

The Reservist

May-June 1984

U.S. Department
of Transportation

United States
Coast Guard



New badge

The IV rating is new to the Reserve Program and now so is the rating badge. The Commandant approved the design of the new badge at the last Uniform Board meeting. The E-6 and below shield is a solid white design consisting of a law enforcement badge superimposed on the scales of justice. The E-7 and above shield is of solid gold color, of course. Although the design is approved, it will be a while before the badges are available for issue. IV personnel will continue to wear the badge of their former rating until the new badges are available.

New award

A new award was established at this year's ROA Mid-Winter Conference. The George E. MacGarvey Leadership Award will be given to the graduate of the ROCI program who, over the two-week course of study, demonstrated the highest leadership quality as determined by the Commanding Officer of the Reserve Training Center Yorktown, VA. The award consists of a walnut plaque with a shield and the Coast Guard Officer Eagle insignia.

Reunion

For all those who served in the Coast Guard at the Loran Station on the Island of Con-Son, Vietnam, in 1965 and 1966, a 20-year reunion is in the planning stages. Those interested should contact:

Johnny H. Hagwood
2352 Clifton Lane
Bessemer, AL 35023
(205) 491-3067 or 8859

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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.

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CG-288

On the cover-New HH-65A flies over our nation's capital. Official Coast Guard photo.

ADT courses

CORRECTION: In the January/February issue, errors appear in the schedule of ADT courses. Here are the changes:

MKA	84/07/02Y	to	84/07/01Y
PMIS	84/01/15P	to	84/06/03P
POLdr	84/04/06Y	to	84/04/15Y
SUSAR	84/01/15Y	to	84/01/15A
SUSAR	84/06/17Y	to	84/06/17A
PSSO	84/08/19Y	to	84/08/12Y
YNBas	84/06/17P	to	84/06/17Y
YNBas	84/07/22Y	to	84/07/22P
YNBas	84/08/12Y	to	84/08/12P

ADDITION: The following classes have been added to the FY84 training schedule:

REBI 84/09/09Y
REBI 84/08/27A

ADMIRAL'S CORNER

I am being transferred this summer so this will represent my last article to you. I have so many things to be thankful for these past two years and would like to mention just a few... First and foremost, our Commandant. He has not only been our staunchest supporter but has clearly been out in the lead for the Reserve program. He has certainly made my job much easier.

I am thankful to you, the Reserve. I have had a great sense of all of you pulling together; of pride in what you are doing and can do; and of a desire to take advantage of all the opportunities we can make available to you. I am grateful for the outstanding support of our Retired members and the counsel I have received from them, especially those who have continued to remain involved through the Reserve Officers Association.

A special thank you must go to our small but elite group of Reserve Program Administrators and civilians. Believe me, they are truly a group of professionals who have your interests at heart. In addition, they keep the likes of me out of trouble.

Finally, I would like to thank our Regulars. For the most part they are "with the program" and are your staunch advocates. For any of them who may read this article I ask that they not only continue their fine attitude but look for even more ways to provide you with meaningful training and experiences.

My time in this assignment seems to have gone by very fast. In spite of this I think we can all look back with a sense of pride. Many goals have been met or are well underway. I would like to mention a few of these:

(1) We are engaged in identifying new skills and training to meet the current perceived threat to our nations ports.

(2) Our mobilization training has been emphasized through an active program of mobilization exercises and joint exercises with other services.

(3) Recruiting has new life. As of this date our strength stands at 12,447 selected reservists.

(4) We have had the first request by an Administration in fifteen years for an increase in our authorized strength to a level of 12,500.

(5) We have accomplished an easing of the administration regulations concerning special active duty by the creation of TEMAC.

(6) A modest beginning in the procurement of equipment for Reserves has begun and more is planned and budgeted.



(7) Much has been done to correct errors and reduce the paperwork backlog, at least at the Headquarters level.

(8) The Reserve Program has arrived at the computer stage at Headquarters and District levels with hardware and software.

(9) We are only a few months away from aligning our RPMIS personnel accounting system with the Active duty PMIS system.

(10) Software has been developed in preparation for our new mobilization plan.

(11) We are in the process of reverting to our more traditional unit organization as opposed to the super-group concept.

(12) The military appearance of our personnel has measurably improved.

(13) The Commandant has approved the concept of creating an Office of Readiness and Reserve.

RADM Joseph A. McDonough, Jr. has been selected by the Commandant to relieve me and to head our new Office of Readiness and Reserve. He has had many operational and key Headquarters assignments and has also served at the Pentagon. He is even an ROA life member. I am confident our Reserve Program will be in good hands.

Good luck to you all and again, thank you so much for your support. It has been a great tour. I look forward to a continued association with you in the field.

A handwritten signature in cursive script, reading "James C. Irwin".

RADM James C. Irwin
Chief, Office of Reserve

BRIEF COMMENTS

Satisfactory vs Creditable

by LCDR Bob McElmoyle

In the Reserve Program we have many different types of years that we use to account for service and training. One of the most important is a SATISFACTORY year of FEDERAL service for retirement which is often confused with creditable service. One needs at least 20 satisfactory years of Federal service for retirement to meet one of the eligibility requirements for retired pay at age 60.

Problems arise when satisfactory years of Federal service are confused with creditable service and an attempt is made to use them interchangeably. Simply put, creditable service is service earned on a day-for-day basis for any period of time spent as a member of a regular or reserve component. It is usually associated with service credited for longevity or pay. It is not the same as satisfactory service.

Satisfactory Federal service for retirement is also credited on an anniversary year basis, but is earned by accumulating at least 50 retirement points during the anniversary year. For periods of broken service a pro-rated point table is used to determine how much satisfactory service should be credited for the period of time served.

Although creditable service can be earned by simply being a member, one must earn retirement points (50 for the year) through ADT, IDT, correspondence, etc. to earn a satisfactory year of Federal service for retirement. If one confuses the two and thinks they are eligible for retirement pay at age 60 based on 20 years of creditable service, one is in for an unpleasant surprise.

Remember, SATISFACTORY service is what qualifies you for retirement, not creditable service.

ROA awards

Three major Reserve award presentations took place during the month of February. On the 19th of the month, both the Admiral Russell R. Waesche Award and the ROA Congressional Award were presented during ROA's Mid-Winter Conference.

The Admiral Russell R. Waesche Award was first awarded in 1961 and is intended to honor the most outstanding Coast Guard district with respect to Reserve affairs. The winner for FY 1983 was the Thirteenth District, headed by RADM H. W. Parker, Jr.. Accepting the award for RADM Parker was CAPT G. C. Kornish. The award consisted of a plaque and a plate engraved with the winning district's name. The plate will be placed on the Admiral Russell R. Waesche plaque maintained at Headquarters. Runner-up for the award was the Fifth District, headed by RADM J. D. Costello. It was the second straight year that the Thirteenth District has won the award.

Established in 1971, the ROA Congressional Award honors the most outstanding Reserve Unit or group. The winning unit, CGRU San Antonio (Eighth District), was headed by LCDR R. R. Clark, USCGR. This winner, like the Waesche Award, is a repeat of FY 1982.

Finally, on February 21, the Outstanding Reserve Junior Officer Award was presented to LCDR Richard W. Schneider, Commanding Officer of CGRU-2 Gloucester City, NJ. This award was presented for the first time and is intended to recognize the most outstanding Coast Guard Reserve Junior Officer.

LCDR Schneider has earned the Coast Guard Commendation Medal and has been recognized by the Delaware Legislature for his achievements as a reserve unit commanding officer. He has a Masters Degree in Physics and is a PhD candidate. He is the Executive Officer of the College of Marine Studies at the University of Delaware and is on the Boy Scout Eagle Review Board. He also has been selected for promotion to CDR.

Right--RADM James C. Irwin presents LCDR Richard W. Schneider the ROA's Outstanding Reserve Junior Officer Award. Among those on hand for the presentation were LCDR Schneider's wife, Beth and RADM Olin A. Lively, USCGR.



Retired pay: something to look forward to

For most reservists, the thought of retirement is not something to worry about, for retirement is a long way into the future. But for those who are eligible to retire soon, the receiving of retirement checks is something well deserved and long awaited for.

The aim of this article is to aid those with questions regarding their retirement eligibility and pay. In order to be eligible for Reserve retired pay one must have completed at least 20 years of satisfactory federal service by age 60 and who are not entitled to receive any other form of retired military pay. In addition, in order to receive Reserve retired pay, one must have served at least eight years of qualifying military service as a member of a reserve component (regular becoming reserve).

For those who served, active duty or reserve, before July 1, 1949, all the years served are considered good years, because reservists prior to July 1, 1949 did not have to actively participate in drills or active duty for training in order to qualify for retirement. After July 1, 1949, Congress mandated that reservists must earn at least 50 points in order for the year to count toward retirement. By the way, the maximum points creditable for inactive duty training (drills, membership,

correspondence courses, etc.) is 60.

The receiving of Reserve retired pay is not done automatically; one must apply for it. An application (DD Form 108) must be submitted to Commandant (G-RA-1) prior to reaching age 60. On the application, the applicant need only fill in blocks one thru eight and blocks 18 and 19. G-RA-1 will do the rest.

Each day of active duty is worth one point. Also, any year in a reserve status in which less than 50 points are earned, does not count toward the necessary 20 years, but the points do count in determining retirement pay. In the case of a reserve duty period prior to July 1, 1949, add 50 points for each year.

To calculate the pay you are to receive upon reaching age 60, one must add up all retirement points earned on active duty and reserve duty, whether the year's points were or were not enough to make the year a qualifying one. That sum is then divided by 360 and then multiplied by 2.5% (.025). That answer is next multiplied by the current basic pay of the highest grade held satisfactorily on active duty or in an active status in a Reserve Component.

$$\text{Retirement points} \div 360 \times 2.5\% \times \text{Basic Pay} \\ = \text{Monthly Pay}$$

Flag officer visits RU Erie

Story and photo by LCDR Daniel M. Gregorio

On January 29, 1984 RADM Fredericks visited USCGRU Erie. It marked the first time that a Flag officer visited the unit. With LCDR Gregorio, CO of the unit, as his escort, RADM Fredericks was greeted and piped "over the side" with full military honors and ceremonies upon his arrival. As RADM Fredericks walked onto the drill deck, he was saluted and the unit rendered the appropriate courtesy to the flag during the playing of the National Anthem. The unit was then ordered to "open ranks" and was inspected. After the inspection, colors were retired and the Admiral com-

mented on the fine appearance of the unit.

At the conclusion of ceremonies the unit was privileged to hear the Admiral speak on a wide range of topics relating to the various missions of the Coast Guard. He then again commented on their fine appearance at inspection and their high morale. A number of special guests were on hand for the Admiral's visit. They included: CDR John Clare, Commander of RESGROUP Buffalo; Lieutenants John Butler and Janice Grey, from the Ninth District; and retired CAPT Robert Detzel, USCGR.



BRIEF COMMENTS

Retired

After serving 21 years in the Coast Guard Reserve, Chief Gabriel D. Macias officially retired in April. In honor of his retirement, CGRU Dallas recently had ceremonies attended by the Eighth District Commander, RADM W. H. Stewart and several honored guests.

PSC Macias has served with the Dallas unit for approximately 20 years. He joined the U.S. Army in December 1942 and was sent to Europe where he fought during World War II. He received an honorable discharge in November 1947. Two years later he joined the Marine Corps Reserve and was called to active duty for one year in Korea. In 1956, he undertook a challenge that required a great deal of courage when he became the first Mexican-American to join the Dallas Police Department in a time of much discrimination against Hispanics in his community.

While still working for the Dallas Police Department, he felt a need to wear the uniform of an Armed Service and joined the Coast Guard Reserve in 1963. He retired from the Dallas Police Department in 1978 and went to work as a student counselor for the Dallas Independent School District. The same leadership and dedication to duty has for many years not only inspired and motivated the young people of Dallas, but the personnel of CGRU Dallas as well.



Above--RADM Stewart inspecting PSC Macias at retirement ceremony. Photo and story by CDR Curtis Hezeau.



Above--RADM Fredericks congratulates CAPT Recio upon his new appointment.

New unit

In commissioning ceremonies held recently at U. S. Coast Guard Atlantic Area Headquarters, Governors Island, N.Y., Coast Guard Reserve Unit Atlantic Area N-2 was formally established.

CAPT B. T. Recio has been selected to command the new unit. The unit's mission will be to collect information on the Atlantic Area's capabilities, threat assessment and countermeasures along with the development of data essential to future operational planning.

CAPT Recio has served with the Coast Guard for more than 27 years and is currently employed by NASA as Spacelab Payload Operations Director.

Photo and story by CDR W.W. Moore III.

Achievement awards

Headquarters

Presentation -- RADM James C. Irwin, Chief of the Office of Reserve, presents LT(jg) Robert R. McGuirk with the Coast Guard Achievement Medal. The award was presented for LT(jg) McGuirk's hard work and diligence in advancing the level of data processing in the Reserve Program at least one year ahead of schedule. Through his hard work and enthusiasm, LT(jg) McGuirk has become one of the Coast Guard's authorities on the Easytrieve Language and interactive program development tools on the Amdahl computer. He also wrote the new Mobilization System Job Control Language, developed several new programs, and added Coast Guard retired personnel to the mobilization resource pool. Among those on hand for the award ceremony were CAPT Kenneth R. Murphy (pictured) and much of the staff of the Office of Reserve. CONGRATULATIONS!



Reserve Unit Monroe

LT Albert J. Cassie, Jr. (r) salutes LCDR Craig L. Finnis after receiving the Coast Guard Achievement Medal at a ceremony. LT Cassie was honored for his exceptional performance and outstanding devotion to duty during the flooding that occurred last year in the Monroe, Louisiana area. Through his unselfish efforts he has contributed greatly to unit morale and enabled his unit to operate more efficiently. CONGRATULATIONS!

Servicewide exam

The following is a list of references for the E-6 to E-9 Investigator Rating Servicewide Exam:

1. Investigation Manual, COMDTINST M5527.1 (Old CG-282);
2. Title 14 United States Code (USC) 89,93(e) 141-150 (Old CG-443);
3. Coast Guard Regulations (Old CG-300);
4. COMDTINST 16202.1 - 16202.4 (series);
5. Manual for Courts Martial, U.S.;
6. COMDTINST 16243.1A;
7. Ordinance Manual, COMDTINST M8000.2 (Old CG-272);
8. Military Justice Manual, COMDTINST M5810.1;
9. Title 18 USC (annotated);
10. Security Manual, COMDTINST M5500.11 (Old CG-444);
11. Military Personnel Security Program, COMDTINST M5510.16 (Old CG-207-1);
12. Physical Protection Standards Manual, CG-468;
13. Coast Guard Civil Disturbance Preparedness Plan, CG-368-1;
14. Naval Investigative Service Manual, NIS-3;
15. *Shipping Agent Guidelines: U.S. Port Entry Requirements for Communist Flag, Chartered and Crewed Vessels (Revised November 1982).

*Note - Information from this publication can be found in the IV-1 course and at any Marine Safety Office.

TRAINING

ADT courses: What are they?

Prepared by the Training Development Branch

This is the second in the series of articles detailing various ADT Courses. The March/April issue included the following courses: REBI, PMIS and YN Basic.

Small Boat Crewmember(SBC)

There are no "short-cuts" under the boat crew qualification and certification program. But, the Small Boat Crewmember course is for you if you are looking for a way to speed up your training as a crewmember. Two weeks of concentrated practice, under the supervision of full-time instructors, could be just what the doctor ordered.

Who can attend: SBC is intended for Seamen and Firemen. If you have a BM, MK, or QM training rating indicator, you may also attend.

If you do not fall into the above categories, you may still be eligible if you require this training for your mobilization assignment. Your Training Officer should be able to advise you whether this is the case.

If you are already a qualified Boat Engineer or Coxswain, you may NOT attend. This training would be too elementary for you.

What you can expect: In two weeks of ADT you can receive a substantial grounding in the crewmember tasks. If you have little or no experience in being a crewmember, this course is ideal. If you are already working on getting qualified, this course would also be valuable in speeding your progress.

SBC is an intensive two weeks of work that covers many of the more difficult crewmember tasks. While it can't include everything, SBC will help prepare you to be certified when you return to your unit, by covering a lot of the crewmember tasks.

Course content: The four underway exercises included in SBC provide practice in: man overboard procedures; towing and passing the pump; anchoring your boat; and righting a capsized boat. You will also be given the physical fit-

ness test(Crewmember Task #1) on the first day.

Classroom instruction will first cover the above topics. Navigation rules is also included, and the NAVRUL test will be administered.

The following Crewmember tasks (from Volume I of the Boat Crew Qualification and Certification Manual) are included in SBC: 1 - 12, 15 - 20, 22, 23, 24, 26, 27, 32 - 38, 40 - 50, 66, 69, 74 - 83, 85 - 100, 103 - 108, 114, and 116 - 121.

How to Prepare: No special preparation is necessary. It may be helpful to check the list above against the manual, so that you know exactly what to expect.

While not required, advance study would definitely be helpful in the area of navigational rules of the road. There is a correspondence course available or you can just study the rules of the road pamphlet. (See references, below.)

References: The Reserve Training Manual, COMDTINST M1500.12, has official information on course eligibility requirements, course descriptions, and class convening dates. Items covered during the course are taken from the Boat Crew Qualification and Certification Manual, COMDTINST M16114.6.

For rules of the road, the Coast Guard Institute publishes the correspondence course "Navigation Rules," which may be ordered through your unit Training Officer. Your unit library should include a copy of COMDTINST M16672.2A, Navigation Rules, International/Inland. Personal copies are sold by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The cost is \$6.00. Order stock number 050-012-00-205-3.

The bottom line: Interested in decreasing the period of time it will take you to become a qualified crewmember? You may want to check out the above references to determine if SBC is for you.

Small Boat Coxswain (SBX)

Who can attend: This course is designed for qualified Crewmembers in the BM, QM, and MK ratings, who are looking for training to help them qualify as Coxswains.

What you can expect: SBX covers the more difficult tasks from Volume II of the Boat Crew Qualification and Certification Manual. It includes classroom lectures and underway time geared towards helping you become certified when you return to your unit.

Course content: The emphasis at SBX is on navigation and boat handling. Over half your time will be spent underway. Basically, the course covers much of the same information as that presented during the National Coxswain School, but not in as much depth. Specifically, these tasks from Volume II of the Boat Crew Qualification and Certification Manual are covered to some degree: 1, 2, 3, 7, 8, 15, 18, 19, 20, 26, 27, 33 - 38, 41, 51 - 55, 59 - 68, 70, 72 - 80, 84, 116 - 120, 123, 124, 126, 127, 133, 134, 141, 142, 148, 153.

The course concentrates on those tasks which are not dependant on the type of boat or weather conditions. You will be provided with a letter when you complete the course detailing the tasks that were covered, and stating whether you passed.

How to Prepare: As noted in the course prerequisites, the most important element for success in SBX is to be a qualified and certified Crewmember. You will not do well otherwise.

Additionally, since much of your time will be spent out on the boats, check out your seabag and make sure you have enough uniforms for the season. Nothing is so distracting when you're trying to concentrate on new ideas, as being physically uncomfortable!

References: Complete information on course eligibility requirements, course descriptions, and class convenings is contained in the Re-

serve Training Manual, COMDTINST M1500.12. See also Volume II of the Boat Crew Qualification and Certification Manual, COMDTINST M16114.6.

The Bottom Line: The Small Boat Coxswain course is not theory oriented. It is "learning by doing." When you go out on the boats to practice techniques that were first presented in the classroom, you will be under the watchful eye of someone who is not only an ex-teacher, but an expert boat handler as well.

REBI Post Script

There are some direct petty officers who have expressed concern about the previous article in this series on Reserve Enlisted Basic Indoctrination (REBI). Although the article refers the reader to Commandant Instruction 1510.6 for detailed information about changes in the direct petty officer program, including REBI; it also gives the impression that the Coast Guard Orientation Correspondence Course (CGO) is a prerequisite to attending REBI.

To clarify this point:

- 1) CGO is NOW a prerequisite for SOME direct petty officers.
- 2) Direct petty officers who signed the revised "Statement of Understanding," which includes the requirement to complete CGO, must do so before attending REBI.
- 3) If you didn't sign the revised "Statement of Understanding," it is not mandatory that you complete CGO; but it would be beneficial if you did.
- 4) Eventually all REBI students will have to complete CGO before attending.

Regulars and Reservists: working hand in hand

by PA2 Michael A. Waller

Coast Guard reservists and regulars not only work hand in hand during weekend drills and on active duty, but also many reservists have civilian jobs that relate directly to Coast Guard missions, particularly in the field of port safety.

Chief Warrant Officer John Frazier of Reserve Group Marine Safety Office Baltimore is a good example of the kind of working relationship reservists and regulars have. A reserve port safety officer coming off a tour as supervisor of reserve recruiting in Baltimore, Frazier is also a battalion chief in the Baltimore City Fire Department. As a port safety officer, Frazier works closely with the Marine Safety Office and Captain J.C. Carlton, Captain of the Port in port safety planning and augmentation. The reserve unit augments most operational functions at MSO Baltimore on weekends, including that of the duty officer.

As well as being the chief of Baltimore's Fire Prevention Bureau, Frazier is also the city's official responsible for port safety. "I have no problem dealing with both jobs, although sometimes," he says with a smile, "I have to think twice about which hat I'm wearing." In his tenure as chief of the bureau, Frazier has worked hard to bring working relations with the Marine Safety Office to an all-time high. Frazier also praises the efforts of Captain Carlton: "The Captain has been extremely supportive and cooperative in all our port safety dealings...he has made port safety a priority."

As an example of this sort of cooperation, Frazier cites a tank fire and explosion that occurred at a petroleum terminal in Baltimore Harbor. The Baltimore City Fire Department notified the Marine Safety Office shortly after they received notification of the fire. The fire was caused by an explosion in a tank that contained more than five million gallons of number-six oil. While fire fighters fought the fire, Captain Carlton joined Fire Chief Frazier at the site of the fire. Working with Frazier, Captain Carlton dispatched port safety boats to aid in waterside fire-fighting efforts, established a safety zone for the waters surrounding the blaze, and ordered a nearby tank vessel, which was off-loading gasoline, away from the dock, and out to safe anchorage in the harbor. At the same time fire fighters sprayed water on adjacent petroleum tanks to keep them from igniting. This joint action between MSO Baltimore and the Baltimore Fire Department prevented a possibly greater catastrophe: a multi-storage tank and vessel fire. Upon further investigation by both MSO Baltimore and the Baltimore Fire Department, it was revealed that welding operations, which were conducted prior to the explosion, may have caused the incident.

Opposite page—CAPT J.C. Carlton and Fire Chief John Frazier discuss strategy during tank fire.
Photo by PA2 Micheal A. Waller.



RESERVE POLICY BOARD:

So you think no one cares about your ideas and suggestions. Not so! Reservists often submit numerous suggestions for improving the reserve program and increasing morale. All in all, more than 80 items were received by the recently convened Coast Guard Reserve Policy Board for consideration. The procedure is simple. Nothing formal, just a brief note containing a statement of the perceived problem and your recommendation. It need not even be typed -- a handwritten rapid draft submitted via your reserve unit commanding officer to district (r) will suffice. Once a year the district (r) may screen, or even convene a district policy board to review all the items received. Those items found to be strictly administrative in nature are routed to the appropriate district division for resolution. Items and suggestions which require a change in law, statute, regulation, or code prior to implementation are considered to be policy and may be studied in greater detail by the district policy board. It is these remaining items, with recommendations and comments, that are forwarded to Commandant (G-R) for discussion and resolution at the annual Coast Guard Reserve Policy Board.

COMMENTS

PROBLEM

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SOLUTION

POLICY

Membership on the Coast Guard Reserve Policy Board is quite an honor as well as a tremendous educational experience. To be considered for board membership, one must express desire and submit a request for Active Duty for Training (CG Form 3453). Board members are then selected from a large cross-section of officers and enlisted personnel from throughout the Coast Guard Reserve. Among this year's members were two chief petty officers, a chief warrant officer, two lieutenants, two lieutenant commanders, a commander, a captain, and a rear admiral. They represented ten out of the twelve districts. The only criteria for selection is the ability to work within a group and achieve specific goals under the pressure of a deadline. Although no experience is necessary, prior membership on a local Policy Board is a definite asset.

The atmosphere at the Coast Guard Reserve Policy Board was one of synergism -- the total effect being greater than the individual efforts. There was a feeling of mutual respect with everyone being very much at ease and willing to share his or her ideas, feelings, and observations. The Coast Guard Reserve Policy Board mechanics were similar to the district boards, but due to the number of items submitted, many had to be screened again to separate the administrative items from policy items. Since many of the surviving policy items coming from different districts

THE ACT OF LISTENING

by LT Sandy Woerner

are similar in nature, they are grouped together for study. Each of the remaining items or topics are studied, analyzed, and discussed by all the Board members. Even items which at first appeared to be small in scope often revealed major underlying issues that required considerable discussion. Much research into the background of the problem, the regulation, or law which might be affected, and even a review of the recommendations by previous boards was conducted prior to making any conclusions.

The prime advantage to convening the Board at Coast Guard Headquarters is that staff expertise is available from any and all Coast Guard program areas. Headquarters personnel are very responsive to questions, and more often than not, the resident expert will brief the Board. The Board will ultimately make one of three recommendations: disapprove the item; approve the item; or suggest an alternative solution to the problem. The Board then reports to the Commandant with a restatement of each item, a brief analysis and discussion, and its conclusion or recommendation. The Commandant then reviews the Board's findings, and acts

ADMINISTRATIVE

IDEAS

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DECISIONS

SUGGESTIONS

on those items that he feels will be in the best interest of the Coast Guard. All the other items, if of sufficient substance and requiring a revision to Department, Armed Forces, or National Policy, are forwarded with the Commandant's endorsement to the cognizant authority.

The results of the Coast Guard Reserve Policy Board and the Commandant's recommendations on each item are published annually as COMDTNOTE 5420. Watch for the results of this year's board, and think about your own ideas to submit. Even if you are unsure of the Coast Guard-wide application, send in your suggestion and let the district policy board decide. Also, one might consider applying for membership to the district or Coast Guard Reserve Policy Boards.

The experience may be best summarized by a quote from HSCM Gerald Fierro, USCGR, a member of the 1983 Coast Guard Reserve Policy Board:

"This has been a wonderful week of opportunity. The sharing of ideas has been the most rewarding. The Board was given a big responsibility in setting Coast Guard Reserve policy. I was encouraged, and felt very comfortable to participate in the daily discussions. I also feel that some of my recommendations help set the policies"

NCESGR: a helping hand

In recent years, the National Guard and Reserve have been assigned increasingly important roles in our nation's defense structure. Much of the success of maintaining and ensuring a strong Guard and Reserve depends largely upon the patriotic support of our nation's employers. Because of this, the National Committee for Employer Support of the Guard and Reserve (NCESGR) was established in 1972.

The group, the National Committee for Employer Support of the Guard and Reserve, has been in business seeking greater support of American employers for a stronger Guard and Reserve system. In doing this, the NCESGR tries to inform employers of the increasing importance and the role of the Guard and Reserve in our nation's defense. Through the use of speakers, media articles, exhibits, direct mail, ombudsman, and public service advertising the NCESGR hopes to increase public awareness and smooth out misunderstandings, disagreements and difficulties that might arise between employer and employee. The Committee also asks employers, of the some 1.3 million members of the nation's Ready Reserve Forces, to ensure the same job opportunities as employees who do not participate; grant leaves of absence for military training without sacrificing vacation time; and ensure that supportive personnel policies are known throughout the organization.

With more than 2,000 volunteers, the Committee presents a wide variety of information programs. In the use of speakers, the Committee has had senior Pentagon officials to senior military commanders talk to influential employer audiences on their behalf.

The nation's senior ranking officer, General John W. Vessey, chairman of the joint chiefs of staff, says that, "Our strategy to deter war requires that we keep the Guard and Reserve in a high state of readiness...without

jeopardizing their civilian careers."

NCESGR conducts two programs of special interest to reservists: The ombudsman service and a program of awards for employers who are supportive of their employees who double as reservists.

The ombudsman service provided by the Committee is informal. Without authority to enforce the law, the program's sole purpose is to try to solve employer-employee problems with a sympathetic ear toward both employers and employees. With the use of their toll-free number, (800) 336-4590, any guardsman or reservist who has a problem with their employer, or an employer with problems resulting from employee participation in the Guard or Reserve can request assistance. Ombudsman will advise on rights under the law and/or mediate between parties and suggest solutions.

As an added incentive, the Committee conducts an awards program to honor employers who show strong support for a strong Guard and Reserve force. The top award is the prestigious PRO PATRIA meaning "for the nation", given to those employers who adopt personnel policies which make it easier for their employees to participate in the Guard and Reserve. In addition to the PRO PATRIA there's the State Chairman's Award and the Employer Support Certificate of Appreciation. To nominate employers, the member need only write a simple letter describing why the employer merits recognition. Letters should be routed through the unit commander and sent to: Awards Officer, NCESGR, Suite 206, 1735 N. Lynn St., Arlington, VA 22209.

In closing, it must be mentioned that the National Committee for Employer Support of the Guard and Reserve has, in addition to being a national organization, 53 state committees for employer support which stand by to assist. State committees may be located through unit commanders, state Adjutants General, or by calling (800) 336-4590.

Team Spirit '84

by LT(jg) Wesley C. Marquardt

A Navy ship, Army vehicles, and Coast Guard water and shore security all contributed to an operational exercise known as Team Spirit '84. This exercise took place in Olympia, Washington, this February 17-18.

In the exercise, the USNS Comet was scheduled to arrive at the Port of Olympia, Washington and take on US Army vehicles. The Thirteenth Coast Guard District was requested to join the exercise and provide security for the facility during the loading of the ship.

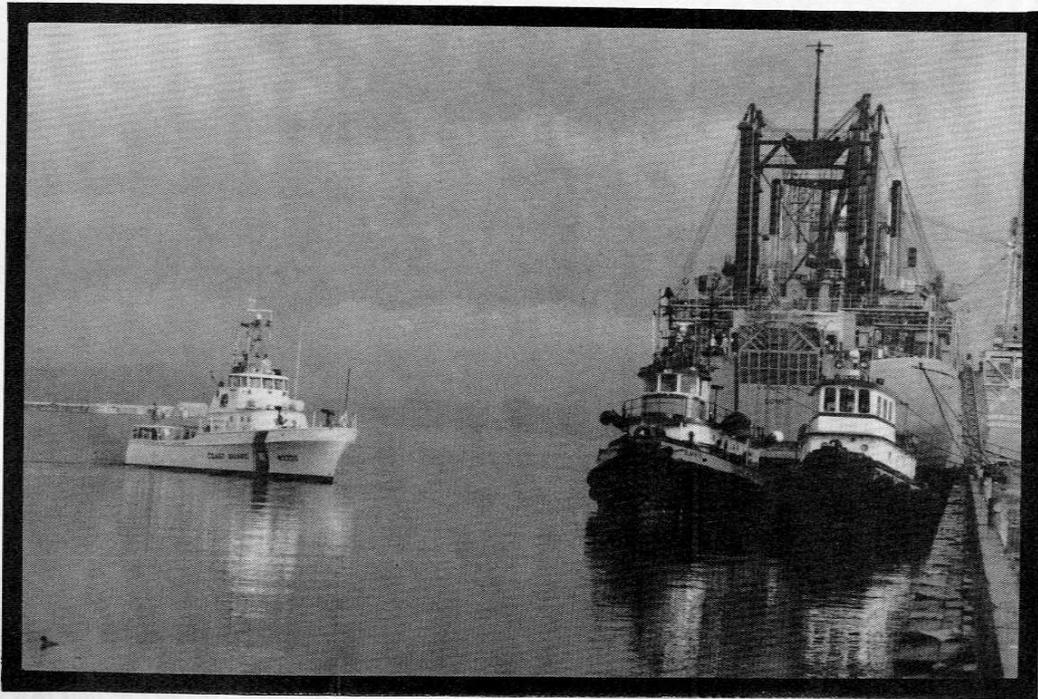
LT Travis Aiken of CGRU Tacoma developed plans for participation of regular and reserve Coast Guard personnel in Team Spirit '84. Personnel from LT Aiken's unit were assisted on shore by LCDR Bruce Wasell and other members of CGRU-3 MSU Seattle. MSO Group Seattle provided a HAZMAT (Hazardous Material) Team as well as a mobile command post and communications vehicles. Also on hand for the exercise were a 32-foot patrol boat and the 82-foot CGC Point Countess, which came down from Port Angeles. Joint forces communications were made possible by exchanging portable radios with the Army.

The exercise provided all participants with the opportunity to perform in an operation

similar to what might occur if mobilized. Each participating service appreciated the contribution the others made to a safe and successful operation. The invaluable experience gained will be greatly evident in the performance of the units involved in the future.

During the exercise, public contact was a very important factor. Coast Guard personnel manning the shore had to be concerned with approximately six avenues of entry to the exercise area. In the end, Coast Guard personnel encountered 160 vehicles, 32 pedestrians, and two cyclists. The unit's personnel were also able to conduct some public relations along the way.

The CGC Point Countess and the 32-foot patrol boat were also kept busy. During the day of the exercise, a large sailing race took place in the southern Puget Sound. Participants and spectators in all forms of pleasure craft were in the area throughout the day, and it was up to the two Coast Guard vessels to keep the exercise area clear. On her return to Port Angeles, the CGC Point Countess maintained a watchful eye for any hazards which might interfere with the safe departure of the USNS Comet.



Above—USCGC Pt. Countess monitors the loading of USNS Comet. Photo by LT(jg) W.C. Marquardt.

