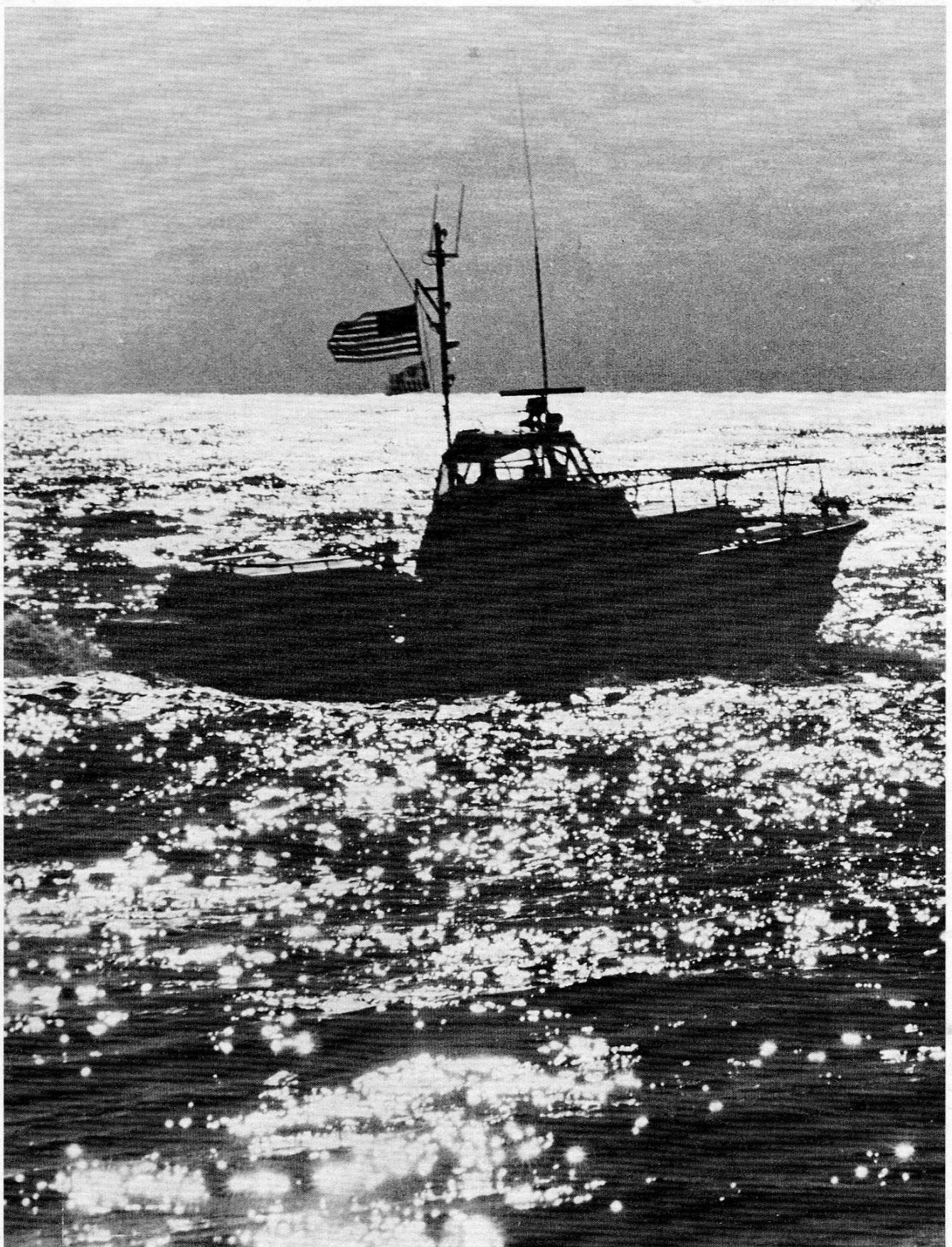


The Coast Guard **RESERVIST** March - April 1985





The COAST GUARD RESERVIST

The official publication of the United States Coast Guard Reserve

March - April 1985

VOL. XXXII, No. 2

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- ADMIRAL James S. Gracey, Commandant, U.S. Coast Guard; REAR ADMIRAL Joseph A. McDonough, Jr., Chief, Office of Readiness and Reserve; ENSIGN John L. Parkhurst, Editor; YN1 Gregory W. Langhorn, Editorial Assistant

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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.

Inquiries concerning the Coast Guard Reserve should be addressed to: Commandant, U.S. Coast Guard (G-RS-1) Washington, D.C. 20593

phone 202-426-2350 (FTS 426-2360)

CG-288

NOTICE TO READERS

Your input into this magazine is highly valued, and is in fact, the nucleus around which a successful and interesting issue of The COAST GUARD RESERVIST is formed. The news, stories and photos received in the past few months have been excellent. They are a testimony both to your cooperation and role in the production of the magazine, and the quality and range of service rendered to community and country every day by the Coast Guard Reserve.

A couple of words about sending in material. When submitting an article, don't be disappointed if it isn't in the next immediate issue. Since the magazine is bi-monthly, it usually will take a while for your piece to be published. Also, please understand that all articles are subject to revision, and that not all submitted material can be published. With regard to pictures, black and white or color photos are preferred. Please do not send slides or negatives. In all cases, we regret that submitted material cannot be returned.

Your continuing support is greatly encouraged and your views and opinions are always welcome.

Ed.

President Reagan speaks on behalf of Employer Support of the National Guard and Reserve.



There are more than a million men and women serving America in the National Guard and Reserve. They're a vital part of our nation's defense.

"Duty with the Guard and Reserve is demanding. It requires members to take time off from their regular jobs and takes them away from their families for military training.

"Therefore, I extend the thanks of the nation to those of you who support the Guard and Reserve. Without the backing of employers and families, we could not maintain these essential volunteer forces.

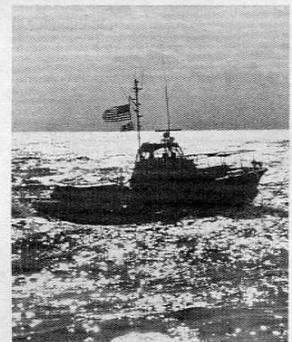
"The security of our nation depends on a strong Guard and Reserve. And, a strong Guard and Reserve depends on us."

Join the President in supporting the men and women of the National Guard and Reserve. Protect their future while they protect yours.

For information on how you can support the National Guard and Reserve, write Employer Support, Arlington, Virginia 22209.



A Public Service of This Magazine & The Advertising Council



On the cover

A 44ft motor lifeboat from CG Station Shinnecock, NY patrols off Long Island.



The Admiral's Corner



Once again, it is the time of year that generates a great deal of activity and uncertainty within my staff in the Office of Readiness and Reserve, as we shepherd the annual Reserve Training Budget through the congressional appropriations process. We have completed analysis of Reserve program needs and negotiations in the budget process within the Executive Branch, and the President's budget has been submitted to Congress.

As I am sure you are aware from the news media, President Reagan has committed the administration to a total budget for Fiscal Year 1986 not to exceed the FY 1985 budget, as part of his efforts to reduce the federal deficit. He has recognized that individual government agencies and programs will be larger or smaller within that ceiling.

The Coast Guard Reserve budget can be considered to be both larger than FY 1985, and the same as FY 1985. The \$61.5 million requested represents an increase from the \$58.8 million funded in FY 1985. Nevertheless, in terms of real growth in the Coast Guard Reserve - additional reservists or funded changes for new training programs - we will remain at about the same levels to be achieved in 1985. The additional \$2.7 million will enable us to: maintain, on a full-year basis, the growth to 12,500 in the Selected Reserve authorized in 1985, fund the 1985 pay raise in 1986, and cover the anticipated cost-of-living increases. With all the attention being focused on reducing the budget deficit, holding our own is probably the best that could be realistically hoped for this year. A year of stable funding, to both consolidate the gains achieved in 1985, and address some of the training and readiness problems that have surfaced during the past several years, may well be in the best interest of the Coast Guard Reserve in the long run ... even though disappointing now. I plan to enter the 1987 budget cycle with new initiatives that will be directed at fulfilling the requirements of our updated mobilization plans.


RADM J. A. McDonough, Jr.
Chief, Office of Readiness and Reserve

UNCLAS

New Reimbursement

As an enlisted reservist, you know that you are entitled to a government meal if you perform inactive duty of at least eight hours duration in any one calendar day. In the past, if this meal was unavailable, you were not compensated for it. You will be happy to know that the DOD Authorization Act of 1985, which became effective on 1 October 1984, provides that if you are an enlisted reservist entitled to a government meal while performing inactive duty, and the Coast Guard is unable to provide that meal either commercially or through a general mess, you can now be provided with a cash reimbursement for that meal. This reimbursement will be included in your regular drill pay check. The rate of reimbursement for missed meals is \$1.24 for breakfast and \$2.22 for lunch and supper. Nevertheless, don't expect an increase in your drill pay check by not eating available government meals or not contracting for unavailable government meals. The intent of the amendment implies that reimbursement for missed meals is to be utilized only after every other effort to provide rations-in-kind has been exhausted. ALDIST 007/85 covers the details for claiming this entitlement.

Need Retirement Points?

DO YOU PERFORM 27 TO 30 DAYS OF ACTIVE DUTY FOR TRAINING EACH YEAR? If you perform these extra days of duty because you could not attend drills, then the special program you are in (Cat. E), provides for a maximum of only 45 retirement points a year, 1 point for each day of active duty for training, and 15 points for affiliation with the Reserve. In order to meet your required 50 points for a good year toward retirement, you still need at least 5 more points. Correspondence courses are a great way to earn more points and keep current in your mobilization related skills. You may even enroll in a different CG course to gain insight into new mission areas.

Call or write your District Reserve Training Branch chief to order a course and ensure you will earn a satisfactory retirement year.

ANNUAL TRAINING

Inform your boss early.

Problems? Notify your local commander or call the National Committee for Employer Support of the Guard and Reserve, toll free, at (800) 336-4590. In Virginia or Guam, call (202) 696-5305, COLLECT.

Time Check

For those of you who will apply for TEMAC or SADT positions (including I/A/S positions), please make sure you have enough time left on your enlistment to cover the entire duration of the requested position. If you do not have enough obligated service, you must contact your commanding officer to extend or re-enlist before accepting the position. Making sure you are fully qualified for a position when you apply for it increases your chances for selection, and ensures you will not be disqualified after being chosen.

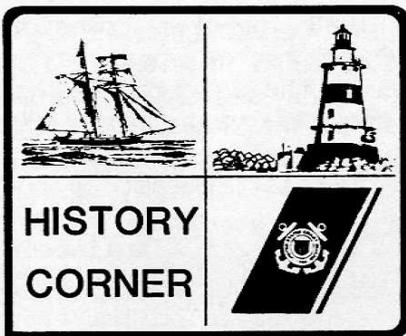
CG Trenchcoat

A new Coast Guard trenchcoat is now available at the Cape May uniform distribution Center. Double breasted in style, the dark blue, full length coat includes a belt, shoulder epaulets, decorative belts on both sleeves, a flap over the right breast and storm yoke across the back. The women's coat doesn't include the breast flap.

This distinctive coat is available through the uniform mail order program for \$67.89 each.

**“It is no use saying
'We are doing our
best.' You have got
to succeed in doing
what is necessary.”**

Sir Winston Churchill



**40 Years Ago :
The Coast Guard at Iwo**

Forty years ago, in 1945, U. S. Naval forces invaded Iwo Jima. As in every major conflict of this nation, the United States Coast Guard was there, "Always Ready", to render assistance.

The island occupied approximately eight square miles in the Philippine Sea and was roughly 640 miles south of Tokyo. It was one of the few islands in the area with enough flat land for the construction of airstrips; however, it had no harbor. At the time, it had three airfields, two operational and a third under construction. Admiral Spruance, Commander of the Central Pacific Task Forces (the Fifth Fleet), was the man assigned to capture, occupy, defend, and establish air bases there.

It also had an effective radar station which the Japanese used as a air-raid warning network. Because of its strategic location, United States long-range B-29s could make the flight to Tokyo and be ensured proper fighter cov-

erage for the entire distance. Therefore, Iwo Jima, situated as it is, was of vital importance in the assault on Japan. The Japanese had heavily fortified Iwo and garrisoned the island with some 21,000 troops. In full recognition of its importance, the total control of the island, even at high cost, became a "must" for the United States.

Twenty Coast Guard cutters, Coast Guard manned Navy amphibious ships and other Coast Guard landing craft played an important role in the hazardous but successful attack on the heavily defended island. The Coast Guard manned vessels were included in attack forces and miscellaneous task groups of the Joint Expeditionary Force. Also in the assault forces were seven Navy-manned vessels with some Coast Guardsmen in their crews.

Beginning on 16 February, two separate Task Forces bombarded the island with heavy artillery fire to dilute defenses while minesweepers swept the adjacent waters for shoreline obstacles, with negative results. The initial attack was no surprise to the enemy, and fierce fighting continued three days.

The landing boats from the USS BAYFIELD, a Coast Guard manned vessel, received massive punishment from Japanese mortar emplacements concealed in the sides of Mount Suribachi.

Wreckage piled higher and higher, extending seaward to damage the props of other landing vessels. On previous assaults, there had been beachmasters, beach parties and salvage parties to keep the landing area clear of wrecked boats. This was not the case at Iwo Jima, making it even more difficult for the landing craft that were operational. Nevertheless, young Coast Guard boat crewmen repeatedly went to the beach through shell fire to aid, rescue and transport the wounded. Some Coast Guardsmen didn't return to their ships. But those who did returned to the beach with more troops and supplies to help transport other wounded.

On the morning of 19 February 1945, a combination of Army, Navy, Marine Corps and Coast Guard forces stormed the beachhead. Advancing against stubborn opposition, the U. S. troops succeeded in surrounding the base of Mount Suribachi on February 23. Six Marines climbed to the summit of the mountain, signaling the historic victory by raising the American flag. The fighting, however, continued through March 26 with U. S. casualties totaling 4,590 killed, 15,954 wounded and 301 missing in combat. These numbers include many brave members of the Coast Guard.

(This page will highlight interesting facets of Coast Guard history each issue.)

Commandant establishes new policy :

**SELECTED RESERVE
SERVICE LIMIT PROGRAM**

The Commandant has established a program to help ease overpopulation in some enlisted rates and warrant specialties, and provide additional advancement opportunities in others. This new program will also bring about a younger and more vigorous Selected Reserve force.

When it's fully phased in, district commanders will transfer chief warrant officer and enlisted reservists from the Selected Reserve when they complete 30 years of total military service, computed from their Pay Base Date. This will happen no matter how many "good years" the member has toward reserve retirement.

Members transferred out of the Selected Reserve under this program who have earned at least 20 years for reserve retirement may elect to retire. Or, they may wish to join those who are not retirement eligible but continue to earn retirement points in the IRR. IRR member retirement points may be earned by remaining a member of the reserve and participating in a VTU, or completing approved correspondence courses and performing non-pay IDT or ADT.

The member must earn at least 50 retirement points in an anniversary year for the year to count for reserve retirement. The member who pursues this path beyond the minimum number of years to qualify for reserve retirement may continue until the mandatory limit for age.

During a 3 year phase-in period, transfers from the Selected Reserve will be made yearly, on July 1, for personnel who have already gone beyond the 30 year mark. The phase-in looks like this -

On -	Manditorily transfer personnel who have no less than -
1 July 1985.....	35 years
1 July 1986.....	33 years
1 July 1987.....	31 years
1 July 1988.....	30 years

After 1 July 1988, program transfers will be made on the first calendar day in the month after which the Selected Reserve member reached the 30 year mark. The following numbers of personnel are expected to be affected by this program:

<u>Effective date of transfer</u>	<u>CWOs affected</u>	<u>Enlisteds affected</u>
1 July 1985	23	33
1 July 1986	36	69
1 July 1987	31	128
1 July 1988 and subsequent	7 to 15	30 to 50

Commissioned officers other than chief warrant officers are not included in this program because they are already affected by promotion boards, retention boards, 30 year commissioned service limits, and district pay billet assignment policies.

Waivers of program transfers will be considered for enlisted personnel who are in critically short ratings, and for personnel in Selected Reserve mobilization billets which will go unfilled by their transfer. Waivers are not automatic. Requests must be initiated by the member involved and submitted through the chain of command. Waivers granted are good for one year only.

Reserve personnel in critically short enlisted ratings and warrant specialties, who wish to remain in the Selected Reserve another year beyond the limit, must submit a written request for waiver to their district commander (r) via the chain of command.

Reserve enlisted rating and warrant specialty requirements are expected to change as Readiness Plans evolve. The Commandant (G-RST) will announce critically short ratings and warrant specialties by ALDIST or notice. The current critically short ratings are: QM, RD, ST, GM, FT, SS, RM, and IV. No warrant specialties are critically short at this time.



Personnel whose mobilization billets will go vacant by their transfer from the Selected Reserve under this program may request a one year waiver from Commandant (G-RST) via their chain of command. Criteria for retention one year beyond the program limit are:

1. Applicant's qualification for the mobilization billet.
2. Non-availability of a qualified replacement.
3. Enlisted members only: Participation in the most recent servicewide exam. (Made advancement eligibility list but did not advance solely because of a lack of vacancies).
4. Commanding officer's recommendation for one year retention in the Selected Reserve.

Any request for waiver must be submitted no later than 90 days prior to the scheduled date of transfer from the Selected Reserve.

Waiver requests should be concise. Those requests not submitted within program deadlines, or failing to provide sufficient information on which to base a decision, will be denied.



Hazardous Cargo

Members of Reserve Unit Dallas recently participated in one of the most dangerous missions of their Coast Guard careers.

On 27 July, an explosion aboard the Argentine freighter Rio Neuquen killed one longshoreman and injured eight others. 7000 aluminum flasks, containing aluminum phosphide pellets, were stowed in the hold of the ship. Commonly used for pest control aboard grain ships and in grain elevators, the pellets generate a poisonous and potentially explosive vapor and are highly volatile when combined with oxygen, water and high temperatures.

CAPT Joel Sipes, Coast Guard Captain of the Port Houston, along with members of the Gulf Strike Team, established a one-mile-radius security zone around City Dock 9, where the ship was moored. They also set up a decontamination area for those workers involved in cleaning up and disposing of the chemicals.

Under the close supervision of CAPT Sipes and his staff, members of the strike team, along with a private contractor, began the hazardous and tedious job of unloading the flasks into 55 gallon steel drums. Protective suits with air tanks were required to prevent exposure to the deadly fumes given off by the damaged containers. To reduce the possibility of another explosion, unloading proceeded only during the day, while at night, the hold was cooled by nitrogen gas. After six days of careful removal, the cargo was disposed of at sea 120 miles south of Galveston.

Members of Reserve Unit Dallas normally augment PSSTA Houston one weekend a month. On hand for the cleanup operation were CW03 Eric Williams, PSC Bob Kimbrell, PS1 Cynthia Durbin and PS3 David Corey. The Dallas reservists were thankful to have participated. Said one, "We were always aware of the danger, and that another explosion could occur at any moment, but our primary thought was to get the job done".

- by PA1 J.A. Wilson

FIELD TRAINING EXERCISES :

TILL'S FORCES SKUNK SEALS IN CODEFEX '84

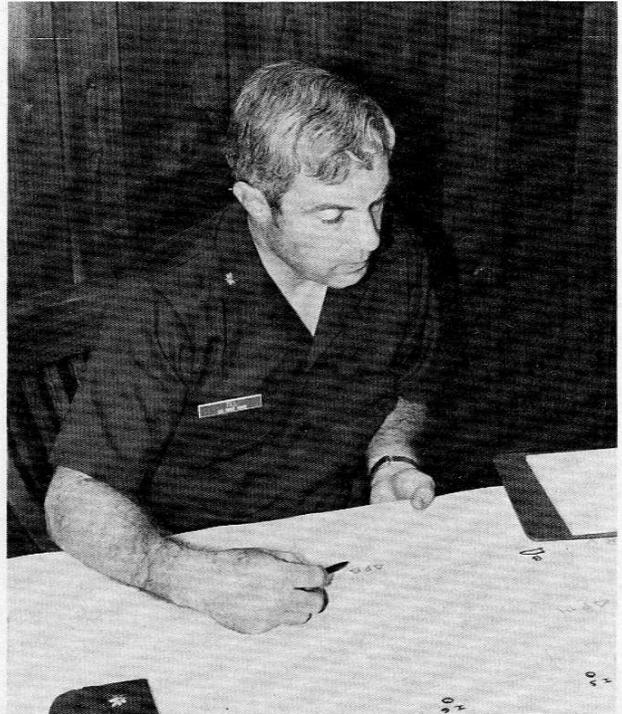
Coast Guard Support Center Alameda under seige? Those were the apparent conditions at Government Island on the night of 15 September, during the coastal defense exercise known as CODEFEX '84.

Sponsored by the Navy, CODEFEX '84 was designed to test coastal defense mechanisms in San Francisco Bay and surrounding waters. The exercise used the Coast Guard base on Government Island in testing physical security techniques in a typical wartime port security environment. Navy personnel established an operations and communications center on the island, as they would during an actual national emergency.

According to the Coast Guard Exercise Coordinator, CDR Wayne Till of Port Security Unit Alameda, an intensive security system was established on the island to guard against an expected attack from two specially trained Navy Seal commando teams.

"Seal teams are well known for their cunning," said Till to the Government Island defenders in a pre-exercise briefing. "We will establish a perimeter security force around the island, an inner force around the operations center, maintain a boat patrol around the island and have mobile units available to respond to any island point. What we have to do is be more cunning than they."

LTJG Michael Price, training officer for the 12th District Reserve Division, laid out wire defenses around the island and led a mobile security detachment. His squad was equipped with M-16 rifles, pistols and a LAW (Light Anti-tank Weapon), in order to foil a possible helicopter assault. "Many Coast Guard security people are oriented to law enforcement as opposed to combat situations," said Price. "The threat is very different in combat and requires a different response. For instance, we commonly maintain a visual presence in law enforcement situations as a deterrent. Combat requires concealment and the availability and use of heavy



CDR Wayne Till, coordinator of Coast Guard participation in CODEFEX '84, plots security plans in the command center.

weapons." Approximately thirty people were assigned to security duty at a given time during the exercise, with 75% of this force consisting of reservists.

The Seal team launched its attack at 0500 Sunday morning, a time when they felt sentries would be bored, tired and less observant. SN Jeff May, a perimeter sentry, spotted their snorkels in the water near the island. Without a simulated shot fired, the response team and patrol boats rushed to the site and apprehended the invaders.

Despite encountering a few communications difficulties, CDR Till was very pleased with the exercise. Besides "skunking" the renowned Seals, the operation proved the Coast Guard's ability to organize and plan an extensive security effort in a short time. Lessons learned during the exercise will influence the detailed security plans for use at all Northern California Coast Guard Commands.

- by YN3(PA) Chuck Wullenjohn

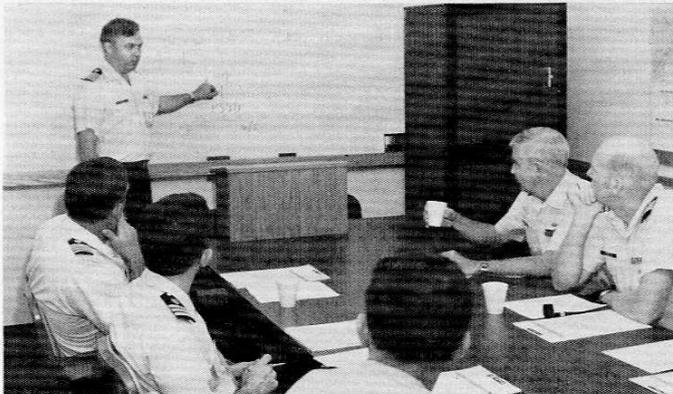
RESERVES AND REGULARS JOIN FORCES TO TEST MOBILIZATION AND READINESS SKILLS

COAST GUARD PARTICIPATES IN FTX GALLANT EAGLE '84

Last August, reservists from groups at Baltimore, MD, Eastern Shore, VA and Hampton Roads, VA participated in field training exercise Gallant Eagle '84. Also taking part were reservists from CG Forces Wilmington, NC and the Port Safety and Security Detachment of Wilmington.

In this joint military FTX, the Army's Military Traffic Management Command loaded 400 pieces of combat equipment aboard the 660 foot M/V American Eagle, simulating the type of loadout that would occur in a hostile situation. The ship traveled from the entrance of the Cape Fear River to the North Carolina State Port Authority at Wilmington. The Coast Guard's role was to provide the patrol craft, shoreside security personnel and staff support necessary to maintain a continuous safety zone around the M/V American Eagle during transit and equipment loadout.

To prepare the participants for their role in the FTX, a period of special training began on 5 August 1984. Space was leased by the Coast Guard from Old Dominion University in Norfolk, VA to berth and mess 105 reservists. Instructors from the Port Security School at Reserve Training Center, Yorktown, conducted refresher courses in various subjects, which provided their students with the necessary core of knowledge for the exercise.



The planning for the exercise began in June 1984, with Reserve officers planning all phases of the Coast Guard's participation. An operations order was written, equipment acquisitions executed and contract obligations completed. Opposition Forces (Opfor) were trained from a contingent of Reserve personnel. Another group of reservists acted as FTX controllers, and were responsible for maintaining the flow of events and ensuring the safe conduct of the FTX.

Opfor was responsible for carrying out engagement scenarios to test the effectiveness of FTX personnel in protecting the safety zone around the M/V American Eagle. They engaged in both overt and covert operations. During night operations, camouflaged Opfor personnel huddled in kayaks and johnboats along the darkened banks of the Cape Fear River before making their attempts to penetrate the safety zone. Alert watchstanding, and the use of night scopes and radar contributed much to the success of the reserve personnel ashore, and those manning the Coast Guard patrol craft, in detecting and interdicting the Opfor.

Special recognition for the success of FTX Gallant Eagle '84 goes to Coast Guard MSO Wilmington, NC and its Commanding Officer, CAPT D.H. Whitten. The personnel of MSO Wilmington played active roles in the FTX and provided support for the mobilized reserve force. The exercise demonstrated outstanding rapport and an excellent working relationship between the regular and reserve commands. An important aspect of the FTX was the recognition of personnel and equipment shortcomings. These limitations were addressed at the post-FTX critique, and steps are being taken to improve the mobilization readiness ability of the Fifth District Reserve.

Among those listening to CAPT D.H. Whitten's pre - FTX briefing is RADM Irwin, 5th District Commander, 2nd from right.

- by LCDR A. Smith and LTJG A. Harker

FIRE !



JACKSONVILLE RESERVISTS AID IN TANK FARM DISASTER

Saturday afternoon on 18 August 1984, a 45,000 barrel gasoline storage tank at the Triangle Tank Farm in Jacksonville, FL was struck by lightning during a thunderstorm, and exploded into flame. Over 400 firefighters and 300 support personnel were needed to contain, and finally extinguish the blaze.

Coast Guard regular and reserve watchstanders winding down from a rather routine Saturday watch at MSO Jacksonville witnessed the explosion. Though their close proximity to the fire provided an excellent vantage point, it also later forced their evacuation to an alternate site when the tank finally ruptured, spilling burning gasoline into the adjacent creek and threatening nearby waterfront facilities.

Within minutes of the initial explosion, the Jacksonville Fire Department responded to the scene. It was quickly determined that the floating tank roof had received major damage, preventing efforts to establish a solid foam blanket. City police sealed off a two-square-block area, while support components from Civil Defense, the Red Cross and a host of local agencies began arriving at the scene.

The Coast Guard watch immediately notified the Captain of the Port, recalled the regular and reserve duty sections and

established their command post in the MSO. The weekend duty officer, Chief Wade Akin, surveyed the fire area, established liaison with the fire control command post and alerted local and state agencies concerned with pollution. Officials determined the Coast Guard's duties, which were many: establish a secondary earthen berm to back up the existing cement berm, construct dams in the adjacent ditch, identify and relocate any hazardous cargoes stored nearby, ensure vessels moored nearby were ready to get underway, establish a boat patrol to search for pollution and control navigation, locate and request supplies of foam at waterfront facilities and military bases and provide support as necessary.

By midnight, pollution abatement activities, port safety measures and logistic tasks were proceeding well. The fire continued to rage, at times throwing flames 100 feet above the tank. Coast Guard teams patrolled the ditch area and adjacent river. Minor leakage of gasoline was quickly found and recovered with absorbent booms and pads.

At 0200 construction of the secondary berm and ditch dams was completed. Some failure of the primary berm had occurred, but the warped and crumbling tank continued to hold the burning gas. By 0400 the

The Fire Chief later remarked that if the Coast Guard had not built the berm and dams, the results would have been catastrophic, with significant loss of life.

senior Fire Chief evaluated the condition as too hazardous and ordered that equipment be placed on mechanical operation while the firemen backed away from the fire. At 0530 the burning tank was glowing red and was so transparent the gasoline level in the tank could be seen from the street. At 0630 it exploded, sending a fireball 150 feet into the air and releasing a wall of fire that ignited the ditch and blew flames across the street. Burning liquid poured out of the primary berm and into the ditch, but was stopped and contained by the secondary berm and dams. The Fire Chief later remarked that if the Coast Guard had not built the berm and dams, the results would have been catastrophic, with significant loss of life.

The force and flame front from the explosion ignited the tops of four adjacent storage tanks, a large portion of the dike area and the entire creek surface between dams. Another explosion tore the roof off a small tank containing gasoline additive. Miraculously no one was killed or seriously injured.

All ships remaining at nearby berths were instructed to get underway and no vessels were allowed to enter port without COTP permission. All electrical power

to the area was secured, and police intensified evacuation efforts. Meanwhile, the firefighting teams resumed the struggle to control the fire. Much needed supplies of foam were ferried in on a Coast Guard C-130. Coast Guard personnel resurveyed the area for additional pollution, while Chief Akin searched the river from a police helicopter and guided Coast Guard smallboats to oil slicks.

At noon on Sunday the fire command post declared the fire under control, and the Coast Guardsmen returned to their office and reopened the MSO. Containing and extinguishing the fire required more than 7000 gallons of foam, four military foam trucks, 18 engine companies, 5 ladder companies and 7 rescue vehicles.

Coast Guard personnel, many of whom had only brief periods of rest since the onset of the fire, intensified their surveys to detect pollution and assess any continuing threat. Many for the first time simply gazed at the fire site, a seared and scarred battleground hardly resembling the orderly tank farm that had formerly stood there. All took pride in knowing that they were part of a job well done, and while reflecting on the fear and danger, were thankful that no lives were lost.



Left - Triangle Tank Farm on the morning of 19 August 84. The tank had completely collapsed, and damage to the adjacent tanks was evident.

— Story and photos
by LTJG B. Carroll

PROMOTIONS

RESERVE OFFICER SELECTIONS :

Your preparation and cooperation is important . . .

Preparation on the part of reserve officers being considered by a selection board is essential. The competition is keen and a great deal of preliminary work is required to ensure that board members base their decisions upon complete, accurate and up-to-date service records.

Several months in advance of the board, letters are sent to officers by certified mail, notifying them that they are to be considered for promotion or retention in an upcoming board. The notification letter requests that all outstanding fitness reports, resumes and communications to the board be mailed via the chain of command to Commandant (G-RSA-2). Enclosed with the letter is a copy of the ALDIST describing the zone and Commandant Instruction 1401.4 (series).

This instruction provides reserve officers with the information and forms needed for the coming promotion year (COMDTINST 1401.4G should be used to prepare for Promotion Year 1986, which begins 1 July 1985). It contains a personal resume form, which is requested for all retention and selection boards, and provides instructions for preparing communications to the board. Briefly, it states that letters to the board shall contain only factual information, of official record of the armed forces, and shall not include opinions or recommendations for promotion or retention by endorsing officers. Additionally, letters from officers not in the chain of command shall not be solicited or submitted as enclosures.

An officer who receives a notification letter is urged to act promptly! All fitness reports, resumes and communications to the board are due in G-RSA-2 three weeks prior to the convening of the board and must be forwarded via the chain of command.

While on the subject of promotion boards, lieutenants and above are encouraged to submit a request for duty as a board member for Promotion Year 1986. A large pool of requests is needed to ensure that boards will be comprised of officers with varying backgrounds. Selections will be made in the summer of 1985. The comments received in G-RSA from former board members indicate that board duty is a great way to gain insight into the Coast Guard Reserve officer promotion system.



The Oct '84 Reserve Captain Selection Board, with RADM Lipscomb at center.

Inactive Duty Reserve Officer Board Schedule for Promotion Year 1986

BOARD NAMES	DATES
ENLISTED TO WARRANT OFFICER; CWO2 (perm), CWO3 (temp & perm) and CWO4 (temp & perm);	5 - 9 AUG 85
CAPTAIN SELECTION	28 OCT - 8 NOV 85
COMMANDER SELECTION	6 - 17 JAN 86
COMMODORE SELECTION	3 - 7 FEB 86
LTJG SELECTION; LT SELECTION	24 FEB - 7 MAR 86
CAPTAIN RETENTION	7 - 11 APR 86
LCDR SELECTION	5 - 16 MAY 86
RESERVE OFFICER MOBILIZATION DISPOSITION (ISL SCREENING)	14 - 25 JUL 86

LCDRs RECOMMENDED FOR PROMOTION

Teichert, Ernest J.
Howard, Denise G.
Nicholson, John H.
Jones, Michael H.
Sheehan, Douglas J.
Wiley, Neil W.
Seagrave, Richard G.
Dennison, William J.
Bell, Robert M.
Maddock, Thomas M.
Nesmith, Robert B.
Monsma, Durham J.
Clark, Richard R.
Nystul, Gary W.
Lincoln, Thomas D.

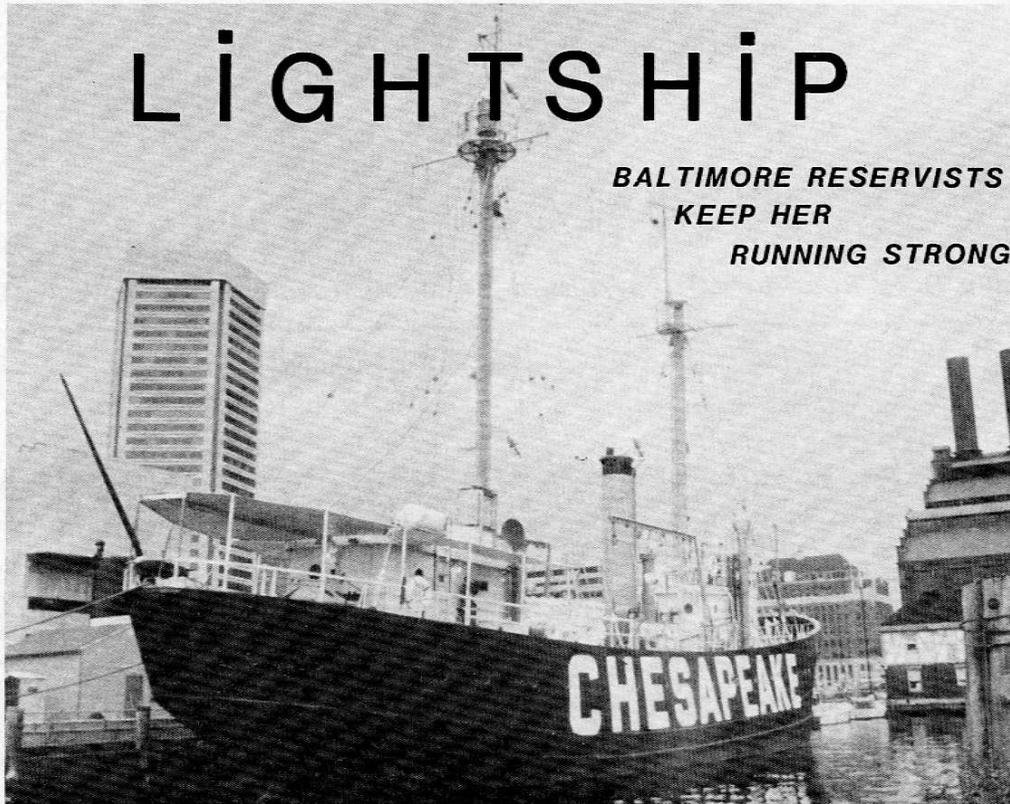
Enger, Harold T.
Tingquist, Alan K.
Moore, Carlton D.
Holbrook, Jon H.
Altemos, Edward A.
Spencer, John S.
Stern, Ralph D.
Wacker, Richard C.
Vernesoni, Peter J.
Huff, Roger M.
Ortez, David G.
Gunn, Carter T.
Stobbe, Terrence J.
Prindiville, James E.
Paetzold, Raymond M.

Langjahr, Joseph H.
Friedman, Ronald J.
Schoepf, Roy F., II
Dirienzo, Charles L.
Valderrama, Richard F.
Pyne, Charles E.
Doolan, Martin P.
Allen, Michael D.
Weller, George A.
Crawford, Stephen W.
Sobeck, William B.
Gaughan, John A.
MacCartney, Kim I.
Kinsey, John M.

The JAN '85 CDR Board - CAPT John M. Bohunsky, USCGR, President
CAPT Robert F. Sloncen, USCGR, Member
CAPT David E. Buerle, USCGR, Member
CDR Samuel R. Volpentest, USCGR, Member
CDR Dennis W. Parker, USCG, Member
CWO2 Lonnie L. Roberts, USCG, Recorder and non-voting member

LIGHTSHIP

**BALTIMORE RESERVISTS
KEEP HER
RUNNING STRONG**



Coast Guard reservists of Baltimore keep their skills sharp and preserve a bit of Coast Guard history when they volunteer their time to the lightship CHESAPEAKE. The ship is the recipient of hundreds of hours of non-pay, non-duty work from several members of the Group Baltimore Reserve Unit.

Every Tuesday evening, the reservists provide preventive maintenance for the fifty-four year old boat, the only 133-foot class lightship still in operating condition. Because of their efforts, the CHESAPEAKE is continually in a state of underway readiness. "We enjoy doing it," comments MKCS William Fisher. "As the engineering staff, we light off the engines, turn the shaft, see if oil changes are needed, repair the pumps - whatever needs to be done to keep the CHESAPEAKE 100% operational. We receive no reserve credit or pay - it's a labor of love." The men have been doing this since 1981, when the city's Department of Recreation and Parks first acquired the ship for their maritime museum.

The CHESAPEAKE lightship was a commissioned Coast Guard vessel for thirty-two years. A major navigational aid marking busy shipping channels and harbor entrances, her bright red hull was a welcome sight to many weary ships' crews. But her fate was that of all lightships: she was a victim of technology. She was decommissioned thirteen years ago due to

replacement by modern, automated buoys. Today the CHESAPEAKE is a major tourist attraction in Baltimore's inner harbor.

The CHESAPEAKE is also a public relations tool. Each summer, for two weeks, the ship sails to New York or Norfolk. The reservists go along voluntarily and provide the engineering support necessary for a successful voyage. Captain Robert Cooper, Commanding Officer of the CHESAPEAKE, said, "I've been affiliated with the ship since her arrival here three years ago. I have so much faith in the Coast Guard reservists. No matter what hardships come up, they're always there. Each of them is an asset to the Coast Guard, the CHESAPEAKE, and the city of Baltimore." Involved with the project are MKCS William Fisher, EM1 Otto Schlicht, MK1 Jerry Greer, PS1 Steve Wurtz, MK2 Wallace Casey and MK2 Jesse Flinchem.

"Our sea duty is somewhat limited," says Fisher. "Working on the CHESAPEAKE gives us the chance to sharpen our skills and acquire hands-on knowledge." Pride seems to be another benefit of the venture. Comments Captain David Bernstein, Commanding Officer of Group Baltimore's Reserve Unit, "Work on the lightship CHESAPEAKE makes my people more competent in their Coast Guard duties and gives them spirit and a sense of accomplishment. This project is a definite advantage to my reservists."

- by Dorothy Mitchell

AWARDS

LCDR Thomas E. Carroll, of Cape May, recently received a Letter of Commendation from the Commandant for his "outstanding" achievements in the public affairs field.

LCDR Carroll was commended for his performance of duty while assigned as Public Affairs Officer at U.S. Coast Guard Reserve Group Cape May from December 1981 to February 1984.

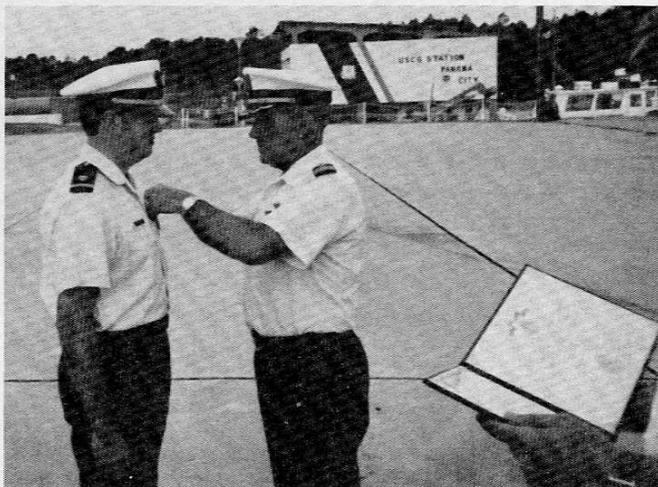
An excerpt reads, "Reserve augmentation took on a new dimension with the assistance you rendered to Training Center Cape May and Group Cape May in their own public affairs programs. Due to your efforts in initiating, coordinating and providing factual information, many major feature stories were published about Coast Guard activities in the South Jersey area. Your dedicated efforts also included public speaking appearances, television interviews and extensive research for your own articles on Coast Guard history."

LCDR Carroll is now the Commanding Officer of Reserve Station Great Egg. When not serving the Reserve or promoting the city and culture of Cape May, Carroll owns and operates "The Mainstay Inn" in Cape May with his wife, Sue.

— Courtesy of the CAPE MAY STAR AND WAVE



Above, LCDR Carroll with CDR E.E. Tyson. Below, ENS Montgomery receiving Achievement Medal.



Ensign James R. Montgomery, of the Coast Guard District Eight Reserve Inspection Team, was recently awarded the Coast Guard Achievement Medal. He was cited for superior performance on the afternoon of 31 July 1984, when he sustained the life of a truck driver whose truck had overturned after colliding with a toll booth plaza support column. Following is an excerpt from his citation:

"Ensign Montgomery was en route to a ship as part of a boarding team when he saw an overturned truck at the entrance of the Sunshine Bridge over the Mississippi River. The truck completely demolished a support beam to the eighteen-inch-thick concrete roof which was threatening to collapse. The fuel tanks on the truck had ruptured and gasoline was pouring out, some dripping onto the hot engine. Ensign Montgomery assisted other boarding team members in supporting the driver who, while having his legs pinned in the truck, was hanging out of the cab over six feet off the ground. Ignoring the potential roof collapse and gasoline explosion, Ensign Montgomery assisted the victim until extraction equipment could free him. In addition, Ensign Montgomery aided paramedics with life support equipment until the driver had been placed safely in an ambulance. Ensign Montgomery demonstrated remarkable initiative, exceptional fortitude and daring in spite of the imminent personal danger."

Ensign Montgomery is to be commended for his bravery and devotion to duty. WELL DONE!

- Submitted by Master Chief Gerald Fierro

TRAINING

The continuation of a series . . .

ADT COURSES EXPLAINED

Here are outlined just three of the many interesting, informative and career enhancing courses available to you -



BOATSWAIN'S MATE BASIC **(Salty Sailor School)**



BM Basic was specifically developed to meet the training needs of BM2 direct petty officers, BM3s and SNBMs. If you are a graduate of BM/PS "A" school, BM "A" school, Small Boat Operations or SUSAR you are not eligible for this course.

This course will introduce you to the various BM rating duties and stress skills requiring close supervision and hands-on training. Most of the classroom training is reinforced through workshop activities. Not just a lecture situation, approximately half of this exciting course is actual hands-on training. Although it is strictly rating related, it will give you a strong foundation for follow-along training as coxswain and crewmember. Since many BM practical factors may be signed off, it is an excellent start towards BM3 for the SNBMs attending.

Major areas of instruction are marlinespike seamanship, principles and use of tackle, use and care of canvas and leather, small boat nomenclature, compartmentation, the lateral system of buoyage, chart interpretation, basic piloting and rules of the road. Other subjects are the use of the shoulder line throwing gun and pyrotechnics, towing, man overboard procedures, fire and salvage pump operations and radio-telephone procedures. You will find this course both informative and a lot of fun. Refer to the Coast Guard Reserve Training Manual, COMDTINST M1500.12A, for quota control information and class convening dates.



ELECTRICIAN'S MATE ADVANCED **(How to get a Bigger Charge)**



As an electrician's mate in the Coast Guard Reserve, this course is the primary resident training available to you. The curriculum is designed to prepare you to take the servicewide exams for first class and chief. The material covered by the course focuses on the different parts of the servicewide examinations, as well as the practical factors for E-6 and E-7. This course is for you, the electrician: try it, unless you have too much resistance, you will get a charge from it.

This course is offered at Reserve Training Center, Yorktown, on a limited basis of 52 quotas per year. Since there are only two class meetings each year, you should submit your training request as soon as possible in order to ensure a quota. First and second class electrician's mates are eligible to attend, as are chief electrician's mates desiring refresher training. Expertise at the second class electrician's mate level is expected; there will be no instruction provided at a lower skill level.

Training will consist primarily of instruction in advanced electrical theory, battery principles and maintenance, AC and DC generators, AC motors, electrical test instruments, voltage regulation, IC equipment, IC navigation, degaussing, electrical troubleshooting, watchstanding, damage control and safety and administration.

There will be practical training in operation, maintenance and safety procedures for electrical equipment and switchboards. All trainees will complete the course with the ability to discuss advanced electrical theories and demonstrate the proper operating techniques for various types of electrical power equipment.

Lectures, labs and field trips will be employed. The course has been specifically designed to cover the practical



and theoretical sides of advanced electricity so E-6 and E-7 electricians will be both better prepared to perform their jobs, and for advancement.

CBR COURSE (formerly NBC PREPAREDNESS)



(Is it good to glow?)



If you're a member of the Coast Guard who needs more extensive training in nuclear, biological and chemical warfare defense, you should look into the CBR course. It will provide you with enough confidence in the subject matter to present it to others. E-4 to O-4 personnel are eligible to attend.

This particular instruction is not a "Coast Guard" course. It's designed for and operated by the U.S. Navy. This means you will be in a class composed primarily of Navy personnel. There may be other Coast Guard personnel, regular or reserve, enlisted and officers. But all of you will be there to receive skills and knowledge that will assist you in dealing with a chemical, biological or radiological incident.

The course is presented at the Navy Construction Battalion Center of the 20th Naval Construction Regiment in Gulfport, MS. It is physically demanding. You will have to enter smoke-filled rooms and wear confining chemical suits. Students will find their faces soaked with uncontrollable tears, and rush to the nearest water hose to drench their faces and other exposed skin in an attempt to cool stinging and burning. Others will be caught up in fits of coughing and choking. For those of you who thought, "Ya gotta be kiddin!!," just ask yourself, "How prepared am I to deal with a chemical, biological or radiological incident?" No amount of training will guarantee your safety. But it's a beginning.

Upon completion of the course you will be able to: compute radiation intensities using the log-log nomogram and thumbrule methods, serve as a member of a CBR

disaster recovery team under simulated CBR conditions, and demonstrate knowledge of a CBR team's protection, detection and contamination equipment during classroom and field exercises (protective clothing will be worn and the exercises will simulate actual conditions). Also, you will be able to demonstrate knowledge of shelter / shielding and reconnaissance team surveys, as well as knowledge of the decontamination of facilities and personnel during simulated exercises, plot and record information concerning natural disasters and radiological, biological and chemical contamination, interpret radiological information acquired through interrogation of CBR reconnaissance survey teams and successfully complete the multimedia first aid and cardiopulmonary resuscitation techniques for use during an emergency situation.

If you have completed all of your rating or mobilization billet training requirements and want an opportunity to get hands-on experience in this area, ...GLOW TO GULFPORT...



**take
time to
find out
WHERE
it is...
HOW
to use it**



EXPERIENCE INDICATOR CODES

What do those numbers mean?

The definition of the experience indicator and some of its requirements is not clearly understood by all reserve officers. Reserve officer experience indicator codes identify the skills and level of training accomplished by the reserve officer. The Commandant requires all active status reserve officers to have a primary experience indicator code reflecting the requirements of their mobilization billet.

An experience indicator is composed of eight digits. The first three are mobilization related. Digits one and two are an officer's primary experience indicator code, and represent the occupational field or specialty required for the mobilization billet. The third digit identifies the grade level at which the officer earned or updated the primary code. If the officer is training for the code, or failed to remain current after the code had been earned, the third digit will be zero.

Digits four and five identify an officer's secondary experience indicator code. This differs from the primary code, and is left to the officer's preference. The sixth digit, as the third, indicates the grade level at which the officer earned or updated the code. Digits seven and eight identify the civilian occupation of the officer.

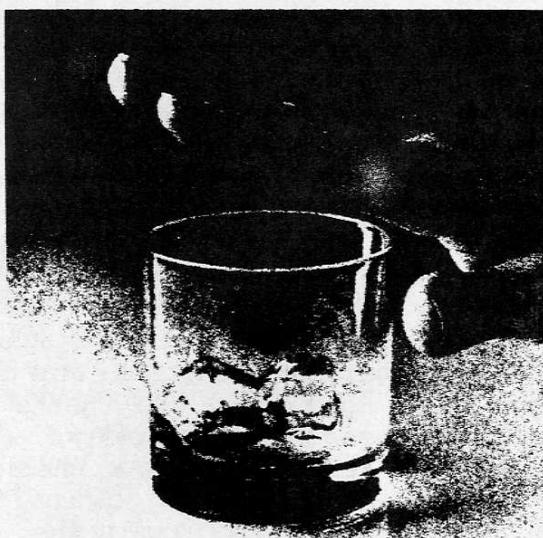
Primary experience indicator codes are assigned to reserve officers in accordance with section 5-J-1 of the Reserve Administrative Manual, COMDTINST M1001.26. The primary experience indicator codes and their requirements are contained in enclosure 5-1 of the manual. Reserve lieutenant commanders and below must meet the requirements for their primary experience indicator code within four years of the date assigned. If an officer fails to meet the requirements within the four year period, that individual will be placed in a probationary status by the district the next year and given one year to complete the training. Failure to

obtain the code within the fifth year will result in removal from the Selected Reserve. Primary experience indicator codes change when required by new mobilization assignments. If the code is changed, the officer will not be penalized; a new four year period will begin with the new code.

Reserve experience indicator codes are important for mobilization tasking, and are not to be taken lightly. Reserve unit commanding officers are required to include statements regarding progress in earning or updating experience indicator codes in the fitness reports of lieutenant commanders and below.

Questions about your experience indicator training requirements should be referred to your commanding officer or the district reserve division.

**“No thanks,
I’m driving.”**



**Four words
that may save your life
or someone else's**



Reserve Unit 1 New Orleans Hosts Special Guest

The members of Coast Guard Reserve Unit 1 New Orleans have many meetings in a year. No meeting, however, will be as long remembered as the one this year between the unit and 12 year old Candy Johnson from Surry County, NC.

Miss Johnson is a student at the Ronda Clingman elementary school in the Appalachian region of North Carolina, and is sponsored by the reserve unit as part of a community relations program. The unit sponsors children through Children, Inc. of Richmond, VA, an organization which matches children from low income families with adults who volunteer financial support. Prior to meeting the reservists for the first time on 2 August, Candy had exchanged many letters with the unit through BM2 Sue Harries, the project coordinator.

Because of the 23 nations participating in the 1984 World's Fair, the unit decided they were in a unique position to add to Candy's education and experience. After organizing fund raising activities, they were able to provide both Candy and her mother with an all-expense-paid, four day trip to the Crescent City. Aside from seeing the fair, Candy was shown around the city and named an honorary member of the reserve unit.

This type of humanitarian and community relations activity is a credit both to Reserve Unit 1 New Orleans, and the Coast Guard.

— Contributed by BMCM Raymond F. Bollinger

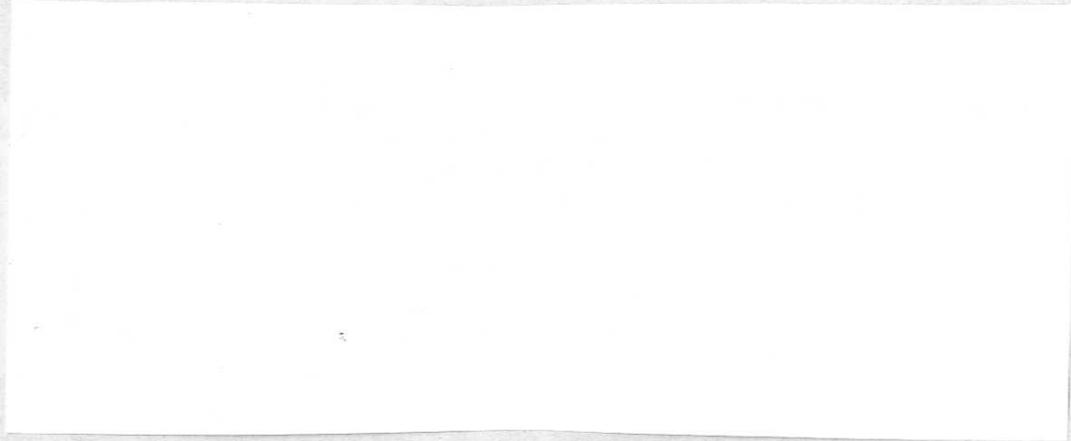
Above - From the looks of things, Candy seems quite content in her Chief's hat during a tour of New Orleans harbor with BM2 Sue Harries.

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