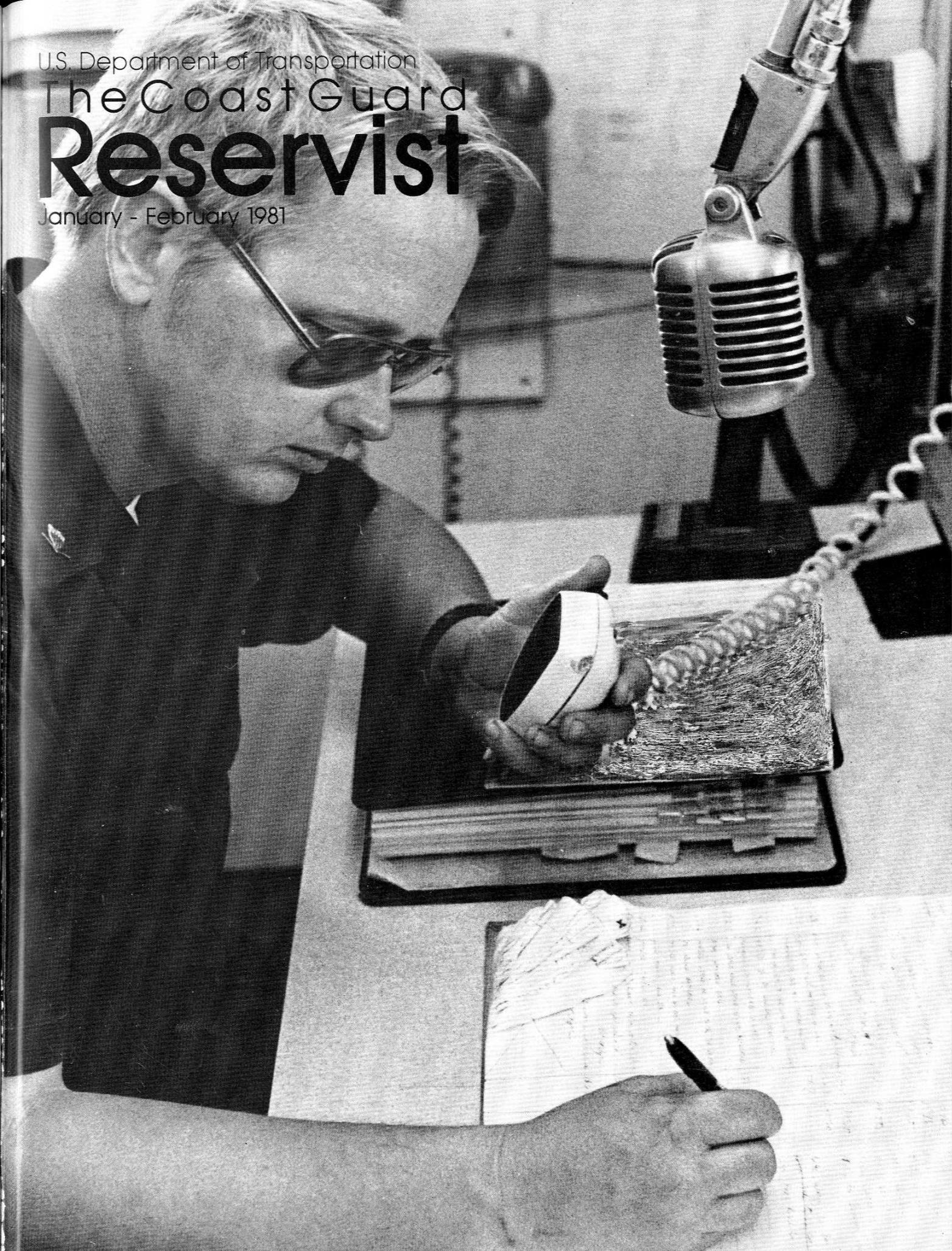


U.S. Department of Transportation
The Coast Guard
Reservist

January - February 1981



UNCLAS

Six members of CGRU Headquarters (G-OFP) were included in a recent awards ceremony at Coast Guard Headquarters marking the accomplishments of Office of Operations personnel during the Cuban refugee crisis.

As qualified watchstanders at Flag Plot, these reservists, along with regular watchstanders, each received a Commandant's Letter of Commendation and accompanying ribbon bar for outstanding performance of duty.

RADM John D. Costello, Chief, Office of Operations, noted that the Flag Plot watchstanders faced new and, at times, nearly overwhelming requirements for monitoring and reporting the event to the White House, Department of State, Secretary of Transportation, Commandant, and other elements at Headquarters, while still being responsive to the normal Headquarters requirements for information.

The following members of the Flag Plot Reserve Unit were cited at the ceremony: CDR Robert Caron, CDR Robert Locke, CDR Henry Meneely, and LT Stephen Bukowy. Not present, but also cited were QMC Curtis Bookhammer and PSI Paul Busker.

Commanded by CAPT J. Shrader, the Flag Plot Reserve Unit trains and provides qualified watchstanders to augment Flag Plot, the National Response Center, and the Headquarters Telecommunications Center.

Alex Haley, the celebrated author of Roots, was hosted as guest speaker at an "All Hands" breakfast at RTC Yorktown recently.

Speaking to an audience of RTC personnel and their families, Haley, a retired Coast Guard Chief Journalist, attributed much of his literary success to the discipline acquired during his 20 year military career.

Haley related that, at age 17, his poor scholastic habits prompted his father, a college professor, to suggest a tour in the military. Shopping for a service with the shortest enlistment, Haley soon found himself aboard the cutter Mendota without basic training or uniforms, for the beginning of what was to be a 20 year career.

Stationed aboard a supply ship during WWII, Haley received his first commissions as a writer.

Page 12 of the 1980 Special Issue, "How to compute points for retirement," needs a note of caution. Points for drills, correspondence courses and membership cannot exceed 60 points in an anniversary year. Active duty points (including ADT, EAD, SADT, IADT, and AT) are extra, for a maximum of 365 total points per anniversary year. The table is to be used as a guide, but detailed and qualifying information can be found on page 4 of the May-June issue, "Getting those points."

The toll-free number for job information with the Military Sealift Command has been discontinued. (See the November-December 1980 issue of the Reservist.) For information on job opportunities in the MSC, write: Military Sealift Command, Department of the Navy, Washington, D.C., 20390, attn: M-22C.

Cover photo—BM3 W.E. Hill, USCGR, maintains a constant vigil in the communications center at CGRU Station Oregon Inlet during one of his weekend stays. Reservists at this station regularly step in and take over the operation of an entire phase of normal station activities. See the story on page 10. Photo by PA2 Dick Wehn, USCG.

Shipmates, learning of his way with words, soon were paying the author to write their love letters for them. This letter-writing business, conducted on the mess deck in the evenings, occupied much of Haley's remaining sea time.

Since his retirement in 1959, the experience gained with the military, and the respect given a Coast Guard retiree overseas, have proven especially valuable to Haley in the historical research necessary for his work. According to the famous author, he was able to draw on this background while doing research in London, and eventually was able to trace the route by which Kunta Kinte, his great grandfather, seven times removed, traveled from Gambia, on the West Coast of Africa, to Annapolis, Md., in 1767.

(contributed by Robert Hartman)

THE COAST GUARD RESERVIST is published bi-monthly by the Commandant of the United States Coast Guard.

ADMIRAL J.B. Hayes
Commandant, U.S. Coast Guard

REAR ADMIRAL Sidney B. Vaughn, Jr.
Chief, Office of Reserve

LT(jg) Kim Pickens
Editor

This material is printed as information only and is not authority for action.

Members of the Coast Guard Reserve are invited to submit articles, photographs and artwork to the editor for possible publication. By-lines will be given.

Inquiries concerning the Coast Guard Reserve should be addressed to:

Commandant, U.S. Coast Guard (G-R-1)
Washington, D.C. 20593

phone 202-426-2350 (FTS 426-2350)

CG-288

Admiral's corner

In the 1970s, the Coast Guard Reserve came into the computer age with the implementation of the Reserve Personnel Management Information System (RPMIS). This system grew out of the need to automate the pay for IDT drills. The current RPMIS system supports the function of IDT pay, retirement points accounting, Reserve mobilization, and general Reserve personnel accounting.

As most users and the system managers of RPMIS are quick to point out, this system does not currently meet all of our information needs. This, however, is not just a problem with RPMIS; most of the Coast Guard has experienced similar problems associated with the lack of adequate information systems. In fact, enough problems have been identified that the Commandant has in his "Strategic Objectives and 1980 Milestones" (COMDTNOTE 5400 of 16 June 1980), established as a major goal the re-examination of the information needs of the Coast Guard and the development of a comprehensive plan to meet these needs.

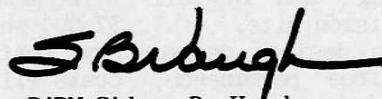
In conjunction with the Coast Guard Decision Support System Study Group established at Headquarters, I have recently established a full-time Systems Development Project Officer for the Office of Reserve to coordinate the analysis of our information needs with the DSS study group's analysis of the needs of the regular service. The project officer is responsible for the analysis of Reserve programs to identify our information needs and for the development of the systems that will meet these needs. The project officer will be visiting district offices and Reserve groups and units in most districts to brief personnel on the status of this project and to provide guidance in the gathering of data necessary to identify their information and system requirements.

I should stress that this is not a short range, fast fix solution. The Decision Support System Analysis approach being used has as its primary objective the development of long range flexible information systems that can provide needed information which is both timely and useable in a changing environment and which will assist our managers in their decision-making roles.

Because of the varied information requirements at different levels of the command, the success of this project in correctly projecting our information needs will depend on the accuracy of the data that is gathered from each district and group/unit manager. This analysis process will not be easy. The decision-making processes that we must analyze are complex processes, some of which will not be easy to identify or analyze. I cannot, however, over-emphasize the importance of this initial effort. We must first correctly identify our needs before we can develop systems to meet these needs.

This is an extremely important project with perhaps far reaching benefits for the entire Coast Guard Reserve. My efforts and those of my staff will not be enough for success. We must also have information from Reserve managers at districts, groups, and units throughout the Coast Guard. Many of you are our first line managers. We must draw on your experience and ideas during this analysis.

I ask for your support and assistance so that we can develop a truly adequate Management Information System (MIS) able to meet the information needs of Reserve managers at all levels of command.



RADM Sidney B. Vaughn
Chief, Office of Reserve

brief comments



You think if we reversed engines. . .?

Two members of CGRU MSO Providence, R.I., keep watch on a trawler aground for any oil spills.

Photo by QMI William R. Butler, USCGR.

Monument planned for Blackthorn

by AMC John Chassereau, USCG (Ret.)

January 28, 1981, will be the first anniversary of the sinking of the Coast Guard cutter Blackthorn in Tampa Bay, Fla. If all goes as planned, the occasion will be marked with the unveiling of a 6,000 pound granite memorial to the 23 men who lost their lives when the 180-foot buoy tender collided with the tanker Capricorn near the Sunshine Skyway Bridge.

The initial efforts of Mr. John Jones, Business Agent for Plumbers and Pipefitters Local Union No. 111, resulted in a Bill before the Florida Legislature, subsequently signed and passed into Law, naming the wayside parks at each end of the Skyway Bridge as "Blackthorn Memorial Park."

The location selected is the island immediately at the north end of the bridge, and in full view of the collision site.

To provide the desired degree of maintenance free permanence, the monument will be constructed of gray granite with polished

face, chipped sides and back. Engraved in the center of a rounded top will be the Coast Guard emblem. Centered immediately under that will be the Cutterman's Insignia. Next across the top will be:

"United States Coast Guard Cutter Blackthorn - WLB-391 -- 28 January 1980."

The rate or rank, name, date, city and state of birth of each of the casualties will be listed alphabetically, engraved in one and a half-inch letters.

"Morn not for him, he sails with one more divine" will be inscribed across the bottom.

The patio/base will be a ten-foot diameter compass rose, with the monument set in the center, facing east. The monument will be approximately five-foot wide by eight-foot tall.

The memorial will cost about \$7,000 when completed and set. Any contributions above actual costs will be forwarded to Eighth Coast Guard District's "Blackthorn Memorial Fund" for distri-

bution to the casualties' dependents.

The St. Petersburg Chapter of the Coast Guard Chief Petty Officers Association has received over \$5,000 from various Coast Guard Auxiliary units, USCG Base St. Petersburg, local CPOA chapters, and others.

Contributions should be made payable to "Blackthorn Memorial Fund, Acct. # 01-0200-101-7-20," and endorsed "For deposit only." Send to:

Blackthorn Memorial Fund
Rutland Central Bank
Meadowlawn Office
1135 62nd Avenue North
St. Petersburg, FL 33702

for deposit and a letter of acknowledgment.

A listing of all contributors, individual and/or organizations is being maintained and will be published in the dedication program.

A January dedication is being planned. However, Coast Guard Day, 4 August 1981, has been selected as an alternate.

If you drill, you can't be disabled, right?

Reservists who are in receipt of a pension, disability compensation, disability allowance, or retired pay by virtue of prior military service may elect to waive such compensation in favor of military pay and allowances for periods of AD, ADT, or IDT. Reservists are not entitled to both.

Personnel released to the Reserve to complete their statutory obligation and other members of the Ready Reserve must execute the waiver of pension/disability or retired pay at the following times:

- (1) Upon assignment to drill pay status
- (2) Prior to the beginning of

Notice to training officers

Commandant (G-RT) is interested in seeing what specialized training-specific forms you have developed for use at the district level. The Reserve Training Division is also considering a revision to Form CG-4405, the Individual Training Progress Record.

Please send any forms or suggestions to Commandant (G-RT) at your earliest convenience.

Sea duty pay

Any reservist who, on 30 September 1978, was an enlisted member of the Coast Guard Reserve, is eligible to receive sea duty pay under paragraph 2B01045 of the Comptroller Manual (CG-264), vol. II, unless entitled to career sea pay.

Sea duty pay is creditable under 2B01045 for any period of sea duty performed by the reservist during the period beginning 1 October 1978 and ending 30 September 1981.

On and after 1 October 1981, reservists will no longer be entitled to sea duty pay under paragraph 2B01045, and the reservist must then have the requisite service to qualify for entitlement to career sea pay.

each calendar year for members in drill pay status

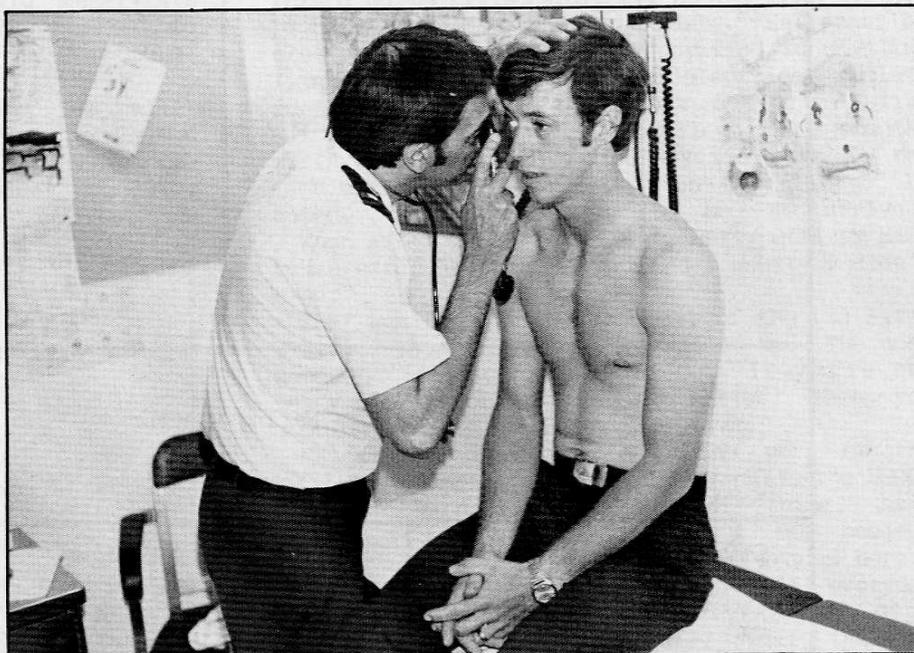
(3) At the time orders involving pay are requested for members not in drill pay status.

A failure or refusal to execute the waiver will result in cancellation of pay and allowances. All military pay and allowances paid by the Government for any calendar date for which Government pension, disability compensation, disability allowance, or retired pay as a result of prior military service was payable and for which no waiver was executed, are subject to recoupment by the Coast Guard.

If the situation outlined above applies to you, you should pre-

pare a letter waiving your pension/disability compensation payments. A sample of this letter is shown in Encl. 9-2 of the Reserve Administrative Manual, (COMDTINST M1001.26). The letter should be prepared at the start of the calendar year, and should include the pension, disability allowance/compensation or retired pay to which entitled by virtue of prior military service, and should be for the number of days of authorized drills and annual training for that calendar year. The letter should also include appropriate endorsements.

For further information, contact your district Reserve Administration Office.



He-h-o-o-o in there! CWO2 Ashton Besse, USCGR, utilizes the ophthalmoscope on reservist PS3 Kevin Pretty, from CGRU Eaton's Neck. The check is part of a compulsory tri-annual physical examination for reservists under 30 years of age. CWO Besse gives these examinations as part of his assigned duties in the Third District Reserve Unit in the Health Services Branch. The ophthalmoscope checks blood vessels in the eyes of patients. Photo by PA2 D.I. Burt, USCGR.

EAD opportunities still available

The Coast Guard has been authorized additional billets in order to "beef up" operations and perform needed maintenance. Reservists' response to ALDIST 258/80, which requested volunteers for up to two years, was excellent. Many of these volunteers are now on duty; however, the need for additional personnel remains.

The Coast Guard's specific needs are reflected in the Open Rate List, which is reproduced

below for your convenience. Port Securitymen and Firefighters may fill a billet for any rating at a Marine Safety Office or Captain of the Port.

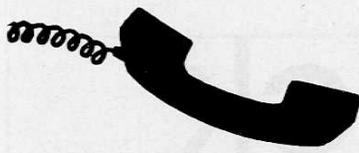
Any enlisted Ready Reservist (Selected Reserve or Individual Ready Reserve) who is interested in extended active duty for a period of up to 24 months is invited to submit a request for extended active duty (Form CG-3472) and an Enlisted Assignment Data Sheet (Form CG-4526) to Com-

mandant G-PE-2/44, U.S. Coast Guard, Washington, D.C., 20593. Answers to specific questions may be obtained by calling the appropriate rating manager listed below. Port Securitymen and Firefighters should contact the Boatswains' Mate rating managers.

This, of course, does not guarantee all volunteers will be recalled, but a direct call is the best way to obtain the answers to your questions regarding possible duty assignments.

Open Rate List			
Rate	Grades	Rate	Grades
AD	E-6, E-5	GM	E-6, E-5
AE	E-6, E-4	HM	E-6, E-5
AM	E-6, E-5	MK	E-5, E-4
ASM	E-6	MST	E-6
AT	E-6, E-5, E-4	QM	E-6, E-5
BM	E-6, E-5	RD	E-6, E-5
DC	E-6, E-5	RM	E-6, E-5, E-4
DT	E-6	SK	E-5, E-4
EM	E-6, E-5, E-4	SS	E-6, E-5, E-4
ET	E-6, E-5, E-4	ST	E-6, E-5, E-4
ETN	E-6, E-5, E-4	TT	E-6, E-5, E-4
FT	E-6, E-5, E-4	YN	E-6, E-5, E-4

Rating Manager		
Name	Title	Phone (202)
CWO Curtis A. Forbes	Aviation Rating Manager	426-4903
CWO Ernest L. Styron	PS/FI/BMC/S/M Rating Manager	426-4752
CWO Victor A. Zink	PS/FI/BM3/2/1 Districts 1/2/3/5/7	426-4751
CWO Darrell R. Sadler	PS/FI/BM3/2/1 all other districts	426-4905
CWO Jimmie R. Hall	QM Rating Manager	426-4908
CWO Don A. Mahoney	MST/GM/RD Rating Manager	426-4909
CWO Ted J. Falter	ET Rating Manager	426-4660
CWO Harvey W. Hicks	ETN/TT/FT/ST Rating Manager	426-4662
CWO Julian R. Cates	MKC/S/M Rating Manager	426-4907
CWO Stanley Gerhauser	DC/EM Rating Manager	426-4753
CWO Carrol D. Spires	SK Rating Manager	426-9790
CWO "Andy" Anderson	YN Rating Manager	426-9794
CWO Fred A. Siegel	RM Rating Manager	426-9793
CWO Art Ringler	SS Rating Manager	426-9792
CWO Harold W. Willis, Jr.	HM/DT/PA/MU Rating Yeoman	426-9791



When the telephone rang...

by PAC Norm Deragon, USCGR

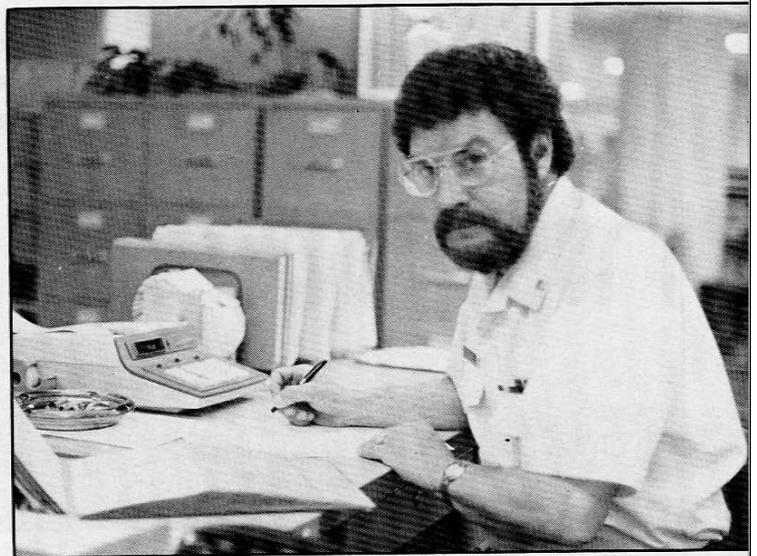
MK1 Leonard Whitford was watching television in his Wakefield, Mass., home when the telephone rang.

LT James Alford, CO of the Marine Safety Unit in Boston, was on the line. "The Secretary of Transportation has authorized the callup of reservists," said LT Alford. "We need you to report for active duty tomorrow morning at 0800."

About 120 similar conversations took place around the First District on the evening of 12 June 1980. Some 1800 Coast Guard reservists around the nation were involuntarily called to active duty in support of Cuban refugee operations in the Seventh District.

It was only the second time that the callup authority under 14 USC 712 was used (formerly USC 764). The first time was during flood relief operations along the Mississippi River in 1973.

Petty Officer Whitford, like most of the re-



servists called to active duty, replaced a regular who was reassigned to Florida. Whitford spent most of his 14 days active duty rebuilding a 12 cylinder diesel engine.

The 15 year veteran of Coast Guard Reserve service said he was surprised by the callup, but that his employer "was very good about it." Whitford is a mechanical designer for the Honeywell Corporation.

MK1 Whitford, along with EM1 Robert Hanrahan, worked on the First District Assist Team for the 14 days they were on active duty. Hanrahan, an electrician for Raytheon Corporation in civilian life, rewired the lights and electrical outlets in the Team's office. Hanrahan said he felt like a long lost brother in that office. It seems the wiring was outmoded. "You had to walk to the middle of the room to turn on the lights," he noted. "They were happy to see me arrive."

When asked about the callup, Petty Officer Hanrahan said, "I got the call and I went. I didn't mind."

That was the attitude of most of the 120 First District reservists who were called up. The consensus of opinion seemed to be: "If you're not ready to report on short notice, then you shouldn't be in the Reserve program."

MK1 Kenneth Preston did engine work on the USCGC Cape Cross and installed ovens on the USCGC Chase. "I'm happy with the whole thing," said Preston. "I really feel that I was needed. There's a lot of work to be done around here."

Reserve augmentation in support of everyday Coast Guard missions is an integral part of a reservist's training schedule. That training paid off in June when hundreds of reservists were called to active duty with very little notice. They responded professionally, in keeping with the rich tradition of "Semper Paratus."



Photos—left: MK1 Leonard Whitford rebuilds a 12 cylinder diesel engine during his 14 day involuntary call-up; above: SK3 Cornelius "Connie" Cadigan, USCGR, sees to it that pay records are in order for those reservists called to active duty. Petty Officer Cadigan worked in the First District finance office. Photos by ENSIGN Brian Danahey, USCGR.

A Summer Stock history

by LT(jg) Douglas Manning, USCGR

For the past eight summers, Coast Guard reservists have manned and operated several Search and Rescue (SAR) stations in the Ninth District in an operation known as Summer Stock. Reservists throughout the service have the opportunity to perform their annual active duty for training or special active duty for training at one of the four operational SAR stations on the Great Lakes.

The Summer Stock program is still going strong, and it appears at this point in time that it will enjoy a bright future. However, due in part to the dynamic nature of the Summer Stock program and the changing priorities from year to year within the Reserve program, there abounds widespread misinformation concerning what Summer Stock is.

Who can participate? For how long? How does one request assignment?

This article is an attempt to "clear the murky waters" by presenting a brief overview of Summer Stock history and to solicit requests for active duty assignment for those who wish to participate in the 1981 Summer Stock program.

In the early 1970s, the administration was looking for ways to cut federal spending. The Coast Guard was forced to close a number of underutilized SAR stations in 1973, many of them within the Ninth District. Operation Summer Stock was born out of local concerns for boating safety and the Administration's announced desire to strengthen the Armed Forces Reserve. Three of the recently closed SAR stations were re-opened and manned primarily by reservists: Harbor Beach, Manistee, and Plum Island. Niagara Falls was added as a fourth station in 1980. Others may be added later.

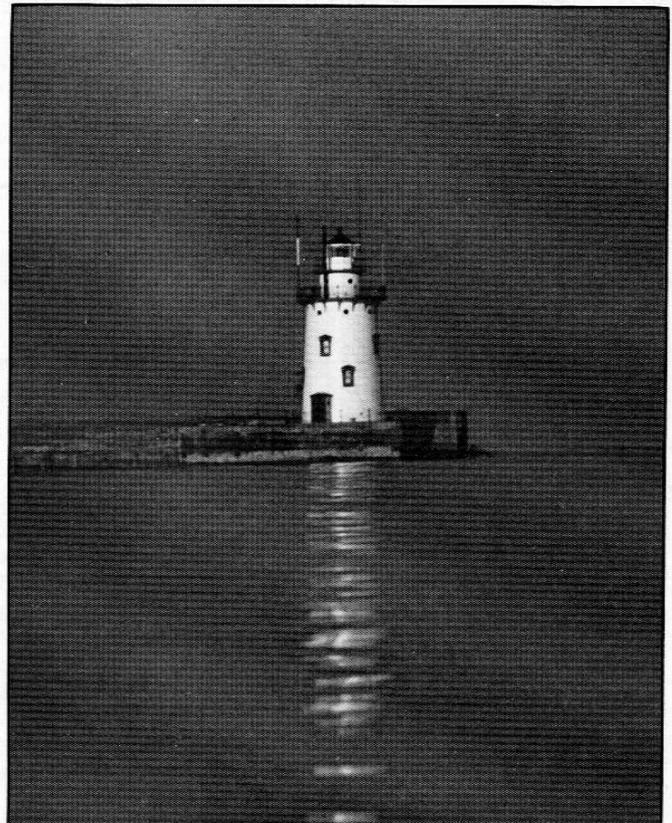
The primary mission of each station is to provide expanded SAR coverage on the Great Lakes during the summer months. These stations also perform law enforcement and marine environmental functions, and aids to navigation maintenance. The stations also train reservists to perform mobilization duties.

The stations utilize 41- and 44-foot patrol boats as their principle SAR platforms. Other small boats, generally 17- and 21-foot outboards, are also assigned.

The stations are located either on one of the Great Lakes or a connecting waterway. All are situated in or near popular resort areas attracting large numbers of tourists and cottage owners during the summer months. A wide variety of recreational activities are available for the outdoor enthusiast, including swimming, sailing, scuba diving, camping, fishing, hunting, and hiking. Each station is located in close proximity to one or more state parks.

Station Plum Island is located on the north end of Green Bay on Lake Michigan, between the tip of the Door Peninsula and Washington Island, Wis. The station is on an island situated in the historic Porte de Morte passage.

Station Manistee is situated at the harbor's



Photos—opposite: lighthouse at Harbor Beach, Mich.; right: helo ops at Station Harbor Beach. SADT opportunities are available at this and other stations in the Ninth District. (First and Third Districts also offer summer SADT opportunities augmenting seasonal stations.) The photos shown are part of a collection taken by ET2 Bob Shields, USCGR, and given to the Office of Reserve at Headquarters.



mouth in Manistee, Mich., a city of 10,000 residents. This resort area in Michigan's northwest lower peninsula is typified by high sandy bluffs, wide beaches, and a generous scattering of beautiful inland lakes. Originally a lumbering town, Manistee today is the home of several small chemical companies, salt processing plants, a pulp mill, and light industry. It is also one of the centers of activity for the revived Lake Michigan sport fishing industry.

Station Harbor Beach is located on the southwestern shore of Lake Huron in Harbor Beach, Mich., a sleepy summer resort and farming town of approximately 3,000 people. It is several miles away from one of the busiest shipping lanes on the Great Lakes.

Station Niagara Falls is adjacent to Old Fort Niagara on the Niagara River. About 2,000 people live in the resort town of Youngstown, N.Y. Historically, control of this region was repeatedly traded among France, Britain, and the U.S.

During the first few years of the Summer Stock program, the stations were manned primarily by reservists performing two weeks ADT. A small core of longer term reservists and regulars provided continuity, training, and maintenance during the winter months. In order to fill the large number of personnel vacancies, ADT solicitations were made throughout the Coast Guard.

The pace aboard these stations was hectic, with long hours dedicated to training to compensate for the short duration of most personnel assignments. Liberty was infrequently granted, if at all. Messing and meal planning left much to be desired.

In 1976 and 1977, nearly all of the reservists assigned to the Summer Stock stations came from within the Ninth District. This resulted from a conscious effort to reduce travel costs and to provide training in an area where reservists would likely be assigned if mobilized. Program emphasis was shifted from operations to training.

Since then, program emphasis has shifted back to operating functional SAR units, capable of performing all the tasks assigned a small SAR station. Longer term ADT assignments have been encouraged.

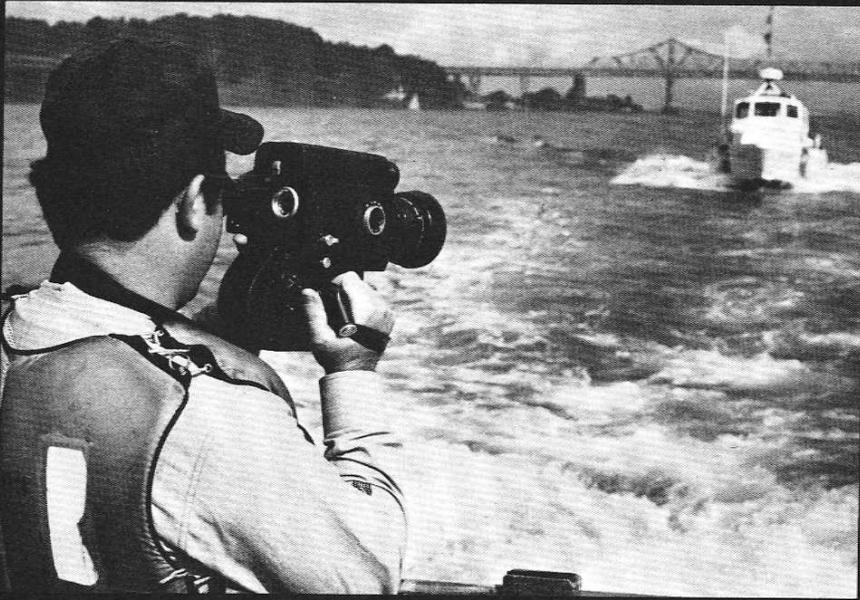
Although fewer reservists now participate in the program, there is greater opportunity for a reservist to obtain in-depth training in a variety of jobs, thereby better qualifying the individual reservist to meet the mobilizational requirements of this type of unit. The reservist is often aboard the station long enough to qualify as a radio watchstander, boat crewmember, boat engineer, or coxswain, and once qualified, can perform in that capacity for the remainder of his time aboard. Making progress toward or actually qualifying as a coxswain or boat engineer at a Summer Stock station often provides a reservist with more self-satisfaction.

The Service, too, gets an immediate return on its investment when a reservist qualifies in some critical capacity. Not only is the reservist trained for a mobilization assignment, but is now a functioning member of an operational unit.

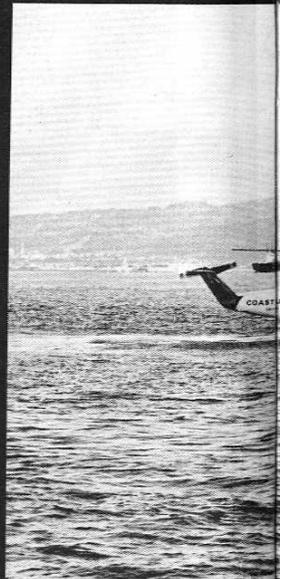
Additionally, Summer Stock station operations now run smoother than in years past and offer a daily routine similar to any regular manned SAR station, including regular liberty, regular messing, and a standard duty schedule.

When Station Niagara was added as a fourth station to the Summer Stock program this past summer, a full complement of both regulars and reservists were assigned to the station for its first season to allow for a smooth transition into the program. This permitted reservists to be trained at the unit and in the station's operating area, with the boats and equipment they would be required to operate in future years. Unlike the other stations, Niagara will remain open year round. A cadre of regulars will man the station during winter months. Reservists will supplement this complement during the active summer months.

Applications are now being solicited for the 1981 Summer Stock program. See the opportunities page for a description of billets and dates needed. Reservists interested in applying should submit their Application for ADT/SADT (CG-3453) via their district chain of command to Commander, Ninth Coast Guard District (r) as soon as possible. Preliminary selections and assignments will be made by March 1981.



G o i n



A short course in helo ops

A routine training assignment, filming a medi-vac operation could have turned into disaster when a Coast Guard helicopter developed mechanical problems during the operation.

PA1 Tom Clark, a Twelfth District reservist, was on his back filming from a medi-vac basket above the waters of San Francisco Bay, unaware of the problems aboard the helo slowly lifting him above the deck of a 44-foot Coast Guard boat. Even the two jerks he felt as the winch reeled him in didn't upset Clark. Events happened so quickly that the photographer wasn't even aware he was in danger.

"It wasn't until I was reeled into the helicopter I realized something was wrong," said Clark. Unable to gain altitude, the only direction for the disabled craft to go was down.

As soon as Petty Officer Clark was inside, the helo crabbed away from the 44-footer, then gently landed in the calm Bay waters. Air bags were quickly inflated to provide bouyancy for the downed helicopter, and the aircraft was towed by boat back to Air Station San Francisco. Now, that's a classic case where practice paid off!

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Some things never change

by HM2 Ernest Munden, USCGR

Mariners have stories to tell about these Outer Banks, men who have lived and others who are forever wed to the sea. Their stories are part and parcel of history -- the stuff of legends -- of the Graveyard of the Atlantic. These are the lifesavers, the Scarboroughs, and the Midgetts.

The Coast Guard Reserve is carrying out this tradition at CGRU Station Oregon Inlet, Rodanthe, N.C.: watching over several fleets of commercial vessels out of Wanchese, and the sport fishing and pleasure crafts of an overflow tourist trade; the protection of the coast during oil spills; basic station maintenance; SAR; ANT Team inspections; training for mobilization. The list is extensive. The Coast Guard stays busy.

The station is located on the northern tip of Pea Island on the North Carolina coast and is housed in a 100 year old plus structure. The two-story wooden building has withstood storms and winds too numerous to mention.

With the augmentation role of Reserve Unit Oregon Inlet, it is critical that all personnel be trained in firefighting. The physical plant includes a number of small boats, ranging from 17 to 44 feet, plus the ANT Team small craft. That kind of responsibility requires in-depth fire training on a six month schedule.

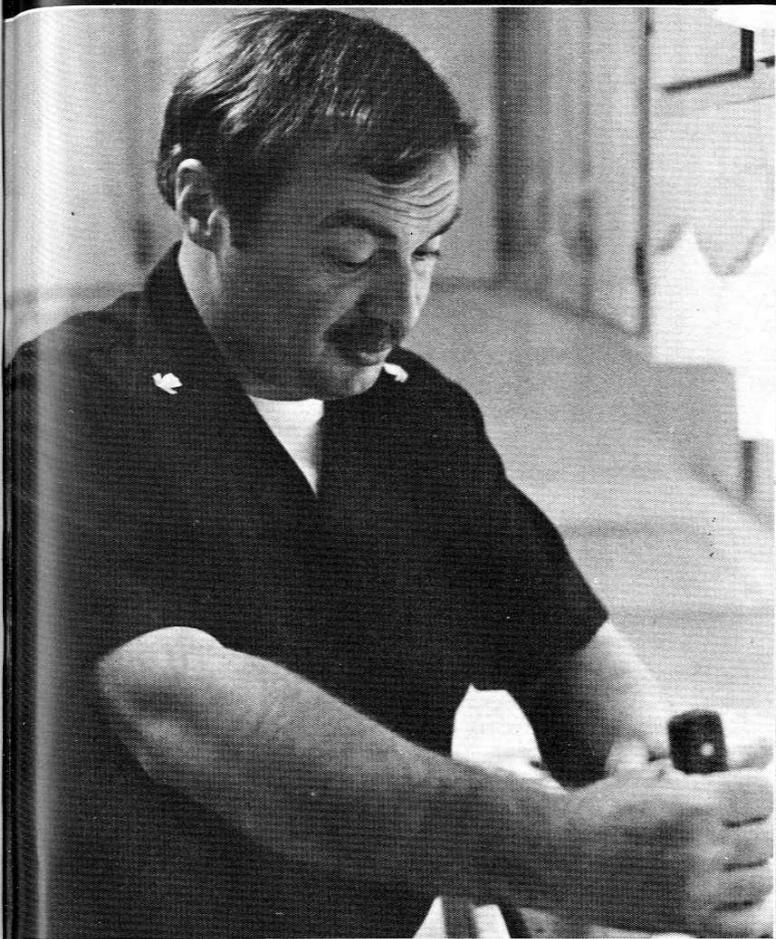
The fire fighting training consists of foam application, fire pump operation, structural damage control, and OBA operation. The training also makes the continual upgrading of the Watch, Quarter, and Station Bill for reservists almost a monthly routine, based on personnel changes. Reservists work with the station engineering office to keep all firefighting equipment maintained. Reservists here stand trained and ready at all times.

Reservists from the station also aid in commun-

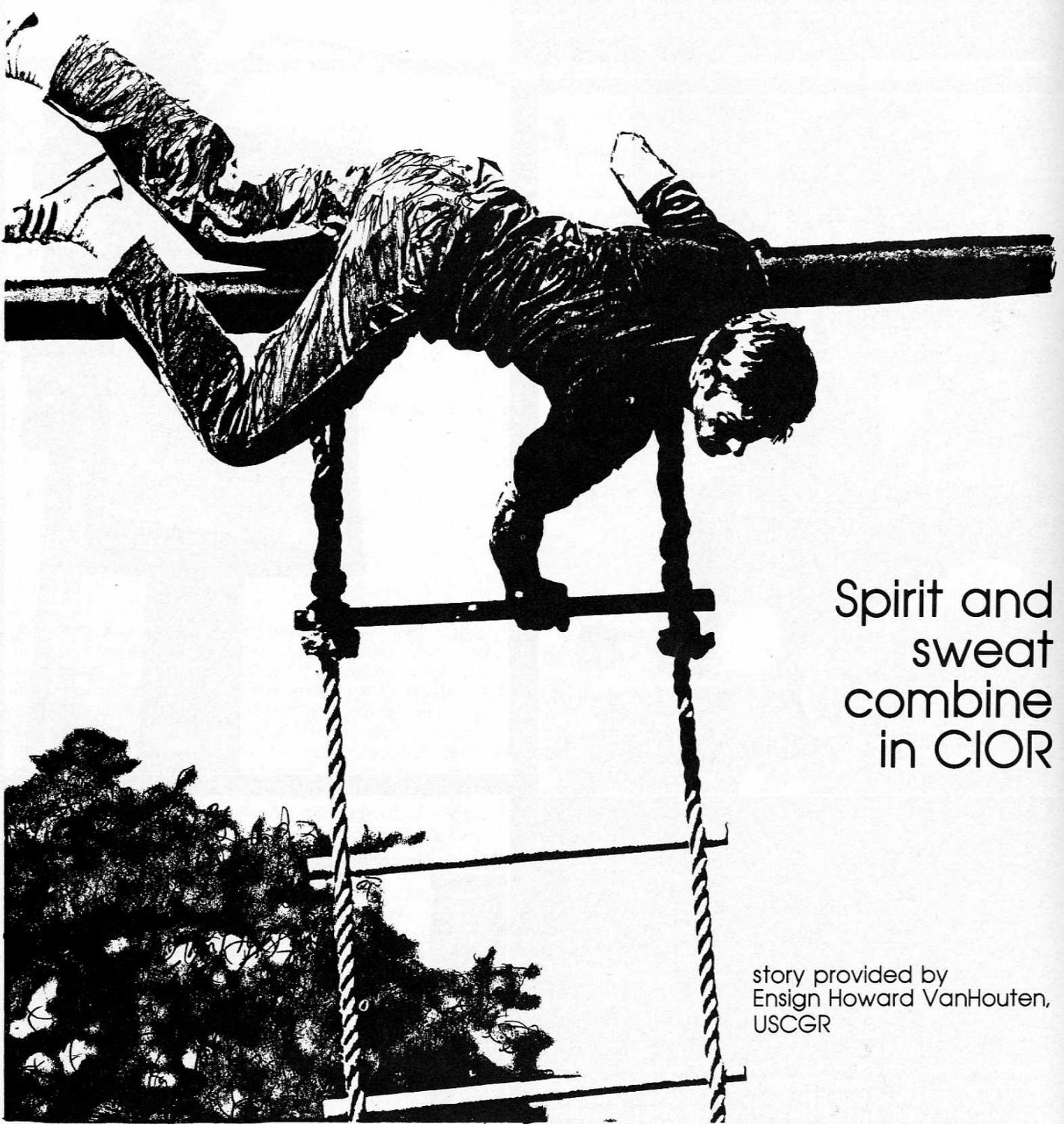
ity preparedness. In 1979, SK3 R. E. Walker and BM3 G. L. Molt performed facilities inspections at MSO Hampton Roads for two weeks active duty in order to determine the local capabilities of various industries and government agencies to control pollution. The two reservists determined the number and availability of pollution control equipment, such as floating booms, perlite, straw, skimmers, boats, vehicles, aircraft, fire-fighting equipment, and other available equipment that might be used locally. Phone numbers, names, and addresses of responsible people were obtained and recorded with each location to expedite the containment of pollution or fires. With the help of Coast Guard reservists, local residents are better able to prevent a major pollution or fire disaster.

Reserve personnel at Oregon Inlet have become qualified to perform duties as communication and engineering watchstanders, coxswains of all station boats, and OOD watchstanders. Two things have greatly contributed to the qualification of Reserve personnel at Oregon Inlet. One is the willingness of reservists to learn a particular job. The other is the "hands on" approach to training taken by station regulars. Thanks to a high level of cooperation, reservists are now able to come onboard and augment or replace the regular crews in carrying out any of their multiple missions. This means that the reservists are well trained and up-to-date in the use of operational Coast Guard hardware and equipment to better meet mobilizational requirements.

Certain things never change on these Outer Banks. The wind still howls, the sea still beckons, and the Coast Guard and the Coast Guard Reserve still carry on the proud tradition of service to their fellow man.



Photos—Clockwise, from above: SS2 J.E. Sawyer, USCGR, whips up one of his famous weekend meals; reservist J.E. Whichard helps the Aids to Navigation Team (ANT) by checking on aids that are extinguished or otherwise out of order; MK2 D.W. Carter, another reservist, assists with station maintenance, helping keep the historic building in good condition. The original station building is considered an area landmark, and there is a feeling of pride among regulars and reservists who keep it looking its best. Photos by PA2 Dick Wehn, USCG.



Spirit and sweat combine in CIOR

story provided by
Ensign Howard VanHouten,
USCGR

When the dust settled and the sweat was wiped away in Montreal, the United States CIOR Military Competition teams had fared well. Going into the third and final day of competition, U.S. teams were in second, fourth, and fifth places, poised to improve their positions in the nine country, 44 team field. Unfortunately, because of complications in the orienteering course, the third day was disregarded and awards presented on the basis of the standings at the end of the first two days, in what was an extremely well run competition sponsored by the Canadian Armed Forces this past summer.

The two Coast Guard officers on the six three-man U.S. teams, LT Malvin Harding of MSO Portland and ENS Howard VanHouten of CGC Sundew (WLB 404) in Charlevoix, Mich., were on the fourth and fifth place teams, respectively. In addition, LT Harding won the National trials and, along with his teammates, CAPT Michael Stobie, USAR, and 1stLT Bill Navas, USMCR, posted the fastest time for the running obstacle course. ENS VanHouten and his teammates, LT John Hammerstrom, USNR, and 1stLT Adrian Serafini, ARNG, all participating for the first time, won the Marksmanship and clinched top honors in the Novice Division with

their fifth place overall finish.

This is all well and good, but in all probability, very few readers know what CIOR is. CIOR is a French acronym which translates into Interallied Confederation of Reserve Officers. This organization was formed shortly after World War II and counts most of the NATO countries among its members. Each year a convention is held in one of the member countries. The military competition is only a small part of the convention, albeit the most visible. The Reserve Officers Association sponsors the United States teams, and all of the competitors are members.

The competitions consist of marksmanship, obstacle courses (both running and swimming), orienteering, and combined military skills (distance estimation, map reading, and grenade throwing).

Prospective competitors are invited to try out on the basis of strength, endurance, and speed. Guidelines of ten pull-ups, 32 and a half minutes in a four mile run, and 36 seconds in a 50 meter swim are used to determine who will be invited to the training camp. Once there, however, pure skills are left behind and an entirely new medium of competition arises.

Running gives way to the obstacle course and orienteering. The first measures speed and strength over the NATO 500 meter course. The 20 obstacles involved include jumping off 18-foot speed ladders, climbing ten-foot walls, diving through openings, and negotiating a six-foot bear pit, among others. Orienteering consists of land navigation in combat garb, complete with weapons. A 14.12 Km. course, usually situated on steep terrain, provides a unique blend of running and problem solving.

The swimming obstacle course consists of four obstacles and is negotiated in combat gear, ex-

cepting headgear and boots. The first obstacle consists of two logs, one of which is climbed over, the other of which is dived under. Next comes a raft, under which the competitor must swim. Third is a platform a half meter off the water, over which the swimmer climbs and then dives for the final 20 meters under yet another log. A piece of cake, except that the swim is performed within an hour after the running obstacle course.

Finally, as in all military competition, marksmanship is a major consideration. In CIOR, each member of the three-man team fires a different weapon, be it rifle, pistol, or submachine gun. The first two are a combination of precision and rapid fire, while the submachine gun is a 15 second, 25-round course.

Describing the individual events is one thing, but words are not adequate where comraderie and teamwork are concerned. The opportunity to work with highly motivated individuals toward individual and team goals builds life-long friendships and memories. This, coupled with representing one's service and country, make CIOR an event which leaves a lasting impression.

The 1981 CIOR competition will be held in Eindhoven, Netherlands, on 4-6 August. This year's try-out camp begins 30 May 1981 for rookies and 11 June for veterans. Final selection competition will be held 22-26 June. Selectees will remain in training until departure for the competition on 24 July.

The U.S. faces stiff competition from European teams. That's why we want the best all-around officer athletes from the Coast Guard Reserve. For more information, contact the CIOR Project Officer, Commandant (G-RT) at (202) 755-1240. Applications must be submitted by 5 March 1981.



IDT courses available at district offices

The following is a list and synopses of unit and district-created IDT courses which are on file at every district Reserve office. This list will also appear in an upcoming revision to the Reserve Training Manual (CG-392).

The packages at district offices are to be used as masters, from which copies may be made and furnished to requesting unit training officers. In no sense is their use mandatory. However, they may prove helpful to others either in whole or in part. They have been reviewed for

content, but no comparison of the relative worth of each course has been made. Their appropriateness for each unit's mission should be judged by the individual unit training officer based on that unit's needs.

If any unit is presently using a program that meets its needs more effectively than those cited, and it has not been forwarded to COMDT (G-RT) via the district office, it should be forwarded as possible material for future use.

Course	Description	Originator
One Day Hazardous Materials Course	Covers packaged hazardous materials, 49 CFR 171-179, IMCO-IMDG CODE, etc. Includes two movies: "All Involved" (DOT) and "Tuesday, May 19, 1981" (Union Carbide). Very extensive lesson plans, course scripts, sample problems, and handouts available.	Third District (r)
Two Day Hazardous Materials Course	Covers packaged hazardous materials and waterfront facilities, 49 CFR 100-199, IMCO-IMDG CODE. Includes two movies: "All Involved" (DOT) and "Tuesday, May 19, 1981" (Union Carbide). Very extensive lesson plans, course scripts, sample problems, and handouts available.	Third District (r)
Six Day Hazardous Materials Course	Covers packaged hazardous materials, boarding officer training, 49 CFR 100-199, IMDG CODE, 33 CFR 126, conduction of a vessel boarding, etc. Includes four movies: "All Involved" (DOT), "Tuesday, May 19, 1981" (Union Carbide), "Those Vital First Minutes," and "BLEVE." Very extensive lesson plans, sample problems, course scripts, and handouts available.	Third District (r)
Boat Handling Course Outline for Station Coxswains	Basic boat handling, coxswain responsibility, emergency procedures, engineering procedures, general seamanship. These are not lesson plans, but instead a thorough job task analysis from which lesson objectives may be developed.	Fifth District (r)
Military Requirements	Complete lesson plans, used in conjunction with RCS cassettes on Radiotelephone procedures, security regulations, rules of the road, ordnance, NBC warfare defense, natural disaster and disturbed area, boating safety.	Eighth District (r)

Course	Description	Originator
Reserve Boatswain Mate	Complete lesson outlines covering classroom instruction of ship's administration, deck seamanship, navigation and piloting, SAR, and aids to navigation.	Eighth District (r)
Marine Environmental Protection Mini-course	Thirteen lessons to be taught in 16 hours on two consecutive days. Covers National Oil and Hazardous Materials Contingency Plan, pollution teams, evidence, cleanup, oil properties, National Strike Force, laws and regulations. Thorough lesson plans.	Eighth District (r)
Basic Port Security Training Program	Thorough lesson plans for six self-contained modules. Requires 18 full days for all six modules. Covers fundamentals of port security, harbor patrol and waterfront facilities, fire prevention and control, package vessel regulations and inspections, introduction to bulk liquid cargo operations, and marine environmental protection.	Eleventh District (r)
Marine Firefighting	Behavioral objectives on which lesson plans may be based, dealing with ship construction, shipboard fire protection systems, damage control, special extinguishing agents, firefighting equipment, firefighting tactics, pre-fire planning inspections, access to ships, fireboats. On-hands training requires the facilities to carry out listed activities. Lesson plans not provided.	Eleventh District (r)
Port Safety Course	Behavioral objectives on which lesson plans may be based, dealing with pier inspections, dangerous cargo inspections, vessel movement intelligence, search/arrest procedures, security of classified material, military explosives, firefighting and disaster control.	RESGRU SFRAN (M-DIV) CCGD12
Marine Environment and Systems	Behavioral objectives on which lesson plans may be based, dealing with pollution types and materials, effects of pollution, federal pollution regulations, pollution surveillance and testing, legal aspects of pollution, on-scene operations, case studies.	RESGRU SFRAN (M-DIV) CCGD12
Administration Training	Behavioral objectives on which lesson plans may be based, dealing with training of enlisted members in paperwork management, fitness reports, survivor's benefits, emergency data, enlistment contracts, in-processing/transfer, ordering supplies.	RESGRU SFRAN (M-DIV) CCGD12
Mobilization Training Instruction Manual	Outline of information regarding USCGR mobilization authority, sources of mobilization personnel, assembly/processing sites, orders, processing, logistics and supply, travel, reservist's responsibilities, pre-mobilization legal counseling, mobilization forms, Mobilization Station General Orientation Brief Sheet. Lesson plans may be based on this information, although no objectives are given.	RESUNIT Twelfth District Office (or)

opportunities

Army JAG offers training

The Judge Advocate General of the Army has once again extended an invitation to the Coast Guard for officers in the legal specialty to attend training sessions on a variety of military legal subjects. The program is specifically designed for JAG Corps officers, but many of the training sessions can be useful for Coast Guard Reserve officers.

The program consists of one- and two-day sessions, held on weekends in a number of cities.

If you are an officer with an (04) Legal experience indicator code (primary or secondary), and are interested in attending these sessions, you may inquire from your district Training Officer as to the availability of the program in your geographical area. Attendance at this training will be for point credit only and must be at no cost to the government. Non-pay ADT orders only will be issued and a waiver of travel and per diem will be required.

Notices to keep you informed

Throughout each year, Commandant Notices are distributed to advise you of changes to a manual or changes to a program that may affect you.

In particular, Notices concerning the advancement process and Warrant Officer competition are issued on a regular basis, and provide amplifying information on the advancement process, as well as changes to correspondence course requirements and other eligibility requirements that may affect you personally.

Take the time to read these notices. They may mean the difference between competing for advancement or selection now, or waiting for a year.

Listed below are the COMDTNOTES concerning the advancement process for Reserve enlisted personnel, with an explanation of each:

CN 1418 Reserve Administered Servicewide Examination. Distributed twice each year, usually in May and November. Announces the changes to Reserve enlisted advancement system, correspondence course requirements, eligibility requirements, and advance notice of future requirements.

CN 1500 Leadership Course Requirements for Inactive Duty Coast Guard Reservists. Distributed once or twice each year as changes in course availability prescribe. Announces any waivers of Leadership Training requirements for Reserve programs, and provides options for Leadership Training.

CN 1417 Reserve Administered Warrant Officer Examination. Distributed once each year, usually in June. Announces the Warrant Officer Examination administered in December, the specialties that will be allowed to compete, and changes to eligibility or selection requirements.

1981 SUMMER STOCK RESERVE BILLETS

BILLET	NO.REQ	FUNCTION	EXPERIENCE	DATES OF DUTY
LT	1	Project Officer	Personnel Management	2 MARCH-30 OCTOBER
YN	1	Orders/Records Admin.	General/PMIS	13 APRIL-30 OCTOBER
SK	1	SADT Pay/Support	Pay	4 MAY-30 OCTOBER
BMC	3	OIC	OOD and Coxswain Qualification plus experience with SAR Station operations	4 MAY-30 SEPTEMBER
BM1	1	OIC	OOD and Coxswain Qualification plus experience with SAR Station operations	4 MAY-30 SEPTEMBER
BM1	1	XPO, OOD, Coxswain	OOD and Coxswain Qualification plus experience with SAR Station operations	4 MAY-30 SEPTEMBER
BM1	1	OOD, Coxswain	OOD and Coxswain qualified	4 MAY-30 SEPTEMBER
BM2	3	Coxswain	Coxswain qualified	4 MAY-30 SEPTEMBER
BM3	4	Coxswain/Coxswain trainee	Coxswain qualified or completed Sec. A and began work in Sec. C, CG-313	4 MAY-30 SEPTEMBER
MK1	3	OOD/Boat Engineer	OOD and Boat Engineer QUALIFIED	4 MAY-30 SEPTEMBER
MK2	1	Boat Engineer	Boat Engineer qualified	4 MAY-30 SEPTEMBER
MK3	5	Boat Engineer or Engineer trainee	Boat Engineer qualified or completed Sec. A and began work in Sec. C, CG-313	4 MAY-30 SEPTEMBER
SS2/3	4	Cook	Mess Management	4 MAY-30 SEPTEMBER
SN/SA	18	Crewman/Crewman trainee	Crewman qualified or began work in Sec. A, CG-313	4 MAY-30 SEPTEMBER
FN	4	Boat Engineer/Engineer trainee	Boat Engineer qualified or began work in Sec. A, CG-313	4 MAY-30 SEPTEMBER

RYs can have class, too

All USCGR RYs (you who attended 15 weeks of IADT) are reminded that you are eligible (and are encouraged) to attend Class "A" schools on a space available basis.

These requests should be submitted on Form CG-3453 via the chain of command. All Reserve Class "A" school quotas available are listed in Appendix 5-2 of the Reserve Training Manual (CG-392). RYs may request any RP or RK quotas.

If you are not interested in or unable to attend a Class "A" school, you should continue to work towards advancement to E-4. You are a valuable asset to yourself and the Reserve as a petty officer.

Home loans for reservists

Reservists who have not performed extended active duty, but whose active service has been limited to 180 days of Initial Active Duty for Training (IADT), are not generally eligible for most VA home loan benefits.

However, a joint VA-FHA benefit is available to reservists who might not otherwise qualify for home loans.

Members of Reserve units who have performed 90 days continuous active duty, including Active Duty for Training, are eligible for low downpayment loans insured by the FHA.

Details are included in VA Pamphlet 26-4, entitled: "Guaranteed and Direct Loans for Veterans."

Reservists wishing to take advantage of this program should first obtain a Certificate of Veteran Status (VA Form 26-8261) from their local VA office. Loan arrangements are then made through the bank, savings and loan, or other lending institution.

E-5 to E-7, YN, to perform clerical duties and assist in development of Reserve Management Decision Support System, Office of Reserve, ASAP for one year at Headquarters.

Two CPO, CWO, LT or above, acquainted with boats and cutters, with engineering experience for review and updating of technical publications, ASAP for nine months in Naval Engineering Division, Headquarters. Include resume.

One CPO, CWO, LT or above with knowledge of ship systems, design practices and standards, with ability to read engineering drawings, and with drafting skills, to work on damage control problems ASAP for nine months in Naval Engineering Division, Headquarters. Include resume.

One E-4 to E-6, SK, with knowledge of pay procedures, and one E-4 to E-6, SK, with knowledge of accounting procedures, to support Comptrollers Office, CCGD8 ASAP for three to four months in New Orleans.

E-4 to E-6, with typing ability and knowledge of word processing equipment, for clerical support in Bridge Permits Branch ASAP for 120 days at Headquarters.

One E-4 to E-6, YN, with good typing skills, for clerical support ASAP for 120 days in Officer Personnel Division, Headquarters.

One YN2 to YNC to work as admin assistant to Environmental and Occupational Health Division ASAP for 120 days at Headquarters.

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

Two E-3 to E-6, YN or rate with admin experience, to reconvert microfiche records to paper records in G-PO-4 ASAP for 120 days at Headquarters.

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

One YN or any rate with typing ability to assist in Clinical Operations Branch, Office of Health Services, ASAP for 120 days at Headquarters.

One person able to perform general office duties, YN or SK preferred, in Boating Education and Liaison Division ASAP for 120 days at Headquarters.

E-4 to E-7, YN, as clerical support in Resident Inspector's Office ASAP for 120 days in Takoma, Wash.

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

