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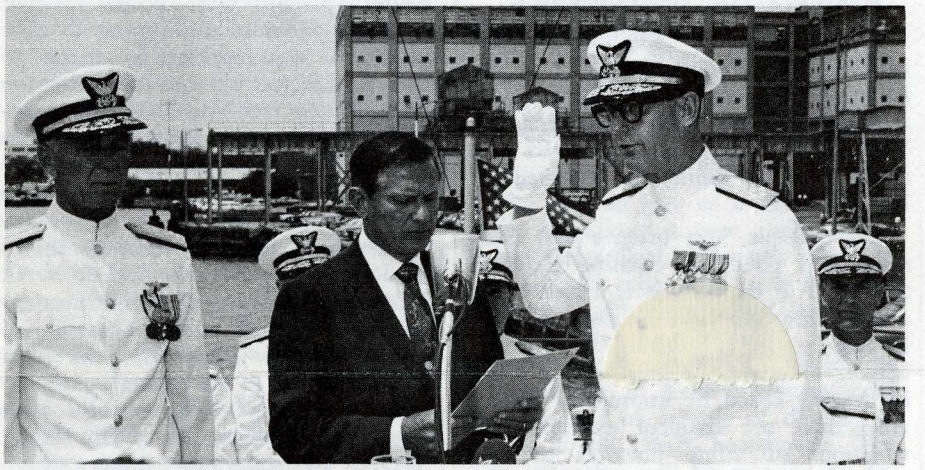


Secretary of Transportation VOLPE administering the Oath of Office to Admiral BENDER during ceremonies aboard the USCGC GALLATIN at the Washington Navy Yard.

COMMANDANT'S FAREWELL MESSAGE

Retiring Commandant Admiral Willard J. SMITH transmitted the following message on the occasion of his relief by our new Commandant, Admiral C. R. BENDER:

"As I turn over the duties of Commandant to Admiral BENDER, an eminently qualified and most able successor, The Coast Guard's future appears even brighter than I envisioned in 1966 when I assumed the duties of Commandant. As a part of the Department of Transportation team, we are not only finding better ways to perform our traditional missions but also are assuming new roles in Marine Transportation.

There is one thing which has not and will not change however—the dedication, loyalty and effectiveness of the over forty thousand military and civilian personnel who are the service.

To all of you who daily and worldwide represent so well The Coast Guard and The Department I wish good luck and happiness. You have my admiration and my deepest thanks.

Signed: W. J. SMITH"

VA TREATMENT

All retired Reservists of Uniformed Services who are entitled to retired, retainer, or equivalent pay are eligible for care in Veterans Administration facilities for non-service-connected disabilities on a space-available basis, as beneficiaries of their parent service.

They no longer have to state under oath that they are financially unable to defray the cost of care. There is no charge for outpatient care. For hospitalization, retired officers and warrant officers pay subsistence charges; retired enlisted members pay nothing.

Know Your Leader

George Sumner BRIDGHAM was born to Mr. and Mrs. George J. BRIDGHAM in Worcester, Massachusetts on 21 September 1914. He remained in Worcester until 1942, receiving his education in the public schools, graduating from high school in 1932, and then holding various jobs through the Depression. He spent five years near the end of the Depression working for a soft drink company. He then worked as a plant guard until he entered the Coast Guard Reserve on 20 March 1942.

After his initial training, he was assigned to the USS SAMUEL CHASE and earned the rate of SM3 before entering OCS in October 1943. While serving abroad the CHASE, he participated in the amphibious landings in North Africa, Sicily, and Salerno, Italy.

He was commissioned an Ensign on 29 March 1944 and served aboard the USS LST-19 as the Communications, Commissary, and a Division Officer and participated in the landings at Palau Island. ENSIGN BRIDGHAM was transferred to the USS MONTICELLO in August 1945 and was promoted to LTJG while aboard.

Mr. BRIDGHAM returned to civilian life in August 1946 and became a member of the Worcester, Massachusetts Police Department where he remained until he returned to active duty in August 1956. While on the police department, he remained in the Coast Guard Reserve and was promoted to LT.

Upon his return to active duty, LT BRIDGHAM was assigned to Cape May as Assistant Training Officer. While at Cape May, he became LCDR BRIDGHAM. He was then transferred to Cleveland to serve as Assistant Chief, Reserve Division, of the Ninth Coast Guard District.

George BRIDGHAM was promoted to CDR and moved to California as the Chief, Reserve Division of the Eleventh Coast Guard District. His next assignment was as Chief, Personnel Division of the Fifth Coast Guard District, where he received his present rank of Captain. He is now in Cleveland again; this time as Chief of the Reserve Division. He assumed this post in September 1969.

CAPTAIN BRIDGHAM has earned the European-African-Middle Eastern Campaign Medal, Asiatic-Pacific Campaign Medal, National Defense Service Medal and the Armed Forces Reserve Medal.

CAPTAIN BRIDGHAM resides in Middleburg Heights, Ohio with his wife Cleo, and two of their children, Larry and Jerry. Their oldest son, Steven, is a student at the University of Illinois in Champaign-Urbana.

Articles for RESERVIST

Each month, the RESERVIST receives articles from the field. A great many of these include a picture which is essential to the interest of the story. Too often, these must be rejected for mistakes which cannot be corrected at Headquarters.

For example, very often a unit will send in a good eye catching picture; and right in the middle is a man who doesn't meet the Uniform Regulations; he may be poorly groomed, in need of haircut or shave, or his uniform may be frayed, faded or improperly fitted. Also there are frequent examples of violations of safety practices in the pictures—these also must be rejected. Recently, a picture was received in which an officer or CPO was leaning over an engine, which the article stated was being started up, with his necktie laying over the fly wheel.

The Reservist will try to run as many articles from the field as possible. Send your articles via the District Commander (r) to:

Editor, Coast Guard Reservist
Commandant (R-1/81)
U.S. Coast Guard Headquarters
Washington, D.C. 20591

However, before sending them, take a hard objective look at all photos submitted.

Coast Guard History Corner

Like many things in the Coast Guard, aviation was slow in coming, but once arrived was utilized to its utmost.

The "Coast Guard's" first contact with aviation came at its very inception in this country. Members of the Kill Devil Hill Life Saving Station were among those assisting the Wright Brothers at the time of their first 59 second flight in 1902.

Although the Army bought a plane from the Wright Brothers in 1910 and the Navy had two in 1913, it was not until 1916 that two Coast Guard officers began flying scouting (SAR) missions, in a commercial plane borrowed from the Curtis company, In that same year, Congress authorized the Coast Guard to construct air bases along the coasts and in the Great Lakes region —but appropriated no funds for this project.

By 1919, aviators were becoming bolder (perhaps some people thought the exhaust fumes were going to their heads). It was proposed to attempt to fly some aircraft all the way across the Atlantic! On 16 May 1919 three seaplanes, NC 1, 3, and 4, took off from Newfoundland to attempt this crossing. Twenty-one destroyers were strung across the ocean to recover ditched aircraft, as two of the three were forced to do. NC-4, piloted by LCDR A. C. READE of the Navy and First Lieutenant Elmer STONE of the Coast Guard successfully flew the 1200 miles from Newfoundland to the Azores in slightly over 15 hours. It was a world wide sensation. Following the NC-4 flight, STONE and some other officers set up a tent hanger at Morehead City, North Carolina, and using borrowed Navy flying boats, maintained patrols in the area, charting shoals, searching for overdue small craft, and even spotting schools of fish. In 1921, for lack of funds, the operation was secured and the officers returned to sea duty.

In 1925, in an effort to increase its enforcement of the Prohibition Act, the Coast Guard bought a tent hanger from the Army for $1 and established a one plant station at Gloucester, Massachusetts. In 1926, Congress finally appropriated funds for Coast Guard aviation and the establishment of two Air bases—Gloucester, Massachusetts, and

Cape May, New Jersey—was accomplished.

The service's new arm expanded rapidly from this time to the beginning of World War II. New air bases were established along Atlantic, Gulf, and Pacific coasts. The air fleet was expanded quickly and many officers and enlisted men were sent to the Navy's flight training facilities, a practice essentially followed to this day.

World War II brought about an urgent expansion of the Coast Guard's aviation activities. Coastal anti-submarine patrols had to be maintained to help ease the burden on the embattled merchant marine which was being devastated by Nazi submarines. To meet this requirement, once again the Coast Guard was put in the position of having a job to do without proper equipment. Most of the aircraft utilized by the Coast Guard for coastal reconnaissance were unarmed and many were even without radio. Nevertheless, on 1 August 1942 a Coast Guard aircraft caught a submarine on the surface in the Gulf of Mexico, and scored a direct hit with its one 250 pound bomb. This was the only submarine sunk by direct action of Coast Guard aircraft during the war. For his action Chief Aviation Pilot H. C. WHITE received the Distinguished Flying Cross. Elsewhere, from the Gulf of Mexico, to the Aleutian Islands, to Northeast Greenland, Coast Guard aviators operated under often terrible flying conditions, from primative bases, in order to maintain patrol schedules. As always, not only were wartime missions being conducted, but the lives of countless mariners, often victims of enemy action, were saved through the direct efforts of our aviators. Hundreds of the aviators and aviation support personnel during this time were Reservists. Reserve pilots operated aircraft all over the world, enlisted personnel, including SPARs manned control towers, and communication facilities and kept the aircraft "on the line," often under very difficult conditions.

Perhaps the greatest development of World War II aviation, in relation to the Coast Guard, was the helicopter. To the Coast Guard, always interested in new rescue equipment, this was ideal. Here was an aircraft that could not only speed to the scene of distress, but hover in the air to recover victims, and then return them to safety.

Presently, the HH3F twin turbine helicopter, recently assigned the name "Pelican", is being integrated into the fleet of Coast Guard aircraft, allowing replacement of the older fixed wing HU16E Albatross.

Today, in addition to its fleet of HH52A and HH3F helicopters, the Coast Guard's most widely used aircraft is the HC130B Hercules. These aircraft are utilized for offshore SAR, conducting the International Ice Patrol, and delivery of urgently needed material to cutters on ocean station and disaster areas. Most recently, the Coast Guard has developed an air deliverable system for use in combatting major oil pollution cases—a long step from the beaches of Kitty Hawk.

Coast Guard History questions

1. Which of the following ships is not in the 225′ class:
   a. WACHUSETT
   b. CHAUTAUQUA
   c. ACACIA
2. The Coast Guard Cutter BEAR was built in 1873 and although in and out of the service on different occasions, was finally lost at sea in:
   a. 1921 b. 1946 c. 1963
3. Which of the following functions was most recently incorporated into the responsibilities of the Coast Guard:
   a. aids to navigation
   b. bridge alteration
   c. domestic icebreaking

Answers on page 4

Newest Coast Guard Icebreaker

The first of four of a new class of polar icebreakers is now under design by the Coast Guard. The new cutter, as yet unnamed, will be 400 feet long and displace 12,200 tons. It will have a 28 foot draft and 83 foot beam. It is expected that the ship will be powered by a combination of diesel engines and gas turbines, and be capable of developing up to 40,000 shaft horsepower. The new icebreaker will be manned by approximately 138 men, compared to almost 200 required by the present "Wind" class cutters. Most of this reduction stems from advances in remote engineering control, pioneered by the "Hamilton" class, and wide use of low-maintenance material. The new ship will feature two and four man staterooms for the crew, extensive laboratory facilities and will be capable of operating two helicopters.

It is anticipated that the icebreaker will carry sufficient fuel and provisions to cruise over 20,000 miles and/or remain at sea (perhaps icebound) for six months. The cutter is expected to be in service in late 1974.

Coast Guard Academy Applications

Applications for the Coast Guard Academy class convening in June 1971 may be submitted between 1 June and 15 December 1970.

Again this year, the Academy entrance examination will be the College Entrance Examination Board tests. The last available testing date will be 5 December 1970. Subsequent test scores will not be accepted. Each candidate must have graduated from a secondary school by 30 June of the year in which appointed to the Academy. Applicants with some college experience are also eligible.

General requirements:

Must be a citizen of the United States.

Must have reached 17th but not 22nd birthday by 1 July of the year of appointment.

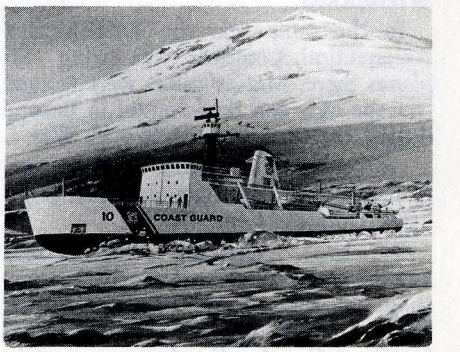
Must be of good character and standing.

Must be unmarried and never have been married.

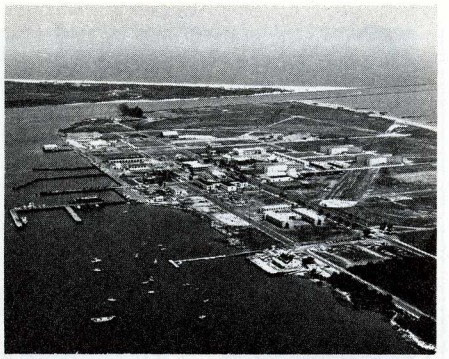
Must be not less than 5′4″ nor more than 6′10″ in height.

Reservists desiring additional information should contact their nearest Coast Guard Recruiting Office or obtain the booklet "United States Coast Guard Academy," CG-147 by writing to:

Director of Admissions
U.S. Coast Guard Academy
New London, Connecticut 06320



Artist's conception of the proposed new Coast Guard icebreaker.



Aerial view of Cape May Training Center.

CAPE MAY

One-thousand, three-hundred and seventy Coast Guard reservists were trained at the service's largest recruit training center here in 1969.

Since the Center was commissioned on 31 May 1948, over 110,000 regular and reserve Coast Guardsmen have faced "boot camp" on the sprawling 500-acre tract.

The historic facility has the important task of converting over 5,000 recruits into trained and qualified Coast Guardsmen each year.

"It is amazing to note the complete change of attitude and additional maturity after eight short weeks of intensified training," Captain Bernhard R. Henry, Center Commanding Officer said. "Many of the men who report here have never been in touch with the military, but after a matter of days the majority act as though they have been in the service all of their lives."

The military history of Cape May dates back to the American Revolution, when it was used as a harbor by the Continental Navy. Refuge facilities on the island were so good that pirates also made their lairs in the surrounding countryside.

In 1917, the U.S. Navy assumed control of the property and converted it into a training base. It was known as Camp Wissahickon.

In the same year the First Marine Aeronautical Company was flying seaplanes there. Marine pilots were trained in Cape May and then fought in Europe during the final days of World War I.

Anti-submarine patrols in Navy seaplanes and "lighter-than-air" craft originated from the Center.

In 1933, Congress appropriated $152,000 for the Coast Guard to purchase two planes and construct an air station. A year later an aviation school for Coast Guard enlisted men was established.

The Coast Guard decommissioned its aviation facility in 1938 and the Navy took over the facility to train carrier pilots for use in World War II. The unique location of the runways on the Atlantic provided an excellent simulation of an aircraft carrier.

Today, Aviation again plays an important part at the center and a new air station, commissioned in 1969, is operating with two HH52A helicopters.

An ambitious expansion program is underway at the Center. During the past several years a new administration building, air station and several new barracks have been completed. A combination gymnasium and recreational building and new hospital facilities are scheduled for completion this summer.

A commemorative postage stamp marking the 150th year of Maine's statehood will feature a painting of the Coast Guard Light Station at Cape Elizabeth Maine. Based on Edward Hopper's oil painting "The Lighthouse at Two Lights, Maine" and designed by Stevan Dohanos, Chairman of the Citizens' Stamp Advisory Committee, the stamp was issued 9 July 1970 at Portland, Maine, the state's first Capitol.

Uniform Notes

A new style Service Dress White coat for all chief petty officers has been adopted by the Navy. At this time it has not been adopted by the Coast Guard Uniform Board, but it will almost certainly be approved, as a change by the Navy has always resulted in an appropriate change by the Coast Guard.

The new Service Dress White coat is single-breasted, three-button, pressed collar style with a plain back and two side vents. The front has four patch pockets and buttoned flaps (similar to the Service Dress Khaki coat) and set-in sleeves. The trousers are conventional style and must be of the same material as the coat.

It will take approximately a year for the specifications to be drawn-up and the uniforms made. To insure that the uniforms will be regulation and to allow the present uniforms to be phased-out by the individuals, the Navy has made the new style optional on 1 May 1971 and required as of 1 May 1973. Presumably the Coast Guard will follow "suit."

RADM Mark A. WHALEN, Commander, Third Coast Guard District cuts the ribbon opening the new Organized Reserve Training Facility, First Marine Corps District in Garden City, Long Island, New York. Looking on are: COL. Walter KELLY, Deputy Director of the First Marine Corps District, and LCDR James M. KENNELLY, Jr., Commanding Officer, ORTUPS 03-82281 which meets at the facility.

Answers to CG History questions:

1—c, 2—c, 3—b

The Coast Guard RESERVIST

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ADMIRAL C. R. BENDER
Commandant, U.S. Coast Guard
RADM J. D. McCUBBIN
Chief, Office of Reserve
ENS. R. C. BROWN
CWO H. M. KERN
Editors

All photographs are official Coast Guard material unless otherwise designated.

Members of the Coast Guard Reserve are invited to submit articles of interest to the Editor of RESERVIST for possible publication.