83473)**</i> |
| <i>USCG-19 (83399)</i> | <i>USCG-49 (83490)</i> |
| <i>USCG-20 (83401)</i> | <i>USCG-50 (83495)</i> |
| <i>USCG-21 (83402)</i> | <i>USCG-51 (83494)</i> |
| <i>USCG-22 (83407)</i> | <i>USCG-52 (83500)</i> |
| <i>USCG-23 (83408)</i> | <i>USCG-53 (83501)</i> |
| <i>USCG-24 (83409)</i> | <i>USCG-54 (83502)</i> |
| <i>USCG-25 (83411)</i> | <i>USCG-55 (83503)</i> |
| <i>USCG-26 (83412)</i> | <i>USCG-56 (83511)</i> |
| <i>USCG-27 (83415)</i> | <i>USCG-57 (83512)</i> |
| <i>USCG-28 (83416)</i> | <i>USCG-58 (83513)</i> |
| <i>USCG-29 (83417)</i> | <i>USCG-59 (83514)</i> |
| <i>USCG-30 (83425)</i> | <i>USCG-60 (83516)</i> |

* *USCG-8* burned out a main bearing after departing *Poole* on June 6. It returned to *Poole*, was repaired and resailed within six hours.

** *USCG-48* was damaged when unloaded in Great Britain and did not join the flotilla until June 17.

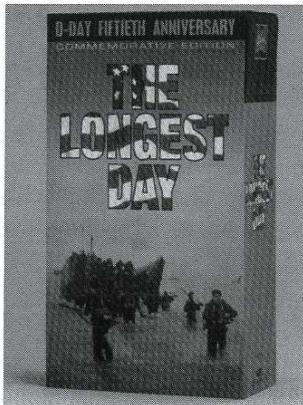
D-Day Commemorative Corner

Books & Articles

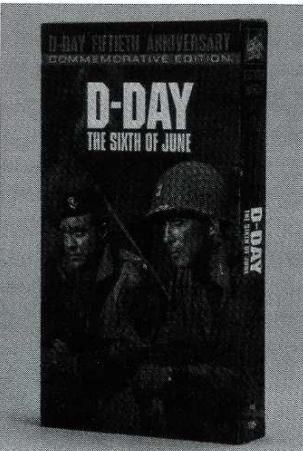
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Videos

Fox Video has recently released its "Commemorative War Collection" to tell the story of D-Day. The collection includes *The Longest Day*, *Patton*, *D-Day: The Sixth of June* and *12 O'Clock High*. Together, these four pictures won 10 Academy Awards, with three of the four pictures honored by The Motion Picture Academy with nominations for "Best Picture" during the year of their initial release.



- *The Longest Day* — Available in color for first time or black and white). 178 minutes, \$24.98.



- *D-Day: The Sixth of June*, \$14.98.

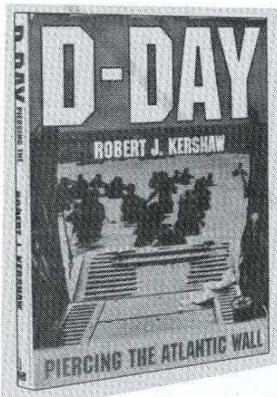
- *Patton* runs 169 minutes, \$29.98.

- *Twelve O'Clock High*, runs 132 minutes, black & white. \$14.98.

To purchase any one of these videos, check at your local video store or call Hanson & Schwam Public Relations at (310) 557-1199; FAX (310) 557-9090.

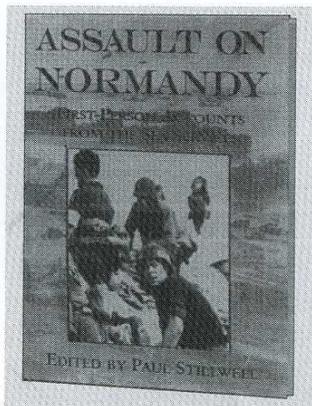
Books — Recently Released

- *D-Day: Piercing the Atlantic Wall*. by Robert J. Kershaw, U.S. Naval Institute Press, 1994. Covers land, sea and air. Includes all 10 days of the operation. 256 pages, 150 photographs, 10 pages of maps. \$34.95 through U.S. Naval Institute. 1-800-233-8764.



- *Assault on Normandy: First Person Accounts from the Sea Services*, edited by Paul Stillwell, U.S. Naval Institute Press, 1994. Focuses on U.S. sea services and their often overlooked role in the assault.

Presents 50 personal recollections in an appealing narrative format. Includes never before published photographs, many from private collections. 320 pages, 250 photographs, \$36.95 through U.S. Naval Institute. 1-800-233-8764 or write: USNI, Customer Service, 2062 Generals Highway, Annapolis, MD 21401.



Commemorative Coins

A variety of WWII "50th Anniversary" commemorative coins are available through the U.S. Mint. Authentic, U.S. yellow gold or silver coins. All are legal tender and dated 1991-1995. Order can be made through the U.S. Military Exchange Catalog at 1-800-527-2345.



Map / Collage

"*Faces of War*" — A map & collage from D-Day across Europe to victory. Twenty-four panels of paintings and sketches of actual battle scenes and descriptive text. Check or M.O for \$12.50 to "Faces of War," P.O. Box 3006, Half Moon Bay, CA 94019.



Reservist testifies in Gangland murder trial

By BM2 Gary Kmetty
as told to LT George Pazak
RU SOUTH SHORE

Editor's note: LT Pazak recently interviewed BM2 Gary Kmetty, USCGR, and wrote this story from Kmetty's perspective — in first person.

APRIL 1992

The call fit the time and weather. Dawn light and cold drizzle made the morning dreary just like the task at hand.

The boat crew consisted of SN Brian Kastner, USCG, and myself, BM2 Gary Kmetty, a reservist and the duty coxswain. At first, we thought it would be just a routine body recovery, but soon discovered we had become part of a homicide investigation and the resulting trials.

The victim was a 20-year-old woman who, we later learned, had become aware of gang information that could be damaging if law

enforcement found out. The gang leaders had ordered the woman "changed."

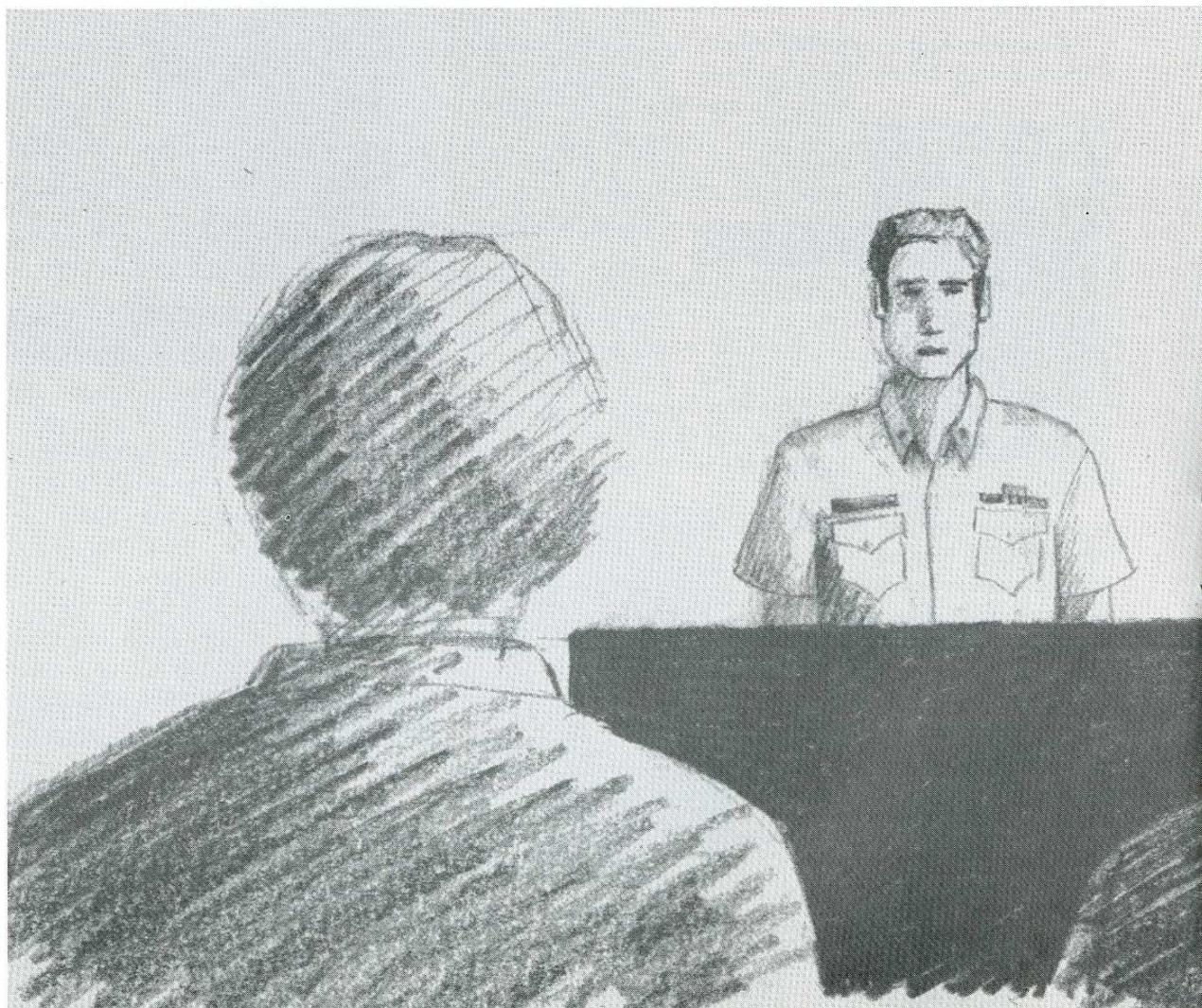
She was bound hand and foot, beaten unconscious and thrown from a railroad trestle with a weight attached to her feet. The Medical Examiner's ruled that she died a violent death by drowning.

We recovered the body, the local authorities took custody of it and we returned to the station to write the necessary statements and reports. After interviews with the investigators we thought our part was finished.

OCTOBER 1993

I received a "911" page from the station while I was at my civilian job. What disaster could have happened now? A plane crash or ship fire and oil spill? No, a call from the Illinois State's Attorney's Office. The investigation had been completed and it was time to go to trial.

The State's Attorney needed the testimony of the recovering officers to establish the chain of events and custody of the victim's body in court.



Since my crewman had already been transferred, I had to respond to the subpoena. I notified my chain of command and secured orders for the upcoming trials.

I also had a brief discussion with the D9 Legal Office and was told to do a good job representing the Coast Guard. It was up to me now.

DECEMBER 1993

I appeared at the State's Attorney's office for a pretrial briefing. We went over the chain of events and my testimony for the next day's trial. Before the day was over however, we found out the defendant's lawyer had gotten a continuance for the holidays.

JANUARY 1994

Trial week had finally arrived. I returned to the State's Attorney's office for another briefing and to wait my turn on the witness stand. The questions I was asked were not only about the actual recovery and condition of the body, but about the area and its history.

The State's Attorney wanted me to respond about the current and its effect on the body. Why would the body float where it did and not into another branch of the rivers?

When the State's Attorney was finished it was the defense attorney's turn. Could we have possibly caused the marks on the victims body during the recovery? What are your credentials? How are you trained? Why did you do what you did? Why did you respond instead of another agency? What gives you the authority and jurisdiction? Can you tell how long the victim was in the water? All were questions that make you think about your training and its importance.

Experience at a station and local knowledge became very important at the time. Details of the Area of Responsibility taken for granted meant identifying positions for accuracy. How do you know that this photo is this bridge and not the next one up the river?

When I was finished, I was

assured by the others on the law enforcement team that all was going well and we should get a conviction.

I listened as the investigating team was called to the witness stand one after the other. The chain of events was unfolded and the jury was convinced.

The defendant was convicted and sentenced to 105 years in the state penitentiary. Since he was 17 at the time of the crime and because it took so long to prepare for trial, it is possible that he could be released when he is 70 years old.

FEBRUARY 1994

Trial number two of four. The State's Attorney's plan was similar to the previous trial. We all presented our facts and waited for the jury's verdict.

This time it was different for me because I was with the victim's father. What do you say to someone whose only daughter was taken from him by a vicious act? What do you do for the hours that it takes for your turn on the witness stand and the jury to return the verdict?

You present yourself in the most professional but sympathetic manner you can. Don't patronize, but don't be cold and uncaring either. When it was over, he thanked me and all the others for their time and care for his daughter's life and his family. The mission had been accomplished; the defendant was sentenced to 100 years in the state penitentiary.

APRIL 1994

The third trial was held April 13-16. The defendant was convicted of four counts including first degree murder and aggravated kidnapping. He will be sentenced June 1. As of this writing, I have not been informed of the trial plans for the fourth defendant.

I am proud to have represented the Coast Guard Reserve in the service of justice. It has been a unique experience.



Graphic by PA2 J.D. Wilson, USCGR

Reservist pulls child from icy waters



By Reservist Staff Writers
INFO FROM BM2 DOMINIC RENDERO

NEW LONDON, Conn. — DC1 Vincent Yannone, a 58-year-old reservist at RU New London and a Coast Guard Auxiliarist, may have never realized how much his Coast Guard training would serve him in his civilian life until the morning of April 5.

Yannone, owner of Vijon Studios in Old Saybrook, Conn., teaches stained glass classes. He had not planned to be in the shop that morning but made other arrangements when one of his students called for a make-up lesson.

That morning, while Rose Olson was visiting the shop, she sent her 4-year-old son Jonathan to play by the pond in back of the building. With her business finished, Olson went outside to find her son.

Yannone, who was working in the back of the shop, heard her calling and went outside to offer help. After looking around the yard, Yannone ran to the shoreline of the pond and onto a nearby dock.

"The pond had always been murky," said Yannone. "There had never been more than a foot of visibility.

"I had no idea what the bottom conditions were like until the day before the accident. I was working

outside and for some reason I was drawn to the pond. I walked out onto the dock, and for the first time, I could see all the way to the bottom.

"It was about 11-feet deep with a rocky, jagged drop off. The day of the rescue the pond was murky again. All I could see was the red of the boy's shirt and the white of his tennis shoes."

Yannone immediately dove head first into the icy water, clearing the rocks he had only become aware of the day before.

After missing the boy on the first try, he was able to grab the boy's shirt and pull him to the surface.

Jonathan Olson and his mother, Rose, visit with DC1 Vincent Yannone. A little more than a week before, Yannone dove into an icy pond, pulled the unconscious child to the surface and resuscitated him with the help of his mother.

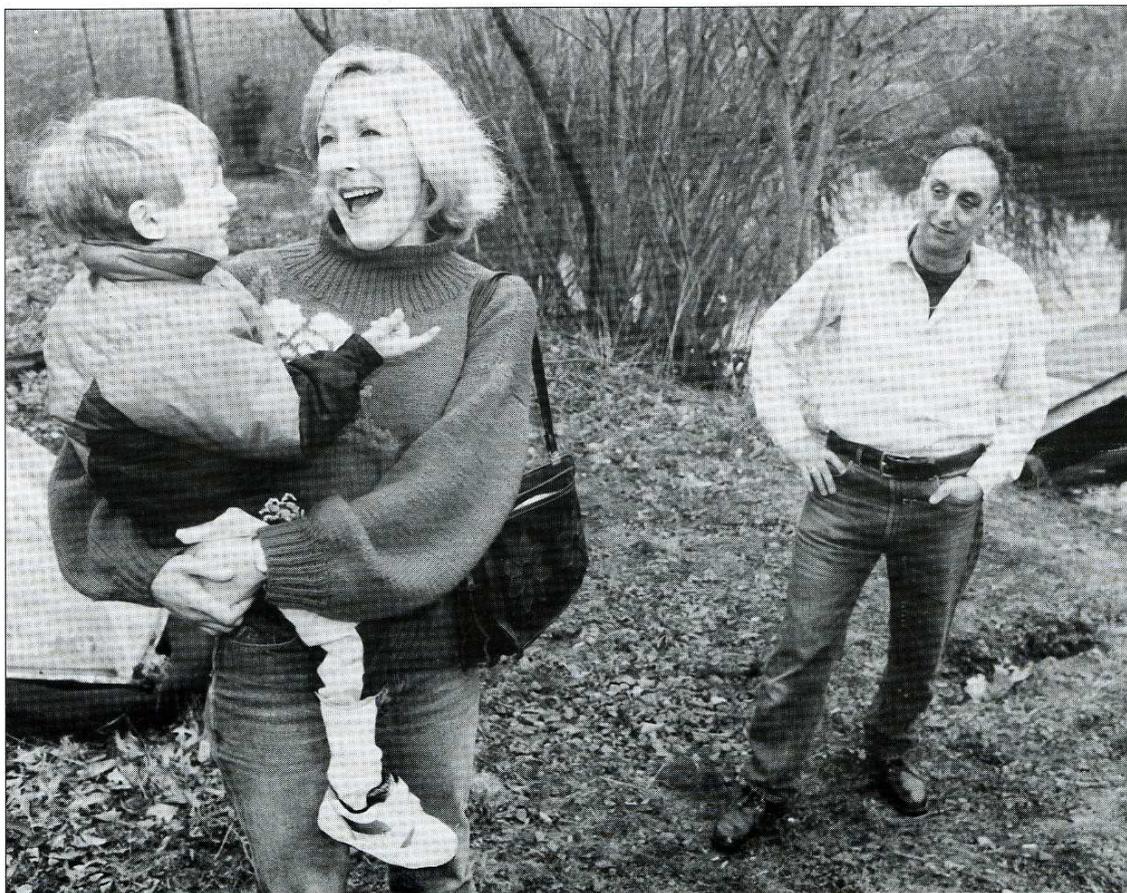


Photo courtesy of BM2 Dominic Rendero

Once he reached the shore, he handed the boy to his mother who carried him to the end of the gravel driveway.

Injured by pulled muscles in his back and the shock of the water, Yannone crawled from the water to the boy and his mother.

When he reached the child, his mother was screaming, "He's dead, he's dead. He's not breathing and he has no heartbeat!"

Yannone had taken a CPR class taught by PS2 Mike Ferullo at his reserve unit and was able to calm the mother down and begin two person CPR, with the mother doing chest compressions while he administered rescue breathing.

With each breath they gave, water flowed from the child's mouth. They tipped him over and raised his feet in a desperate attempt to get the water out of his lungs. "Water just gushed out of him," said Yannone.

After about 12 sets of compressions, the boy began breathing on his own. By that time, emergency personnel were on scene

and administered oxygen.

The boy was taken to Middlesex Medical Center and transferred to Hartford Hospital's Intensive care unit by the Life Star helicopter.

Although Yannone dove in to save the boy, he credits the work of police, emergency medical technicians and the boy's mother for making a successful rescue.

"Mine was just a small part," said Yannone. "The success of the rescue is due to the efforts of a whole team of people."

Doctors estimate that the boy may have been under water for up to 10 minutes.

Olson said that doctors credit the immediate CPR and the Mammalian Diving Reflex due to the cold water for saving the boy from lasting harm.

The Mammalian Diving Reflex is a poorly defined reflex found in all mammals. Initiated by the shock of being submerged in very cold water, it causes venous and arterial shunting, decreased heart rate and lowers the body's demand for oxygen.

Because of this reflex, many drowning victims, especially young children, have been revived after being submerged for long periods of time.

For his actions, he has been recommended for the Silver Lifesaving Medal.

"I give full credit to my Coast Guard training for being a part of the rescue," said Yannone. "My reaction was almost instinctive. I reacted with no emotion, no feelings or hesitation. I attribute that to 20 years experience in Coast Guard rescue."

Yannone, a qualified small boat coxswain, boat engineer and boarding party member, is currently drilling without pay.

"On duty we're expected to respond no matter what the emergency so you respond with the task in mind," said Yannone. "I think that's what made me stay so calm during and after the emergency. I did what I was trained to do."

13th A "license" to augment



By **LT Curt Flynn**

RU MSO PUGET SOUND

PUGET SOUND, Wash. — The Licensing Department at MSO Puget Sound has opened for business on weekends. Currently, the Department is open two weekends per month. How is this possible? Reservists. Licensing has four reservists augmenting, which allows two per weekend.

This increase in service is very popular with the maritime industry. One Saturday, there were 14 merchant mariners taking exams. One examinee said, "... this is the best thing the Coast Guard ever did."

Mike Mattie, the civilian Assistant Chief of Licensing, thinks

it improves public service and reflects positively upon the Coast Guard. "This would not be possible without our reservists. I think reserve augmentation is super," said Mattie.

One weekend is staffed by QMCM Dennis Beitey and BM1 Matt Meeker. A second is staffed by BMC Miker Raggio and PS1 Jim Goett. They administer exams for merchant mariner document endorsements and licenses. "This Saturday, we did 20 percent of the exams for the whole week," said Meeker.

In addition, they correct navigational charts and make new chartlets for pilotage exams. They also set up the exam room for their active duty counterpart, BMCM Wilmer Weaver. "We help to relieve Master Chief Weaver of some administrative work," said Beitey.

This seems to be a winning situation for all involved. Licensing

is getting more staff support, which allows them to better serve the marine industry.

Reservists are doing something they enjoy and making their customers — the Regional Exam Center and maritime industry — happier.

"I really like this kind of work," said Raggio, who has spent much of his career augmenting Station Seattle and doing small arms training.

There seems to be a limit to this however. Mattie said, "We'd like to open two more weekends a month, but we can't get any more reservists."

In fact, they lost a BM3 in December due to Reserve downsizing. "It's ironic that the MSO is utilizing reservists more than ever right in the middle of a major reserve drawdown," said LT Curt Flynn, Reserve Chief of Licensing.



Reserve advancement outlook improves!

Recent events, including the implementation of the Professional Growth Point program, have expanded opportunities for advancement for many rates.

While opportunities for advancement may have seemed rather bleak earlier in the year, the outlook has improved.

The following is a list of rates with the original, revised, and projected cut-off. Rates most significantly affected are highlighted in orange.

If you have further questions, please refer to ALDISTs 002/94 and 082/94.

RATE	ORIGINAL	REVISED	PROJECTED
Master Chief			
BM	2	2	2
Senior Chief			
IV	2	2	2
PA	1	1	1
Chief			
BM	4	10	16
GM	2	2	2
IV	5	5	5
MK	2	3	4
PA	3	3	3
QM	2	2	2
RD	1	1	1
RM	6	6	6
SK	0	2	3
First Class			
BM	43	43	43
GM	11	11	11
IV	3	3	3
MK	0	13	26
PA	1	1	1
PS	16	52	88
QM	5	5	5
RM	8	8	8
SK	0	1	3
YN	2	11	20
Second Class			
BM	12	24	36
DP	2	3	4
IV	5	6	6
MK	0	19	39
PA	3	3	3
PS	39	67	96
QM	4	4	4
RM	9	9	9
YN	0	16	25

Tip ' the Hat



Taps

BMC Anthony P. Dell, USCGR, 48, of Harbor Beach, Mich., passed away Feb. 24, 1994. He was a member of RU Saginaw, Mich. He is survived by his wife, Marjorie, parents Dominique and Rose Dell of Miami, Fla. Services were held Feb. 28, 1994 at Our Lady of Lake Huron Catholic Church. Interment Rock Creek Cemetery, Harbor Beach, Mich. with military honors.

Congratulations...

- **DC1 Ovid D. Harris** of RU Port Angeles was selected as the D13 1993 Outstanding Enlisted Reserve Member.
- **BM3 William Kohlway** was selected as the *CGC Red Birch* Sailor of the Quarter for the fourth quarter of 1993. He is the first reservist to augment aboard the cutter.

Medals & Awards

CG MERITORIOUS SERVICE MEDAL
CDR Carl Crown, D13

CG ACHIEVEMENT MEDAL
LCDR Sam Korson, D5
DC1 Vincent Yannone, D1
PS2 William Powell, D2
SN Matthew Buckman, D2

LETTER OF COMMENDATION
LT Mark Newton, D2
MKC Roger Davis, D2
PS1 Ralph Dunn, D2
PS2 William Powell, D2

CG MERITORIOUS UNIT COMMENDATION w/ "O"
RU Group Seattle, D13

Retirements

MARCH

CWO3 Gerald Kernan, D9
BMCS James Litterell, D5
PSC William Bowen D13
PSC Frank Wilkens, D5
DC1 Gene Quinn, D11
PS2 Paul Hentschel, D1

APRIL

CAPT Franklin Hoffman, D14
CAPT Peter Davidson, D1
CDR Robert Luckritz, D1
CDR Randall Strelluf, D2
CDR Vincent Spagnolo, D1
CDR Lewis Parker, D1
CDR Lawrence Toole, D1
CDR William Allen, D1
CDR Edward Brickley, D1
CDR Lorraine Appleton, D1

CDR David Brooks, D5
CDR Lawrence D'Oench, D1
LCDR Richard Kangas, D11
LCDR Carmine Caiazzo, D1
LCDR William Chapman, D1
LT William Gottschalk, D11
CWO2 Gordon Stone, D1
CWO2 David Klaffer, D9
PSCS Luther Jennings, D5
SK1 Perry Townsend, D8
EM1 Edward Medford, D5
MK1 Billy Hansen, D2
SK2 Karen Ludwig, D1
EM2 Arthur Barstow, D5

MAY

CAPT Wayne Till, D11
CDR Edward McCarthy, D1
CDR Frank Dean, D1

CDR Kurt Roessner, D1
CDR George Devanney, D1
CDR John Miller, D1
CDR Colon Durrell, D1
LCDR Lawrence Pierce, D1
LCDR Robert Fougere, D1
CWO4 Robert Girard, D2
CWO4 Michael Neal, D1
CWO3 Miles Hayes, D1
CWO3 Michael Fiorillo, D1
CWO3 Phillip Rockafellow, D1
CWO3 Charles Buckman, D11
CWO2 Kevin Harrington, D1
PSCS William Koonz, D1
YN1 Gervis Robey, D13
YN1 Robert Rega, D7
YN1 Robert Sweeney, D9
MK1 Paul Shippers, D9
BM2 Frank Goodwin, D1

Reserve Transition

Questions &

The following Questions and Answers on Reserve Transition Benefits (RTB) are provided by the Reserve Personnel Management Division (G-RSM) at CG Headquarters. Due to space limitations, *The Reservist* could not print all of the questions that have been asked about RTB. However, the most common ones appear here. G-RSM maintains a hot line for RTB other inquiries:

1-800-283-8724

1. Who is eligible for RTB?

Enlisted personnel and officers who are *involuntarily* separated (i.e. discharged or transferred) from the Selected Reserve (SELRES) between Oct. 1, 1991 and Sept. 30, 1999 are eligible for RTB if all other requirements of ALDIST 345/93 are met. The term "involuntary" is defined at length in the law, but does *not* include separations that resulted from a member's request, unsatisfactory participation, or failure to meet the qualifications for SELRES membership (including medical and weight standards).

2. What RTB are available?

For those reservists with 6 to less than 15 years of service, a special Lump Sum Separation Payment is authorized. Reservists with 15 to less than 20 years of service may elect early retirement; however, these members, like those retiring with 20 or more years of service, must have served the last eight years of qualifying service in a Reserve Component as required by law (10 USC 1331). All reservists with one or more years of service who are involuntarily separated from the SELRES will have commissary and exchange privileges for two years from the date of final RTB notification. Reservists who have received notification of eligibility for the Montgomery GI Bill (MGIB) will retain their eligibility for 10 years from the date of initial eligibility.

3. What is the date of eligibility for the RTB? Is it the date the member was involuntarily removed from PayCat A (SELRES), the date the member elects the RTB package, or some other date?

The date of eligibility for RTB is the date the member was/is removed from the SELRES. If, for example, a member is removed from the SELRES with 14 years of service, continues to drill in the IRR until he or she reaches 15 years of service, and then elects RTB, he/she would be eligible for Separation Pay based on 14 years of service. However, that member can still become eligible for retirement pay; see question number 13.

4. Are personnel transferred due to Professional Growth Points eligible for RTB?

Yes, personnel involuntarily transferred on the basis of Professional Growth Points (PGPs) criteria, as defined in ALDISTs 323/93 and 344/93, will receive RTB provided they are otherwise eligible.

5. If a member (or spouse) moves because of a change in civilian job or job transfer and the move causes the member to give up a SELRES billet, and another billet is not available at the new location, is that member eligible for RTB?

No. The member is considered to have voluntarily left the SELRES.

6. Are officers who have twice failed of selection for promotion eligible for RTB?

Officers who have been passed over twice and are discharged directly from the SELRES, were discharged due to a preexisting policy, are not eligible for RTB. Those officers who were removed from a pay billet after twice failing to be selected for promotion and are transferred to the IRR are eligible because the transfer from the SELRES was due to a downsizing policy.

7. Are members coming off TEMAC, SADT, and EAD who find themselves without a pay billet, eligible for RTB?

Members who find themselves without a SELRES pay billet after completing their TEMAC and SADT orders are eligible for RTB as long as they were in a SELRES pay billet before going on TEMAC/SADT. With respect to those on EAD, all members who are transferred to the IRR after completion of their Extended Active Duty (EAD) orders are eligible if they were originally in the SELRES immediately prior to accepting EAD orders and the orders contained definite start and ending dates. This does not include any member on indefinite EAD orders.

8. If a member is offered a SELRES pay billet outside a reasonable commuting distance, refuses to accept the orders and is subsequently put into the IRR, is the member eligible for RTB?

According to DoD regulations (which have recently been adopted by the USCG), no one can involuntarily be required to travel outside a reasonable commuting distance (RCD) determined to be 50 miles or 1 1/2 hours driving time from home to IDT site, where meals and quarters are not provided, and 100 miles or three

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& Answers

hours where meals and quarters are provided, taking into consideration average road, weather, and driving conditions. A member is eligible for RTB if the member refuses to accept a new SELRES billet at a IDT site outside a RCD. This new ruling does not include members already in the SELRES who voluntarily refuse to remain in their pay billet, even if they are currently drilling outside a RCD; these members are not eligible for RTB.

9. Will a member automatically receive RTB once removed from a SELRES billet?

No. Members must apply for RTB in writing within one year once they are notified by Commandant (G-RSM) that the member may be eligible for RTB. An application form letter is provided as an enclosure to the notification letter.

10. When does the one year clock start ticking to elect RTB?

The member has one year to elect RTB from the date the member receives the initial notification letter from G-RSM. The date of the member's receipt will be determined by "Certified Mail Return Receipt Requested."

11. How is the Lump Sum Separation Pay calculated for members removed from the SELRES with 6 to less than 15 years of service? Please give an example.

Separation pay is calculated as follows: Multiply 15 percent of the product of the years of service credited to the member under Section 1333 of Title 10 USC, and 62 times the daily equivalent of the monthly basic pay to which the individual would have been entitled had the person been serving on active duty. Let's take an E-6 with ten years of service and 1910 points (365 points per year of four years active duty and 75 points per year for six years of drilling) Multiply $62 \times \$55.29$ (the daily pay for E-6 with 10 years total service, or $\$1658.70$ divided by 30) $\times 5.3$ (creditable years of service, or 1910 divided by 360 days) $\times .15$. Separation pay would amount to $(62 \times \$55.29 \times 5.3) \times .15 = \2725.24 .

12. On which pay scale will the Separation Pay be calculated: date removed from the SELRES, date of notification by HQ, date accepted by member, or date of payment?

It will be calculated by PPC on the pay scale in effect on the date the member was removed from the SELRES.

13. Can members with 6 but less than 15 years request Separation Pay but continue to drill and earn points until they reach retirement or are returned to the SELRES?

Yes. They can receive Separation Pay and either remain in the IRR (PAYCATH) and continue earning points toward a 20-year retirement, or request discharge. However, if they remain in the IRR and later become eligible for IDT, ADT, or retirement pay, *they will have to repay the Separation Pay out of what they earn*. Seventy-five (75) percent of each paycheck will be deducted until the money is fully recouped. *Money has to be paid back even if the member enlists into another Service.*

14. Is the retired pay formula the same for the 15 to less than 20 year folks? I have heard it called a reduced retirement and I would like to understand why?

Yes. The retired pay formula is computed the same as for 20 or more years of qualifying service. "Reduced retirement" is not a recognized term used by the DoD or USCG, but it probably refers to members receiving less retired pay than if the member had 20 or more years because they earned fewer points.

15. Can members with 15 to less than 20 years for retirement request early retirement and continue to drill?

No. The 15 to less than 20-year people who elect RTB will be placed in the Retired Reserve (RET-2). Thus, they cannot remain in the IRR and continue to drill or become eligible to return to the SELRES. If the 15 to less than 20 person says no to RTB, they then can remain in the IRR (PAYCAT H) and continue to accrue points toward a 20 year and over retirement, or they can request discharge. NOTE: The 20-to-30-year people can remain in the IRR and continue drilling for points because their eligibility for retired pay at age 60 has nothing to do with RTB.

16. If an eligible member elects not to take early retirement but wants to stay active at a Reserve unit in Tra/Pay/Cat H for points only, will the member be allowed to complete 20 years?

Districts have the discretion to allow members to continue in CAT H in a drilling OPFAC. G-RSM is not

RTB Q&A's continued on next page 

RTB_s

Questions & Answers

Continued from previous page

aware of any future legislation or move to prevent a member from completing 20 satisfactory federal years toward retirement. For Reserve enlisted members with 18 to less than 20 years of service, P.L. 103-160 amends 10 USC 1176 by preventing the Service from discharging, transferring, or denying reenlistment of a member in an active status (e.g. active duty, SELRES, or IRR-CAT H), without the member's consent.

17. What identification will allow members separated from the SELRES access to the exchanges and commissaries? On what date does the two-year program begin? Who provides the identification card?

A Reserve ID (pink) card with a TA (Transition Assistance) stamp, and Commissary Privilege Card (CPC) will be issued to members who qualify for two years of exchange and commissary privileges, which includes not only personnel with one to less than 15 years, but also personnel with 15 to less than 20 years who do not elect RTB early retirement. All other personnel who qualify for retired pay at age 60 will qualify for Grey Area benefits as usual. All ID cards will be provided by any ID card issuing facility, the same as before. The CPC cards will be issued by G-RSM for all personnel.

18. How does being in the IRR affect one's Reserve career under downsizing?

IRR members may, and should, be encouraged to drill for retirement points. Members may also complete correspondence courses and enlisted personnel can compete in servicewide exams. Members who were separated as a result of exceeding PGP may use this opportunity to advance in rating. By doing so, they can meet PGP criteria which would then make them eligible for reassignment to the Selected Reserve.

19. Have accessions stopped?

In the interest of future force management, we have resumed the recruiting of a limited number of non-prior service personnel (RKs and RPs). We plan to recruit another 200 non-prior service accessions in FY95. The target number and rating mix (MK, RM, QM, BM and PS) reflect minimum manpower accessions needed to sustain the SELRES as a "force in being." 

USCGR

Sea-Keepers Clarification

An article about the Sea-Keepers Campaign in the May *Reservist* stated that members of the IRR selected for the project who are eligible for Reserve Transition Benefits (RTB) would retain their eligibility if they participate in Sea-Keepers. While technically correct, this statement needs clarification.

Members of the IRR who are eligible for RTB and who are interested in participating in Sea-Keepers should note the following:

- Members who elect separation pay (6 but less than 15 years of service) are subject to 75 percent recoupment of their TEMAC pay *after* receiving lump sum separation pay (see question 13, Page 21 of this issue).
- Members who elect early retirement (15 but less than 20 years of service) will be placed in a RET-2 retirement status. Reservists in a RET-2 status may *not* participate in Sea-Keepers.

Since it is the Program Manager's desire to retain reservists in Sea-Keepers for up to three years, those interested in Sea-Keepers should check with their district before electing RTB.

Be cool with Coastie coolers

You can be cool this summer and so can your drink! The Portsmouth Chapter of the Chief Petty Officers Association has lifevest beverage holders for sale as depicted here. Colors are orange, black, neon pink or medium blue. Style 1 is Basic "U.S. Coast Guard" while Style 2 has CPOA logo. Price: \$6 each plus \$3 shipping & handling per order. Make checks or money orders payable to: CPOA Portsmouth.



Mail order to:
CPOA Portsmouth "LIFEVESTS"
P.O. Box 1071
431 Crawford Street
Portsmouth, VA 23704-5004

Bulletin Board

ALDISTs / ALCOASTs / COMDTINSTs

Coast Guard's Rewards and Recognition ProgramALCOAST 024/94
 U.S. Coast Guard Core ValuesALCOAST 039/94
 SELRES Downsizing Plan ImplementationALDIST 344/93
 Guidance for Implementation of Transition Programs
 For Members of the Coast Guard SELRES ..ALDIST 345/93
 Public Affairs Policy - ElectionsALDIST 034/94
 Amended Flag Assignments (RADM Sloncen interim G-R) .ALDIST 052/94
 CPOA (Reserve Course) SelectionsALDIST 078/94
 1994 NNOA Annual Training Conference & CG Workshop ..ALDIST 089/94
 Graduate-level Benefits Added to MGIB Chapter 106 ...ALDIST 091/94
 October 1994 Reserve Servicewide Exam (SWE) Competition ALDIST 094/94
 Administrative Discharge Procedures for Shirking ...ALDIST 095/94
 Procedures for Submitting & Processing Requests for
 Reserve Transition BenefitsCOMDTINST M1001.37
 FY94 Sea-Keepers Campaign; TEMAC SolicitationP 082325Z APR 94
 (See back cover, May 94 Reservist for more info. on Sea-Keepers)

Reunions

- **Station Plum Island, Wis.** — June 25-26, 1994. Write: Jackson Harbor Maritime Museum, RRI, Washington Island, WI 54246. Call: Bill Olson, (414) 847-2463 or Lorel Gordon, (414) 847-2246.
- **All WLB Reunion** — Aug. 19-21, 1994 in Duluth, Minn. Contact: ENS Scott Langum. (218) 720-5461 or fax (218) 720-5471.
- **CGC Firebush (WLB 393)** — Former officers and crewmembers are invited to attend 50th anniversary of commissioning on July 14, 1994. Write: Commanding Officer, CGC Firebush, P.O. Box 190653, Kodiak, AK 99619 or call ENS Carissa Conner at (907) 487-5830.
- **CGC Ingham (W-35)** — Aug. 3-7, 1994, Muskegon, Mich. Contact: N. Westfall, 4412 Seagrove Rd, Portsmouth, VA 23703. (804) 484-6193.
- **CGC Mariposa (WLB 397)** — Celebrating 50th birthday on July 1, 1994, 1519 Alaskan Way S., Seattle, WA 98184-1192, Pier 36 at 10 a.m. Contact: LTJG Karl Robinson, (206) 217-6850.
- **CGC Woodbine** — 5th annual reunion in Grand Haven, Mich., Aug. 4-7, 1994. Contact: Dave Maynard, 8450 Belle Vernon Drive, Novelty, OH 44072, (216) 338-1241.

post card

June 6, 1994

*Bonjour Coast Guard Reservists:
 My trip to Normandy and France for the 50th Anniversary of D-Day has been incredible. Our Coast Guard sure did awesome stuff here back in June of '44. Just a reminder that it's time to start thinking seriously about the Servicewide Exam. Don't forget that enlisted evaluations were due May 31, 1994, and must be immediately signed, acknowledged and forwarded to Headquarters. Your CO's SWE recommendation provided via the evaluation is vital. Remember that June 30 is the cutoff for End-of-Course-Tests and to have your performance quals completed. This year's SWE is Oct. 8-16, 1994. Wish you were here in France but I'm taking lots of pictures to show you later. I know you have to study for the SWE anyway!*

The Chief

P.S. See ALDIST 094/94 for SWE info!



Coast Guard Reserve Unit
 1790 Coast Guard Avenue
 Semper Paratus, USA



- **Coast Guard Festival** — An open invitation is extended to all reservists, retirees, auxiliaries & active duty personnel to attend the 1994 Festival, July 29-Aug. 7 in Grand Haven, Mich., Coast Guard City, USA. Write: Grand Haven Coast Guard Festival, P.O. Box 694, Grand Haven, MI 49417. (616) 846-5940.
- **Galloo Island, N.Y.** — Members of USCG lifeboat/light station and CGC 83359. Reunion scheduled for Sept. 16-18, 1994, Sackets Harbor, N.Y., Ontario Place Hotel.
- **Greenland Patrol** — Second annual. Oct. 26-30, 1994, Howard Johnson Hotel, Norfolk, Va. Held in conjunction with the CG Combat Veterans Association. Contact: A.F. Courter, 14334 Thornwood Trail, Hudson, FL 34669. (813) 856-7387.
- **RTC Yorktown, Va.** — Oct. 21-23, 1994 at RTC Yorktown, Va. Contact: T. Travers, 998 Ridgewood Lane, West Chester, PA 19382. (610) 436-0181.

September Reservist to feature Citizen-Sailors

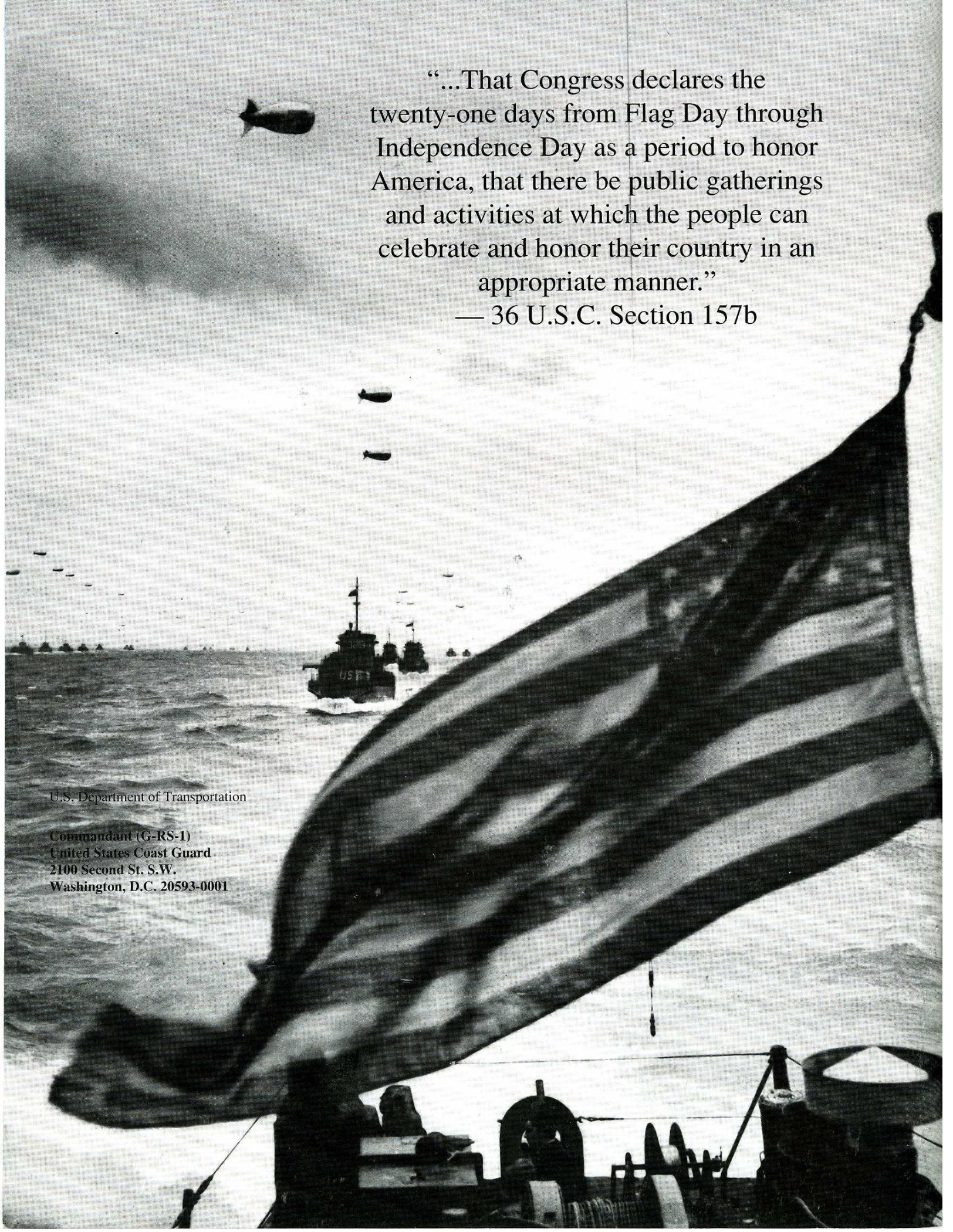
The Reservist is planning to feature Coast Guard Reservists and their civilian occupations in the September issue (to coincide with Labor Day). Send us a brief account of what you do as a civilian and a picture, if possible, of you busily at work. Also, if your civilian skill was directly used to support a Coast Guard mission, we'd like to hear about that as well. Deadline is July 15. Our address is on Page 2.

- **Spokane Reserve Units** — All Spokane, Wash. Coast Guard Reserve Units reunion is scheduled for Aug. 6, 1994 at Fairchild Air Force Recreational Facility at Clear Lake. Contact: Charles Holden, 1318 E. Dalke, Spokane, WA 99207. (509) 487-5917.
- **USS Callaway (APA-35)** — Oct. 4-6, 1994 in San Francisco. Contact: R.L. Stambach, 4293-B Island Circle, Fort Myers, FL 33919-4427. (813) 481-0359.
- **USS Champlin (DD-601)** — Oct. 18-23, 1994 in Charleston, S.C. Contact: George H. Styles, 45 Oak Avenue, Smithtown, NY 11787. (516) 265-2155.
- **USS PC-590** — Sept. 16-18, Dayton, Ohio. Contact: F.C. Munchmeyer, 226 rue Saint Peter, Metairie, LA 70005. (504) 834-9191.

Nationwide TEMAC/SADT/EAD

As of 5/25/94

Place	Duration	Rate/Rank	Quals	Point of Contact
D9, Cleveland, OH	92 days (starts July 1)	E4 or E5	Boarding exp., process violation cases	LT Armstrong, (216) 522-3932
D17 (dl), Juneau, AK	60 days (starts mid-July)	E5-O4	Work/life legal assis., fed/state bar member	LCDR B. Schroder, (907) 463-2095
HQ (G-RSM)	1 year SADT (start ASAP)	O3-O4	Various Reserve administrative tasks	LCDR P. Redmond, (202) 267-0571
HQ (G-CI)	60 days (starts ASAP)	YN2	Maintain International Maritime Org. files	YNC Pauley, (202) 267-2280



“...That Congress declares the
twenty-one days from Flag Day through
Independence Day as a period to honor
America, that there be public gatherings
and activities at which the people can
celebrate and honor their country in an
appropriate manner.”

— 36 U.S.C. Section 157b

U.S. Department of Transportation

Commandant (G-RS-1)
United States Coast Guard
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Washington, D.C. 20593-0001