

U.S. Department of Transportation  
The Coast Guard  
**Reservist**

March - April 1981

UNCLAS

**Cover photo**—MK1 Fred Farmer, USCGR, reflects the proud tradition of Coast Guard reservists everywhere. Farmer is attached to RESGRU San Francisco at Yerba Buena Island. See the story on page 11. Photo by PA2 Marshall Berman, USCGR.

Oops! PA1 Bob Borden, USCGR, gets the credit for "Going down" in the last issue. Sorry about that, Bob.

Dear Readers,

I'm sitting here with stacks of articles on my lap, thinking, "When the heck am I going to be able to publish all these stories?" Many of them are good stories, of interest to most or all of you, but, because of space and budget limitations, I can only use a few at a time.

To those of you out there crying, "When is my article going to be published?", patience. If it's well-written, informative, and of general Reserve interest, I'll do everything I can to get it in there -- but, it takes time.

A few helpful hints: (1) Notice the types of articles used in past issues of the Reservist, e.g., in the September/October 1979 issue: "Reservists on Steamboat One," "Reservists make waves in New Mexico," and "Defusing the 50-mile firecracker." (2) Use photos showing reservists in action (readers are always drawn to action photos). (3) Please allow me to give you the credit you deserve by putting your name plus rank or rate and USCG/USCGR. Do the same with your photos. The work you've done deserves a credit line. (4) Include an address and phone number where I can reach you directly.

One more thing: production time for one issue is about eight weeks. (Hey, there's a lot of stuff that goes into making these things!) Thus, you can figure on a delay of two months or more.

Be patient -- and keep writing. You have a story to be told. With you and me working together, it will be.

*Kim Pickens*

The Contra Costa County Chapter of the Navy League has named BMC Robert H. Long the 12th Coast Guard District's 1980 Coast Guard Reservist of the year.

Although he's been in the Coast Guard less than five years, Chief Long's achievements in charge of the nine-man crew aboard the USCGC Point Chico have been impressive. Besides gaining the respect and admiration of the reservists serving under him, Long has established a unique relationship with the active duty members serving aboard the Point Chico.

Since entering the Reserve program, Long has spent his active duty aboard the Point Chico as acting executive petty officer, allowing his active duty counterpart to take annual leave during this time.

Long enlisted in the Naval Reserve in 1947, then switched to the regular Navy a year later where he served as an Aviation Machinist Mate until he left the service in 1976.

Off duty, Long is employed in a managerial position with Lockheed Missile and Space Company, Sunnyvale, California.

By PA1 Bob Borden, USCGR

LCDR Robert Patcha, USCGR, received the Coast Guard Commendation Medal recently for his part in developing a presentation on Coast Guard/Joint Chiefs of Staff interface during time of war, given to the military service chiefs. Congratulations!

MSO Providence, R.I., reached a milestone recently, when FIC Walter Craft, III, USCGR, qualified as a duty supervisor. Chief Craft relieves the regular supervisor during his duty days, and assumes responsibility for regular and Reserve personnel. His duties include assignment of routine ship boardings, and monitoring and dispatching response teams to port emergencies or reported pollution cases.

MSO Providence anticipates the qualification of other reservists in the future.

By LT J. L. Grenier, USCG

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

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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.

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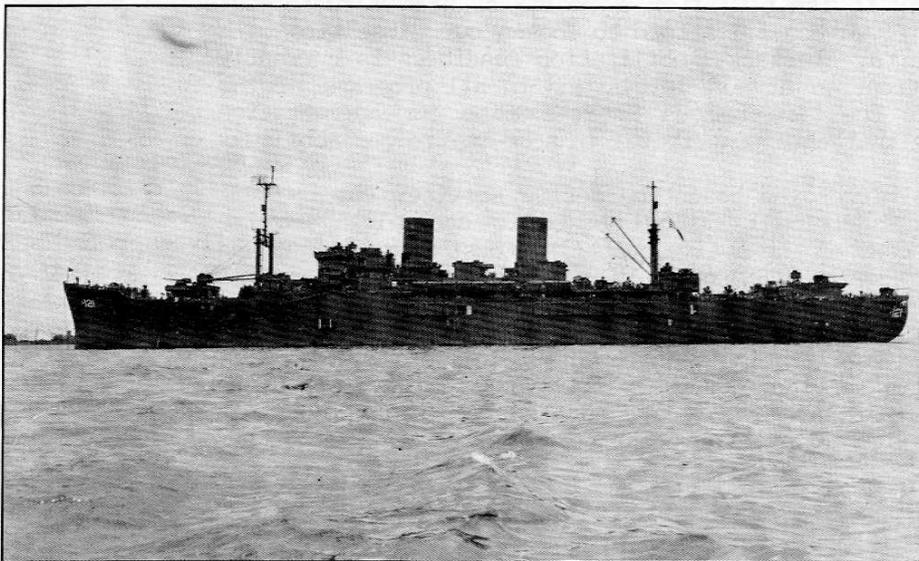


### A chip off the young block

... Thirty-six years ago, Joseph Dennis wanted most to be a Coast Guardsman. A year ago last October, he realized that ambition at the age of 46—by following in his son's footsteps. Says PS2 Dennis: "When my son, Brian, graduated from high school in 1979, I decided a turn in the service would do him a world of good and also fulfill his obligations to his country." Brian and a friend joined the Coast Guard together, and dad—well, dad joined the Reserve shortly thereafter. PS2 Dennis, who spent eight years active and Reserve service in the Army, is proud of his shipboard son and of his new Service.

FIC William C. Doty, USCGR, recently became ENS Doty through the inactive duty direct commission program. ENS Doty, a former member of CCRU Gloucester Four, N.J., has been reassigned as Commanding Officer, CCRU Station Indian River, Del.

By PAC Ed Swift, USCG



The USS Admiral W.L. Capps (AP-121) is seen during World War II. MKC Marvin Eskew, USCGR (Ret.), served aboard the Capps from Sept. 1944 to Oct. 1945, and would like to hear from anyone who served aboard with him. Write to: Rt. 3, Box 430, Bremen, GA, 30110.

Reservists at CCRU Savannah have a strong supporter in the form of CAPT Jarold Carlton, CO of MSO Savannah.

Reservists augment the MSO and Station Tybee Island. Among their duties are pollution monitoring and spill clean-up, as well as examining ship manifests.

In the pursuit of excellence in his command of MSO Savannah, CAPT Carlton has received much official personal and unit recognition. In December 1979, MSO Savannah received the Defense Transportation Award of the National Defense Transportation Association.

CCRU Savannah likes to think it had a hand in contributing to the safe operation of the port. CAPT Carlton thinks so, too. "I don't know what I'd do without our reserves," he notes. "Each does an outstanding job that is far above what is required."

By LT(jg) Mike Hartley, USCGR

On 9 December 1980, USCGC Reliance, the only Reserve training cutter, located the 120-foot coastal freighter Lucas M in New Providence Channel. The vessel was not flying a flag, but stated that it was Venezuelan, that its last port of call was Nassau, and its next port of call Miami.

When checks in Nassau and Miami found no record of the vessel, the Venezuelan Government was asked to verify its registry.

The Government of Venezuela reported the vessel had been sold foreign in 1979 and, with the concurrence of the State Department, a Statement of No Objection to board the vessel as Stateless was given to the Reliance.

CGC Reliance had to fire warning shots and threaten to use disabling fire before the vessel stopped to allow boarding. When the boarding party located a number of tons of marijuana aboard, the vessel was seized and the 20 Columbian crew members arrested. The Lukas M was escorted to Miami and turned over to other Federal Authorities.

BM3 Sidney Lunsford, a member of CCRU Galveston, has received a Commandant's Letter of Commendation for heroic action performed while on his annual two weeks active duty.

His "heroic actions" occurred 1 September 1979 while on active duty at Port Safety Station Houston. He was boarding a merchant vessel to inspect the ship's papers when the merchant vessel Chevron Hawaii, berthed nearby, was struck by lightning, caught fire, and exploded. (See the October-November 1979 issue of the Reservist.)

Lunsford aided in the orderly evacuation of the crew of an endangered vessel, the Venture Italia. Then, after a head count determined that seven crew members were unaccounted for, Lunsford risked his own safety to join a search party reboarding the Venture Italia in an effort to locate the missing men. The search ensured that all persons were safely off the vessel.

By ENS Judy Kramer, USCGR

# Admiral's corner

RADM Vaughn and your editor demonstrate one of the proudest traditions in the Office of Reserve at Headquarters, as the admiral congratulates her upon receiving the bull ensign horns as the senior ensign in G-R. This honor has since been relinquished to a lesser man. (Printed by direction.)



Forty years ago this February, the Coast Guard Reserve was created as a military service, with a mission of augmenting the active Coast Guard in time of war or national emergency. The composition and duties of the active service have changed dramatically since then, but our fundamental mission in the Reserve remains essentially the same: mobilization readiness.

I have used the "Admiral's Corner" to discuss many aspects of our program -- career development, information systems, and strength management, to name a few. It is important to remember that the real significance of each of these diverse training and administrative activities lies entirely in their contribution to our continuing mission of mobilization readiness.

The months ahead will bring the distribution of several new and revised directives which are designed to refocus our attention on mobilization planning and training. Some see this as a radical shift in program direction; it isn't. After a decade of highly successful augmentation training, we can ill afford to loosen our close ties with our active counterparts. In fact, mobilization readiness is currently receiving renewed attention at all levels and in all programs of the Coast Guard. Now is the time for us to re-examine our augmentation activities to ensure that each contributes in some way to our mobilization readiness.

Our job is not to mirror the peacetime active service, but to supplement it with the additional skills needed to accomplish wartime missions. Five per cent of the active peacetime Coast Guard is engaged in Port Safety and Security (PSS) activities, while eighty per cent of our Reserve forces are trained for PSS roles. Emergency ratings (PS, FI, DP, and IV) with no active service counterparts make up over a third of our enlisted mobilization requirements. In short, we are different from the active service, purposely so. Yet, we can exploit our differences to mutual advantage. We are here to complement, not irritate, the active service in our "One Coast Guard."

RADM Sidney B. Vaughn  
Chief, Office of Reserve

# brief comments



## Smoking out the old smokehouse

Reservists from CGRU MSO Portland, Maine, and its detachment from Harbor Station Portsmouth, N.H., make a final check of their Scott air packs before entering a smokehouse for simulated hands-on, shipboard firefighting exercises at Pease AFB. Pease personnel and PSI Leonard Goyette, USCGR, instructed the reservists in the proper use of the Scott air pack, a self-contained breathing unit. Instruction was given on the correct use of hose lines and proper direction in the two-man buddy breathing, while using the air pack. Story and photo by PA1 Barbara Hinton, USCGR.

## Coming soon! New boat crew program

The Offices of Operations, Boating, and Reserve have combined efforts to produce a service-wide standard program for the training and certification of Coast Guard boat crew members.

The program is being designed to provide both a level of qualification adequate to prepare all boat crew members for their missions and an identifiable standard from station to station to increase the acceptance of past qualifications.

This program, which will apply to regular personnel, reservists, and auxiliarists performing operational missions under orders, has drawn heavily from existing successful programs already in place at many of our commands. Those programs have been carefully examined and each strong point extracted and placed with the others.

The program will consist of several parts. The heart will be a standard boat crew seamanship manual which will be the main reference for training. It will incorporate the knowledge requirements in one source. In many ways it will be the Coast Guard Chapmans.

Along with this portion of the program will be the new Boat Crew Qualification Guide (old CG-313). It has been built not only with the tasks of the older program, but also with conditions and standards for performing those tasks.

This will mean that the method for evaluating each performance will be the same at every station. (Or at least the minimum level will be the same. The CO or OinC will always have the option of requiring higher standards.)

The Guide will be tied to a self-study program with lessons in each of the primary areas. With the knowledge portion mastered, the trainee will then be required to demonstrate, under various conditions, the ability to perform each task to a minimum level of competence. This is the major part of the program, and it requires extensive hands-on on-the-job training under the supervision of a qualified coxswain.

When this portion is completed, the trainee will undergo evaluation by a local examining board of qualified coxswains and complete an underway check-ride by

them.

Following this, their recommendation will be submitted to the CO or OinC for final certification. At least annual re-certification and other currency requirements will be a part of the program to ensure continuing qualification.

The program is expected to be available in CY-81. However, its total implementation will require several years. Qualification times will probably be longer than they are currently.

The aim is to ensure fully qualified boat crews capable of successfully and safely performing their missions. With a service-wide standard it will be easier to evaluate the abilities of our boat crews and better determine our readiness to perform our missions.

Rather than providing a club for inspections, this program will give our commanding officers and officers in charge the tools necessary to ensure the successful completion of missions and the safety of those crews assigned.

# brief comments

## New PS correspondence courses replace PSA in June

### Attention all males!

All male Coast Guard reservists between the ages of 18 and 26 must register for the Selective Service System if their age group is being registered. However, they will not be drafted as long as they are members of the Coast Guard Reserve.

While Title 14 U.S. Code presently provides a blanket exemption from Selective Service registration for members of the Coast Guard Reserve without regard to whether or not they are on active duty, it is a statute unique to the Coast Guard, and in clear conflict with Title 50 U.S. Code.

Our statute in Title 14 U.S. Code is being amended to reflect the intent of Congress; that is, exempt from registration members of Reserve components only while on active duty.

In the meantime, if in doubt -- register!

### Don't get caught with your pants downed

Dungaree trousers and chambray shirts have been discontinued as an authorized optional uniform. These garments may be continued to be worn until 1 October 1981. After that date, they may no longer be worn.

The blue windbreaker is now authorized for wear with the tropical blue uniform at any time. The regulations regarding the wear of the blue windbreaker with undress and working blue uniforms remain unchanged.

The Uniform Regulations will be amended to reflect the provisions of this change.

As of November 1980, the Port Securityman, Advanced (PSA) Correspondence Course is no longer available. The two new courses replacing the PSA Course are the Port Securityman, First Class (PS1) Course and the Port Securityman, Chief (PSC) Course.

If you are now working on the PSA Course, it must be completed

by 30 May 1981, the obsolete date for the course.

Because the transition to the new Port Security courses has caused some confusion, the following schedule is provided, indicating which courses are acceptable for competition in future servicewide exams.

SWE cycle	Course(s) required for advancement to:	
	E-6	E-7
April 81	*PSA or PS1	N/A
October 81	*PSA or PS1	*PSA or (PS1 and PSC)
April 82	*PSA or PS1	N/A
October 82	*PSA or PS1	*PSA or (PS1 and PSC)

\*Remember, there are additional time limits for course acceptability for SWE competition. In the above cases, if a candidate has not advanced within three years of completing the PSA Course, the PS1 Course must be completed prior to recommendation for competition or within one year of the course revision date (whichever is later).

If you have any questions on the schedule or the time limit rule, see your training officer. Don't be denied competition in the servicewide examination because your PSA Correspondence Course completion has become invalid.

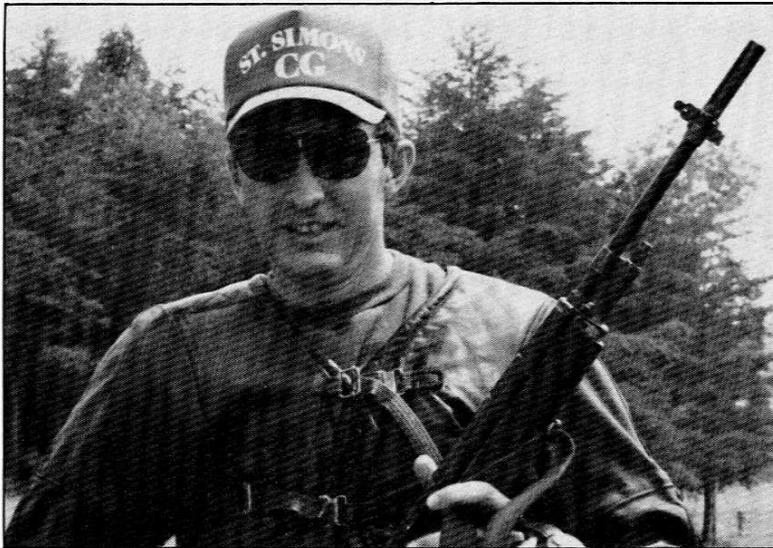
Candidates for PSC should note that the course requirements for the October 1982 SWE are different from the October 1981 SWE. In October 1982, the PSC Correspondence Course will be required as well as the appropriate course that was completed for advancement to PS1 (either PSA or PS1).

At this time, the Port Security

Basic Correspondence Course is the correct correspondence course for candidates to advancement to PS3 and PS2 (non PS "A" School graduates). The PS3 and PS2 Courses are expected to become available sometime next year. Watch the Coast Guard Institute Corresponder for any announcements on these two courses.

For more detailed information on Port Securityman correspondence courses and requirements for advancement, refer to COMDINOTE 1418, dated 3 December 1980.

Note to direct commission officers completing initial requirements: The PS1 Correspondence Course replaces the PSA Correspondence Course in the list of courses which are required for completing Direct Commission Officer Requirements. If you are currently working on the PSA Correspondence Course to meet your requirements, you must complete it by 30 May 1981, when the course becomes obsolete.



**Getting a round** PS3 D. Paul Henry has a smile on his face, but he means business. Reservists at CGRU Station St. Simons, GA, have the distinction of having 100 per cent of unit personnel qualified on firearms as required by the Commandant's policy regarding law enforcement authority for reservists.

The skills of five unit reservists holding the Small Arms Instructor (HH) enlisted qualification code have enhanced training of both reservists and regulars in firearms. The unit small arms instructors are: PS2 W. A. Shipman, PS2 R. M. Huddy, RM2 K. G. Williams, PS3 Henry, and MK3 R. E. Stevens.

In addition to the training of reservists during drill weekends, four of the instructors hold civilian positions at the Federal Law Enforcement Training Center, training many Coast Guard regulars.

This summer, while on ADT at Key West, MK3 Stevens and PS2 Shipman trained reservists and regulars in firearms for Cuban refugee operations.

The military readiness of the unit and their group have been greatly enhanced by the efforts of these dedicated individuals. By LT Dan Hagan, USCGR.

## Board to promote Reserve Program Administrators

On 5 January 1981, the Commandant approved the report of a board convened in December, which recommended the following officers of the Coast Guard Reserve serving extended active duty as Reserve Program Administrators (RPAs), for promotion to the grades indicated:

Captain:  
Buechler, Albert  
Bronaugh, Joseph  
Lancey, Philip  
Commander:  
Pike, Thomas  
Jacobs, John, III  
Williams, Edward  
Lieutenant Commander:  
Rettenmaier, Margaret  
Magnusen, Steven  
Clapp, Douglas  
Appleton, Kenneth  
Lieutenant:  
Molessa, George, Jr.

## January advancements for 304

### To E-4

Denight J A  
Gleason S E  
Early E F  
Krala S E  
Gomel G W

### To E-5

Holloway S T  
Jarrach P G  
Mullen S A  
Boyle S J  
Garland R E  
Moramarco J A  
Murphy K L  
Potrzebna D M  
Anderson C L  
Woodfield M L  
Richardson N H  
Minnis R A  
Meyer J  
Eberhard G L  
Myers L N  
Crane S D  
Conherton M J  
Martin D C  
Willard G W  
Barger L E  
Marshall D W  
Dawson D J  
Hunt T K  
Flanagan S G  
Covell D R  
Hill W E  
Bratonia P A  
Karczewski T J  
Flaherty D L  
Scanlon R A  
Kew R A  
Schaller J S  
Passan K D  
Troxell R C  
McEachern R N  
Pennetti D M  
Keenan D T  
Palagano R J  
Whalen J  
Weaver B I  
Walther E D  
Oliveras C A  
Fiedorowicz G P  
Davis M L  
Knight R A  
Cornillee G E  
Crowell D M  
Doucette M A  
Seymourian E D  
Beaulieu R J  
Ackerman D C  
Hannah K B

### HM

Stephenson M R  
Mickiewicz L M  
Theiford S A  
Nelson W J  
Martin W G  
DeLauter J N  
Lutts R W  
Sivaldi J R  
McHugh F F  
Padgett D A  
Brown R E  
Guinnane G  
Guinnane P  
Anderson G W  
Carter C J  
Toler L L  
Benning J A  
Gasper M J  
Guinnane P  
Guinnane V  
McMahon T J  
Elrod B R  
Courtemanche L J  
Quinn S E  
Kozak D A  
Koch S J  
Sulcoski A J  
Conboy T K  
Agullar D  
Coder D S  
Cornish M H  
McKenna D K  
Hollister J A  
Botkins L K  
Symons R M  
Johnson A R  
Carames A  
Quiane P  
Bush T L  
Hodgson R L  
Lingo P S  
Waggy R G  
Quimby G E  
Olfary J A  
Evans P G  
Walpole P V  
White D P  
Cartile K  
Cover D S  
Leone C C  
Wingo K W  
Barnes F J  
Guest R L  
Cook J S  
Schultz R A  
Hunter L E  
Kobayashi K T  
Campbell R A  
Richeud G  
Ivey L H  
Hughes I M  
Lawlor S F  
Hanewich S M  
Guerrero O  
McLeod L  
Fowler G S  
Keuhn G M

### Phillips C T

Gibbs L  
Hamilton T S  
Denicolo D P  
Moloney J J  
Roberts R D  
Haynes K R  
Bowe R R  
Loveland N W  
Wright J V  
Metz J  
Horne R K  
Wheeler A A  
Drummer C  
Platz N M  
Newman D R  
Vaughan B C  
Berwick W F  
Muniz G  
Lewis J L  
Brodenick M J  
Ebol R F  
Newton M J  
Penichet B  
Forde J E  
Hoye M  
Young M L  
Mitchell A E  
Burke R P  
Lewis T B  
Lomax J P  
Salsman R J  
Priputin C  
Pike R E  
Tubbs W R  
Koch D F  
Hanisco W D  
Mayer B W  
Woolbright F W  
Floyd J  
Pope S H  
Bosch M J  
Pascal R M  
Contratto A L  
Arnold J M  
Odom C M  
Zimmerman J A  
Karasz R L  
Flynn J M  
Newbern L D  
Kelly J D  
Bauer V  
Hunter V V  
McFarland K K  
Haworth D A  
Walker D J  
Williams J M  
Williams J F  
Bagnato K  
Pimental D A

### To E-6

McCoy J P  
Lemoine R M  
Singband H L  
Best D L  
Sajdak E  
Tomellini S A  
Onelli T J  
Taphouse H R  
Jorjorian M K III  
Simonson R V  
Batch J P  
Jarrett L C  
Mann J R  
Quinn G  
Violett M P  
Young S  
Peters L K  
Shea G W  
Hardee K C  
Reda J F  
McKown W D  
Ludford E  
Hynes I L  
Benkoski C L  
Moore H M  
Weber T W  
Benninger C  
Declat J R  
Bois P R  
Leavens R D  
Morlon L K  
Bowler D B  
Miller R E  
Boot D G  
Harkness J L  
Bradley S M  
Thurman L D  
Stump R N  
Warren D A  
Droppelmann J F  
Koeftz A P  
Dekas D J  
Currei D M  
Fiedler S M  
Sherrod H G  
Nelson M E  
Nelson L L  
McDonnell L E  
Horn M V  
Marchand D F  
Magliocca T C  
Boodan P G

Harvey H E  
Sohns J E  
Mason C G  
Waldock W D  
Ellen R O  
Reek R E  
Lloyd C E  
Cain J P  
Cusumano N J  
Kras W J  
Stoll D M  
Galliano A C  
Bishop T G  
Drinkwater J W  
Eppinger L R  
Rodeheaver P E  
Gilbert J E  
Moore K W  
Spinks E H  
Grossnickle W P  
Cowell J J  
Phillips B R  
Raymond L A  
Koski D E  
Meehan R J  
Keller T R  
Sandeen W T  
Jones R N  
Bergeman G L  
Thornton B J  
Dowd D W  
Callesano A P  
McGarvey B A  
Leedy F L  
Rixter J E  
Torode D L  
Frye M E  
Sadler H C  
Enginger J A  
Demmers J C  
Cuggshell P M  
Podaca A  
Smith R A  
Horlick W A  
Fisher G L  
Gramer L J  
McGowan L D  
Cope M  
Crosman R L  
Rich B E  
Lynch C E  
Burgess D G  
Chase L W  
Shocket J S  
Jaklitsch R J  
Cohan B H  
Viscio J G  
Collins P J  
Louden F J  
Barnard B L  
Turner W G  
Stevens W G  
Dunn G J

The dramatic increase of crimes against waterborne craft and marine facilities and equipment is cause for concern among the boating public. Amateur, unskilled juvenile offenders are responsible for much of this alarming crime rate.

The Coast Guard is charged with the safety and security of vessels and waterfront facilities, and the public will look to the Coast Guard for

aid and assistance when they are victimized or concerned about potential security problems. As a law enforcement agency, we must be in a position to offer an alternative to crime.

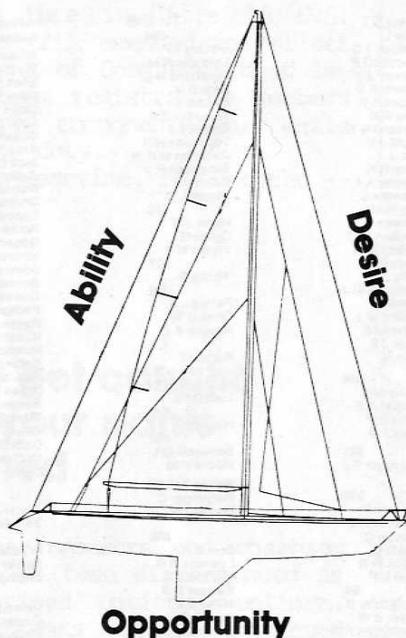
The following crime prevention tips should prove useful to BOSDET and boarding officers, along with every Coast Guardsman who comes in contact with the boating public.

# Take a bite out of crime

by ENS Joe Keglovits, USCGR

Boaters should keep in mind the "Crime Triangle," -- desire, ability, and opportunity. In considering boat security, boaters must "think like a criminal would." Anything that requires time, noise, publicity, or extra skill will discourage a thief.

## The Crime Triangle



### General recommendations

1. Keep a permanent and available record of the boat's make, model, and registration number. (Post 1972 boats have a hull number. This should also be recorded.) List all electronic gear, binoculars, outboard motors, etc., by make, model, and serial number.
2. The property marking program, "Operation I.D.," is one of the best crime prevention tools available. It is recommended that owners engrave their Operator's Number from their state driver's

license. Prefix the number with the abbreviation of the license-issuing state (for example: VA496-66-6370.) Place Operation I.D. stickers in prominent places port and starboard. Most law enforcement agencies will loan an electric type engraver free of charge. Pre-1972 boats without hull numbers should be engraved with the operator's number on some appropriate place on the hull for proper I.D. and owner verification.

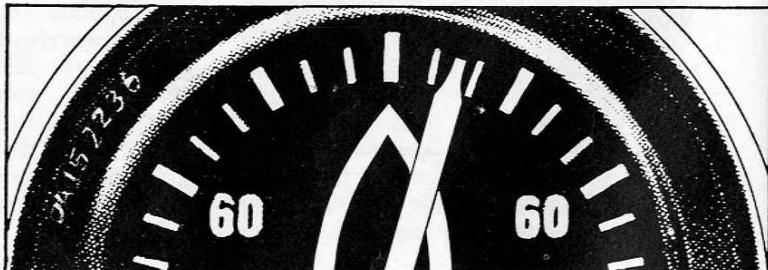
### Boat trailers

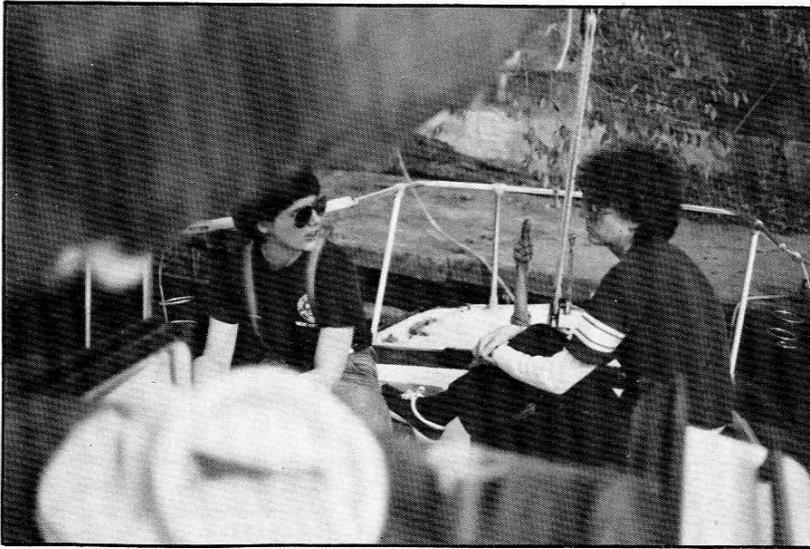
Boats already on trailers are a prize catch for thieves. The thief can just hook up and away he goes -- boat, motor, trailer, and all. Here are some ways to protect your investment.

1. Use a secured storage facility, locked garage, or marina.
2. If stored at home, keep the boat and trailer out of view.
3. Park the trailer facing in the driveway, making it more difficult to tow away.
4. Remove at least one wheel from the trailer to immobilize it.
5. Chain the trailer to a solid fixed object on your property, using a quality chain and padlock.
6. Utilize a trailer hitch lock.

### Outside the boat

Security is often the last consideration on a boat builder's construction list. The owner can add security features for a small cost and re-





**Photos**—left: LT(jg) Janice Gray, USCGR, (left) and YNI Nancy McPherson, USCGR, enjoy the sun on this 25-foot sailboat. Both are stationed at Headquarters. Knowing your boating neighbors can help lessen the criminal opportunity. Below: A hobie cat whistles by along the Potomac River near historic Mr. Vernon. The boating season will soon be here, and with it, crimes against boating property. Boating safety education should also address the methods of minimizing theft and vandalism. Photos by Kim Pickens.

move the criminal opportunity. Here are some suggestions:

1. Marine hardware stores have high security hasps, padlocks, and hinges made especially for main hatches. (Make sure these hatches are unlocked and free when the vessel is underway or occupied.)
2. Sliding windows can be secured via a wooden dowel placed in the track. Locksmiths and hardware stores stock special, small keyed locks that can effectively secure these vulnerable openings.
3. Don't waste your security investment by purchasing cheap locking devices, chains, etc. Another problem is the use of short, soft screws. If a short fastener must be used, use a glue with the screw type fastener or use a nut, bolt, washer arrangement.
4. If you have a lock, use it! A lock provides no security if it is not used properly.
5. Close the draperies when the boat is vacant.
6. Do not leave a key in the ignition. No hidden keys should be left onboard.
7. Invest in a "kill switch," which will prevent a thief from hot-wiring the boat.

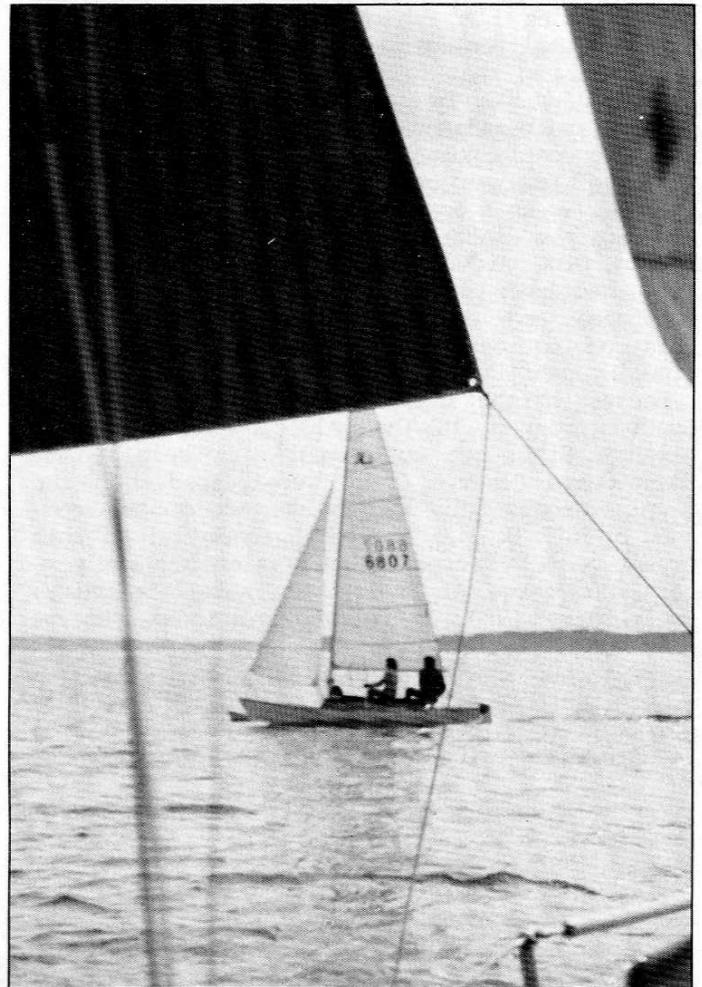
### **Marina/Yacht club security etiquette**

An observant member or patron is an important security asset. The following are ways to make observation pay off.

1. Get to know your boating neighbors and families. Strangers should be approached in a friendly way. Do not endanger yourself with a confrontation. Call the management or law enforcement when in doubt.
2. Live aboards -- Marinas and yacht clubs benefit from these extra security eyes and ears.
3. All mooring and storage areas should be illuminated dusk/dawn with quality lighting, such as high pressure sodium.
4. Dock your boat bow-out. Neighbors can better observe your craft from dockside this way. Remember, thieves do arrive via boats, and if your craft is tied bow-in, you block visibility.

### **Final considerations**

1. Alarm systems are available at reasonable cost. Assess your risk and invest in a system if the value of your craft and contents warrants the added expense.
2. Know your insurance coverage, its limitations, and the policy deductible. Owners find out too late that if something is stolen, it is either not covered or only a depreciation value is paid.





## Reservists aid the Aids team in Atlantic City

story and photos by  
LCDR W. W. Moore, III, USCGR

In July 1969, BMI Larry Leonard, then executive petty officer of the USCGC Elm (CG-72260), traveled to the Coast Guard Yard at Curtis Bay in Baltimore to pick up the newly constructed vessel, CG-46308. His immediate mission was to ferry this brand new addition to the Coast Guard fleet to her new home in Atlantic City, N.J. The CG-46308 was designed and built to take the place of the aging Elm, which had served the Coast Guard so well for nearly 36 years.

In the year that followed BMI Leonard's delivery of CG-46308, he was discharged from active service and began a career as a tug boat captain. He subsequently joined the Coast Guard Reserve in 1975, and was assigned to Barnegat Light Reserve Unit, N.J., as a boat coxswain and OOD.

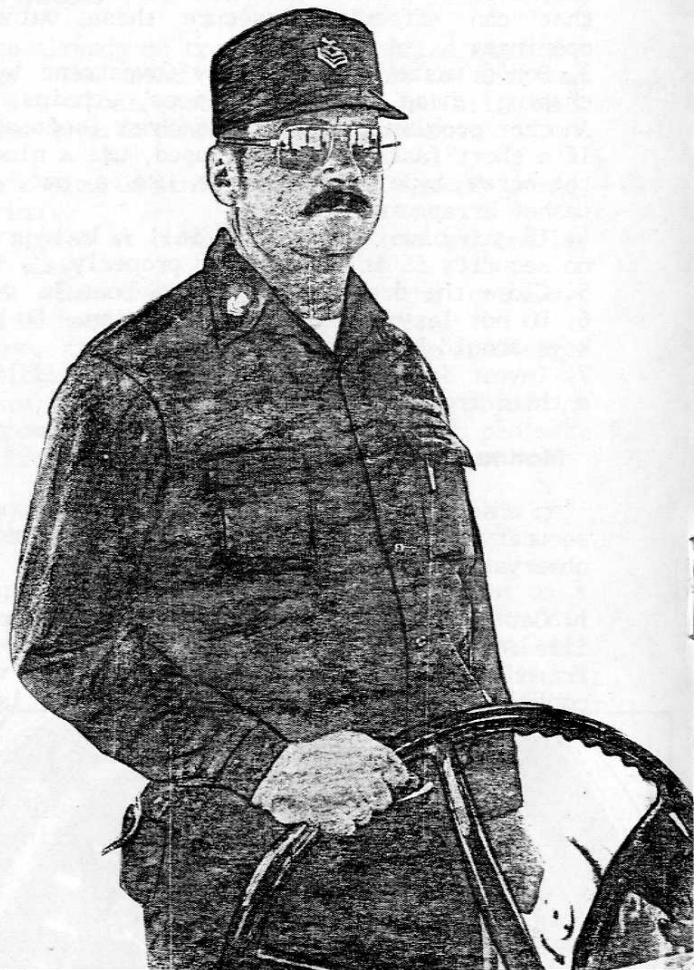
During the latter part of 1979, BMC Fred Hardin, OinC Aids to Navigation Team, Atlantic City, had been plagued by a series of personnel shortages and equipment maintenance problems. This combination of problems affected his operational capability.

Because of the importance of the Aids to Navigation program, LT Thad Allen, Group Commander Atlantic City, put out a call for help to the Coast Guard Reserve Group, co-located with the regular Group. The reservists, under the command of CDR G. M. Pettyjohn, responded to this urgent need by screening and selecting six members from three of their four satellite units. By February 1980, a fully operational Reserve Aids to Navigation Team was launched in an attempt to support the regular AtoN Team.

When the potential members of the new AtoN Team were screened, it was no accident that BMI Leonard was a prime candidate to head up this new

area of augmentation. After an 11 year absence, he had returned to his old home, the CG-46308.

Joining Leonard as a team member was BMI Glenn Westervelt, a member of the Atlantic City Fire Department. Westervelt, too, had had previous Aids experience and was a qualified coxswain while serving active duty at Atlantic City Station.





**Photos and lineart**—opposite, top: DC3 R. Beaulieu (left) and MK3 W. Studer, USCGR, prepare to hoist the buoy ball daymarks; bottom: BMI Leonard at the helm of the CG-46308; this page: EMI H. W. Parker, USCGR, works the hydraulic boom controls.

Many of the aids require electrical maintenance. The electrical equipment on the buoy boats also require constant attention. To help with that work, the Group sought out EMI Henry Parker, a veteran of 32 years combined Reserve and active service. Parker is a lineman for the power company in civilian life. He also operates an air conditioning and refrigeration repair business. His many talents have been a welcome addition to the Team.

The heart of any vessel is its power plant. To be certain the equipment received the proper attention it required, MK1 George Dietrich was selected to participate in the program. Dietrich had prior Navy experience and now operates his own diesel repair service.

In support of MK1 Dietrich is MK3 William Studer. MK3 Studer works for the New York Transit Authority in Staten Island as a maintenance shop foreman in their engine repair department. His extensive knowledge of engines and repair work makes him well qualified to be a Team member.

DC3 Bussell Beaulieu has added a host of mechanical skills necessary to round out the working organization. Beaulieu is an Industrial Arts instructor when he is not participating with the Team.

During the early Spring months of 1980 the teams were faced with setting more than 300 seasonal aids on station prior to the onset of the boating season in May. In addition, there were some 200 fixed aids which required some degree of maintenance. It was a formidable task. Their area of responsibility covered a stretch of New Jersey's coastline from Shark River in the north to Corson's Inlet in the south.

To accomplish as much of this work as possible in the shortest time frame, the Reserve Aids Team arranged to spend their annual two week ADT period in April working as an operating unit aboard the CG-46308. This two week period was a significant event in helping BMC Hardin discharge the responsibility assigned to him and in acclimating the Reserve Team to all aspects of their new responsibilities.

Once the Spring rush was over, time was then available to work on the equipment in need of repair. A significant amount of hull maintenance was completed on the CG-45049 by the Reserve Team members. Likewise, the diesel engine repair capability of the Reserve Team members was put to the test. MK1 Dietrich spearheaded the efforts to rebuild and rework the malfunctioning power plants.

At the height of these activities and the summer season, the Cuban Boat Lift occurred. To help maintain a continued high level of operational capability in this area, several of the Reserve Team members were involuntarily recalled or volunteered to serve on active duty and continued to work with the Aids to Navigation Team at Atlantic City.

The concept of a Reserve Aids to Navigation Team has been a huge success here at Atlantic City. All of those concerned with its formation and operation have been extremely pleased with their accomplishments over the past year. This has led to higher morale among the team members plus a genuine sense of job satisfaction. The real bonus is that the "One Coast Guard" concept is really working at Reserve Group Atlantic City.

# Surveying the sites

by LCDR Patrick O'Brien, USCGR

Among its diverse missions, CGRU MSO Los Angeles/Long Beach has been tasked with developing and maintaining several publications regarding the status of waterfront facilities, petroleum production and transportation operations, and marinas within the MSO LA/LB area of responsibility.

These tasks have fallen to the Special Projects Division of CGRU MSO LA/LB, a highly motivated group of reservists under the leadership of CWO3 Bob Wiegert, a Los Angeles city fire captain. Other members of the team include PSC Ron Dulin, PS1 Eric Jacobson, PS1 Tom Berg, and PS3 Larry Felix.

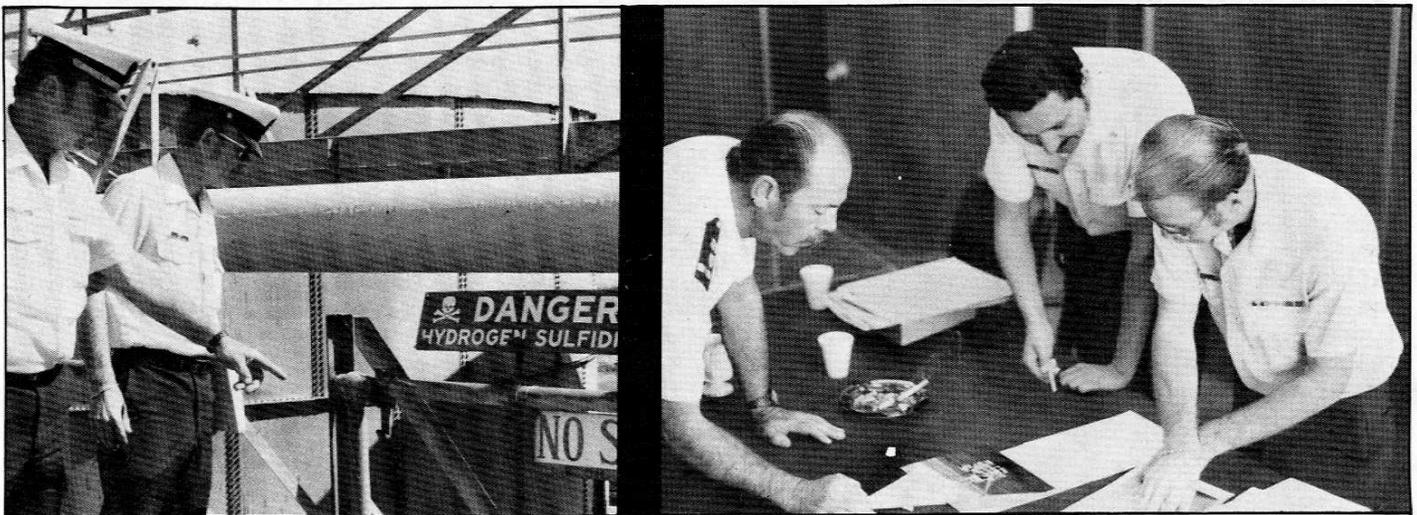
One of their accomplishments was the creation of the MSO LA/LB "Offshore Resources Survey," a document which provides pertinent contingency planning data for drilling and production platforms as well as pipelines and submarine terminals. The six month project required 12 man-weeks of ADT and SADT to complete. It involved coordination among several government agencies and Coast Guard commands, and included aerial

reconnaissance, photography, data gathering and analysis, format development, drafting, and final assembly.

The "Offshore Survey" and other publications originally developed and presently maintained by the Special Projects Division are frequently used for planning and emergency operations by active duty members and reservists at the MSO.

The "Waterfront Facility Survey" provides data on commercial berths in the harbors, their geographic location, facility layout, shoreside access, emergency contacts, location of emergency equipment, and commodities handled. This publication is updated quarterly for major physical changes and is presently being expanded to include all waterfront areas in the harbor.

Another such product is the "Marina Survey," developed by the Special Projects Division. In addition to its value in locating potential oil pollution sources and small craft, the "Marina Survey" finds use by Eleventh District SAR resources and several staff components in the district office.



**Photos**—from left: CWO3 Wiegert and PSC Dulin, USCGR, survey the Long Beach oil development facility; CWO3 Wiegert, PS3 Felix, and PSC Dulin discuss the format and layout of the Offshore Petroleum Resources Survey. Photos by PS1 Eric Jacobsen, USCGR.

# YBI: A lesson in augmentation



YBI reservists maintain a buoy off Yerba Buena Island. Photo by PA1 Tom Clark, USCGR.

## by PA2 Marshall Berman, USCGR

Approximately 125 members of Reserve Unit YBI (Yerba Buena Island) in the San Francisco Bay, make life a great deal easier for regular Coast Guard personnel stationed at that island. Since July 1980, reservists, under the direction of CDR John Grippi, have transformed the word "augmentation" into a completely operational situation during weekend drills.

"Our commitment to the Reserve program is one of total involvement. At YBI, we furnish a staff that makes total augmentation possible every weekend of every month," says CDR Grippi.

The reservists are divided into four groups. Each group drills on a different weekend. Once on the island, the Reserve OOD relieves the regular OOD and augmentation commences throughout the entire weekend.

In order to accomplish full augmentation, the reservists step into the shoes of the boat crews, boating maintenance staff, cooks, and training staff.

On any given weekend, two full boat crews are present. One of these crews remains on call, while the other participates in a comprehensive training program which trains coxswains and engineers aboard a 41-foot patrol boat.

Beyond YBI, some reservists augment the CGC Point Chico, stationed at Bodega Bay. This

qualified crew performs SAR work, boat maintenance, and conducts underway training and navigational dry runs.

"A good working relationship between the regular YBI staff and the reservists was really instrumental in shifting the program into high gear," reports CDR Grippi. This relationship has prompted additional expansion of the program to take place in the near future. A 55-foot buoy boat stationed at YBI will be manned by the weekend crews in the early part of 1981. In addition, a law enforcement program will soon be established. This program will train civilian police officers in the unit to become boarding officers in the Bay area.

"We owe a great deal of our success to the regulars," notes CDR Grippi. "The CO of YBI, LCDR Ken Ryan, has been more than helpful in promoting our program."

Grippi, who sports a positive and enthusiastic attitude, takes a realistic look at the performance of the unit. "We have problems, but we solve them. We dive into them and come up with solutions. That's what management is all about."

At Coast Guard Base San Francisco at Yerba Buena Island, all of the components of good management have fallen into place, and the results are encouraging.

# A town gears up to fill the gap

**A tragic accident sparked the concern of local residents in this isolated community. Here is the account of one town's efforts toward safer boating, with the help of a dedicated reservist.**

by CDR J. W. Cutler, USCGR

On most of the nation's navigable waters, the Coast Guard shares jurisdiction with the states involved. Most states have adopted the Coast Guard's "common sense" approach to safe boating laws and regulations, and all but three employ the Coast Guard's standard boating registration. (The three that do not are Alaska, New Hampshire, and Washington, at this writing).

For the past decade or so, participating states have received grants to promote safe recreational boating. A number of states use this money to help underwrite local marine safety programs.

Connecticut is one such state, and Madison, Conn., is one such town. Madison, situated halfway between New Haven and New London on Long Island Sound, is about as far away from an active Coast Guard station as you can get on the Sound. For the populous boating public, the response time for Coast Guard aid can be mighty long.

Back on Thanksgiving Day of 1974, the wait was simply too long for two duck hunters who died -- partly the result of faulty communication and long response time. A valiant Coast Guard effort was doomed from the start, because of a 34-minute delay identifying an actual emergency.

The public outcry following this disaster prompted the townspeople to develop a plan to prevent needless deaths on the water in the future.

The State Department of Environmental Protec-

tion offered to underwrite operating costs if the town assumed capital costs, a process DEP was doing with other, larger towns.

The Police Commissioner of Madison undertook the project as the "first line of defense" agency. The commissioner asked me to organize a Marine Patrol unit, based on my Coast Guard Reserve experience.

A number of questions had to be dealt with before we could begin. What are our goals? What kind of unit can be designed to meet these goals? What regulatory tools are needed? What regulatory tools are available? What equipment must be acquired? How should the OPLAN read?

Our goal was to have no boating-related deaths.

A search of the statutes revealed that Connecticut had the safe boating regulations needed for the job. The question of how to apply these rules and regulations posed no special problem.

We decided on an approach similar to the Coast Guard's "common sense" boating safety program. The Coast Guard solicits voluntary compliance through education, Courtesy Motorboat Examinations (CMEs) by the Auxiliary, and the support of related agencies and volunteer groups. It's a subtle approach -- and effective.

There was some initial resistance to this "soft sell" approach. Some felt the unit should be easily recognized as an arm of the police department, with the emphasis on law enforcement.

The more subtle approach adopted has the teeth to back it up. There are just enough cases of those unfortunates who have challenged that authority for the word to spread that the Madison Marine Patrol means business.

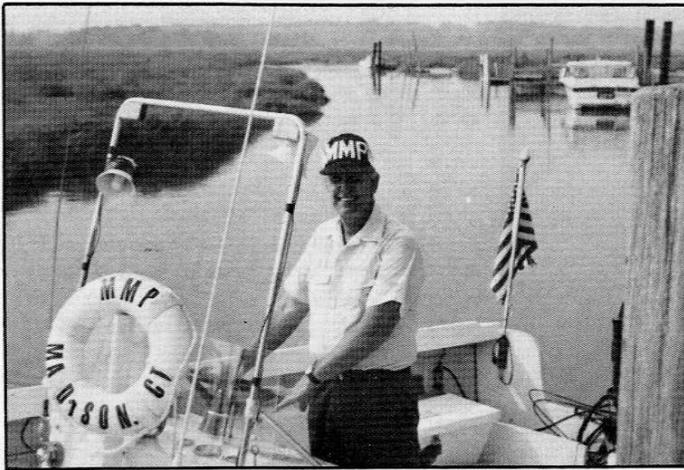
Our approach is threefold: education, equipment checks, and law enforcement when necessary.

Education begins at the earliest possible age. We conduct winter classes on boating safety at the schools. These courses lead to the issuance of the "Junior Skipper" certificate, a kind of license required by the State for under-16 operators of power boats of five h.p. or more.

Education includes formal speaking engagements at various boat clubs, as well as informal chats with dock crews and kids.

Education also includes a friendly warning. If we inspect a boat and find that a hazardous condition exists, a ticket will be issued -- fact, not fiction! The onus, of course, is thus transferred to the boaters; they know what the conse-





**Photos**—opposite: CDR Cutler, in his "other" uniform as Marine Patrol Officer Cutler, makes an equipment check for a young boater. The emphasis of the Madison Marine Patrol is on education. This page: Officer Cutler gets ready to cast off for patrol.

quences are.

Education creates an atmosphere of trust. We have formed an advisory group to air mutual or continuing problems. By listening to complaints and offering reasonable explanations or alternatives -- why, for example, can't sunfish sailors wear ski belts for PFDs? -- we can sell the idea that we want to save lives, not enhance the town coffers.

Equipment checks are another important aspect of our Marine Patrol program. Boaters may know that PFDs can save lives, but that knowledge isn't much good if there are not enough personal floatation devices for everyone aboard. Fire extinguishers can put out fires, but only if they are working properly.

Equipment checks present a challenge and an element of personal risk. The increase in drug trafficking has also increased the number of boaters who carry weapons onboard -- a good thing to keep in mind if you're doing a boarding.

We try to use these equipment checks as an educational tool, by being as courteous and informative as possible.

However, there are always a few who just don't respond to the soft sell. That's where the law enforcement angle of our design comes in. This is definitely not the fun part of my job as a Marine Officer, but necessary. The goal of the Madison unit is to have no boating-related

deaths. That goal sometimes takes a strong arm.

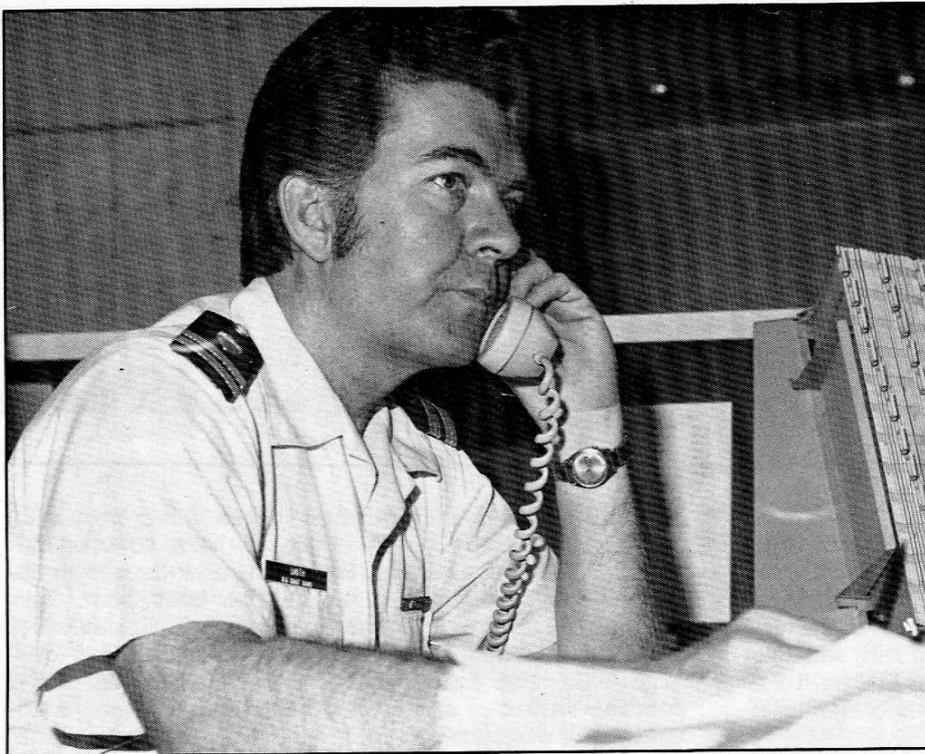
A marine patrol needs a proper boat to operate with. The Coast Guard Research and Development Center provided insight as to the best boat for the job. Given a hypothetical set of parameters, the Center responded with a hypothetical boat design. We then made a thorough search of the commercial market, and eventually found one boat that was closest to our specifications. That boat is now in its fifth season and has performed everything asked of it.

The Madison Marine Patrol has been in operation for five years. The unit patrols on weekends and holidays, and is on call 24-hours a day via police headquarters.

We have two boats now. A 13-footer is on a trailer and the 22-footer is in the water eight months out of the year. Five officers and five volunteers man the patrol.

There have been no water-related deaths since the patrol began. Two accidents, with injuries, have been reported. In both cases, drinking was involved. The unit has performed hundreds of boat checks, written over a hundred warnings, and issued five summonses with dollar penalties.

We think those are good statistics. But perhaps the best statistic of all is that an average of 42 safe boating certificates are issued each year to our "junior skippers." In the town of Madison, Conn., we think that's pretty good!



Lt. Archie Smith, USCGR, responds to a call for help. Photo by PAC Chuck Kern, USCGR.

# DOC RCC OJT, anyone?

by LT Rodney Bowles, USCG

Editor's note: since this article was written, the Advanced Manual SMC Maritime Planning course has been discontinued, and the Basic SAR Planning course expanded into a three week course. Fifth Coast Guard District's Reserve RCC program is being modified to accommodate these changes, thus ensuring the continued success of their program.

The Fifth Coast Guard District in Portsmouth, Va., has established a Reserve unit for the purpose of training Reserve officers and senior enlisteds in Rescue Coordination Center (RCC) duties and procedures.

Although the concept of Reserve training in RCC duties has long been employed throughout the Coast Guard, the Fifth District has formalized their training to provide a means for highly motivated Reserve personnel to qualify as controllers and assistant controllers in the District Operations Center (DOC).

Once qualified, these individuals maintain their expertise by assuming the watch during their monthly drills and their annual two weeks active duty for training.

Training of reservists for DOC duties is conducted in much the same manner as that for regulars. The difference is the length of time required to complete the training. Regular members can conceivably complete the required training in about two months: one month formal SAR School training and one month DOC On the Job Training (OJT). Reservists receive the same formal SAR training through one of the following programs:

- (1) Coast Guard Institute Search and Rescue (SAR) Cor-

respondence Course  
plus  
National SAR School  
Advanced Manual SMC Maritime Planning (one week)  
Advanced Computerized SMC Manual Planning (one week)

- (2) National SAR School  
Basic SAR Planning (two weeks)  
Advanced Manual SMC Maritime Planning (one week)  
Advanced Computerized SMC Maritime Planning

The Institute SAR Correspondence Course provides the same training as the National SAR School Basic SAR Planning Course.

In order to facilitate qualification of reservists who are authorized only two weeks of ADT annually, the use of the correspondence course, in conjunction with two weeks of National SAR School, permits the reservist to complete the formal SAR training requirement within the first year assigned to the unit.

If the reservist is so inclined, and if funding is available, he or she may pursue the second program available, which would involve two weeks of ADT and two weeks SADT -- thus eliminating the need to complete the correspondence course during off-duty hours or to use a second ADT for SAR training. This also al-

lows the reservist to complete the formal SAR training requirement within the first year assigned to the unit.

DOC OJT for reservists is completed during monthly drills, and sufficient time is available for completion of DOC OJT requirements within the first year.

Training requirements for regulars and reservists are the same. Regulars can complete the program in two months, while reservists can complete the program in about 12 months.

Once qualified, reservists assume the watch during their monthly drill periods and during their annual two weeks ADT. Their first watch during weekend drills is performed in conjunction with regular controllers. Subsequent watches are performed solo with the regular on standby call.

During their annual two weeks ADT, qualified reservists replace regular controllers in the DOC watch rotation. This gives the reservist concentrated training in DOC procedures and frees the regular watchstander to take leave or perform administrative duties.

The entire program has worked well within the Fifth District. Benefits have directly affected regulars, reservists, and the District staff.

# Billets open for 1981 training courses

The following personnel are needed as instructors, administrators, and support personnel for FY-81 training courses. Residual per diem will be paid. The number of billets and duration of SADT and ADT is dependent upon

availability of funding.

Reservists interested in any of these positions should submit a CG-3453 via the chain of command to Commandant (G-RT) and send one copy to the appropriate training center to facilitate selection.

Selections will be made in a manner so as to minimize cross-country travel of I/As.

You are encouraged to apply for I/A billets as a way of improving yourself, the Reserve program, and the Coast Guard as a whole.

Billet/Course	Pay Grade	Quantity	Dates	Billet/Course	Pay Grade	Quantity	Dates
RTC Yorktown							
Administrators				Support			
Asst Ops Off	W2-03	1	5/17-8/28	Small Boats	E4-E5	2	5/24-8/28
Sr Trng Eval	O4-05	1	5/17-8/28	Small Boats	ET2-ET1	1	5/24-8/28
Personnel Off	W2-W4	1	5/17-9/04	Small Boats	MK3-MK2	1	5/24-8/28
Instructors				LAM YN	E4-E6	1	6/14-8/28
BMA/BMB	E5-E6	2	5/17-7/31	Firefighting	E4-E7	2	5/24-8/28
REBI	E5-E7	2	5/31-7/17	ADT Course YN	E4-E6	3	5/17-8/28
SBO	E5-E6	1	5/17-6/05	ADT Library	E4-E6	1	5/17-8/28
MKA/MKB	E5-E7	2	5/17-8/28	ADT Office YN	E4-E6	4	5/24-8/28
SBE	E5-E7	2	5/03-5/22	Base Security	E4-E6	1	5/24-8/28
SBE	E5-E7	2	6/14-7/02	Security YN	E3-E4	1	5/24-8/28
SBE	E5-E7	2	8/09-8/28	Medical	HM3-HM1	1	5/24-8/28
POLDR	E7-03	1	5/17-9/11	Asst MAA	E4-E6	1	5/24-8/28
MES I	E6-04	2	5/17-6/19	Barracks Maint	DC3/MK3-	3	5/24-8/28
MES II	E6-04	2	7/12-8/14		DC1/MK1		
Haz Chem	E6-04	1	6/14-7/02	Barracks Gen	E2-E3	3	5/24-8/28
PSA/PSB	E5-E6	3	5/17-9/11	Barracks YN	E4-E6	1	5/24-8/28
ROBI/TADM	O2-05	3	6/28-8/28	Pay	E4-E6	2	5/24-8/28
RUA	O3-05	3	5/17-7/02	Clothing Locker	E4-E6	1	5/24-8/28
RUCC	O3-05	3	6/28-7/17	PE Instructor	E4-E6	1	5/24-8/28
SUSAR	E6-04	3	7/12-8/28	Sailing and Rec			
SSA/SSI	E6-E9	3	6/14-7/17	Boat Instructor	E4-E6	1	5/24-8/28
SKA	E5-03	3	7/12-7/31	Gym Support	E3-E4	2	5/24-8/28
YNA	E5-03	3	5/31-7/02				
TRACEN Petaluma							
RM Adv Inst	RM2-RM1	1	7/01/7/19				
TRACEN Alameda							
Administrator				Support (cont.)			
YN/SK Coord	W2-03	1	6/01-8/21	CMAA	E6-E7	1	6/01-9/04
Instructors				MAA	E2-E5	3	6/01-9/04
W & B	E5-W4	1	3/08-4/10	Bus Driver	E3-E6	1	6/01-9/04
YN	YN2-W4 (P)	2	6/01-8/21	Trng Aids	E3-E6	2	6/01-9/04
SK	SK2-W4 (F&S)	2	6/01-8/07	Galley	SS3-SS1	3	6/01-9/04
RUA/RUCC	O3-05	1	7/13-8/21	Off Mess	SS3-SS1	2	6/07-8/28
IT	E5-04	2	8/10-9/04	Clothing Locker	SK3-SK1	1	6/07-8/28
PS/MES	E6-04	3	6/01-9/04	Health Services	HM3-HM1	1	6/07-8/28
MK/SBE/W & B	E5-W4	1	6/01-8/07	Cym/Spec Serv	E3-E6	1	6/01-9/04
Support				First Aid Instr	E4-E6	1	6/01-9/18
Student Admin	YN3-YN1	4	6/01-9/04	Career Guidance	E4-E6	1	6/01-9/18
Pay	SK3-SK1	3	6/01-9/04	Recruit Records	YN3-YN1	1	6/01-9/18
Librarian	E4-E6	1	6/01-9/04	Range Support	E4-E6	1	6/01-9/04

(continued)

## Instructor billets (continued)

Billet/Course	Pay Grade	Quantity	Dates	Billet/Course	Pay Grade	Quantity	Dates
TRACEN Governor's Island							
Instructors				Instructors (cont.)			
IT	W2-O4	1	5/17-8/19	EM	E5-E9	1	5/31-7/08
IT	E7-O3	1	5/17-8/19	Support			
DC	E7-W4	1	7/12-8/19	YN	E5-E6	1	5/17-8/25
DC	E5-E9	1	7/12-8/19	YN	E4-E5	1	5/17-8/25
EM	E7-W4	1	5/31-7/08	BM	E5-E6	1	5/17-8/26
TRACEN Cape May							
Support				Barracks Maint			
Process Records	YN1	1	6/01-8/31	Housing Maint	DC3-DC1	2	7/01-9/01
Pay	SK3-SK2	1	6/01-8/31	Grounds Maint	DC3-DC1	1	7/01-9/01
Clothing Locker	SK3-SK2	1	6/01-8/31		BM3-BM2	3	7/01-9/01

## New PS "A" School stands alone at RTC Yorktown

by LT G. F. Epler, USCG

The Port Security "A" School is the newest class "A" school in the Coast Guard, and is located at RTC Yorktown. It is the only totally Reserve "A" school in the Coast Guard.

The Port Security school was previously a part of the Boat-swain Mate "A" school, known as BM/PS school. The spring of 1972 saw the two schools split, with the PS "A" school becoming a separate six week course. Both schools, however, remained under one school chief and staff of administrators.

In the spring of 1980, the PS "A" school began revising its entire curriculum, and by summer a new ten week "A" school was on the line, with its own staff of administrators and instructors.

The "A" school is presently ten weeks long. Upon graduation, students receive the Port Security designator.

The course is very strenuous and involves a substantial amount of training. It entails a combination of selected subject mat-

ter, from law enforcement, fire-fighting, port safety, and marine environmental protection.

The material includes U.S. laws and regulations, C.G. authority and jurisdiction, Commandant's "use of force" policy, weapons training, motor vessel identification and operation, training and practice in the package hazardous materials regulations, firefighting (including NBC warfare), and pollution investigation and cleanup.

Training includes plenty of "hands on" experience. The PS school has some of the most advanced training aids and audio-visual equipment found in the Coast Guard.

The school is still in its infancy, but is growing by leaps and bounds. Future plans include training visits to a general cargo vessel, tankship, and waterfront facility, a familiarization tour of a local MSO, programmed instruction for highly advanced students, and a remedial program for those needing extra help.

## Words worth repeating

The July/August 1980 issue of the Reservist contained an article pointing out the need to return all non-expendable materials to the Coast Guard Institute upon completion of a correspondence course. Since that time, there has been little improvement in the returning of non-expendable components to the Institute. You are once again urged to mail back all returnable course materials.

Failure to return required materials ultimately deprives other students of the opportunity to enroll in courses, hinders Reserve training, and disrupts individual career planning. Additionally, if you fail to return materials, you will not be permitted to enroll in another course.

If you have put off sending in course materials, particularly for the Firefighter First, Piloting, Celestial Navigation, and Meteorology courses, delay no longer. Returnable course materials are considered government property and district commanders (r) will take further action for those cases not resolved within a reasonable period of time.

# opportunities

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

Two E-4 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 HQ.

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

Two persons able to perform general office duties, YN or SK preferred, in Boating Education and Liaison Division ASAP for 120 days at HQ.

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

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

E-4 to E-7, YN, with good typing skills, word processing skills desired, for clerical support ASAP for 90 days in Ocean Engineering Division, HQ.

E-3 to E-6, YN or SK, to support Disability Evaluation Staff, Office of Health Services, ASAP for 90 days at HQ.

E-4 to E-7, any rate with clerical skills, ability to use word processor desired, ASAP for 120 days in Readiness Planning Branch, HQ.

Two E-3 to E-5, any rate, for file work in Merchant Marine Licensing and Evaluation Branch, ASAP for 120 days, HQ.

E-4 to E-5, with clerical skills, to log and index marine casualty cases and update records of merchant seamen, ASAP for 120 days in Marine Investigation Division, HQ.

One DP, E-4 to E-7, with computer operation experience, to support OMEGA Navigation System Operations Detail in March for 60 days at HQ (shorter periods may be considered).

E-4 to E-6, YN with good typing skills, to support drafter of 270-foot WMEC Logistical Support Plan Section, Training and Education Division, ASAP for 60 to 90 days at HQ.

One dental technician, SNTD to DT1, to support Dental Clinic ASAP for 120 days at HQ.

E-3 to E-6, YN or SK, for clerical support, Medical Administration Division, beginning 1 May for 120 days at HQ.

E-3 to E-6, YN, for typing of research material in Operational Medical Division ASAP for 120 days at HQ.

YN or any rate with typing ability as support in Publications and Directives Branch of Medical Administration Division ASAP for 120 days at HQ.

E-5 to E-6, SK preferred, to perform accounting data, store information on computer, and handle accounts payable, in Mutual Assistance Branch ASAP for 120 days at HQ. Local resident preferred.

E-6 to E-7, SK, to develop revised and improved Reserve pay support procedures and services ASAP for one year, Personnel Support Branch, HQ. Include resume.

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

## 1981 photo contest

Six photos will be chosen in the 1981 Coast Guard Reserve Photo Contest. The top three pictures in each of two categories will be published as a special feature in the Reservist, and the photographers will receive a letter of recognition. In addition, the photos will be displayed in the entrance hall to Coast Guard Headquarters.

### CATEGORIES

Photos will be judged in two categories:

- a. Reservists serving humanity
- b. Reservists serving the nation

**Reservists serving humanity:** Any picture qualifies which shows a CG reservist, while on duty, helping or rendering aid to any member of the public. Examples: helping flood victims, aiding boating accident victims, Cuban refugee ops, etc.

**Reservists serving the nation:** Any photo qualifies which shows a CG reservist training for combat or training for a mobilization assignment. Examples: unit drills, ADT, or mobilization exercises.

### ENTRY RULES

1. Photo must show a Coast Guard reservist.
2. Entries must be black and white or color prints.
3. Full captions and photographer's name and address (plus rank or rate) must accompany photo. (Please type or print.)
4. Minimum print size is 5" X 7".
5. Entries must be postmarked no later than 31 May 1981. Mail entries to: Commandant (G-R-1), USCG Headquarters, Washington, D.C. 20593.

If you have any questions concerning the contest, contact LTjg Pickens at (202) 426-2350 or ENS Price at (202) 426-1603.

(G-R-1)

DEPARTMENT OF TRANSPORTATION  
U.S. COAST GUARD  
WASHINGTON, D.C. 20593

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