The Coast Guard Reservist
July/August 1998

Changes at the top...

ADM James M. Loy
relieves
ADM Robert E. Kramek

MCPO-CG Vincent W. Patton
relieves
MCPO-CG Eric A. Trent

1998 USCG Fleet Review

The Coast Guard Reservist
July/August 1998
Vol. XLV, No. 6

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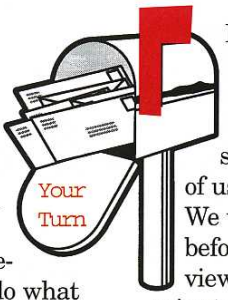
On the Covers

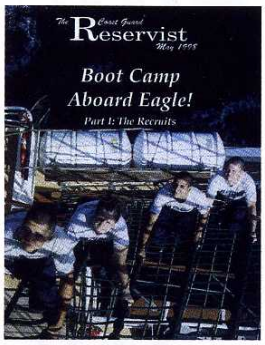
Front: ADM James M. Loy takes over as our 21st Commandant and MCPO-CG Vincent Patton assumes duties as the eighth MCPO-CG at ceremonies in late May.
Inside Front Cover: A Coast Guard C-130, HU-25 and helicopter fly above CG cutters at the Commandant's change of command in Washington, D.C. May 29.
Back: Mrs. Kay Loy, wife of the USCG's new Commandant, christens the CGC Marcus Hanna at Marinette, Wis. Aug. 23, 1997.
Photos by PAC Edward J. Kruska, USCGR.



Eagle boot camp

I believe I speak for many reservists when I say that I am a deep shade of green (as in with envy) after reading "Boot Camp Aboard *Eagle*" in the May issue of *The Reservist*. I would give my eye-teeth to go back in time and do what they did. What a sea story they'll have for the rest of their careers! I hope the recruits who performed their boot camp underway aboard *Eagle* will remember forever the incredibly rare opportunity they enjoyed. A hearty "Bravo Zulu" to all of them for their performance and for a superlative article.

— BMC Steven Daugherty USCGR
ISC St Louis, Mo.



The May issue of your fine magazine contained the statement, "...the first time the Coast Guard has run a boot camp while underway." This is not necessarily true, although I would not expect that anyone now on active duty would be expected to know otherwise.

Prior to World War II, the Coast Guard operated and manned the boot camp for the U.S. Maritime Service on Hoffman Island in New York City harbor. Part of the training was conducted underway aboard the *USMS Vema*, a three-masted, schooner-rigged vessel that was acquired from some millionaire.

During the publication days of the *U.S. Coast Guard Magazine*, any statement claiming a "first" for any CG unit would immediately produce a reply from some other CG unit saying that they had "Been There—Done That." The bane of any editor is to claim a first for anything.

— CDR Rolf Bjornson, USCGR(Ret.) Massapequa, N.Y.

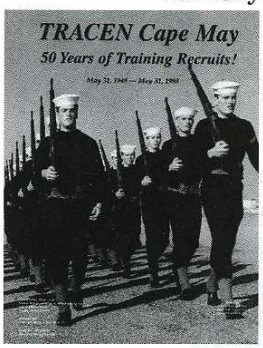
Boot camp back cover

My eyes lit up when I saw the photo on the back cover of the May issue (shown above right). The sailor on the right is Jack Shields, at that time from California. The last name of the Coastie on the left is Turkel. I recognize the other faces but I cannot remember their names as it's been nearly 42 years since I served with them. I was a recruit in that company, Roger-1, back in July 1956. Originally, we were known as Romeo-1 and were the first group of six month reservists. There were five of us that left New York on July 11, 1956. We were interviewed on the *Today* show before leaving for Cape May. Our "interview" was originally scheduled for three minutes, but was cut to 90 seconds, hardly enough time for each of us to give our names. The "interview" was done on the street, not inside — so much for our television debut. Once at Cape May, one of our company commanders was named Chief Meyers. He was a strict disciplinarian with a slight Irish brogue. In the morning, when we mustered outside, he would almost always ask, "what are your problems this *marnin*?" Thanks so very much for using that picture. It brought back a lot of long buried good memories.

— MKC Peter Di Bella USCGR(Ret.) Cape Coral, Fla.

Retiring Coastie says "thanks"

As I retire from the Coast Guard Reserve after 28 years and 10 months, I wanted to offer my "thanks" to all of you. I know that sounds peculiar, since at retirements they normally laud the retiree and express the thanks of the Coast Guard and nation for the years of service.



I would suspect from the first moment I entered boot camp on Sept. 9, 1969 through July 2, 1998, when I officially retired, I have learned and grown because of my association with the men and women of the finest military service our nation has mustered. I have been the recipient of so much from the crew of the stations, small craft, units, and offices with whom I have worked. Each person I came into contact with helped mold my understanding of the task we were jointly concerned about as a Coast Guard family. While we did not always agree, and I sometimes found myself fitting in like a third wheel, I have developed friendships and relationships that I know I shall value for the rest of my life.

My prayer as I leave this great service is that I have been able to contribute to the Coast Guard and to our nation as much as they and you have contributed to me. Thank you again and may the Lord bless you.

— CDR James C. Ullian, USCGR (Ret.) Virginia Beach, Va.

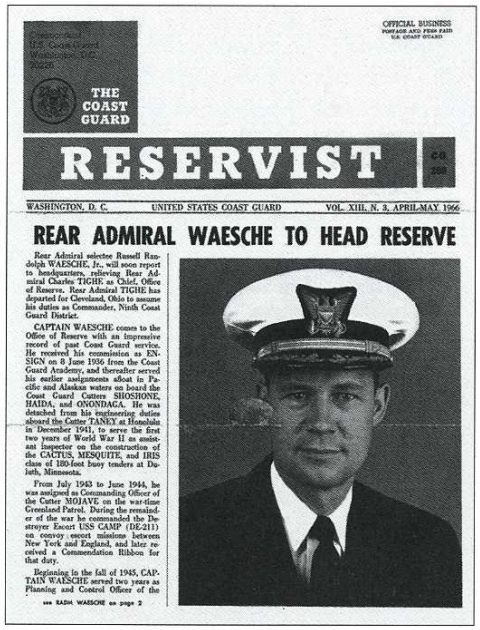
Former Chief, Office of Reserve and son of World War II Commandant

Taps for RADM Russell R. Waesche, Jr.

RADM Russell Randolph Waesche, Jr., 84, son of the Coast Guard's World War II Commandant and Chief, Office of Reserve from 1966-68, passed away Thursday, May 28, 1998 at his home in Leawood, Kan.

Born Sept. 20, 1913, in Thurmont, Md., RADM Waesche graduated from the Coast Guard Academy, New London, Conn., on June 8, 1936. He served afloat in Pacific and Alaskan waters aboard Coast Guard Cutters *Shoshone, Haida,* and *Onondaga, Taney, Mojave* and *USS Camp (DE-211).* Later, he commanded *CGCs Casco* and *Northwind*. He also served as administrative aide to the Commandant, ***ADM Alfred C. Richmond***, from 1954-58. His other shore duty was at Duluth, Minn., Philadelphia, Cleveland, Washington, D.C., London, England, Seattle, New Orleans and St. Louis.

He was promoted to flag rank on July 1, 1966, and assumed duties of Chief, Office of Reserve from then until March 1968. An October 1968 *Reservist* article stated that RADM Waesche had been awarded the CG Commendation Medal for his tenure as Chief of Reserve. The citation stated that RADM Waesche's "keen foresight and outstanding competence greatly attributed to the recognition of the Coast Guard Reserve Program among the Reserve leaders in the Department of Defense and the Military Departments with whom he developed and maintained a close personal liaison. Largely through his efforts a Coast Guard liaison billet was established in the Office of the Assistant Secretary of Defense (Manpower) at the Pentagon. He was a firm believer in an effective public relations program and devoted many extra hours to that effort."



THE COAST GUARD

RESERVIST

WASHINGTON, D. C. UNITED STATES COAST GUARD VOL. XIII, N. 3, APRIL-MAY 1966

REAR ADMIRAL WAESCHE TO HEAD RESERVE

Rear Admiral selectee Russell Randolph WAESCHE, Jr., will soon report to headquarters, relieving Rear Admiral Charles TIGHE as Chief, Office of Reserve. Rear Admiral TIGHE has departed for Cleveland, Ohio to assume his duties as Commander, Ninth Coast Guard District.

CAPTAIN WAESCHE comes to the Office of Reserve with an impressive record of past Coast Guard service. He received his commission as ENSIGN on 8 June 1936 from the Coast Guard Academy, and thereafter served his earlier assignments afloat in Pacific and Alaskan waters on board the Coast Guard Cutters SHOSHONE, HAIDA, and ONONDAGA. He was detached from his testroning duties aboard the Cutter TANEY at Honolulu in December 1941, to serve the first two years of World War II as assistant inspector on the construction of the CACTUS, MESQUITE, and IRIS class of 180-foot buoy tenders at Duluth, Minnesota.

From July 1943 to June 1944, he was assigned as Commanding Officer of the Cutter MOJAVE on the war-time Greenland Patrol. During the remainder of the war he commanded the Destroyer Escort USS CAMP (DE-211) on convoy escort missions between New York and England, and later received a Commendation Ribbon for that duty.

Beginning in the fall of 1945, CAPTAIN WAESCHE served two years as Planning and Control Officer of the

RADM WAESCHE on page 2

Cover of April-May 1966 Reservist

Following his retirement from the Coast Guard in 1971, he worked in various transportation positions until his retirement in 1988 from the Missouri Public Transit Association and the Kansas Public Transit Association.

RADM Waesche was married for 60 years to ***Janet Elizabeth Thorn*** of Greenport, L.I., N.Y. who preceded him in death Aug. 5, 1997. He is survived by his brother, ***Harry Lee***, of Castle Rock, Col.; three daughters, ***Judith Waesche de Romero*** of Arlington, Texas; ***Marilla Waesche Pivonka*** of Mill Valley, Calif. and ***Jillian Waesche Seaton***, of Manhattan, Kan.; one son, ***Russell R. Waesche III*** of Williamsburg, Ky., four grandchildren and one great-granddaughter.

Arrangements were made by D.W. Newcomer's Sons Overland Park Chapel, Overland Park, Kan. Services were held June 1, 1998 at The Colonial Church, Prairie Village, Kan. RADM Waesche was cremated and his remains will be interred next to his wife's at Sterling Cemetery, Greenport, L.I., N.Y. on Aug. 12, 1998. In lieu of flowers, contributions may be offered to the CG Academy Alumni Association, Reserve Officers Association, The Retired Officers Association, Navy League of the U.S., Veterans of Foreign Wars, Coast Guard Combat Veterans Association, or the International Relations Council. ALCOAST 061/98.

USCG License Plate of the Month

Rhode Island and Providence Plantations

What do Rhode Island and the Coast Guard have in common? Both had their humble beginnings in 1790 — Rhode Island on May 29, the Coast Guard a few weeks later on Aug. 4. Rhode Island is our nation's smallest state at 1,214 square miles but it has the longest official name: *State of Rhode Island and Providence Plantations*. "Little Rhody" is home to two Coast Guard Reservists with special plates. ***MKC Roger Grinnell*** is shown at right next to his 1992 Isuzu Rodeo XS with his "Coaste" plate. Behind him is Station Castle Hill in Newport, R.I., built in 1940 after "the great storm of 1938" wiped out the old one. Station Castle Hill has 35 active duty members, 25 reservists and three Auxiliary flotillas. Chief Grinnell, who lives in Portsmouth, R.I., and whose family came to the area in 1642 on the *Mayflower's* third trip, obtained his plate in 1986. He also has an "MKCPO" plate.

Suzanne Dearnley

GMCM Frank C. Dearnley, USCGR

GMCM Frank C. Dearnley, shown at left next to his 1990 GMC Suburban with"GMCM" plate, entered the Coast Guard in September 1963. He lives in East Providence, R.I. and is now in the IRR. The master chief says he hopes many others send in license plate photos and that "when we see each other on the roadways, we'll give each other a toot and a wave."

BM2 Bret Miller

MKC Roger Grinnell, USCGR

RADM Riker, right, congratulates MCPO-CG Vince Patton at the MCPO-CG Change of Watch & Retirement ceremony at TISCOM Alexandria, Va. May 22.

A View From the Bridge

By Rear Admiral J. Timothy Riker USCGR

Senior Reserve Officer Atlantic Area

Late spring and early summer is the time of transition for the Coast Guard. Some years, it seems as though the whole Coast Guard picks itself up — north, south, east and west — moves itself around and sits itself down so everyone is situated on a different coast, Great Lake, or river. This is particularly true when Commandants change out. As with all transitions, it is time to say farewell to old friends, welcome aboard to new ones, and to reflect.

At the top of this column is a farewell to my good friend and colleague, ***RADM Richard W. Schneider***. Rich, through the vehicle of this column, allow me to convey to you the thanks of every member of the Reserve component for your distinguished service. Your opinions were always stated forthrightly, were always well informed, and were always spoken from the heart.

In addition to RADM Schneider, of course, this is the time of year that many others choose to go ashore. To all of you who I know, and to the many who I have never met, I express the same heartfelt appreciation for your services. The only solace we can derive from your leaving is the confidence that others who are well motivated, well qualified, and willing to lend a hand will now report aboard.

This sentiment includes your families as well. Reservists know their contributions are made amid an incredible variety of pressures and challenges balancing home with civilian career and military obligations. Without family support, the balance cannot be maintained very well.

Now, on to another matter. In March, my column focused, in part, on Coast Guard Mutual Assistance. I stated that in 1997, the Reserve component had generated only $1,226 in contributions. I am pleased to report that so far, in 1998, 219 individuals have contributed $9,473. One of you alone is responsible for a whopping $5,000 of that! Whoever that individual is deserves to be permanently enshrined in the Hall of Fame of "Those Who Care." But as you can see by simple arithmetic, even subtracting that amount out and dividing it by the other 218, shows an average contribution of $20 per person. This is significant. Mutual Assistance appreciates it deeply. I am commonly asked whether it is possible to have contributions deducted from drill pay. This is not currently possible. However, I am advised that Mutual Assistance is actively pursuing credit card contributions. When this is available, perhaps as early as next year, it will be much easier for a member to pledge a yearly amount and pay it monthly — similar to an allotment.

Finally, a brief word on recruiting. There is good reason for much optimism here. During the last several months, Coast Guard Recruiting Center, working closely with the Assistant Commandant of Human Resources, has initiated a number of policy changes that will bring true focus to the SELRES recruiting picture. Most significant: 28 recruiters have now been designated as *Reserve* recruiters. This represents nearly 13 percent of the recruiting force. All recruiters will still remain responsible for recruiting Coast Guard people, whether they are Active or Reserve. But having 28 recruiters wake up each morning with a primary mission of finding reservists to fill vacant RPAL billets should be a considerable help. Additionally, we now have 10 more temporary recruiters in the field as "mobile recruiters" *(see pages 24-25)*.

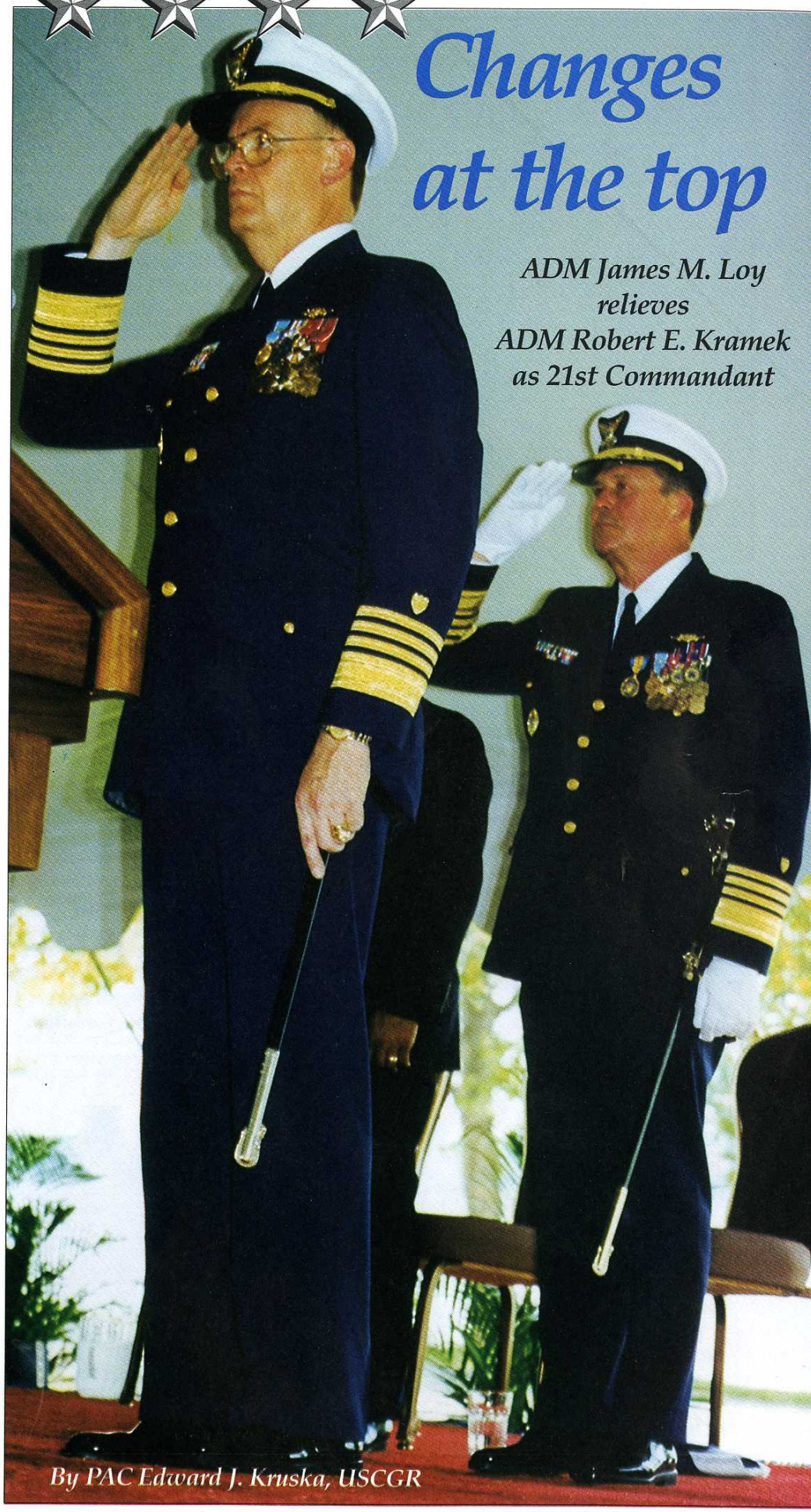
As we all know, the Coast Guard is a great "product" to sell. But as with many great products, it doesn't sell itself. It needs the time and attention of its representatives — in this case, our recruiters — to go forth, make the contacts, and present the message. Of course, we can help by providing these recruiters with names of good prospects. One way is to call **1-800-GET-USCG** to pass the message along to our recruiting force.

RADM Riker assumed duties as Senior Reserve Officer, Atlantic Area from RADM Richard W. Schneider at a Change of Watch & Retirement ceremony at MSO/Group Philadelphia on July 18.

CDR C.E. Polk, III, USCGR

Carlton D. Moore, center, is frocked a rear admiral by his wife Cindy, left, and VADM Richard D. Herr at CCHQ May 29. Moore assumed duties as Senior Reserve Officer, PACAREA on June 26 from RADM J. Tim Riker.

Changes at the top



ADM James M. Loy relieves ADM Robert E. Kramek as 21st Commandant

By PAC Edward J. Kruska, USCGR

ADM James M. Loy became the 21st Commandant of the United States Coast Guard May 29. Loy took over the Coast Guard's highest position from retiring ***ADM Robert E. Kramek*** at a traditional change-of-command ceremony at the Army's Fort Lesley J. McNair just steps from U.S. Coast Guard Headquarters in Washington, D.C.

"Bob Kramek is leaving the Coast Guard in great shape," Loy told a large audience seated beneath a large white tent that looked out onto the Potomac River. "He has been a good friend, and a mentor on occasion. It is entirely fitting to wish him every joy and success."

Members of the U.S. Army's 3rd Infantry "The Old Guard" Salute Gun Battery provided three 19-gun salutes, one for Secretary of Transportation ***Rodney E. Slater***, and one each for Admirals Kramek and Loy. Providing a ceremonial backdrop moored on the Potomac River were Coast Guard *Barque Eagle, CGC Ida Lewis, CGC Aquidneck,* and a 47-foot motor lifeboat from Station Fort Macon, N.C. Providing shoreside security were PSU 305 Raider Boats from Fort Eustis, Va. and a rigid hull inflatable from Station St. Inigoes, Md. The Coast Guard Band, Honor Guard and a Color Guard were on-hand to add ruffles and flourishes on a sunny but hazy day in our nation's capital.

Serving as master of ceremonies was Executive Assistant to the Commandant ***CAPT Ken Venuto. Chaplain of the Coast Guard Skip Blancett*** gave the invocation and benediction, while Chairman of the Joint Chiefs of Staff, Air Force ***Gen. Joseph W. Ralston***, and ***Secretary of Transportation Slater*** also gave brief speeches.

"ADM Kramek has put excellence center stage and has made certain the Coast Guard has the resources and the environment to do its job," said Slater. "And in Admiral Loy, we are turning over the helm to a man who, as the 21st Commandant, is ready to take on the challenges of the 21st century. I look forward to working with him in the years to come."

During his remarks, ADM Kramek said that "it doesn't seem like so long ago I was talking to my father about attending the Coast Guard Academy." He thanked his Academy classmates of 1961, ***President Clinton*** and ***Secretary of Transportation Federico Pe˜na*** for nominating him for

Remembering our 20th Commandant

It was 1983 and the *CGC Point Bridge*, an 82-foot patrol boat was moored behind the *CGC Midgett (WHEC 726)*. We were preparing to get underway for a 10-day interdiction patrol off Mexico. We lacked personal items which the *Midgett's* store had, but it was 0830 and the ship's store wouldn't open for hours.

A sailor came down the gangplank in running shorts and ran by our patrol boat. As he passed, I yelled out, "Hey buddy, when's the ship's store open?" I then explained our predicament.

"Just a minute," said the runner.

A moment later, he returned and advised us that it was open now. That runner was ADM Robert E. Kramek, then captain of the *CGC Midgett*.

Our paths have crossed since then, and always those crossings have seen him going out of his way to support the troops. When ADM Kramek was personally able to award me a Letter of Commendation at the 1996 Coast Guard Festival in Grand Haven, Mich., it was the highlight of my Coast Guard career. It was the highlight not necessarily because I received it from the Commandant, but because I received it from ADM Kramek.

ADM Kramek is a man that not only understands the dedication of Coasties nationwide, he knows that without it, we would not be the world's premier maritime service. This incident 15 years ago showed me a small slice of the man that made him large in my eyes, but more importantly, how deeply he appreciates his people.

— QMC Tom Rau, USCGR
Station Grand Haven, Mich.

Commandant in 1994. He also thanked representatives of Coast Guard City, USA (Grand Haven, Mich.), the Master Chief of the Coast Guard during his tenure, ***Rick Trent***, ***Chaplain "Skip" Blancett***, his wife, ***Pat Kramek***, and their four children (***Tracy, Joseph, Suzanne*** and ***Navy***) for all of their support during his tenure as Commandant. The Kramek family endured 19 moves through ADM Kramek's 37-year career.

"Thanks also to a great team we call Team Coast Guard," said Kramek. "You are the real reason we can live our motto, Semper Paratus, Always Ready. The Coast Guard is vital to America and we're proud to serve as one of the five Armed Services."

Kramek was awarded the DOT Distinguished Service Medal. His wife Pat received the Distinguished Public Service Award. ADM Kramek passed his sword to his son, ***LT Joseph Kramek***, USCG, and a letter was read aloud from ***President Clinton*** congratulating him on his retirement and his service to America. At the close of the ceremony, the Coast Guard Band played *Home from the Sea* at the special request of the Krameks.

"Will the Coast Guard be ready for the 21st century?" asked ADM Kramek. "You bet, and I know of no better leader than ADM Jim Loy."

ADM Loy acknowledged many who have helped him during his 34 years in the Coast Guard, including the president and secretary of transportation.

Commandants of the Coast Guard*

1998-	**ADM James M. Loy**
1994-1998	ADM Robert E. Kramek
1990-1994	ADM J. William Kime
1986-1990	ADM Paul A. Yost, Jr.
1982-1986	ADM James S. Gracey
1978-1982	ADM John B. Hayes
1974-1978	ADM Owen W. Siler
1970-1974	ADM Chester R. Bender
1966-1970	ADM Willard J. Smith
1962-1966	ADM Edwin J. Roland
1954-1962	ADM Alfred C. Richmond**
1950-1954	VADM Merlin O'Neill
1946-1949	ADM Joseph F. Farley
1936-1946	ADM Russell R. Waesche
1932-1936	RADM Harry G. Hamlet
1924-1932	RADM Frederick C. Billard
1919-1924	RADM William F. Reynolds
1911-1919	Commodore Ellsworth P. Bertholf, USRCS
1905-1911	CAPT Worth G. Ross, USRCS
1895-1905	CAPT Charles F. Shoemaker, USRCS
1889-1895	CAPT Leonard G. Shepard, USRCS

* The specific title "Commandant" dates to 1923.
** Appointed Commandant as Vice Admiral; appointed full Admiral June 1, 1960 by Act of May 14, 1960, Public Law 86-474, under which all USCG Commandants thereafter automatically became full Admirals.
Source: *Traditions, 200 Years of History*, Coast Guard Historian's office, July 1990, Pages 11-12.

"In the audience today are shipmates, family and friends that have helped me along the way," said Loy. "For my wife, Kay, I offer four more years of Coast Guard mania. Thank you for the road so far."

"Since 1790, the Coast Guard has been a multi-mission organization," said Loy, father of two grown children, ***Kelly Loy Morf*** of Cary, N.C. and ***LT Michael Loy***, USCG, stationed in New Orleans. "We must remain vigilant...America needs its Coast Guard on watch to meet very real threats."

ADM Loy, born in Altoona, Pa. and a 1964 CG Academy graduate, outlined five areas that will serve as the Commandant's Direction from 1998 through 2002: Service, People, Teamwork, Excellence and Vision. This document, *Commandant's Direction: 1998 through 2002*, was mailed to every active duty unit and reservist nationwide. The new Commandant also stressed that "preparation equals performance" and it is up to each of us to maximize the knowledge of our craft. He also touched on the subject of Coast Guard Reservists.

"Reservists will assume all training and augmentation duties all across the nation," said Loy. "Many will take a deep breath as another change of command takes place without incident."

"Honor, Respect and Devotion to Duty are my core values," said Loy. "Now let's go to work! Semper Paratus."

Commandant's cook FS2 Ignatius Baran proudly displays a High Endurance Cutter (WHEC) cake he made for the change of command reception. Baran needed "high endurance" to produce it as he worked on it for three straight days prior to the May 29 ceremony.

PAC Edward J. Kruska, USCGR

RADM Erroll M. Brown, USCG

The making of a USCG Admiral

By Tracey M. Walters
FIFTH DISTRICT PUBLIC AFFAIRS

After you've been around ***RADM Erroll M. Brown*** a while, a few of his life's philosophies may begin to rub off on you, like "It takes a lot of hard work to get ahead in life" or "where you are going at the present time is more important than where you came from."

Brown, 47, is the first African-American to be selected for flag rank in the United States Coast Guard's 208-year history. Born in Oklawaha, Fla., he grew up in St. Petersburg and graduated in 1968 from Dixie Hollins High School.

"He was a quiet and reserved individual in school," said ***Margaret Talmadge***, Brown's classmate and now secretary to the Deputy Commander at MLC in Norfolk, Va. "I knew he was a good football player taking advanced level classes. His speed made up for his lack of size."

The 5-foot-5-and-a-half, 119-pound Brown says his favorite subject in high school was drafting "because of the detail and order in the subject."

Brown says that the key to his success has been education and that "lifelong learning is critically important and will be more important in the future."

Since graduating in 1972 from the Coast Guard Academy, where he majored in marine engineering, he has also earned two Master's degrees from the University of Michigan in naval architecture and marine engineering and in industrial and operations engineering. In 1984, he graduated from the Naval War College with another Master's in national security and strategic studies and added a fourth Master's in 1986 (an MBA) from Rensselaer Polytechnic Institute.

Brown also believes there should be a balance between education and experience. "Education is learning, and experience is the application," said Brown. "There is a marriage between education and experience."

Brown, whose first flag assignment is Commander, Maintenance & Logistics Command Atlantic, says he stays in the Coast Guard because of the challenge, people and opportunity and because he likes the people and the job that the Coast Guard does.

Being the first African-American selected for rear admiral is a humbling honor for him "because there have been many who have gone before him to make the opportunity possible." He credits many others with helping achieve this promotion, especially his family.

"My grandfather was a major influence in my life," said Brown. "He taught me to work hard and help people. He did the right things, and that wasn't always the most popular thing to do. His life was about responsibility. He got up early and went to work everyday," said Brown.

RADM Erroll M. Brown

RADM Brown's parents taught him the value of education and religion and recommended the Coast Guard to him. Married for 24 years to the former ***Monica Hayes*** of Groton, Conn. they have two children, ***Elise-Estree***, a 17-year-old freshman at the University of Hartford, Conn. and ***Aaron***, a 15-year-old high school student. He wants his children to be good people, happy, productive and to make the right choices in life.

"The things that we do should be guided by the principal fundamentals of right and wrong," said Brown. "We should always do our best, and it's important that we help each other."

1998 Flag Duty Assignments*

Headquarters	
Commandant (G-C)	ADM James M. Loy
Vice Commandant (G-CV)	VADM James C. Card
Chief of Staff (G-CCS)	VADM Timothy W. Josiah
Director of Resources (G-CRC)	RADM Thad W. Allen
Assistant Commandant of Acquisition (G-A)	RADM Roy J. Casto
Chief Counsel (G-L)	RADM John E. Shkor
Assistant Commandant of Operations (G-O)	RADM Ernest R. Riutta
Director of Operations Policy (G-OP)	RADM James D. Hull
Assistant Commandant of Marine Safety & Envir. Protection Safety (G-M)	RADM Robert C. North
Assistant Commandant of Systems (G-S)	RADM John T. Tozzi
Director of Information & Technology (G-SI)	RADM George N. Naccara
Assistant Commandant of Human Resources (G-W)	RADM Fred L. Ames
Director of Personnel Management (G-WP)	To Be Announced for Fall 1998
Director of Reserve & Training (G-WT)	RADM Thomas J. Barrett
Director, Navy Comm. Ctr. & Counterdrug Division, OPNAV(N32) (CNO)	RADM James S. Carmichael
DOT Intelligence & Security	RADM J.A. "Bert" Kinghorn
Area Commanders	
Atlantic Area/Fifth District	VADM Roger T. Rufe
Pacific Area/Eleventh District	VADM Thomas H. Collins
Senior Reserve Officer, Atlantic Area	RADM J. Timothy Riker
Senior Reserve Officer, Pacific Area	RADM Carlton D. Moore
Maintenance & Logistics Commands	
MLC Atlantic	RADM Erroll M. Brown
MLC Pacific	RADM John L. Parker
Headquarters Units	
Coast Guard Academy Superintendent	RADM Douglas H. Teeson
Joint Commands	
Commander, JIATF East	RADM Edward J. Barrett
Commander, JIATF West	RADM David S. Belz
Field Commands	
First District	RADM Richard M. Larrabee
Seventh District	RADM Norman T. Saunders
Eighth District	RADM Paul J. Pluta
Ninth District	RADM John F. McGowan
Thirteenth District	RADM Paul M. Blayney
Fourteenth District	RADM Joseph J. McClelland, Jr.
Seventeenth District	RADM Terry M. Cross

** These assignments will go into effect during the 1998 summer transfer season. See ALCOAST 020/98.*

Patton sworn in as 8th MCPO-CG

ALEXANDRIA, Va. — ***Vincent W. Patton III*** was sworn in as the eighth Master Chief of the Coast Guard at a change of watch and retirement ceremony at TISCOM Alexandria May 22. Patton took the reigns of the Coast Guard's top enlisted position from ***Eric A. Trent***, who has served as the seventh MCPO-CG since July 1, 1994. Presiding over the ceremony was outgoing Commandant ***ADM Robert E. Kramek***.

Under sunny skies and light breezes, MCPO-CG Patton read his orders before a crowd of several hundred, which included several former Master Chiefs of the Coast Guard, including ***Hollis B. Stephens*** and ***R. Jay Lloyd.*** Also in attendance were incoming Commandant ***ADM James Loy, Mrs. Kay Loy,*** and former Commandants ***ADM J. William Kime*** and ***ADM James Gracey***.

During his remarks, Patton, a native of Detroit, Mich., stated that it was while at boot camp during the summer of 1972 that he first became aware of the position of Master Chief of the Coast Guard. During a career counseling session with a petty officer, He noticed a photo on the wall of the first MCPO-CG, ***Charles L. Calhoun***.

MCPO-CG Eric A. Trent, left, is relieved by MCPO-CG Vincent W. Patton, right, while ADM Robert E. Kramek looks on.

"I noticed he had three stars instead of the two of a normal master chief and I was a bit puzzled," said Patton. "The petty officer told me who he was and then told me to concentrate on something I could do now."

A few years later, while working for the third MCPO-CG, Hollis B. Stephens, Patton was encouraged by Stephens to set high goals.

"I am proud to have been mentored by five of the seven Master Chiefs of the Coast Guard," said Patton, naming Stephens, Constantine, Thiele, Lloyd and Trent. "They have all positively touched my life, and have guided me to fulfill my goal."

Chaplain of the Coast Guard ***CAPT Skip Blancett*** gave the invocation and benediction. Members of the Coast Guard Band from New London, Conn. provided the music. A Color Guard and Silent Drill Team from the Coast Guard Honor Guard also performed.

MCPO Trent, who began his Coast Guard career as a reservist in 1963, said he was proud of several things accomplished on his watch including changes to Chiefs Call to Initiation, enhanced stature of CPOs, and the implementation of the Enlisted Person of the Year program. He and his wife, Linda, who will reside in San Antonio, Texas, were piped over to conclude the formal ceremony. An outdoor receiving line and reception followed.

The position of Master Chief of the Coast Guard was established on Aug. 27, 1969 to provide the Commandant with a personal advisor and assistant in matters affecting the enlisted members of the Coast Guard and their families.

For the full text of this ceremony, including speeches, and more photos, see the Master Chief of the Coast Guard's web site at:
http://www.uscg.mil/hq/mcpocg/

PAC Edward J. Kruska, USCGR

Above left: Third MCPO-CG, Hollis B. Stephens, who inspired MCPO-CG Patton years ago to set high goals, was present for ceremony. • Below left: Left to right are MCPO-CG Patton's wife Nancy, incoming Commandant ADM James Loy, Mrs. Kay Loy, and MCPO-CG Patton's brother CAPT Gregory Patton, USNR(Ret.). • Right: MCPO-CG Patton is congratulated by CG Reservists PS1 Gene Beach, right, while BMC Mark Allen, center, looks on.

Master Chiefs of the USCG

MCPO-CG Vincent W. Patton III	**.....1998-**
MCPO-CG Eric A. Trent	1994-98
MCPO-CG R. Jay Lloyd	1990-94
MCPO-CG Allen W. Thiele	1986-90
MCPO-CG Carl W. Constantine	1981-86
MCPO-CG Hollis B. Stephens	1977-81
MCPO-CG Phillip F. Smith	1973-77
MCPO-CG Charles L. Calhoun	1969-73

MCPO-CG Web Site:
http://www.uscg.mil/hq/mcpocg/

1998 Fleet Review

PAC Edward J. Kruska, USCGR

Coast Guard Cutters Ida Lewis (WLM 551), left, Eagle (WIX 327), center, small boats, and Aquidneck (WPB 1309), right, are moored in the Potomac River in Washington, D.C. for the Commandant's Change of Command Ceremony May 29.

High-Endurance Cutters (WHEC)

Overview

The 12 ships in the *Hamilton* class are the most sophisticated cutters in the Coast Guard inventory. They were commissioned in the late 1960s and early 1970s and have as their principal missions law enforcement, defense operations, and search and rescue. Roles within the law enforcement mission include fisheries enforcement, drug interdiction, and illegal immigration interception. Commencing in October 1985, the *Hamilton* class began an extensive FRAM (Fleet Rehabilitation and Modernization) program which included upgrading the cutters' radar, fire control systems, weapons, sensors, and helicopter flight deck facilities. The last cutter completed fleet rehabilitation and modernization in September 1992.

HEC Fast Facts

Displacement:	3,300 tons full load
Length:	378 feet
Beam:	42 feet
Speed:	29 knots
Power Plant:	Two diesel engines, 7,000 bhp, and two gas turbines. Two controllable pitch propellers.
Armament:	One MK75/76 Oto Melara, two 25 mm, CIWS, 2-MK-30 Super RBOC launchers.
Aircraft:	LAMPS I helicopter, HH-65
Complement:	167
Builder:	Avondale Shipyards, New Orleans, La.

USCG photo

CGC *Morgenthau* (WHEC 722), Hamilton Class

Hamilton Class

Hull Number	Homeport	No. RPAL Billets*
WHEC 715 *Hamilton*	San Pedro, Calif.	0
WHEC 716 *Dallas*	Charleston, S.C.	4-O; 26-E
WHEC 717 *Mellon*	Seattle, Wash.	0
WHEC 718 *Chase*	San Pedro, Calif.	0
WHEC 719 *Boutwell*	Alameda, Calif.	0
WHEC 720 *Sherman*	Alameda, Calif.	0
WHEC 721 *Gallatin*	Charleston, S.C.	4-O; 26-E
WHEC 722 *Morgenthau*	Alameda, Calif.	0
WHEC 723 *Rush*	Honolulu, Hawaii	0
WHEC 724 *Munro*	Alameda, Calif.	0
WHEC 725 *Jarvis*	Honolulu, Hawaii	0
WHEC 726 *Midgett*	Seattle, Wash.	0

RPAL = Reserve Personnel Allowance List; O = Officer; E = Enlisted

Medium-Endurance Cutters (WMEC)

Overview

There are 13 *Famous*-class cutters currently in commission; the first one, *Bear* (WMEC 901), entered service in 1983. *Famous*-class cutters are primarily assigned law enforcement, defense operations, and search-and-rescue missions. Their law enforcement missions have included drug and illegal immigrant operations and fisheries enforcement activities. These ships are the most modern and advanced medium endurance cutters. They are equipped with a sophisticated command, display, and control (COMDAC) computerized ship-control system which provides for maximum operational effectiveness with reduced crews. They also have a modern weapons and sensor suite and can support and hangar one HH-65A or LAMPS I, or HH-60J helicopter. These ships also can land LAMPS III helicopters. The 16 *Reliance*-class cutters are primarily assigned law enforcement and search and rescue missions. They can support one HH-65A helicopter, but no hangar is provided. All ships of the class have undergone or will undergo Midlife Maintenance Availability (MMA) during the next several years. The purpose of MMA is to upgrade machinery and equipment in order that the class may remain mission capable, supportable, and reliable for the second half of its service life. The *Storis* and *Divers* class round out the WMEC fleet with one each.

USCG photo

CGC *Northland* (WMEC 904), Famous Class

Famous Class Fast Facts

Displacement:	1,820 tons full load
Length:	270 feet
Beam:	38 feet
Speed:	19.5 knots
Power Plant:	Two diesels, two shafts, 7,300 bhp
Armament:	One Mk75/76 mm gun, two .50 caliber machine guns, two MK36 Super RBOC chaff launchers
Aircraft:	One HH-65A or LAMPS I helicopter, one HH-60J helicopter
Complement:	100
Builder:	WMEC 901-904, Tacoma Boatbuilding Co.; WMEC 905-913, R.E. Derecktor of Rhode Island Inc., Middletown, R.I.

Famous Class

Hull Number	Homeport	No. RPAL Billets
WMEC 901 *Bear*	Portsmouth, Va.	0
WMEC 902 *Tampa*	Portsmouth, Va.	0
WMEC 903 *Harriet Lane*	Portsmouth, Va.	0
WMEC 904 *Northland*	Portsmouth, Va.	0
WMEC 905 *Spencer*	Boston, Mass.	0
WMEC 906 *Seneca*	Boston, Mass.	0
WMEC 907 *Escanaba*	Boston, Mass.	0
WMEC 908 *Tahoma*	New Bedford, Mass.	0
WMEC 909 *Campbell*	New Bedford, Mass.	0
WMEC 910 *Thetis*	Key West, Fla.	0
WMEC 911 *Forward*	Portsmouth, Va.	0
WMEC 912 *Legare*	Portsmouth, Va.	0
WMEC 913 *Mohawk*	Key West, Fla.	0

Storis/Divers Class

Hull Number	Homeport	No. RPAL Billets
WMEC 38 *Storis* (Storis Class)	Kodiak, Alaska	0
WMEC 167 *Acushnet* (Divers Class)	Ketchikan, Alaska	0

Reliance Class Fast Facts

Displacement:	1,120 tons full load
Length:	210.5 feet
Beam:	34 feet
Speed:	18 knots
Power Plant:	Two diesels, two shafts, 5,000 bhp
Armament:	One MK38/25mm machine gun, two .50-caliber machine guns
Aircraft:	One HH-65A helicopter
Complement:	75
Builder:	WMEC 615-617, Todd Shipyards; 618, Christy Corp.; 620-624, 626-627, American Shipbuilding; 619, 625, 628-629, Coast Guard Yard, Baltimore, Md.

Reliance Class

Hull Number	Homeport	No. RPAL Billets
WMEC 615 *Reliance*	New Castle, N.H.	0
WMEC 616 *Diligence*	Wilmington, N.C.	0
WMEC 617 *Vigilant*	Cape Canaveral, Fla.	0
WMEC 618 *Active*	Port Angeles, Wash.	0
WMEC 619 *Confidence*	Cape Canaveral, Fla.	0
WMEC 620 *Resolute*	St. Petersburg, Fla.	0
WMEC 621 *Valiant*	Miami Beach, Fla.	0
WMEC 622 *Courageous*	Panama City, Fla.	0
WMEC 623 *Steadfast*	Astoria, Ore.	0
WMEC 624 *Dauntless*	Galveston, Texas	0
WMEC 625 *Venturous*	St. Petersburg, Fla.	0
WMEC 626 *Dependable*	Portsmouth, Va.	0
WMEC 627 *Vigorous*	Cape May, N.J.	4-E
WMEC 628 *Durable*	St. Petersburg, Fla.	0
WMEC 629 *Decisive*	Pascagoula, Miss.	0
WMEC 630 *Alert*	Astoria, Ore.	0

USCG photo

CGC *Courageous* (WMEC 622), Reliance Class

Icebreakers (WAGB)

Overview

Congress provided funds in the FY 1990 DOD budget for the construction of an icebreaker to replace the decommissioned *Wind*-class icebreakers; a contract was awarded to Avondale Industries, New Orleans, La. Construction of the *Healy* class began in July 1993, and on Nov. 15, 1997, the *CGC Healy* (WAGB 20) was launched. At 420 feet, it is the largest Coast Guard cutter, and will be homeported in Seattle (see photo on page 18). At 399 feet, the two *Polar*-class vessels, *Polar Star* (WAGB-10) and *Polar Sea* (WAGB-11), built in 1975 and 1977, respectively, are two of the largest cutters operated by the Coast Guard. These cutters are capable of continuous progress through ice six feet thick at a speed of three knots. The icebreaker *Mackinaw* (WAGB 83), the only ship of the *Mackinaw* class, was built in 1944, and is configured for Great Lakes operations.

USCG photo

CGC *Polar Star* (WAGB 10), Polar Class

Polar-Class Fast Facts

Displacement:	13,190 tons full load
Length:	399 feet
Beam:	84 feet
Speed:	20 knots
Power Plant:	Three gas turbines, six diesels, three shafts 60,000 shp
Range:	28,000 miles
Aircraft:	Two HH-65A helicopters
Complement:	139
Builder:	Lockheed Shipbuilding, Seattle, Wash.

Polar Class

Hull Number	Homeport	No. RPAL Billets
WAGB 10 *Polar Star*	Seattle, Wash.	0
WAGB 11 *Polar Sea*	Seattle, Wash.	0

Mackinaw-Class Fast Facts

Displacement:	5,252 tons full load
Length:	290 feet
Beam:	74 feet
Speed:	18.7 knots
Power Plant:	Six diesels with electric drive, three shafts (one forward, two aft), 10,000 bhp.
Icebreaking Capability:	Three feet at three knots continuous
Aircraft:	None
Complement:	75
Builder:	Toledo Shipbuilding, Toledo, Ohio

Mackinaw Class

Hull Number	Homeport	No. RPAL Billets
WAGB 83 *Mackinaw*	Cheboygan, Mich.	5-E

USCG photo

CGC *Mackinaw* (WAGB 83), Mackinaw Class

Icebreaking Tugs (WTGB)

Overview

These small, multi-mission cutters are especially configured for icebreaking on the Great Lakes, in coastal waters, and in rivers. They incorporate an advanced hull design and engineering plant, along with a hull air lubrication (bubbler) system, for effective icebreaking and winter flood relief operations. The *Bay*-class cutters embody the Coast Guard's minimally manned cutter concept for personal economy. In addition to icebreaking, the *Bay*-class cutters are used for search and rescue, enforcement of laws and treaties, deployment of marine environmental protection equipment, port safety operations, and support for aids-to-navigation. Two vessels utilize barges to service floating aids to navigation on the Great Lakes.

USCG photo

CGC *Morro Bay* (WTGB 106), Bay Class

Bay-Class Fast Facts

Displacement:	690 tons full load
Length:	140 feet
Beam:	37 feet
Speed:	14.7 knots
Power Plant:	Diesel electric, one shaft, 2,500 bhp
Icebreaking Capability:	22 inches at 3 knots continuous
Range:	1,500 at full speed, 4,000 at 12 knots, 7,000 at 7 knots
Armament:	Two .50-caliber machine guns
Complement:	17
Builder:	WTGBs 101-106, Tacoma Boat Building; WTGBs 107-109, Bay City Marine

Bay Class

Hull Number	Homeport	No. RPAL Billets
WTGB 101 *Katmai Bay*	Sault Ste. Marie, Mich.	6-E
WTGB 102 *Bristol Bay*	Detroit, Mich.	5-E
WTGB 103 *Mobile Bay*	Sturgeon Bay, Wis.	6-E
WTGB 104 *Biscayne Bay*	St. Ignace, Mich.	6-E
WTGB 105 *Neah Bay*	Cleveland, Ohio	5-E
WTGB 106 *Morro Bay*	Yorktown, Va.	5-E*
WTGB 107 *Penobscot Bay*	Bayonne, N.J.	7-E
WTGB 108 *Thunder Bay*	Rockland, Maine	5-E
WTGB 109 *Sturgeon Bay*	Bayonne, N.J.	7-E

** CGC Morro Bay (WTGB 106) slated for September 1998 decommissioning*

Patrol Boats (WPB & CPB)

Overview

The primary missions of patrol boats are search and rescue (SAR), enforcement of laws and treaties, defense operations, port security and marine environmental response. The last of the *Cape*-class WPBs, all of which were built between 1953-1959, were decommissioned in 1991. Several *Point*-class cutters, all of which were built between 1960-1970, conducted operations in Vietnam. These cutters will continue in service through 2002.

USCG photo

CGC *Matagorda* (WPB 1303), Island Class

Island-Class Fast Facts

Displacement:	154 tons full load
Length:	110 feet
Beam:	21 feet
Speed:	29.5 plus knots
Power Plant:	Two Paxman Valenta diesel engines; Hulls 1338-1349, Caterpillar 3516 diesel engines
Range:	1,900 nautical miles
Armament:	One MK 38/25 mm machine gun, two .50-caliber machine guns
Complement:	16
Builder:	Bollinger Machine Shop & Shipyard, Inc., New Orleans, La.

Island Class

Hull Number	Homeport	No. RPAL Billets
WPB 1301 *Farallon*	Miami Beach, Fla.	0
WPB 1302 *Manitou*	Miami Beach, Fla.	0
WPB 1303 *Matagorda*	Miami Beach, Fla.	0
WPB 1304 *Maui*	Miami Beach, Fla.	0
WPB 1305 *Monhegan*	Key West, Fla.	0
WPB 1306 *Nunivak*	Puerto Rico	0
WPB 1307 *Ocracoke*	San Juan, P.R.	0
WPB 1308 *Vashon*	Puerto Rico	0
WPB 1309 *Aquidneck*	Portsmouth, Va.	0
WPB 1310 *Mustang*	Seward, Alaska	1-E
WPB 1311 *Naushon*	Ketchikan, Alaska	1-E
WPB 1312 *Sanibel*	Woods Hole, Mass.	1-O; 2-E
WPB 1313 *Edisto*	Crescent, Calif.	2-E
WPB 1314 *Sapelo*	Key West, Fla.	2-E
WPB 1315 *Matinicus*	San Juan, P.R.	0
WPB 1316 *Nantucket*	Key West, Fla.	0
WPB 1317 *Attu*	San Juan, P.R.	0
WPB 1318 *Baranof*	Miami Beach, Fla.	0
WPB 1319 *Chandeleur*	Miami Beach, Fla.	0
WPB 1320 *Chincoteague*	Mobile, Ala.	1-O
WPB 1321 *Cushing*	Puerto Rico	0
WPB 1322 *Cuttyhunk*	Port Angeles, Wash.	1-E
WPB 1323 *Drummond*	Port Canaveral, Fla.	0
WPB 1324 *Key Largo*	Savannah, Ga.	0
WPB 1325 *Metompkin*	Charleston, S.C.	0
WPB 1326 *Monomoy*	Woods Hole, Mass.	1-O; 3-E
WPB 1327 *Orcas*	Coos Bay, Ore.	1-O; 2-E
WPB 1328 *Padre*	Key West, Fla.	0
WPB 1329 *Sitkinak*	Key West, Fla.	0
WPB 1330 *Tybee*	San Diego, Calif.	1-O; 3-E
WPB 1331 *Washington*	Honolulu, Hawaii	3-E
WPB 1332 *Wrangell*	South Portland, Maine	3-E
WPB 1333 *Adak*	Sandy Hook, N.J.	0
WPB 1334 *Liberty*	Auke Bay, Alaska	0
WPB 1335 *Anacapa*	Petersburg, Alaska	0
WPB 1336 *Kiska*	Hilo, Hawaii	3-E
WPB 1337 *Assateague*	Honolulu, Hawaii	3-E
WPB 1338 *Grand Isle*	Gloucester, Mass.	0
WPB 1339 *Key Biscayne*	Corpus Christi, Texas	0
WPB 1340 *Jefferson Island*	S. Portland, Maine	2-E
WPB 1341 *Kodiak Island*	Panama City, Fla.	1-E
WPB 1342 *Long Island*	Monterey, Calif.	1-O; 3-E
WPB 1343 *Bainbridge Island*	Sandy Hook, N.J.	0
WPB 1344 *Block Island*	Atlantic Beach, N.C.	0
WPB 1345 *Staten Island*	Atlantic Beach, N.C.	0
WPB 1346 *Roanoke Island*	Homer, Alaska	0
WPB 1347 *Pea Island*	Mayport, Fla.	0
WPB 1348 *Knight Island*	Freeport, Texas	3-E
WPB 1349 *Galveston Island*	Agana, Guam	0

Marine Protector-Class Fast Facts

Displacement:	91.04 MT
Length:	87 feet (26.5 meters)
Beam (molded):	19.5 feet (5.92 meters)
Speed:	25+ knots
Propulsion:	MTU 8V 396TE94
Complement:	10
Builder:	Bollinger Shipyard, Lockport, La.

Hull Number	Homeport	No. RPAL Billets
CPB 87301 *Barracuda*	Eureka, Calif.	0
CPB 87302 *Hammerhead*	Woodshole, Mass.	0*
CPB 87303 *Mako*	Cape May, N.J.	0*

** CGC Hammerhead slated for commissioning in August 1998; CGC Mako slated for commissioning in September 1998.*

The 110-foot *Island*-class WPBs are providing additional resources to enforce U.S. laws and treaties. They also will be used for SAR and defense operations. The Coast Guard expects to replace the 82-foot *Point* class with 31-51 additional vessels of the *Marine Protector* class. The first three of the new 87-foot Coastal Patrol Boats (CPB) are the *CGC Barracuda* (CPB 87301), *CGC Hammerhead* (CPB 87302) and *CPB Mako* (CPB 87303).

Point-Class Fast Facts

Displacement:	67.6 tons full load
Length:	82 feet, 10 inches
Beam:	17 feet, 7 inches
Speed:	22 knots
Power Plant:	Two Caterpillar model D341 2 diesels
Range:	1,580 nautical miles at 8 knots
Armament:	Two .50-caliber guns
Complement:	10
Builder:	U.S. Coast Guard, except WPB 82345-82349, built by J. Martinac Shipbuilding

Point Class

Hull Number	Homeport	No. RPAL Billets
WPB 82333 *Point Highland*	Chincoteague, Va.	0
WPB 82335 *Point Countess*	Nokomis, Fla.	0
WPB 82336 *Point Glass*	Fort Lauderdale, Fla.	0
WPB 82338 *Point Bridge*	Marina De Rey, Calif.	1-O; 5-E
WPB 82339 *Point Chico*	Bodega Bay, Calif.	3-E
WPB 82340 *Point Batan*	Cape May, N.J.	0
WPB 82342 *Point Baker*	Sabine, Texas	4-E
WPB 82343 *Point Wells*	Montauk, N.Y.	0
WPB 82344 *Point Estero*	Gulfport, Miss.	0
WPB 82347 *Point Bonita*	Little Creek, Va.	0
WPB 82349 *Point Spencer*	Galveston, Texas	1-E
WPB 82351 *Point Bennett*	Port Townsend, Wash.	1-E
WPB 82352 *Point Sal*	Grand Isle, La.	2-E
WPB 82353 *Point Monroe*	Gulfport, Miss.	0
WPB 82354 *Point Evans*	Lihue, Hawaii	3-E
WPB 82355 *Point Hannon*	West Jonesport, Maine	0
WPB 82356 *Point Francis*	New London, Conn.	0
WPB 82357 *Point Huron*	Norfolk, Va.	0
WPB 82358 *Point Stuart*	Newport Beach, Calif.	1-O; 5-E
WPB 82360 *Point Winslow*	Morgan City, La.	0
WPB 82363 *Point Nowell*	Port Isabel, Texas	0
WPB 82366 *Point Lobos*	Pensacola, Fla.	1-E
WPB 82368 *Point Warde*	Wrightsville Beach, N.C.	0
WPB 82369 *Point Heyer*	Morro Bay, Calif.	3-E
WPB 82371 *Point Barnes*	Fort Pierce, Fla.	0
WPB 82372 *Point Brower*	San Francisco, Calif.	1-O; 7-E
WPB 82373 *Point Camden*	Santa Barbara, Calif.	1-O; 4-E
WPB 82374 *Point Carrew*	Oxnard, Calif.	4-E
WPB 82375 *Point Doran*	Everett, Wash.	4-E
WPB 82377 *Point Hobart*	Oceanside, Calif.	3-E
WPB 82378 *Point Jackson*	Clearwater, Fla.	0
WPB 82379 *Point Martin*	Fort Pierce, Fla.	0

** CGC Point Turner (WPB 82364) decommissioned April 1998; CGC Point Franklin (WPB 82350) decommissioned June 1998; CGC Point Steele (WPB 82359) decommissioned July 1998; CGC Point Ledge (WPB 82334) decommissioned August 1998.*

USCG photo

CGC *Barracuda (CPB 87301)*, Marine Protector Class

Seagoing Buoy Tenders (WLB)

USCG photo

CGC *Juniper* (WLB 201), Juniper Class

Overview

The Coast Guard operates 25 cutters of this type. Twenty-two have been modernized once, and a Service Life Extension Program (SLEP) to extend their lives even further commenced in 1981. Despite their age, they have proven to be highly versatile, durable, reliable cutters capable of performing a variety of missions at sea. Eleven of these ships have been configured for icebreaking. Marinette Marine Corp., Wis. is the contractor for five new *Juniper* class Seagoing Buoy Tenders (WLB). The lead ship, CGC *Juniper (WLB 201)* was launched in June 1995. Four have been completed. The fifth, *CGC Walnut* (WLB 205) will be christened/launched Aug. 22, 1998.

Juniper Class (225 foot)

Hull Number	Homeport	No. RPAL Billets
WLB 201 *Juniper*	Newport, R.I.	0
WLB 202 *Willow*	Newport, R.I.	0
WLB 203 *Kukui*	Honolulu, Hawaii	3-E
WLB 204 *Elm*	Atlantic Beach, N.C.	0

Balsam Class* (180 foot)

Hull Number	Homeport	No. RPAL Billets
WLB 277 *Cowslip*	Astoria, Ore.	2-E
WLB 291 *Laurel*	Mayport, Fla.	0
WLB 297 *Ironwood*	Kodiak, Alaska	1-E
WLB 301 *Conifer*	San Pedro, Calif.	0
WLB 302 *Madrona*	Charleston, S.C.	0
WLB 306 *Buttonwood*	San Francisco, Calif.	0
WLB 307 *Planetree*	Ketchikan, Alaska	0
WLB 308 *Papaw*	Galveston, Texas	0
WLB 309 *Sweetgum*	Mobile, Ala.	1-O; 7-E
WLB 388 *Basswood*	Guam	0*
WLB 392 *Bramble*	Port Huron, Mich.	1-O; 7-E
WLB 393 *Firebush*	Kodiak, Alaska	0
WLB 394 *Hornbeam*	Cape May, N.J.	5-E
WLB 397 *Mariposa*	Seattle, Wash.	1-O; 11-E
WLB 401 *Sassafras*	Honolulu, Hawaii	3-E
WLB 402 *Sedge*	Homer, Alaska	1-E
WLB 404 *Sundew*	Duluth, Minn.	2-O; 4-E
WLB 405 *Sweetbrier*	Cordova, Alaska	0
WLB 406 *Acacia*	Charlevoix, Mich.	2-O; 4-E
WLB 407 *Woodrush*	Sitka, Alaska	0

** CGC Gentian (WLB 290) decommissioned June 1998. CGC Basswood (WLB 388 slated for September 1998 decomissioning.*

Coastal Buoy Tenders (WLM)

Overview

All of these vessels work along the coast and slightly inland. The 133-foot class were built in the 1940s; the remaining two (157-foot class) were built in the 1960s. A replacement program is underway and is contracted to Marinette Marine Corp., Wis. The lead ship of the new 14-cutter 175-foot *Keeper* class, CGC *Ida Lewis* (WLM 551), was launched in October 1995.

Keeper Class (175 foot)*

Hull Number	Homeport	No. RPAL Billets
WLM 551 *Ida Lewis*	Newport, R.I.	0
WLM 552 *Katherine Walker*	Bayonne, N.J.	0
WLM 553 *Abbie Burgess*	Rockland, Maine	0
WLM 554 *Marcus Hanna*	South Portland, Maine	0
WLM 555 *James Rankin*	Baltimore, Md.	0

** See back cover for names of others being christened/launched soon.*

157-Foot Class

Hull Number	Homeport	No. RPAL Billets
WLM 685 *Redwood*	Philadelphia, Pa.	3-E
WLM 688 *Red Cedar*	Portsmouth, Va.	3-E

** CGC Red Birch (WLM 687) was decommissioned during June 1998.*

133-Foot Class

Hull Number	Homeport	No. RPAL Billets
WLM 540 *White Sumac*	New Orleans, La.	4-E
WLM 547 *White Pine*	Mobile, Ala.	3-E

** CGC White Lupine (WLM 546) decommissioned February 1998; CGC White Heath (WLM 545) decomissioned March 1998; CGC White Holly (WLM 543) decommissioned July 1998.*

Inland Buoy Tenders (WLI)

Overview

These vessels work on inland waterways. They are designed to service both floating and fixed aids to navigation.

110-Foot Class

Hull Number	Homeport	No. RPAL Billets
WLI 313 *Bluebell*	Portland, Ore.	5-E
WLI 642 *Buckthorn*	Sault Ste. Marie, Mich.	6-E

65-Foot Class

Hull Number	Homeport	No. RPAL Billets
WLI 65303 *Blackberry*	Caswell Beach, N.C.	2-E
WLI 65304 *Chokeberry*	Crisfield, Md.	2-E
WLI 65400 *Bayberry*	Seattle, Wash.	0
WLI 65401 *Elderberry*	Petersburg, Alaska	0

USCG photo

***CGC Elderberry* (WLI 65401), 65-Foot Class**

Construction Tenders (WLIC)

Overview

Three classes of construction tenders, totaling 15 cutters, are designed for the construction, repair, and maintenance of fixed aids to navigation. All operate in inland waters. Three were built in the 1940s, eight in the 1960s, and four in the mid-1970s. Their equipment includes pile drives, cranes and jetting equipment.

USCG photo

Construction Tender (WLIC)

100-Foot-Class

Hull Number	Homeport	No. RPAL Billets
WLIC 315 *Smilax*	Brunswick, Ga.	0
WLIC 316 *Primrose*	Atlantic Beach, N.C.	0

** CGC Rambler (WLIC 298) decommissioned June 1998.*

160-Foot Class

Hull Number	Homeport	No. RPAL Billets
WLIC 800 *Pamlico*	New Orleans, La.	0
WLIC 801 *Hudson*	Miami Beach, Fla.	0
WLIC 802 *Kennebec*	Portsmouth, Va.	0
WLIC 803 *Saginaw*	Mobile, Ala.	1-E

75-Foot Class

Hull Number	Homeport	No. RPAL Billets
WLIC 75301 *Anvil*	Charleston, S.C	0
WLIC 75302 *Hammer*	Mayport, Fla.	0
WLIC 75303 *Sledge*	Baltimore, Md.	4-E
WLIC 75304 *Mallett*	Corpus Christi, Texas	0
WLIC 75305 *Vise*	St. Petersburg, Fla.	2-E
WLIC 75306 *Clamp*	Galveston, Texas	5-E
WLIC 75309 *Hatchet*	Galveston, Texas	4-E
WLIC 75310 *Axe*	Mobile, Ala.	1-E

River Tenders (WLR)

Sumac Class

Hull Number	Homeport	No. RPAL Billets
WLR 311 *Sumac*	St. Louis, Mo	6-E

65-Foot Class

Hull Number	Homeport	No. RPAL Billets
WLR 65501 *Ouachita*	Chattanooga, Tenn.	5-E
WLR 65502 *Cimmarron*	Paris Landing, Tenn.	7-E
WLR 65503 *Obion*	Owensboro, Ky.	5-E
WLR 65504 *Scioto*	Keokuk, Iowa	1-E
WLR 65505 *Osage*	Sewickley, Pa.	9-E
WLR 65506 *Sangamon*	Peoria, Ill.	7-E

75-Foot Class

Hull Number	Homeport	No. RPAL Billets
WLR 75307 *Wedge*	Demopolis, Ala.	1-E
WLR 75401 *Gasconade*	Omaha, Neb.	28-E
WLR 75402 *Muskingum*	Sallisaw, Okla.	2-E
WLR 75403 *Wyaconda*	Dubuque, Iowa	11-E
WLR 75404 *Chippewa*	Owensboro, Ky.	7-E
WLR 75405 *Cheyenne*	St. Louis, Mo.	3-E
WLR 75406 *Kickapoo*	Vicksburg, Miss.	2-E
WLR 75407 *Kanawha*	Pine Bluff, Ark.	1-E
WLR 75408 *Patoka*	Greenville, Miss.	0
WLR 75409 *Chena*	Hickman, Ky.	3-E
WLR 75500 *Kankakee*	Memphis, Tenn.	2-E
WLR 75501 *Greenbrier*	Natchez, Miss.	1-E

Overview

Nineteen river tenders operate on western rivers, deploying aids-to-navigation buoys and day boards to mark the ever-changing river channels. Sumac (WLR 311), the largest, is 115-feet long and was built in 1943. Six are 65-feet long and were built from 1960-1962. The third class are 75-feet long. Ten of them were built from 1964-1970, the two newest in 1990. Their equipment includes a crane and brush-clearing equipment.

USCG photo

A River Tender (WLR), 75-Foot Class

Harbor Tugs, Small (WYTL)

Overview

The primary activities of these small harbor tugs are domestic icebreaking, port security, search and rescue, and law enforcement operations in rivers and near shore areas.

USCG photo

CGC *Capstan* (WYTL 65601), 65-Foot Class

Harbor Tug Fast Facts

Displacement: 72 tons full load
Length: 65 feet
Beam: 19 feet
Speed: 9.8-10.5 knots
Power Plant: One 400 hp diesel
Complement: 6

Harbor Tug, 65-Foot Class

Hull Number	Homeport	No. RPAL Billets
WYTL 65601 *Capstan*	Philadelphia, Pa.	0
WYTL 65602 *Chock*	Portsmouth, Va.	0
WYTL 65604 *Tackle*	Rockland, Maine	0
WYTL 65607 *Bridle*	Southwest Harbor, Maine	0
WYTL 65608 *Pendant*	Boston, Mass.	1-E
WYTL 65609 *Shackle*	South Portland, Maine	2-E
WYTL 65610 *Hawser*	New York, N.Y.	3-E
WYTL 65611 *Line*	New York, N.Y.	4-E
WYTL 65612 *Wire*	New York, N.Y.	3-E
WYTL 65614 *Bollard*	New Haven, Conn.	1-E
WYTL 65615 *Cleat*	Philadelphia, Pa.	0

Training Cutter (WIX)

Overview

The Coast Guard's only training cutter, the Barque *Eagle* (WIX 327), is a former German training vessel built by Blohm & Voss of Hamburg and launched in 1936. Accepted as reparation after World War II, it arrived at its homeport of New London, Conn., site of the Coast Guard Academy, in 1946. It is the only active commissioned sailing vessel in the U.S. maritime services, and is one of five such training Barques in the world. "Sisterships" include: *Mirlea* (Romania), *Sagres II* (Portugal), *Gorch Fock* (Germany) and *Tovarich* (Russia). The 1,816-ton, three-masted *Eagle* was recently extensively overhauled, is 295-feet long, has a sail area of 21,351 square feet, and, when the auxiliary diesel engine is used, a range of 5,450 miles at 7.5 knots. Its maximum speed is 16 knots under full sail. It has a crew of approximately 5 officers, 35 crew and during summer cruises, can handle 150 cadets. During February-April 1998, *Eagle* conducted boot camp for enlisted recruits while underway in the Caribbean.

PA1 Telfair Brown, USCG

Hull Number	Homeport	No. RPAL Billets
WIX 327 *Eagle*	New London, Conn.	4-E

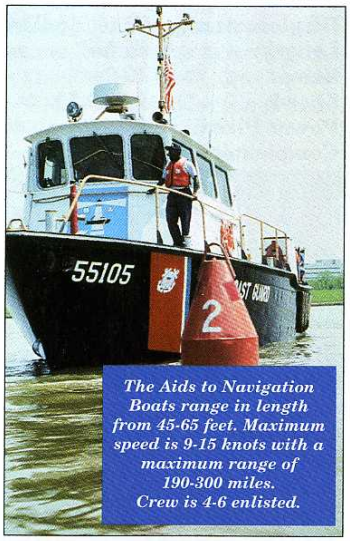
CGC Barque *Eagle* (WIX 327), Training Cutter

USCG Small Boats

Overview

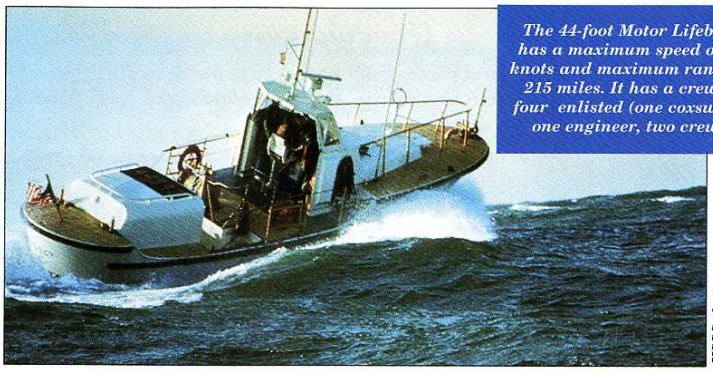
All craft under 65 feet in length are in the "small boat" classification. The Coast Guard has approximately 1,400 of these boats. Crafts include Motor Lifeboats, Motor Surf Boats, Large Utility Boats, Surf Rescue Boats, Port Security Boats, Ports and Waterways Boats, Aids to Navigation Boats and a variety of smaller, non-standard boats. Sizes range from 63 feet down to 16 feet. They operate near shore, and on inland waters of the U.S. Cutters usually have a motor surfboat and/or rigid inflatable boat. The photos shown are a sampling used by the Coast Guard today. Due to space constraints, there are some designs, such as the 21 and 16-footers that are not shown here. Also on-line is the new 27-foot Raider boat for use by the Port Security Units.

USCG photo



The Aids to Navigation Boats range in length from 45-65 feet. Maximum speed is 9-15 knots with a maximum range of 190-300 miles. Crew is 4-6 enlisted.

55-foot ANT boat



The 44-foot Motor Lifeboat has a maximum speed of 14 knots and maximum range of 215 miles. It has a crew of four enlisted (one coxswain, one engineer, two crew).

USCG photo

44-foot Motor Lifeboat (MLB)

The 30-foot Surf Rescue Boat has a maximum speed of 31 knots and maximum range of 150 miles. It has a crew of two enlisted (one coxswain, one crew).

USCG photo

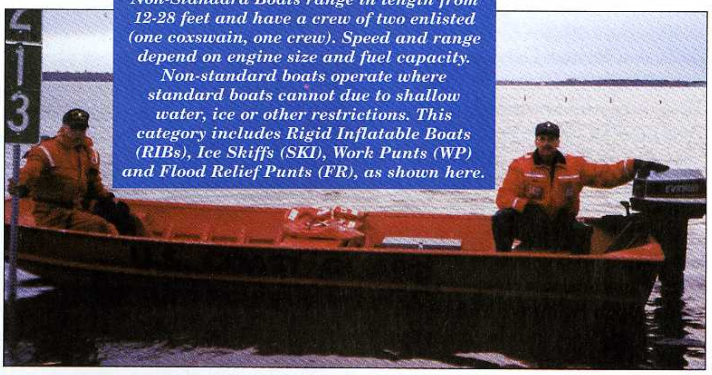
30-foot Surf Rescue Boat

The 47-foot Motor Lifeboat has a maximum speed of 25 knots and a range of 200 miles. It has a crew of four enlisted (one coxswain, one engineer, two crew).

USCG photo

47-foot Motor Lifeboat(MLB)

Non-Standard Boats range in length from 12-28 feet and have a crew of two enlisted (one coxswain, one crew). Speed and range depend on engine size and fuel capacity. Non-standard boats operate where standard boats cannot due to shallow water, ice or other restrictions. This category includes Rigid Inflatable Boats (RIBs), Ice Skiffs (SKI), Work Punts (WP) and Flood Relief Punts (FR), as shown here.



LCDR Dave Roundy, USCGR

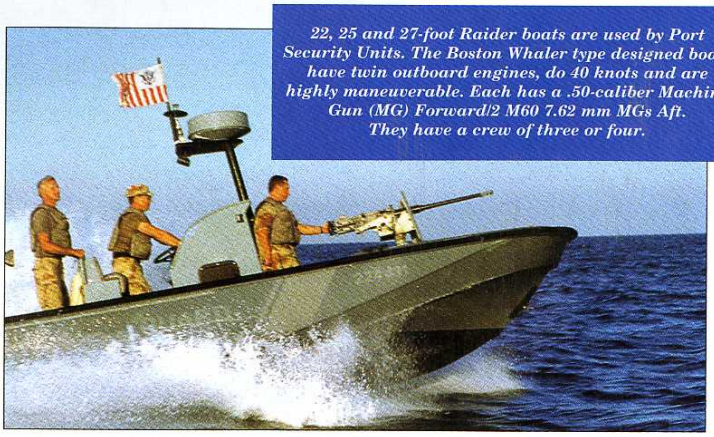
17-foot Flood Relief Punt (FR), Non-Standard Boat

The 41-foot Large Utility Boat has a maximum speed of 26 knots and a range of 280 miles. It has a crew of three enlisted (one coxswain, one engineer, one crewman).

PS1 Gene Beach, USCGR

41-foot Utility Boat (UTB)

22, 25 and 27-foot Raider boats are used by Port Security Units. The Boston Whaler type designed boats have twin outboard engines, do 40 knots and are highly maneuverable. Each has a .50-caliber Machine Gun (MG) Forward/2 M60 7.62 mm MGs Aft. They have a crew of three or four.



USCG photo

22-foot Raider boat, Port Security Units

USCG photo

Rigid Hull Inflatables (RHIs) range in length from 13-25 feet.

Rigid Hull Inflatable (RHI)

USCG Aircraft

Overview

There are approximately 243 aircraft in the Coast Guard inventory. This figure fluctuates operationally due to maintenance schedules. Major missions include: search & rescue, law enforcement, environmental response, ice operations and air interdiction. The Coast Guard has approximately 70 fixed-wing aircraft that operate from 29 Coast Guard small and large Air Stations and facilities on the East and West coasts, the Gulf coast, Great Lakes, Alaska, Hawaii and Puerto Rico. The USCG has 137 rotary-wing aircraft (helicopters) that it operates from flight deck-equipped cutters, Air Stations and air facilities. During FY1997, the Coast Guard became the first military organization to have a Traffic Collision Avoidance System (TCAS) installed in both its fixed-wing and rotary-wing fleets.

HC-130 Hercules

This extended-range version of the C-130 is a turboprop search aircraft which can transport up to 86 passengers, 50,000 pounds of cargo, or large quantities of rescue-survival and oil-pollution-control equipment. Its range with maximum payload is almost 2,500 miles, and with maximum fuel and light payload it can be extended to more than 4,400 nautical miles. The Coast Guard has a fleet of 30 with 26 ready for operation at any given time.

Endurance: 14 hours
Cruise Speed: 290 knots
Engine: Four Allison T56-A-15 or T56-A-7, fixed-wing aircraft

HC-130 Hercules

USCG photo

HU-25 Guardian "Falcon"

HU-25 Guardian

USCG photo

This twin-engine turbofan jet, deliveries of which were completed in 1983, is one of the few aircraft flown by the military services that is built by a foreign company, Dassault-Breguet of France. It is 56.25 feet in length, 17.6 feet in height, and has a crew of five. Its ceiling at Mach .855 is 42,000 feet and it flies at 350 knots at sea level and 380 knots at 20,000 feet. Variants include the Air Eye (HU-25B) and Nightstalker (HU-25C). Air Eye is equipped with the APG-66 radar and Forward Looking Infrared Radar (FLIR).

Endurance: 5 3/4 hours
Cruise Speed: 410 knots
Engine: Twin fan jet, fixed-wing aircraft

HH-65A Dolphin

These short-range recovery aircraft were accepted by the Coast Guard late in 1984. Manufactured by Aerospatiale of France to replace the HH-52A, they have sophisticated avionics, navigation, and communications packages, including weather radar to air rescue operations in bad weather. Recent upgrades include global positioning system (GPS) and a TALON Deck-lock system for shipboard use. Ninety-five are on board, with 80 operational.

Endurance: 6 hours
Cruise Speed: 125 knots
Engine: Short range recovery helicopter (SRR) twin engine

HH-65A Dolphin

USCG photo

HH-60J Jayhawk

HH-60J Jayhawk

USCG photo

The Coast Guard replaced its HH-3F Pelican medium range recovery (MRR) helicopter with new HH-60J Jayhawks. The HH-60J is a variant of the Sikorsky basic Hawk series, and is very similar to the Navy SH-60F and HH-60H. At the end of FY1995, the Coast Guard had 40 HH-60J aircraft. These rugged aircraft have demonstrated their capability by participating in rescues in hurricanes and Great Lakes snowstorms. Their GPS navigation system and coupled-doppler hover capability make the aircraft well-suited for the hazards of independent night offshore work as much as 300 nautical miles from their bases or ships.

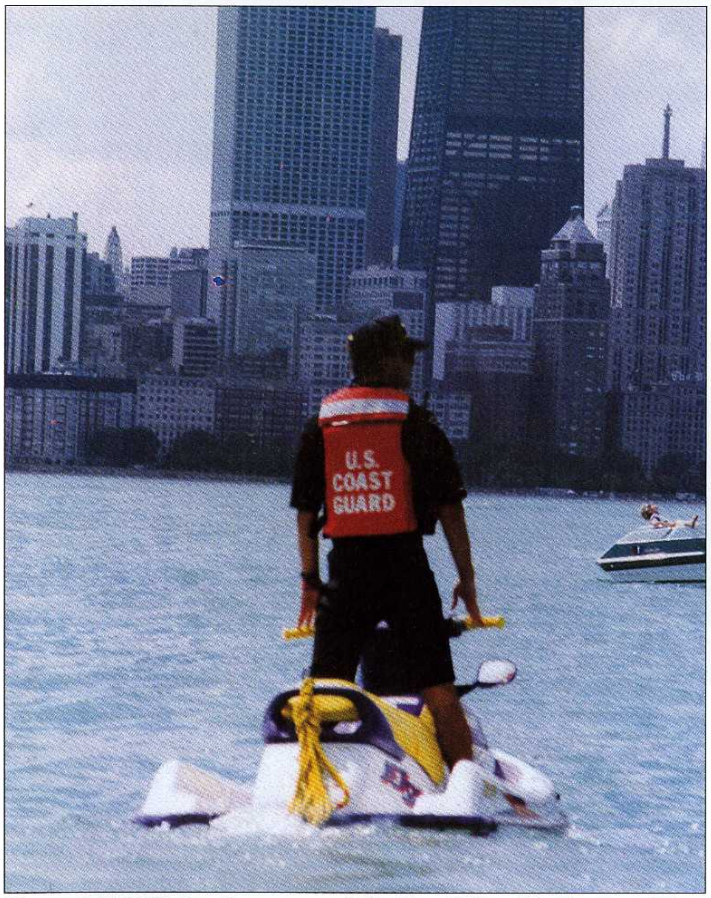
Endurance: 6 hours
Cruise Speed: 140 knots
Engine: Medium Range Recovery helicopter (MRR), twin-engine

"USCG Fleet Review 1998 is an updated reprint from the August 1997 Reservist." Original sources include: *Sea Power Magazine*, official publication of the Navy League of the United States, January 1997, Almanac Issue, parts reprinted with permission. Also consulted were Office of Cutter Management, Commandant (G-OCU) and *1996 Coast Guard Fact File*. Special thanks to CDR Steve Palmquist, Commandant (G-ADW) and LT Craig Henzel, Commandant (G-OCU) for their review/critique.

Coast Guard launches largest cutter

USCG photo

The Coast Guard launched its largest cutter, the 420-foot Healy, on Nov. 15, 1997. The $236-million icebreaker is designed for research, breaking ice, and resupplying polar bases. Built by Avondale Industries of New Orleans, it will carry a 75-member crew. It is named for legendary 19th-century Coast Guard CAPT Michael A. Healy.



PA3 Al Haraf, USCGR

Reservist BM3 Jon Lowman of Station Wilmette Harbor, Ill. patrols on a jet ski during the Chicago Air and Water show. Though not an official part of the Coast Guard's "fleet," jet skis were used throughout the summer last year on an experimental basis at Stations Milwaukee and Kenosha, Wis. At the show, they were used to ensure safety and security.

PAC Edward J. Kruska, USCGR

Christening and launching of a new CG cutter is an exciting and colorful event, as shown here at the christening of CGC Marcus Hannah at Marinette Marine Corp., Marinette, Wis.

BMC Mark Allen, USCGR

Dependents of the crew of CGC Polar Sea line the decks of the 399-foot icebreaker at Port Angeles, Wash. during an all-day Dependent's Cruise, held to familiarize family members with the USCG and shipboard life.

Have building maintenance woes? Call the...

Reserve Industrial Augmentation Team

By BMC Steven Daugherty, USCGR
RESERVE INDUSTRIAL AUGMENTATION TEAM

ST. LOUIS, Mo. — Is your unit having building maintenance woes? Does your Coast Guard facility need help? If so, just call the Reserve Industrial Augmentation Team (RIAT).

The RIAT is a highly mobile and organized group of reservists assigned to the Integrated Support Command in St. Louis. Each member has both Coast Guard and civilian construction expertise. Every building trade is represented including: electricians, carpenters, welders, and specialists in heating and air conditioning, flooring, and sheet metal.

The team was formed in 1990 when Base St. Louis determined that several offices needed to be relocated to another building at the base. The active duty side of the house did not have the personnel to do the work in addition to their regular workload, so they called on the Coast Guard Reserve for help. The former CG Exchange spaces were demolished and then converted to comfortable and efficient office spaces — ahead of schedule and under budget. Soon thereafter, Coast Guard units around the area began to request the skills of the RIAT for construtions assistance.

Most of the current RIAT members were chosen from the group that worked on that original project (see box for members). Since then, ***CWO Terry Adams***, a master electrician, has served as the RIAT's team leader and they have built an impressive record of accomplishments.

"Since our first job, this thing has just snowballed,"said Adams.

The RIAT often works at night to avoid interfering with the day-to-day operations of the facility at which they are assigned a project. They have traveled as far as the west coast, towing their tool-and-materials trailers, to work for CEU Oakland and ISC Alameda. The trailers have been custom-designed by the RIAT and carry virtually every tool for any job. Members voluntarily provide their own hand tools and even some power tools.

Some of their accomplishments include upgrading four D-GPS antenna sites on the west coast; a rehab of old Base St. Louis' multi-purpose room; a complete upgrade of a high-site near Louisville, Ky.; several jobs in the PACAREA Command spaces; and other construction projects at CG Island. The RIAT just finished a near-total rehab of CG Group Lower Mississippi River in Memphis, Tenn.

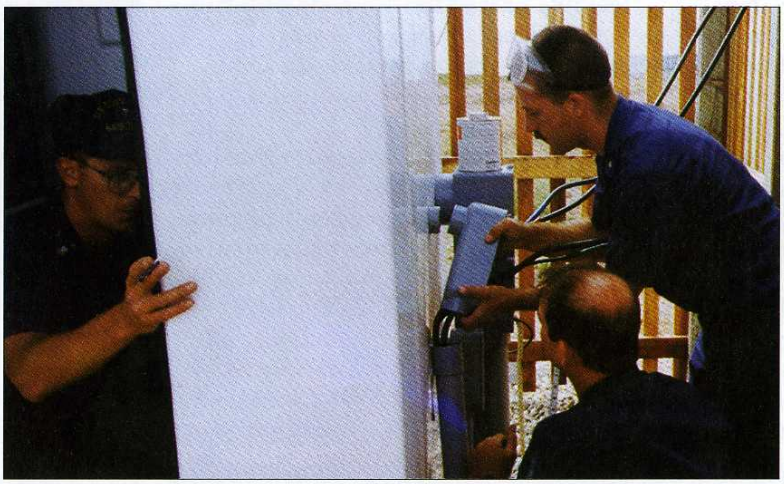
One job required the installation of two above-ceiling heating units, complete with wiring and ductwork. The job took three full night shifts to complete, and so invisible was the work that staff had to call the Industrial Department Head to verify that anyone had even been in the spaces. Another assignment entailed the use of a civilian "landing craft" to transport the RIAT and their job materials to Angel Island in San Francisco Bay.

Most RIAT members donate a certain amount of time outside of drill to help overcome ongoing administrative and logistical challenges.

"We work our brains out on the job, " said a RIAT member. "But we love to see the customer dazzled."

Official recognition has come in the form of CG Commendation Medals, Achievement Medals, Letters of Commendation and a Meritorious Team Commendation. The RIAT also played a primary role in ISC St. Louis winning this year's Sparks Award.

So, if you have the mid-watch at your unit and you see shadowy figures clad in drywall-dusted coveralls or hear the whine of power tools in the dark of night, don't sweat it. It's probably just the RIAT folks, doing what they do best.



BMC Steve Daugherty, USCGR

BM1 (now BMC) Steve Daugherty, left, works inside while MK1 Richard McComber, top, and BMCS James Hancock, bottom, install electrical conduit on a D-GPS hut.

*RIAT Team Members**

- CWO4 Terry Adams, master electrician
- DCCM Kory Gabrielsen, carpentry, welding
- BMCS James Hancock, carpentry, electrical
- BMC Steven Daugherty, heating & AC, sheet metal
- MKC Richard Sheehy, mobile equip./outboard mechanic
- MK1 Peter White, master diesel/heavy equip. mechanic
- DC1 Mark Webb, carpentry, plumbing, welding
- EM1 Jeff Theros, electrical
- MK1 Richard McComber, carpentry, flooring
- PS3 Brooke Barton, apprentice
- SA William Deneal, apprentice

** All have general construction background.*

If you are a reservist with construction skills and would like to work with the RIAT on future jobs, they are always looking for help! Call LTJG Dave Diaz, ISC St. Louis at 314-679-0141 or CWO Terry Adams at 314-992-8327; E-mail: terry_j_adams@ameren.com

Reservists relied on heavily to meet mission requirements

Reservists at MSO Morgan City meet challenge of booming industry

By CDR Dale Rausch, USCGR
and
LT Andy Sheffield, USCGR
MSO MORGAN CITY, La.

MORGAN CITY, La. — A helicopter lifts off in the predawn mist. It hovers over a forest of cypress trees, then heads out over the waters of the Gulf of Mexico. Aboard are Coast Guard Reservists ***MK2 Tim McGraw*** and ***AE2 Stu Stryker***, both assigned to the Inspection Department of MSO Morgan City. Their destination is the offshore "oil patch" of Louisiana, a vast area of the Gulf of Mexico sprouting oil and gas production structures and vessels.

The offshore oil exploration and production industry is booming in the Gulf of Mexico, and Marine Safety Detachment Houma has felt the full impact of the increased economic activity. For the first time in many years, shipyards are filled to capacity as new and larger vessels are being built to service a new generation of Mobile Offshore Drilling Units (MODUs) and production facilities that are designed to operate in the deep waters of the Gulf, farther and farther from the shore. The number of new construction projects in the shipyards in the Morgan City and Houma area have doubled in the last three years. These new vessels are being added to an already large fleet that currently numbers about 1,360 vessels.

MSO Morgan City and other Gulf Coast MSOs are fully engaged in coping with the increased regulatory functions resulting from the current industry upswing. The Inspection Department ensures that all new vessel construction projects meet regulatory standards. Assisting and contributing significantly are Coast Guard Reserve personnel assigned to the unit.

"This unit has so much going on and they really need the extra help," said reservist ***LT Pam Zearfoss***, a qualified marine inspector who recently transferred from Seattle. "I really feel like part of the team when I drill. It is an ideal situation for any reservist — being needed, getting trained, and being empowered to do the job."

As the number of vessels operating in the crowded waterways of southeast Louisiana continues to grow, the number of marine casualties has increased proportionately. In addition to assisting active duty Investigating Officers with marine casualty investigations, reservists ***LCDR Ken Carlisle, ENS Jimmy Martin*** and ***YN1 Claude Comeaux*** have full responsibility for ensuring small passenger vessel operators comply with U.S. inspection laws. This includes charter fishing, diving, and swamp tour operators.

"We reservists are able to focus on important investigative issues that are often given secondary priority because of the massive marine casualty case load faced by the active duty investigators," said Carlisle.

The Port Operations Department is currently augmented by five members of the Selected Reserve. MSO Morgan City has one of the busiest Marine Environmental Protection Divisions in the country, so the use of part-time reserve resources is essential in day-to-day operations.

In addition to investigating oil spills, members of the reserve team serve in a wide variety of roles providing direct support to Captain of the Port (COTP) activities. Some of these include augmenting the active duty vessel examiners in foreign freight vessel examinations, monitoring loadouts of commercial explosives, small boat operations and serving as Communication Center Watchstanders.

With approximately 500 marine-related waterfront facilities located in MSO Morgan City's zone, members of the reserve team stay very busy. And with the Southern Louisiana oil industry on the rise, it can be expected that reserve contributions at MSO Morgan City will become even more critical in the future. As the workload increases, greater demand will be placed on the reserve contingent.

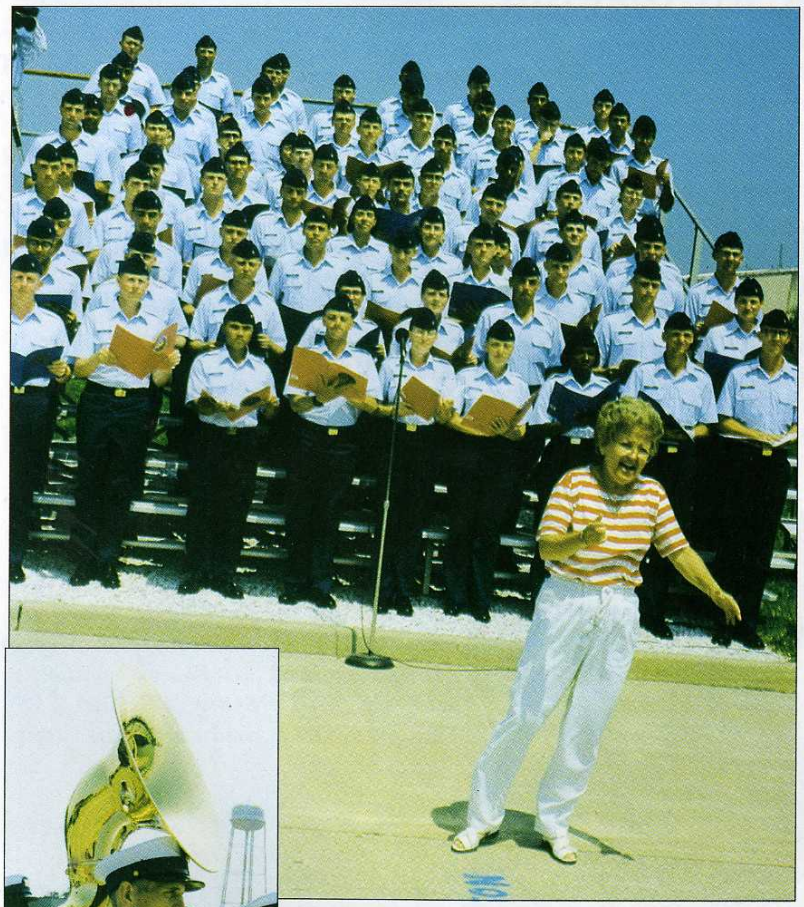
"We will need more personnel if we are to maintain our current level of quality customer service in this booming industry environment," said ***CAPT Dan Ryan***, Commanding Officer of MSO Morgan City. "I don't expect additional active duty personnel resources to be available in the near future. Selected Reservists have proven themselves here and we rely on them heavily to help meet our mission requirements."

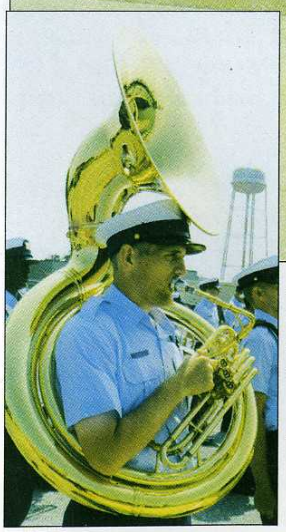
CDR Dale Rausch, USCGR

CG Reservist MK2 Tim McGraw inspects a lifeboat on FALRIG #82.

PAC Edward J. Kruska, USCGR

Director of Reserve & Training RADM Thomas J. Barrett and wife Sheila stand behind TRACEN's "50th" display.





Above: Joanne Patterson leads the recruit choir and band in a stirring rendition of Semper Paratus at TRACEN Cape May's 50-year celebration May 31.

Left: A recruit belts out a tune dockside.

TRACEN Cape May celebrates 50 years!

By PAC Edward J. Kruska, USCGR
THE RESERVIST MAGAZINE

CAPE MAY, N.J. — Stirring music, recruits marching in formation, bands, speeches and great food were the order of the day as TRACEN Cape May celebrated its 50th year on May 31 in this seaside community at the Garden State's southernmost point.

The day's activities opened with an early afternoon ceremony on TRACEN's parade grounds. In attendance were many local and state dignitaries including ***Congressman Frank A. LoBiondo*** (R-NJ), ***RADM Tom Barrett***, Director of Reserve and Training, ***MCPO-CG Vincent Patton*** and ***CAPT Sally Brice-O'Hara,*** incoming TRACEN Commanding Officer. ***CAPT Terrance Edwards,*** TRACEN Cape May Commanding Officer, read a letter from former Coast Guardsman and professional golfer ***Arnold Palmer***, stating that he "could reminisce at length about my time at Cape May...." Palmer sent his regrets that he could not be on hand as he would be playing in the Pittsburgh Seniors. Hundreds in attendance also checked out recruiting and other booths on the grounds. A U.S. postal truck offered a special 50th anniversary postal stamp cancellation. Coast Guard cutters were open for tours and the Coast Guard recruit band marched through the training center to the docks where an air-sea rescue demonstration occurred. Following a pig roast sponsored by the Cape May Chapter of CPOA, a sunset parade and cake cutting concluded the festivities.

TRACEN Cape May opened its gates on May 31, 1948. About 3,500 to 5,000 recruits pass through Cape May annually, including RX reservists attending Reserve Enlisted Basic Indoctrination (REBI).

MKC Richard Whitely represents Coast Guard Reserve!

First reservists receive Total Force green ID cards

By Jim Garamone
AMERICAN FORCES PRESS SERVICE

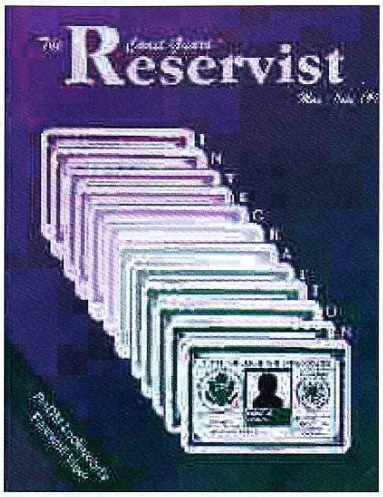
FORT DIX, N.J. — Symbols are important, especially when they come crashing down like they did during a ceremony here June 20. The red Reserve identification card literally went into the dustbin when seven service members — representing each of the Reserve components — exchanged their **red** cards for total force **green** ones.

Charles L. Cragin said this was one step toward fulfilling Defense Secretary ***William S. Cohen's*** vow to eliminate cultural barriers to integrating the Reserve components into the total force. Cragin is acting assistant secretary of defense for reserve affairs as well as a recently retired reservist.

"Having spent the last 34 years as a Naval Reservist, I too have seen how people's reactions change when I produce my red ID card," he said. "For too long, the red ID card has been viewed by many reservists as a form of second-class status."

Cragin said during the Cold War era this status may have been acceptable. The Reserve components were a force in waiting, focused on combating Soviet threats. But that has changed, he said.

"This is the first pink ID card I ever got," Cragin said, holding it up during a post-ceremony town hall meeting. "I came off active duty on Sept. 2, 1964, as a second class petty officer and I got this pink ID card. The active duty guy that handed it to me said, 'Now you're a reserve puke.' That's an attitude that we have got to eliminate, because we are not just waiting for the Big One anymore. We're there working every single day."



Was Reservist magazine ahead of its time? Cover of May-July 1993 issue featured a blended red/green ID card.

Cragin illustrated this point. He said almost a quarter of the U.S. service members in Bosnia today are Reserve component personnel. More than 17,000 have served in and around the Balkans in Operation Joint Guard. U.S. military forces could not perform post-Cold War missions without the Reserve components, Cragin said.

There's a different emphasis on reservists today, he stressed. "Today's reserve force is composed of people who 'RE-serve,'" he emphasized. "What we have are dedicated, highly skilled men and women. They are true partners in the total force who are RE-serving on a continual basis. Some of you Reserved in the Persian Gulf, others RE-served in Somalia, others RE-served in Haiti.

There are 1.5 million Reserve component service members — about half the total force. In 1997, the Reserve components contributed nearly 13 million man-days of support to the Active component.

"It's the same as adding almost 35,000 men and women to the active end strength of our total military," he said.

The phasing out of the red ID card tells Reserve component members that Secretary Cohen means what he says about breaking down barriers, Cragin said.

The seven service members received their green ID cards — after they were promoted. They were ***Sgt. 1st Class Stephen G. Noll***, Army National Guard; ***Spec. Richard Hoppe***, Army Reserve; ***Petty Officer Rudolph Rump***, Naval Reserve; ***Lance Cpl. Kenneth M. Revay***, Marine Corps Reserve; ***MSgt. Stanton Frye***, Air National Guard; ***MSgt. Angela Alexander***, Air Force Reserve, while ***MKC Richard Whitely*** of Station Manasquan, N.J. represented the Coast Guard Reserve.

Editor's note: Coast Guard members were on hand for this ceremony from MSO/Group Philadelphia and Group Atlantic City including CG Reservists PSC Michael J. DiStefano, PS1 James D. Weber and EMC Phillip C. Parson. Mr. Charles Cragin, assistant secretary of defense for reserve affairs, also toured the Atlantic Strike Team while at Fort Dix.

Digital image by Sgt. Maurice Thompson

Acting Assistant Secretary of Defense for Reserve Affairs Charles Cragin, with suit, is flanked by members of USCG Atlantic Strike Team while at Fort Dix June 20. Next to Cragin are Strike Team CO CDR Richard Gaudiosi, right, and XO LCDR Denise Matthews. Left of Matthews is RADM Tom Barrett, Director of Reserve & Training. MCPO Bill Phillips, CGR CMC, is third from right in front.

Reservist to chair NAC

SHIP BOTTOM, N.J. — The Non-Rate Advisory Committee (NAC) was established to provide feedback to the training center on how new recruits are doing once they get into the field. NAC, formerly known as the Enlisted Recruit Training Advisory Committee, is currently chaired by CG Reservist ***MCPO Jeff Miller.***

PAC edward J. Kruska, USCGR

MCPO Jeff Miller

Through NAC, supervisors of non-rates Coast Guard-wide have the opportunity to provide feedback on the accession process (i.e. recruitment, training, and first unit). For example, a field unit can give feedback on how a new apprentice is doing and what the training command might do differently to prepare recruits for service in the field. These suggestions go through NAC, then to TRACEN and to recruiters in the field. NAC also researches and recommends changes that can be made at the boot camp level. If you have feedback that will help make a positive change, send it on to Headquarters via you NAC representative. For information or to find out who your NAC representative is, contact MCPO Miller at 247 17th St., Ship Bottom , NJ 08008; phone 609-494-7949 or send e-mail to: *ShipCarp@aol.com*

PA1 Telfair Brown, USCG

Reservist BM1 Tim Sullivan, left, and YN1 Stephen R. Dykema show off some of the wares bestowed upon them at the National Enlisted Person of the Year ceremony June 12 at Fort Myer, Va. An EPOY article was published in the June 1998 issue.

Workforce policy advisor for Reserve

WASHINGTON, D.C. — ***Mr. Dave Benton*** is the Workforce Policy advisor to the Commandant for civilians. He is one of three full-time policy advisors that work on diversity management issues which include:

- *Continually assessing diversity issues in the Coast Guard*
- *Coordinating diversity awareness and diversity management modules of CG leadership development programs*
- *Advising and assisting managers on workforce diversity management and leadership practices*
- *Maintaining a liaison with recognized military and civilian organizations that study, influence, or are involved with workforce diversity*

Benton also serves as the manager for the Workforce Cultural Audit process and was designated by the Chief of Staff to be the point of contact to the Department of Transportation for Diversity and DOT Workforce Cultural Audit efforts. Benton may be reached at:

Commandant (G-WTL-1)
U.S. Coast Guard HQ
2100 Second St. SW
Washington, D.C. 20593

202-267-6240. E-mail address is: *dbenton@comdt.uscg.mil*

PAC edward J. Kruska, USCGR

New Commandant ADM James M. Loy, left, talks with Dave Benton, Workforce Policy Advisor for civilians, reservists and auxiliarists.

Cutter conference keys on Reserve-specific issues

MEMPHIS, Tenn. — Even in the Team Coast Guard era, there are still issues that surface that are reserve-specific. And so, Officers in Charge and Executive Petty Officers of river tenders attached to Group Lower Mississippi River met here June 18 to learn about managing their part-time personnel. With cutters located in Oklahoma, Arkansas, Mississippi, Kentucky and Tennessee, and a large turnover in key active duty personnel recently, ***LCDR Patrick Dowden***, Group Commander, recognized a need for training in reserve-specific issues.

Dowden called ***LCDR Jean Clark***, Chief, Force Optimization and Training Division at ISC St. Louis with a request for a one-day workshop. It was met with an enthusiastic affirmative. The workshop included basic Reserve information ranging from pay to discipline, and allowed maximum interaction between cutter and ISC personnel.

LCDR Jean Clark

LCDR Pat Dowden

Attending from ISC St. Louis were: ***LCDR Jean Clark***, ***Linda Moore***, Manpower Analyst, ***CWO Marvin Mason***, Training Officer; ***YNCM Fernando Alaniz***, Workforce Manager, and ***YNCS Paul Michel***, PERSRU Supervisor. Representing the Group were ***LCDR Patrick Dowden***, ***LT Dirk Stringer, YN1 Debbie Hutchins*** and ***SK1 Robert Colvin***. Cutters were represented by ***BMCM Michael Goulding*** and ***BMC Dennis Endicott***, *CGC Chena;* ***BMC Michael Martin***, *CGC Greenbrier;* ***BMC Homero Villarreal***, *CGC Kankakee;* ***BMC Ronald Rambo***, *CGC Kanawha;* ***BMC Andrew Adams***, *CGC Kickapoo;* ***BM1 Christopher Smith,*** *CGC Muskingum.*

Know Your Reser

Your friend or neighbor is someone who has the commitment, honor and drive that it takes to become a Coast Guard Reservist. You've told them about your job — the pride you feel about being in the Coast Guard, the training you've received, the lifelong friends you've made. They like what you've told them and they want to find out more. Do you know the next step?

It's getting them in touch with a recruiter. You could just tell them to call their local recruiter by calling **1-800-GET-USCG**, but just think about how much more it would mean to them if you refer them to someone you know! Better yet, make it easy for the prospective member by setting up their first meeting with the recruiter for them. Offer to take them or to go along.

While every recruiter should be able to discuss all programs offered by the Coast Guard, some recruiters have special training in a focused mission to meet the special needs of Reserve recruiting:

• **Mobile Recruiters** — Ten reservists who have been hired on ADSW-RC (through at least the end of FY1998) are shown on the USA map at right and by the **blue dots**. Mobile recruiters are equipped with laptops, printers, GSA cars and cellular phones. Their job is to find qualified Reserve prospects at key locations including where port security units are or will be located, and where other billet vacancies exist.

• **Reserve Dedicated Recruiters** — Twenty-eight recruiters who work at Recruiting Offices have been designated as Reserve Recruiters, some of whom are reservists on EAD. All have received additional training on Reserve programs. These recruiters direct the majority of their efforts toward recruiting reservists. This means they actively target locations and leads from reserve prospects. They also work some active duty prospects as part of the *Team Coast Guard* effort. They are listed in the column at the far right and are designated on the map with **red dots**. Please note, due to transfer season, some names may change, but e-mail addresses will reach the appropriate person. For e-mail addresses, check the Coast Guard Reserve web page at:
www.uscg.mil/reserve/general.htm

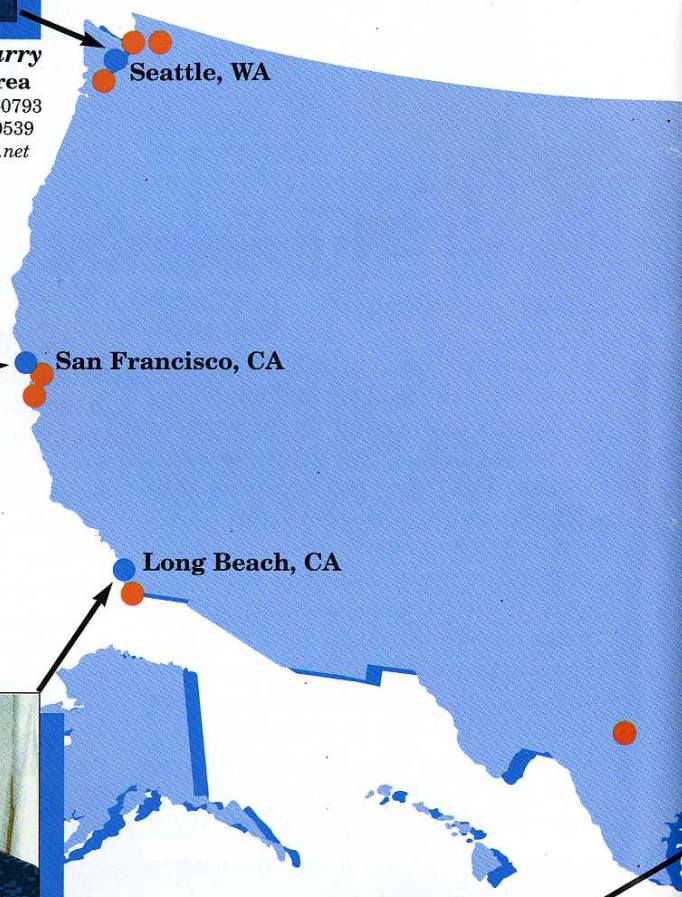
• **Regular Recruiters** — About 200 other recruiters work at Recruiting Offices across the nation are also contributing significantly to the reserve enlisted recruiting effort.

SK1 Susan M. Barry
Seattle/Tacoma Area
TELEPHONE: 206-523-0793
CELLULAR: 206-818-0539
E-mail: *roseattle@uscg.net*

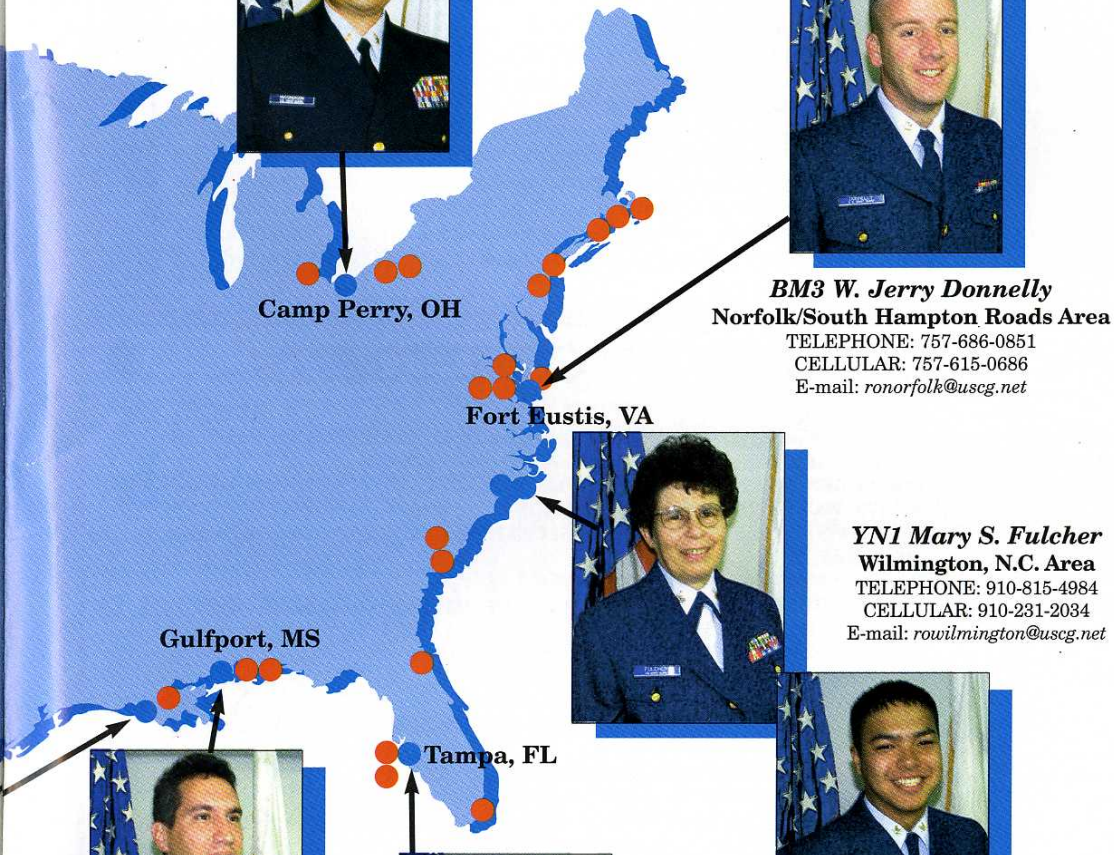
YN1 Autumn M. Milliken
San Francisco Bay Area
TELEPHONE: 510-352-8992
CELLULAR: 510-919-9539
E-mail: *rosanleandro@uscg.net*

FSC John R. Harvey
Southern California Area
TELEPHONE: 619-226-8222
CELLULAR: 619-894-4706
E-mail: *rosandiego@uscg.net*

YN1 Jennifer D. Graviss
New Orleans Area
TELEPHONE: 504-589-6264
CELLULAR: 504-427-6457
E-mail: *roneworleans@uscg.net*



ve Recruiters



TCC Scott A. Hutcherson
Lake Erie Area
TEL: 440-734-4400
CELLULAR: 216-695-4061
E-mail: *rocleveland@uscg.net*

BM3 W. Jerry Donnelly
Norfolk/South Hampton Roads Area
TELEPHONE: 757-686-0851
CELLULAR: 757-615-0686
E-mail: *ronorfolk@uscg.net*

YN1 Mary S. Fulcher
Wilmington, N.C. Area
TELEPHONE: 910-815-4984
CELLULAR: 910-231-2034
E-mail: *rowilmington@uscg.net*

PS3 Ronald T. Nakamoto
Wilmington, N.C. Area
TELEPHONE: 910-815-4984
CELLULAR: 910-231-2035
E-mail: *wilmingtonro@uscg.net*

YNC Thomas R. Illich
Mobile, Ala. Area
TELEPHONE: 334-441-5171
CELLULAR: 228-209-3836
E-mail: *romobile@uscg.net*

BMC Gregory J. Satchwell
Tampa Bay Fla. Area
TELEPHONE: 813-228-2187
CELLULAR: 813-610-8958
E-mail: *rotampa@uscg.net*

Reserve Dedicated Recruiters

- **MK1 Andrew Hausner**
  Recruiting Office Portland
- **SK2 Enemias Rocha**
  Recruiting Office San Francisco
- **TC2 Michael Dixon**
  Recruiting Office San Francisco
- **AT1 Daniel P. Fleischman**
  Recruiting Office Seattle
- **GM1 David A. Pickens**
  Recruiting Office Seattle
- **PS3 Patrich R. Zinck**
  Recruiting Office San Antonio
- **AT1 Mark Girard**
  Recruiting Office San Diego
- **SK2 Christine F. Schnitzer**
  Recruiting Office Cleveland
- **YN2 Wendy J. Snediker**
  Recruiting Office Cleveland
- **YN2 Tina Phillips**
  Recruiting Office Jacksonville
- **SK2 Charles A. Lapchynski**
  Recruiting Office Lansing
- **MK1 Stanley J. Babischkin**
  Recruiting Office Miami
- **AM1 Kyle R. Cook**
  Recruiting Office Mobile
- **YN1 Patty W. Pitre**
  Recruiting Office Mobile
- **FT1 Todd Peterson**
  Recruiting Office New Orleans
- **TC1 Steven Hayes**
  Recruiting Office Tampa
- **ET1 Jeffrey Locklair**
  Recruiting Office Tampa
- **PS3 Laura J. Gibson**
  Recruiting Office Alexandria
- **BM2 Jordan Wolff**
  Recruiting Office Charleston
- **EM2 Ronald D. Erickson**
  Recruiting Office Charleston
- **GMC Michael D. Palfrey**
  Recruiting Office Norfolk
- **MK1 Robert Rutan III**
  Recruiting Office Norfolk
- **YN1 Marianne M. McNelis**
  Recruiting Office Norfolk
- **QM1 Jeffrey S. Howard**
  Recruiting Office Boston
- **AM2 William F. Harris**
  Recruiting Office Boston
- **TC1 Michael Roundtree**
  Recruiting Office New York
- **YN1 Jo-Ann F. Sheppard Yust**
  Recruiting Office Philadelphia
- **EM1 Craig W. Brewis**
  Recruiting Office Providence

Friends of the Coast Guard

We all know them...people who never served in the Coast Guard but love and support it. Many times, we see them at changes of command and other Coast Guard functions. We'd like to feature some of these *"Friends of the Coast Guard"* in an issue this coming fall. If you know of any of these folks, drop us a line or send in a submission by Oct. 15, 1998 to:

Commandant (G-WTR-2)
USCG Headquarters
2100 Second Street, SW
Washington, DC 20593-0001

E-mail: *ekruska@comdt.uscg.mil*

Reserve Promotion Board Season

The Reserve promotion board season is quickly ramping up in preparation for the PY1999 IDPL selections. All Reserve officers should become familiar with the contents of ALCGRSV 005/98 which announced projected zone sizes for PY1999 (actual zone sizes for captain and commander were announced; see ALCGPERSCOM 050/98). We anticipate some minor adjustments to these zone sizes. However, in our attempt to ensure all officers in zone have a current OER file, officers in the projected zone sizes should not delay their OER submissions. Once the final zone sizes have been determined, those officers who will officially be in zone will be mailed a packet with detailed information concerning their responsibility in preparing for the board. If you have questions after receiving the package, contact LT Steve Custer at 1-800-842-8740, ext. 7-0556.

It's Citizen-Sailor time!

For the fifth consecutive year, *The Reservist* will salute the Citizen-Sailor in the September 1998 issue. This year's theme is *"My Civilian Occupation."* Send us a brief account (150 words or less) of what you do as a civilian with a photo of you busily at work. Deadline is Aug. 10, 1998 (deadline extended). Mail to:

Commandant (G-WTR-2)
USCG Headquarters
2100 Second Street, SW
Washington, DC 20593-0001
ATTN: Citizen-Sailor

Be a Recruit Company Mentor

TRACEN Cape May, N.J. is looking for mature Coast Guardsmen (E-5 to O-6) who would like to give something back to our newest members by being a recruit company mentor. Thousands of recruits who were very apprehensive about their decision to enlist and their future in the Coast Guard have benefitted immensely from the opportunity to speak with their company's mentor. Previous mentors have expressed sheer delight in watching 60 or more young men and women progress through boot camp from undisciplined kids to sharp military adults. A mentor is asked to visit the company three or four times during the course of the eight-week boot camp, to attend graduation and give the primary graduation speech. If interested, contact QMCS Leonard at 609-898-6589.

ALCOASTs / ALDISTs / COMDTINSTs

As of 7/15/98

DTG	NUMBER	SUBJECT
131942Z JUL 98	ALDIST 172/98, COMDTNOTE 1000	CG PERSONNEL MANUAL CLARIFICATION REGARDING ADMINISTRATIVE ABSENCES
101940Z JUL 98	ALCOAST 069/98, COMDTNOTE 5223	COAST GUARD WORKFORCE CULTURAL AUDIT (WCA) UPDATE
081644Z JUL 98	ALCOAST 068/98	PREPARATION FOR YEAR 2000 (Y2K); PROJECT PRIORITY & CONTINGENCY PLANNING REQS.
101430Z JUL 98	ALDIST 168/98	30-YEAR WAIVER FOR SELRES PARTICIPATION
101352Z JUL 98	ALCGENL 045/98	ENLISTMENT OR REENLISTMENT OF RESERVISTS ON EXTENDED ACTIVE DUTY (EAD) IN THE ACTIVE DUTY COAST GUARD
062051Z JUL 98	ALDIST 164/98	NATIONAL PERFORMANCE REVIEW HAMMER AWARD
021830Z JUL 98	ALDIST 163/98, COMDTNOTE 7000	STATUS, FUTURE PLANS, AND LESSONS LEARNED RELATED TO MLC/HQTRS CHIEF FINANCIAL OFFICER'S (CFO) ACT AUDIT ASSESSMENT VISITS
021815Z JUL 98	ALDIST 162/98, COMDTNOTE 1500	ANTITERRORISM/FORCE PROTECTION (AT/FP) TRAINING
021445Z JUL 98	ALCOAST 067/98, COMDTNOTE 5700	COMMANDANT'S INDEPENDENCE DAY MESSAGE
302210Z JUN 98	ALDIST 161/98, COMDTNOTE 1710	COAST GUARD ELITE ATHLETES OF THE YEAR
301639Z JUN 98	ALCGPERSCOM 050/98, COMDTNOTE 1427	PY99 INACTIVE DUTY (IDPL) RESERVE OFFICER RETENTION/SELECTION BOARDS FOR CAPTAIN AND COMMANDER
261530Z JUN 98	ALCOAST 065/98, COMDTNOTE 1500	COAST GUARD PUBLIC AFFAIRS OFFICERS COURSE (COPAC)
261650Z JUN 98	ALCOAST 064/98	DEATH OF CG FLAG OFFICER *(RADM Julian E. Johansen, USCG (Ret.)*
241305Z JUN 98	ALDIST 158/98, COMDTNOTE 1500	FY99 LEADERSHIP AND MANAGEMENT SCHOOL (LAMS) TRAINING SCHEDULE SOLICITATION
241300Z JUN 98	ALCGPERSCOM 047/98	OFFICER PROMOTION AUTHORIZATION LISTING (OPAL) NO. 7-98
231707Z JUN 98	ALCGRSV 009/98	OCTOBER 1998 RESERVE SERVICEWIDE EXAMINATION (RSWE) COMPETITION *(Oct. 17, 1998)*
192017Z JUN 98	ALCGPERSCOM 045/98	AMENDMENT TO RESERVE WAR AND STAFF COLLEGE SELECTION PANEL RESULTS (ALCGPERSCOM 043/98)
191319Z JUN 98	ALDIST 153/98, COMDTNOTE 1750	CHANGE TO THE SURVIVOR BENEFIT PLAN (SBP)
181327Z JUN 98	ALCOAST 062/98, COMDTNOTE 5100	USING SEAT BELTS IN THE COAST GUARD
171739Z JUN 98	ALDIST 152/98, COMDTNOTE 5360	OPERATIONAL DEATH OF COAST GUARD MEMBER *(SA Gregory M. LaFond, CGC Eagle)*
171555Z JUN 98	ALCGPERSCOM 043/98	RESERVE WAR AND STAFF COLLEGE SELECTION PANEL RESULTS
171423Z JUN 98	ALDIST 150/98, COMDTNOTE 1754	ARMED SERVICES YOUNG MEN'S CHRISTIAN ASSOCIATION (YMCA) POSTER CONTEST
161733Z JUN 98	ALCGPERSCOM 041/98	DIRECT COMMISSION ENGINEERING OFFICER (DCE) PROGRAM AND DIRECT COMMISSION OF STATE AND FEDERAL MARITIME ACADEMY GRADUATE (MARGRAD) PROGRAM SELECTION BOARD RESULTS
161720Z JUN 98	ALDIST 149/98, COMDTNOTE 7220	SGLI RATE REDUCTION *(see page 23)*
122145Z JUN 98	ALDIST 146/98, COMDTNOTE 1500	SITREP ONE ON WORKFORCE PERFORMANCE & TRAINING STRATEGY DEVELOPMENT
112200Z JUN 98	ALCGENL 036/98	1998 COMMAND MASTER CHIEF ASSIGNMENTS
111423Z JUN 98	ALDIST 145/98, COMDTNOTE 1754	1998 ARMED SERVICES YOUNG MEN'S CHRISTIAN ASSOCIATION (ASYMCA) YOUNG READERS' ESSAY CONTEST WINNERS
101905Z JUN 98	ALCOAST 061/98, COMDTNOTE 5350	DEATH OF CG FLAG OFFICER *(RADM Russell R. Waesche, Jr., see page 3)*
091905Z JUN 98	ALDIST 144/98, COMDTNOTE 1710	BASEBALL ACADEMY SCHOLARSHIP PROGRAM
091500Z JUN 98	ALDIST 143/98, COMTNOTE 1001	FORCE OPTIMIZATION & TRAINING WORKSHOP *(Sept 8-11, 1998, POC: LT Brown, 202-267-0564)*

CG RESERVE HOTLINE: 1-800-283-8724 (USCG)
HRSIC RETIREE SERVICES: 1-800-772-8724

letin Board

SGLI Premium Reduction

Yes, you read that right! The Department of Veterans Affairs (DVA) has announced they will lower the SGLI premium for each $10,000 of coverage from 85 cents to 80 cents. The reduction is effective July 1, 1998. This means the new monthly premium for the $200,000 of coverage will be reduced from $17 to $16. The reduction is a result of program management efficiencies achieved by the Office of Servicemembers Group Life Insurance (OSGLI). Human Resources Service & Information Center (HRSIC) will make appropriate adjustments to deduct the new premium from all active duty and Selected Reserve members (paid drilling status). ALDIST 149/98, COMDTNOTE 7220.

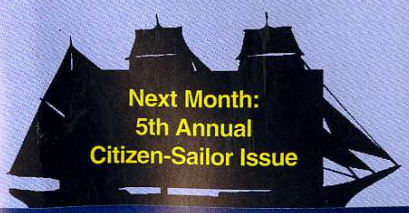
Change 1 to RPAL

Change 1 to the RPAL Instruction (COMDTINST 5320.1) was signed June 2, 1998. The change doesn't contain any major policy shifts, but it does clarify routing procedures and includes a new job aid to help units execute common billet transactions. The Instruction's intent is to push billet ownership and management as far down into the chain of command as practicable. The Instruction details what units are authorized to do locally with their RPAL billets, or how to seek RPAL changes via the chain of command. The Instruction is available at most units or at the Reserve website *http://www.uscg.mil/reserve* Check it out! Can you improve the RPAL in your chain of command?

— LT Phil Brookings, G-WT-2, 202-267-0623
E-mail: *pbrookings@comdt.uscg.mil*

Coast Guard Day!

"Semper Paratus Always Ready"
Founded Aug. 4, 1790



USCG Reunions

AUGUST 1998

■ **AIR STATION SACRAMENTO** — At McClellan Air Force Base, Calif., invites all previously assigned personnel to the CG Day Picnic on Saturday, Aug. 1. AIRSTA Sacramento celebrates 20 years of service. Contact: AECM John Robison, Air Station Sacramento, McClellan AFB, CA 95652-1242. 916-643-2081, ext. 205.

SEPTEMBER 1998

■ ***CGC CASCO*** **(WAVP 370)** — Sept. 11-12, Boston, Mass. Contact: Gary Wehrmann, 210-647-6376.

■ ***CGC DUANE*** **(W-33) ASSOCIATION** — Seventh annual reunion, Sept. 17-20, at Best Western Hotel & Conference Center, Baltimore, Md. Contact: Al Viau, President *CGC Duane* Association, P.O. Box 3268, So. Attleboro, MA 02703-0930. 508-761-6014.

■ ***CGC COURIER (WAGR/WTR 410)*** — Sept. 20-Oct. 4, 1998 in Virginia Beach, Va. Contact: Dave Newell, P.O. Box 1319, Pepperell, MA 01463-3319. 508-433-2856. E-mail: *dnewell@empire.net*

■ **255' WHEC REUNION** — Coasties who served on the 13 255-foot WHECs, Sept. 27-Oct. 1, 1998, Plaza Hotel/Casino, Las Vegas, NV. Call 1-800-634-6575 for reservations. Contact: RMC Doak Walker, USCG(Ret.), P.O. Box 33523, Juneau, AK 99803. 907-789-2579. **E-mail:** *saad@ptialaska.net*

■ **GREENLAND PATROL WWII** — Ships, shore stations, aircraft units, Coast Guard, Navy & 500th AAA Battalion US Army. Sept. 27-30, 1998, San Diego, Calif. Contact: John Stamford, 1533 Wales Ave., Baldwin, NY 11510. 516-223-1467.

■ **CG RESERVE UNIT BURLINGTON, VT** — Former members and active duty personnel who served at CG Station Burlington from 1974 to the present are welcome at a Sept. 19 reunion. Contact QMC Ted Coté, 96 High St., St. Albans, VT 05478. 802-524-3021.

OCTOBER 1998

■ ***USS SAMUEL CHASE*** **ASSOC. (APA-26) WWII** — Oct. 1-4, at Best Western in Metairie, La. Contact: Charles H. Schmidt, P.O. Box 527, Augusta, AR 72006-0527. 870-347-3207.

■ ***USS CASCO*** **(AVP 12)** — Oct. 2-3, San Antonio, Texas. Contact Gary Wehrmann, 210-647-6376.

■ **LST 769 (COAST GUARD MANNED)** — Oct. 8-11, Biloxi, Miss. Contact: E. Coates, 590 Hartford St., Worthington, OH 43085. 614-888-4342.

■ ***CGC RAMSDEN*** **(WDE-482)** — Late October, Myrtle Beach, S.C. After Sept. 1, contact: BMCM John Mahoney, 750 E. Charleston Court, Hernando, FL 34442. 352-527-0117. FAX: 352-527-2303.

NOVEMBER 1998

■ **ALL COAST GUARD REUNION, CG COMBAT VETERANS ASSOCIATION** — Nov. 4-8, 1998, Corpus Christi, Texas, Contact: B. Herbert, P.O. Box 544, Westfield Center, OH 44251-0544 or send e-mail to: *USCGW64@aol.com*

■ ***CGC BIBB*** **(WPG-WHEC 31)** — Nov. 5-8, 1998, in Washington, D.C. Contact: Richard Olson, 574 Wyoming Ave., Maywood, NJ 07607-1542.

Upcoming Events

JULY 1998

■ **COAST GUARD FESTIVAL** — Is scheduled for July 24-Aug. 2 in Grand Haven, Mich. Parade and fireworks are Saturday, Aug. 1. Entire Coast Guard family is welcome and encouraged to attend. Contact: U.S. Coast Guard Festival, P.O. Box 694, Grand Haven, MI 49417. 616-846-5940; 1-888-207-2434. Web: *http://www.grandhaven.com/uscgfest*

■ **WISCONSIN SESQUICENTENNIAL MARITIME FESTIVAL** — July 31-Aug. 2, tall ships from Great Lakes Region along with *Wisconsin's Flagship* will be open for public tours on Milwaukee, Wis. waterfront. Contact: Wisconsin Lake Schooner Education Assoc., 500 N. Harbor Dr., Milwaukee, WI 53202. 414-276-7700. FAX: 414-276-8838.

AUGUST 1998

■ **CG DAY PICNIC HONORING RESERVE RETIREES** — Washington, D.C. Chapter of ROA is hosting an informal ceremony to honor retired reservists at CG Day picnic, Aug. 1 at TISCOM Alexandria. All reservists welcome. Contact CDR John Baker at 703-235-4717. **E-mail:** *jbaker@ballston.uscg.mil*

■ **COAST GUARD DAY IS AUG. 4TH**

■ **USCG SURFING ASSOCIATION COMPETITION** — Second annual, Aug. 3-7, at Group Cape Hatteras, N.C. Contact: YN2 Jeff Olivarri at 919-995-6460. **E-mail:** *cgsa1a@aol.com*

■ **NATIONAL CPOA CONVENTION 1998** — Aug. 31-Sept. 4, 30th annual, Clarion Hotel, Mobile, Ala. Also, Mobile CPOA Chapter is holding its 20th annual Old Timers Picnic at ATC Mobile Sept. 5. Write: Mobile Chapter Convention Committee, USCG CPOA, c/o CG Aviation Training Center, Box 120, 8501 Tanner Williams Road, Mobile, AL 36608-8322 or call BMCS Jack Crowley at 334-649-8800.

SEPTEMBER 1998

■ **CG RESERVE FORCES COMMAND MASTER CHIEF CHANGE OF WATCH & RETIREMENT CEREMONY** — Sept. 4, CGHQ, Room 2415, Washington, D.C., 10:30 a.m. MCPO George Ingraham will relieve MCPO Bill Phillips. Contact ENS Craig Wennet at 202-267-2217. **E-mail:** *cwennet@comdt.uscg.mil*

■ **RESERVIST MAGAZINE ANNUAL PLANNING MEETING** — Each year in September, *The Reservist* magazine editorial board holds an annual meeting for the upcoming fiscal year. Story ideas and themes are discussed and the meeting helps set a course for the entire year. Now is your chance to speak! Jot down your ideas by Aug. 31 and e-mail to *ekruska@comdt.uscg.mil* or FAX: 202-267-4325 or send via regular mail to Commandant (G-WTR-2).

■ **USCG AUXILIARY NATIONAL CONFERENCE** — Sept. 4-6, at Town & Country Resort Hotel, San Diego, Calif. Contact: Don Moon, 400 Tracy Road, Suite 2, New Whiteland, IN 46184-1097. 317-885-8869. **E-mail:** *dgmoon@juno.com*
Web: *http://www.cgaux.org/news/nacon98c.htm*

■ **NAVAL INSTITUTE WARFARE EXPO & SYMPOSIUM** — Third annual, Sept. 29-30, Virginia Beach Pavilion Convention Center, Virginia Beach, VA. Contact USNI, 118 Maryland Ave., Annapolis, MD 21402-5035; 703-631-6200; 1-800-336-4583, x6200.

OCTOBER 1998

■ **SERVICEWIDE EXAM 1998** — SWEs for reservists in all ratings, E-5 through E-9 will be administered on Saturday, Oct. 17, so keep your calendar clear if you plan on taking the test. See ALCGRSV 009/98.

■ **CUYAHOGA 20TH COMMEMORATION** — RTC Yorktown holds an annual wreathlaying memorial service to commemorate the Oct. 20, 1978 collision of *CGC Cuyahoga* and *M/V Santa Cruz II*. The incident took the lives of 10 Coast Guardsmen and one Indonesian Naval officer. This year's ceremony, is Tuesday, Oct. 20, 11 a.m. (time subject to change) and will mark 20 years since the incident. Contact RTC Yorktown Public Affairs, 757-898-2337.

■ **NAVAL ENLISTED RESERVE ASSOCIATION CONFERENCE** — Oct. 20-24 at Western Hills Guest Ranch, Wagoner, Okla. Contact: NERA, 6703 Farragut Ave., Falls Church, VA 22042-2189. 703-534-1329 or 800-776-9020; FAX: 703-534-3617. **E-mail:** *NERABOB @aol.com* **Web:** *www.nera.org/nera*

NOVEMBER 1998

■ **VETERAN'S DAY WREATHLAYING** — At Coast Guard monument on Coast Guard Hill, Arlington National Cemetery, Arlington, Va. Wednesday, Nov. 11, time to be announced.

■ **SPARs 56TH BIRTHDAY** — Is Nov. 23. Tell your command so they can plan an event to mark the occasion!

DECEMBER 1998

■ **PEARL HARBOR DAY CEREMONY & WREATHLAYING** — Monday, Dec. 7, 12 noon aboard *CGC Taney*, at Pier 4 in Baltimore's Inner Harbor. Sponsored by Baltimore Maritime Museum and Living Classrooms Foundation, 802 S. Caroline St., Baltimore, MD 21231. 410-396-3453; FAX 410-752-8433.

Cutter Christenings/Launchings

- ***CGC JOSHUA APPLEBY* (WLM 556)** — Saturday, Aug. 8, 1998, 10 a.m., Marinette Marine Corp., Marinette, Wis.
- ***CGC WALNUT* (WLB 205)** — Saturday, Aug. 22, 1998, 10 a.m., Marinette Marine Corp., Marinette, Wis.
- ***CGC FRANK DREW (WLM 557)*** — Saturday, Dec. 5, 1998, 10 a.m., Marinette Marine Corp., Marinette, Wis.
- ***CGC ANTHONY PETIT* (WLM 558)** — Jan/Feb 1999
- ***CGC BARBARA MABRITY (WLM 559)*** — March 1999
- ***CGC WILLIAM TATE (WLM 560)*** —May 1999
- ***WLM 561**** — July 1999
- ***WLM 562**** — September 1999
- ***WLM 563**** — November 1999
- ***WLM 564**** — January 2000

All of these christenings/launchings will take place at Marinette Marine Corp. Coasties welcome but need to obtain tickets. Write: USCG Project Resident Office, 1600 Ely St., Marinette, WI 54143-2434 or call YNC James West at 715-735-4109.
E-mail: *jwest@ProMarinette.uscg.mil*

** Cutter has name but not yet officially approved.*

Commanding Officer (mas)
Human Resources Service & Information Center
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Topeka, KS 66683-3591

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