

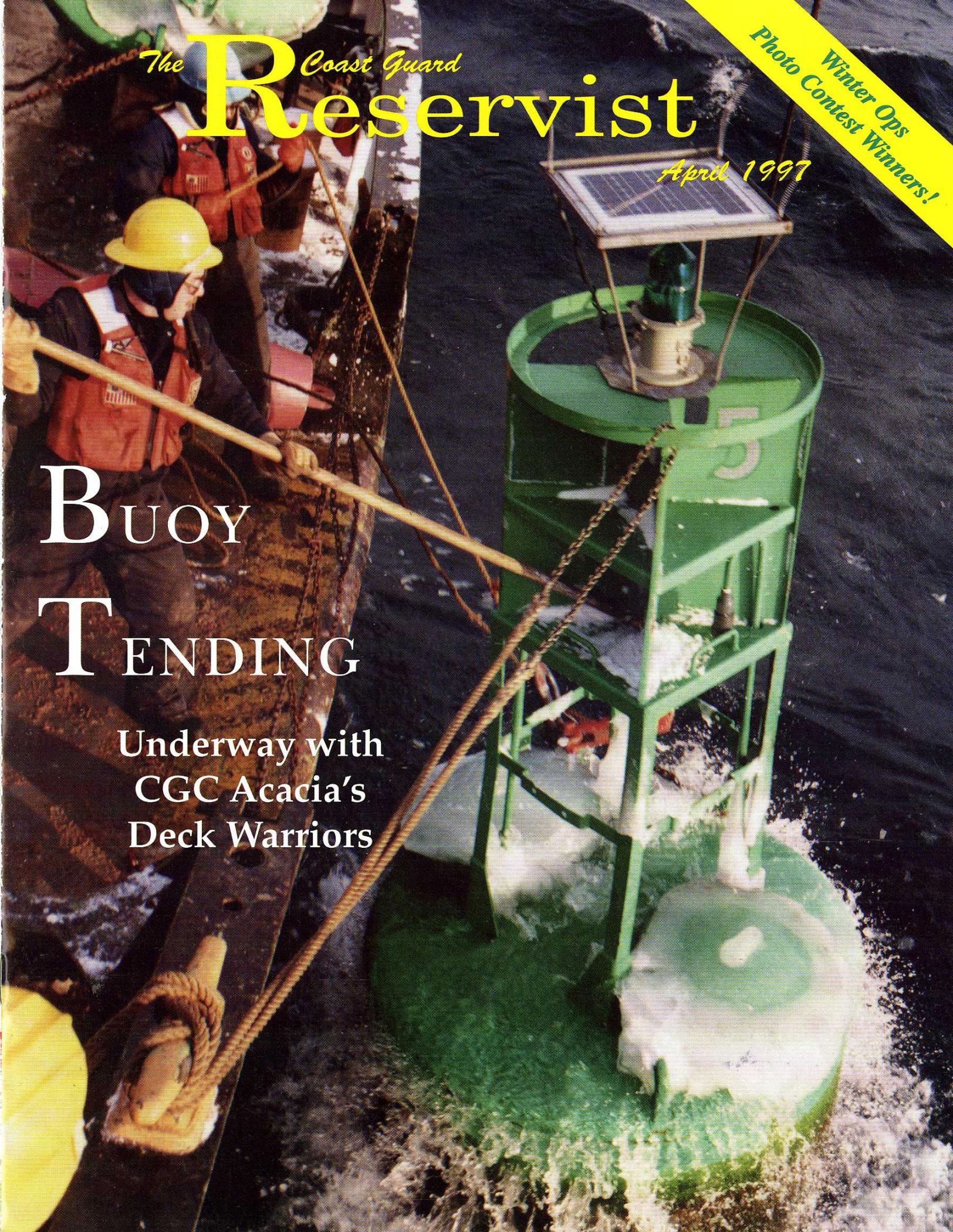
The Coast Guard
Reservist

April 1997

Winter Ops
Photo Contest Winners!

**BUOY
TENDING**

Underway with
CGC Acacia's
Deck Warriors



The Coast Guard Reservist

April 1997
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**Deadline for the June 1997
Reservist is May 1, 1997.**

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On the Cover

CGC Acacia (WLB 406) crewmembers BM1 Dan Remer, front, and SN Casey Zdenek, back, jab at a 7-ton buoy as it bounces and the ship rolls on Lake Michigan in December. Photo by BM1 Todd Reed, Coast Guard Group Grand Haven, USCGR. Story begins on Page 4.

"HOOAH" from Army

For some time now, I have been wanting to let you and the contributors to *The Coast Guard Reservist* know what a great newsworthy publication you put out monthly. I have always read each issue with pride and interest in what the Coast Guard Reserve does in the Total Force.

The February issue is a classic example of professionalism of the publication and of course, the men and women who make up that vital piece of the "Team Coast Guard" program. The U.S. Coast Guard Reserve is truly the "unsung" heroes of daily Coast Guard operations.

And *The Coast Guard Reservist*

stands tall, just like RADM Richard M. Larrabee and MCPO William C. Phillips do as the senior leadership team at the top representing the Coast Guard Reserve here in Washington, D.C. We here in the Pentagon value their insights and contributions as full partners in the Total Force. Keep up the good work, and as we say in the Army, "stay on the high ground" and "HOOAH."

— *Command Sgt. Maj. Douglas E. Murray*
Senior Enlisted Advisor, U.S. Army
Washington, D.C.

February feedback

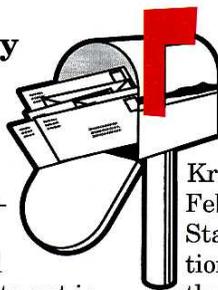
I worked two weeks SADT during February at National Defense University's Reserve Components National Security Course in Arlington, Va. I distributed the February issue of *The Reservist* featuring "The Guard and Reserve Components Family" to the entire class. I heard nothing but praise for our publication from the other components' representatives. They said that the presentation is much better than what they're used to seeing and they also liked that *The Reservist* is a monthly rather than a quarterly.

— *YN1 Gail Owens, USCGR*
Brunswick Ga.

"Getting the Word"

You folks at *The Reservist* are awesome! There are loads of us out here who depend on getting the "word" from you every month and you deliver! Thanks for your years of great work.

— *PSCM J. R. Stafford, USCGR*
Mountain View, Calif.



A moving ceremony

I had the honor of being one of the persons in the audience when our Commandant, ADM Robert E.

Kramek, spoke at the memorial service in February for our three lost shipmates at Station Quillayute River, Wash. In addition to the many Coast Guard members, there were representatives of numerous law enforcement agencies from Washington state and Canada.

The service, even though at a remote station in a small tribal fishing village, was standing room only. The service was excellent. The Commandant and Commander, 13th Coast Guard District, were excellent speakers. I, along with others, were very "moved" by the service.

— *CWO4 S. Strehle, USCGR*
D13 (ole), Seattle, Wash.

Retirement realism?

This is in response to PS2 Manfred Meiners letter in the January 1997 issue. Meiners stated that five months after he sent a letter requesting retirement he was still awaiting a reply. My response: So what else is new? I had the same experience almost three years ago. From my experience, it takes eight months to process a

retirement request (after issuing the "20-year" letter). I don't know how long it would take if you mailed your request before receiving your "20-year" letter. The 90-day advance notice suggested in the editor's reply to Meiners' letter is not realistic.

— *LCDR Steve Purvine, USCGR (Ret.)*
Lacey, Wash.

Decommissioning disgust

I can understand the sad feelings of PSC Peter Vickerman regarding the way PSU 303 was decommissioned (January 1997 *Reservist*). His unit was not alone, as I suspect most of the units were simply "forgotten" and "abandoned."

In January 1995, I was at Station Belle Isle, Detroit, Mich. on my duty weekend with about a dozen fellow reservists. We had already been paper transferred to RU Detroit after RU St. Clair ceased to exist and everyone was put into the Detroit unit. We left the station Sunday afternoon not knowing if we would see each other again.

By the time the next month rolled around, I was at Station St. Clair Shores with 10 other "part time" members of "Team Coast Guard." After spending

'Ed' itor's Turn

almost 10 boating seasons at Belle Isle, I found myself at a station that had a totally different way of doing things, and felt very much not welcome — not by the command — but by other “team players,” my equal or below.

As I find a way to complete my 20 years, I was hoping that the final few years would be memorable. They will be. For whatever unit I get to when I get back into a pay drilling status, it will be “just do my time to get my time”...20-year letter, that is.

— *BM2 Steven G. Kurkowski, USCGR Bay City, Mich.*

Excited Team CG member...

In 1991, I went into the Individual Ready Reserve (IRR) so I could finish my college education. At that time, the teaming of the Reserve and Active components was in the conceptual stage. There were quite a few problems at that time and I was not sorry to be leaving. In October 1996, I came back into the unit at MSO Huntington, W.V. I was somewhat apprehensive because of all the changes that I knew had occurred.

Well, on March 2, 1997, the tri-state area of West Virginia, Ohio and Kentucky were hit with massive flooding. Reservists were called to active duty and we were involved in all aspects of flood response operations, including, but not limited to, SAR, pollution prevention and detection, ports and waterway safety, commercial vessel safety and public affairs. Not once in the week of my activation did I feel as if reservists were not a necessary, integral part of this operation.

This command ensured that necessary equipment was available and assignments were fairly and equally divided. Our Disaster Response Unit (DRU) teams rescued 98 people (and eight dogs) from flood ravaged areas where no other access was available. Every Coast Guardsman, active, reservist and auxiliarist worked as one team. We were (and are) all necessary, all appreciated and all proud to be Team Coast Guard! And I am personally excited to be a part of such a great team!

— *YN3 Linda McCormick, USCGR Cross Lanes, W.V.*

...and another!

Team Coast Guard has been an invaluable experience for me. I say that because my unit, MSO Paducah, Ky. is extremely proactive with regards to



As always, things here at Coast Guard Headquarters are busy, and downright hectic at times with deadlines and future issues always looming on the horizon. At the same time, publishing each issue is always an adventure and something interesting is always going on here. Coordinating *The Reservist's* Winter Ops photo contest kept me very busy in early March. Our five judges, shown below, had a tough time picking the winners, published on Pages 8 and 9. Congratulations to BMC Maurice Etienne of Station St. Joseph, Mich. for his blue-ribbon photo and a big thank you to all 11 Coast Guardsmen who submitted a total of 34 photos. Also in this issue, Coast Guard Reservists QMC Tom Rau's detailed account along with BM1 Todd Reed's outstanding photography aboard the buoy tender CGC *Acacia* (WLB 406) paint a vivid picture of Coast Guard life during icy Great Lakes days in December. Finally, April is also the month when the bulk of the season's icebergs slip into busy north Atlantic shipping lanes. As most of you may recall, the *Titanic* sank in the north Atlantic in 1912, 85 years ago this month. So YN2 Blanche Stewart's feature on the *Titanic* and the International Ice Patrol make for timely and interesting reading. Well, enough of all of this talk of winter, snow and ice...it's time to think spring! Enjoy this issue.

— *PA1 Edward J. Kruska, Editor, USCGR*
E-mail: ekruska@comdt.uscg.mil



Reservist Magazine photo contest judges are all smiles after selecting the winning photos March 12 at CGHQ. Left to right: LCDR Chuck Polk, USCGR, G-WTR-1; PSCS Jeff Smith, USCGR, serving on TEMAC with G-OPL-3; CAPT Robert Powers, USCG, Deputy Director of Reserve & Training, G-WT(d); LCDR Jean Clark, USCGR, G-WTR-1; and PA1 Telfair Brown, USCG, Coast Guard Audiovisual Department, G-CP-1a. Winning photos are displayed on Pages 8-9.

augmentation. Reservists have been welcomed with open arms and are expected to perform the same duties as the active duty. The regular staff is terrific and always seems glad to see us, including the CO and XO, who are very supportive and hard-working. I feel so comfortable with my position that I have to remind myself I'm a reservist!

My apprehensions about Team Coast Guard, at first, were well-found-

ed. My reserve unit was only 10 minutes away from home. Then, I was reassigned to MSO Paducah which is six hours away, and I wondered if it was worth staying in the Reserve. Now, I don't like it if I have to perform my IDT elsewhere! If any unit should be a model for Team Coast Guard, there is no doubt in my mind it should be MSO Paducah.

— *YN2 Eugenia Herndon, USCGR Chattanooga, Tenn.*

BUOY TENDING

Underway with CGC Acacia's Deck Warriors

Story by QMC Thomas Rau, USCGR
Photos by BM1 Todd Reed, USCGR
COAST GUARD GROUP GRAND HARBOR, NICH.

Editor's note: Coast Guard Reservists QMC Tom Rau and BM1 Todd Reed spent several days aboard the 180-foot buoy tender CGC Acacia (WLB 406) last December documenting the important but often unsung task of placing, maintaining and, as in the case of this story, pulling the buoys at season's end from the Great Lakes. Three Coast Guard Reservists augment CGC Acacia: LT Steve Hansen, ENS Tim Decker and QMC Rau, who wrote this story.

While search and rescue is the most decorated Coast Guard mission, buoy tending is perhaps the least. Even the name "buoy tending" fails the imagination. It's dirty, cold, back-breaking work that at day's end finds the crew smeared in foul lake scum, and spent like whip-driven sweat mules.

Hardly the stuff that spins legend. Yet, even 19th-century

storm warriors of the fabled U.S. Life Saving Service might have to concede modern day buoy deck warriors have one up on them when it comes to stamina and will — and even mission value. For certain, the work is dangerous. Reportedly, buoy tending is the most hazardous occupation afloat next to recovering aircraft aboard carriers.

Nowhere is the danger greater and the will more tested than on the Great Lakes. Each fall demands a campaign against time and nature to remove over a thousand navigation aids before the lakes establish their dominance by freezing every object open to their siege. And if the buoy crews are lucky they will have com-

pleted their mission and be home for Christmas.

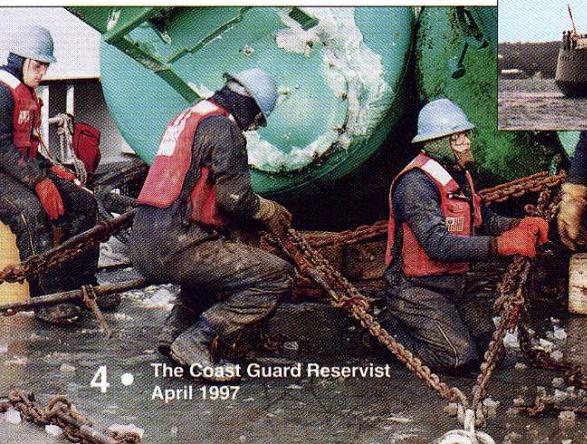
Commander, Ninth Coast Guard District chose Oct. 14, 1996 to begin pulling buoys across the Great Lakes as the season wound down. The chief of Aids to Navigation executes the order with a fleet of 19 ships and small boats. Leading the charge are five ships: the 180-foot *Acacia*, *Sundew*, and *Bramble*, flanked by the 140-foot *Bristol Bay* and *Mobile Bay* — all are home ported in the lakes' northern latitudes. Year round, this small armada is responsible for maintaining 1,726 buoys that make up the corridors of safe navigation.

The Lake Carriers Association, a conglomerate of major shipping companies, depends on buoys just as commercial pilots rely on landing lights. But buoy lights are not just shut off with a flip of the switch when the shipping season ends. The 1,218 seasonal buoys require a herculean effort to remove; 433 will be replaced with unlighted winter buoys. The window of opportunity is tenuous at best: Pull the aids too soon and endanger major vessel navigation; too late and ice will maul them into scrap.

Always, cold looms over the operation. By late December, the lakes often turn to ice. And it is in these later days of the campaign that crews work their longest hours. These recent extracts recorded aboard the



Photos this page, top: BMC Alan Guedesse breaks ice off a buoy with a sledge-hammer. • Above: CGC Acacia (WLB 406) stands by during operations. • Left: Deck labor for Acacia crew members is dirty, cold, and back-breaking.



Acacia reveal just how long and brutal this work can be. Ironically, the boat is named after the Acacia flower — a thorny bush — which suits its mission.

The 180-foot, 52-year-old buoy tender's home port is Charlevoix, Mich. The 50-member crew's primary duty is maintaining more than 150 buoys, lighthouses, and other navigational aids from Chicago, Ill. in southern Lake Michigan to Alpena, Mich. in upper Lake Huron. The 1996 district orders directed *Acacia* to pull 78 major seasonal buoys, which can weigh as much as 18 and one-half tons. These large buoys are then replaced with small unlighted buoys called "winter marks."

Straits of Mackinac, Dec. 5, 1996, 0955 — *Acacia* is steaming toward Major Shoals Buoy No. 3 located just east of Mackinac Bridge.

The crew has just pulled Mackinac Buoy No. 2. As it steams toward nearby Major Shoals, the deck gang straps the mass to the deck. The 26-foot high, eight-foot diameter buoy with 190 feet of one and one-half inch diameter chain and cement anchor (rock) weigh a total of 14 and one-half tons which is equal in weight to seven full size automobiles. Fortunately, the weather is benevolent; wind speed 18 knots, temperature 30 degrees, wind chill zero.

As *Acacia* nears buoy No. 3, wind and seas stiffen; winds near 23 knots and seas four feet. Deck hands and those on the bridge wear protective eye and ear gear. Major Shoals looms just 50 yards east of No. 3 providing water depths less than 10 feet. So often buoy tenders must labor within an arm's reach what large ships avoid by yards and miles.

Yards and feet become the focal point on the bridge; a crewman on radar provides danger ranges to nearby shore targets, eyes follow the depth finder, and the ensign monitoring a lap top computer barks out ranges as satellite-fed information pin points within feet the buoy's location on the screen.

The conning officer's experienced hands, covered by thick arctic gloves, shift between bow thruster and main engine throttle. Stationed on the

bridge's port wing, she has full vision over the buoy deck and port side where the buoy must be picked up. Forward of the buoy deck atop the forecastle stands the chief warrant officer, responsible for deck operations and safety. Communication with the conning officer is critical to mission safety.

As *Acacia* glides up to No. 3 buoy, the deck hands stand ready with 12-foot-long oak boat hooks. Following the BMC's orders, they jab at the bobbing buoy as if it were an unruly beast. Nearby lies a brass boat hook snapped off by a renegade buoy. Once they stabilize the buoy, crewmen attach the boom hook to a buoy eye.

The cutter heels to starboard as the boom hoists the buoy onto the 32-foot-wide deck, where it is temporarily secured. Now comes the laborious task of hauling up a ton of anchor chain. Thirty-eight degree water pierces gloves and eats at finger joints.

Back aboard, crewmen attach the boom hook into a bread-loaf size chain link. The chain is then hoisted up 15 feet and locked into a deck chain stopper. Once secured, the chain's standing end — oozing lake-bottom slime that rivers down outstretched arms — is lowered onto the deck and laid out in rows. The process repeats itself until all 90 feet are dragged aboard. Then follows the 9-ton buoy anchor rock.

The captain straps the rock along side the hull and steams toward safe water. Snow begins to fall. *Acacia* eases into safe water a mile off Mackinac Island. The Grand Hotel looks like a huge marble block entombed in winter's lifeless grip. The hotel goes unnoticed by deck crew who are now wrestling with the unruly rock. Pulling with guide ropes and poking with boat hooks, they corral the slab toward a desired spot on deck. The boom cable goes limp, the rock thumps down, seismic waves rumble through bulkheads.

Photos this page, top:
Slamming ice off buoys is one tough job Acacia crew members like SN Brian Brown encounter.
• ***Right: Acacia crewmembers are dwarfed by a 14-ton buoy system being lowered to the deck.***

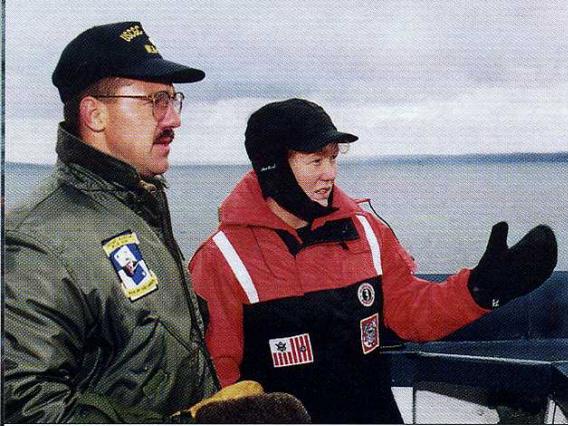


Now 90 feet of chain crewmen just laid out must be coiled atop the 4-foot high anchor weight. Crewmen feed the chain up to mates standing atop the cement block. By day's end, the eight-man crew will lay out and coil eight tons of chain. And there is other chain to wrestle with. The buoys are strapped to the deck with half inch chains linked to deck rings.

Little is said throughout the undertaking as hands and feet move in familiar patterns. Icy decks intertwined with chain tentacles extending from buoys demand attention — black and blue shins tell of wandering minds. The unremitting racket of clashing metal leaves little room for words.

Their tools of sweat are sledge hammers, picks, mallets and shot guns which are used to blast ice off chain bails. →





By 1230, the deck force, with its tools of labor, have racked three buoys on deck while placing two unlighted winter buoy marks. Several crewmen break for lunch. Donning work overalls caked in lake dung, they head to the mess deck. Here the labor intensive environs of the buoy deck are matched by the galley crew which hustles to provide a calorie-rich meal.

A typical deck warrior — average age 18 to 22 — consumes well over a pound of food during a buoy work day. According to the chief cook, the crew eats, on an average, about three-and-a-half meals a day. But during December, he may serve five meals. The \$9,000 a month galley budget averages \$7.53 a day per crew member, an unusually generous rate. Normally, the chief cook works with \$6.45 per person, hardly the cost of

many restaurant appetizers. Today's generous lunch menu offers baked pork chops, stuffing, mashed potatoes, greens, bread rolls and unlimited coffee or milk. During the buoy season, the menu carries heavier foods charged with proteins.

Three duty cooks juggle the cooking with two electric range top ovens, a tad larger than most home units. Cooking begins well before morning wake up, normally 0530, and ends with the last meal of the day, which may be midnight. Large vats of homemade soups stand ready around the clock to quench cravings.

The chief cook looks after the crew like a kitchen mom. Ask the crew. But mom certainly wouldn't approve of the way they scarf down food — "Eat it now, taste it later" is their habit.

Then the deck force is back in the forward foc'sle. The transition from galley warmth to cold overalls and even colder gloves attacks the will already stressed by eight more hours of buoy busting.

As twilight nears, the deck crew lands the last three buoys which dominate every space on the 32-by-60-foot deck.

Back at the Coast Guard's St. Ignace, Mich. moorings, the crew unloads 35 tons of raw labor. After which, *Acacia* will slowly stand down as crewmen secure the remnants of a long day.

They hope.

The captain and senior personnel huddle to determine whether to pull three more buoys that night or wait until dawn. The deck force's dead pan expression makes the call: Dawn.

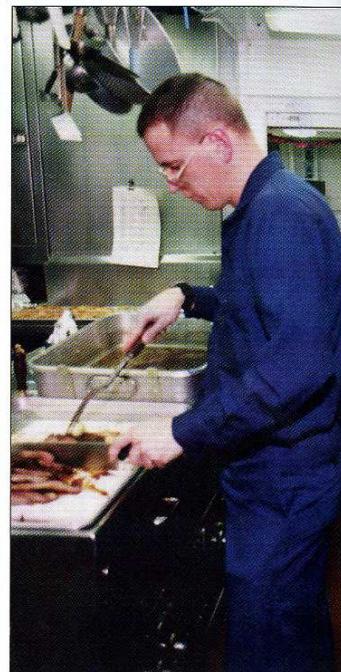
Meanwhile, on the bridge, quartermasters wrap up navigational details and wind down from a day that

begins with the cooks and ends long after the deck force lies at rest. *Acacia's* two quartermasters perform more navigation in a week than most boaters do over a lifetime. Over this buoy season, *Acacia* will log 2,690 underway miles. No drop of water that the *Acacia* transits isn't covered by a charted course line, even between buoys that lay yards apart. And always it must pinpoint the ship's exact location. The crew uses the ship's radar eyes more than its own.

But, there isn't a task aboard that doesn't demand that extra yard. Engineers must maintain detailed programmed maintenance schedules to assure equipment performance. A mechanical failure can thwart the operation which will squeeze the buoy window. Engineers spend long hours at the buoy boom then rotate through 24-hour engine room watches.

Wrenches, screwdrivers, pliers are always at play in an engine room that soars above 100 degrees in summer and now requires coats as arctic breath whistles down deck air vents. Then there's ice that gathers in engine sea intake cooling systems coughing off coolants that stabilize engine temperatures. Engineers conscript bucket brigades to gouge ice from the sea strainers, then struggle up three decks to dump it overboard.

While the cutter's storekeeper and yeoman aren't wrestling with the massive paper work required to support logistical or administrative needs, one or the other is on the bridge during buoy operations manning the helm, standing lookout or making rounds as boatswain mate of the watch. Sharing the load is the ship's only electrician. The ship's corpsman also plays a key role main-



Photos this page, top left: Commanding Officer LCDR Karl Schultz, left, and LTJG Nicole Novotney guide the ship alongside a buoy. • Center: FS2 John Kiernan, left, and FS1 Michael Kilkenny, right, whip up one of many hot nutritious meals in the ship's galley for the hungry crew. • Left: The cutter's engine room may be a bit warmer than on deck, but the job of EM3 Dave Henrichs is vital to *Acacia's* success.

taining a healthy crew, a task made difficult by the World War II living quarters. In some spaces, a forearm length separates racks. Tight quarters, a weather whipped crew and long work days make for an ideal germ haven. The water must be checked daily for contaminants. In 1994, contaminated water laid out most of the crew during a fall buoy campaign.

Always, the buoy campaign requires focus until the last buoy. And always preying on the operation looms the arctic beast. So far it's displayed unusual kindness.

After the Straits of Mackinac, the campaign will take *Acacia* south to Milwaukee, then Chicago and back to Gray's Reef at the top of Lake Michigan.

Why steam hundreds of miles to lake's end and back? Because Gray's Reef, located 12 nautical miles west of Mackinaw Bridge, provides the gateway to the ports of lower Lake Michigan. Here a bead of buoys and towering light structures mounted atop cement cribs guide thousands of ships

yearly through treacherous shoals, that before the buoys and crib lights, entombed over 150 commercial vessels. Understandingly, the Gray's Reef lighted buoys stand the last buoy watch.

Charlevoix, Mich., Dec. 19, 1996, 0300 — Engineers light off generators at 0400, cooks fire up ovens at 0500, morning Reveille pipes through the ship, and at 0600 deckies pull mooring lines. Below decks, crewmen don extra clothing. On deck, the early light flashes frigid teeth. The wind chill reads minus 15 degrees, bands of steel gray clouds hovering above the horizon suggest it's much colder. Crewmen slip on extra layers.

As *Acacia* approaches Gray's Reef Lighted Buoy No. 7, it's evident that arctic beast is at play. The buoy drum base is ice coated. Icicle spears dart out from cage bars. Ice creeps toward its radar reflector and light. In its self-indulging manner, the arctic beast will maul the buoy's body into scrap. But that can wait, young winter now has the *Acacia* crew to toy with.

Acacia slides up to the buoy, the ship shudders as a feisty sea slams the 26-foot high, 6-ton buoy against the hull. A 12-foot oak boat hook explodes, the seaman throws the splinters aside and grabs another lance. Boat hooks jab. The buoy bobs like a boxer. A crewman slings a line through a cage bar and flips it around a cleat. The mass yanks at the line like a pit bull on a junkyard chain. Boat hooks jab freely at ice.

The BMC orders out the shotgun. Boom, boom, boom, 12-gauge shot rips through the ice. Crewmen snag an eye and lift the ice-coated buoy to deck.

By 1900, *Acacia* is steaming down Charlevoix channel. Christmas music blares over the P.A. system. Christmas shore lights glitter off snow and water creating a surreal blend of postcard and painting. A crewman, in a sarcastic tone, equates the Christmas music to a shopping mall. And if the seaman's mood appears to lack Christmas spirit aboard, even less enthusiasm is expressed regarding the final buoy run. There's no hoopla, no high fives, no party — nothing. These are worn-out deck warriors who want to unload 30-tons of a cold day's labor and just go home.

By no means, however, does this attitude suggest low morale aboard *Acacia*. Quite the contrary. After a grueling, hard days work, they silently relish — as few can — the fruits of their labor. And they know in spring when the buoys are planted, there will not be a vessel on the Great

Photos this page, top right: YN2 Simon Waldern braves the cold to spot shipping traffic and hazards to navigation. • Right: Acacia crew member SN Edward Ivey guides a huge hook and cable onto an icy buoy.

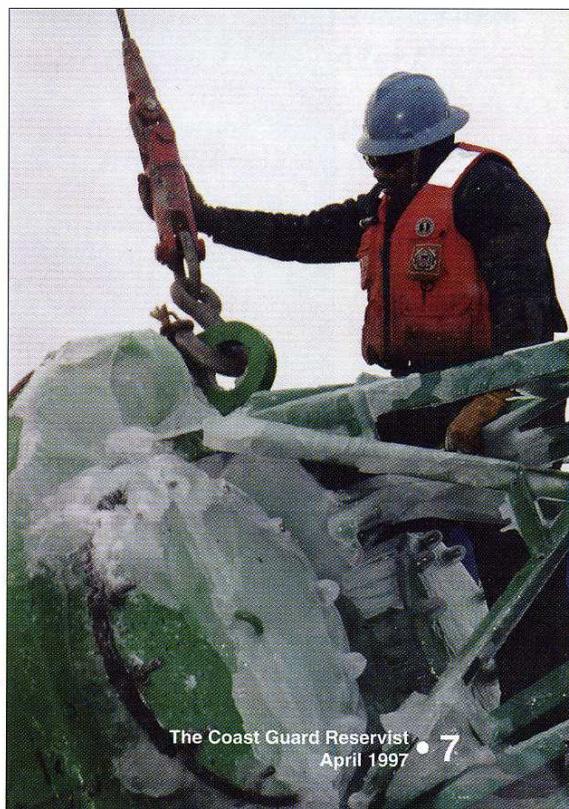


Lakes, from row boat to 1,000-foot freighter, that won't reap those benefits also.

In fact, without these buoy deck warriors, ships and their cargo rich holds would be laid up across the inland seas. Their work might not be the stuff of legend, but it is essential. Besides, who else could or would do it?

Would you?

For sure, not on a seaman's wage.



Winter Ops Photo



“St. Joseph, Mich. Lighthouse”

***By BMC Maurice Etienne, USCG
St. Joseph, Mich.; USCG Station St. Joseph, Mich.***

“I took this photo looking west down the North Pier in St. Joseph, Mich. The lighthouse is the Lake Michigan representative on a recent postage stamp featuring Great Lakes Lighthouses.”

Contest Winners



“Unique View of CGC Biscayne Bay”

**By LT Ronald S. Horn, USCG
Odenton, Md.; Commandant (G-LPD)**

“Commanding Officer LCDR Jeff Lee enjoys a unique view of his ship on the Lake Michigan side of the Straits of Mackinac. The cutter is CGC Biscayne Bay (WTGB 104), homeported in St. Ignace, Mich. I was the Executive Officer of Biscayne Bay at the time this photo was taken in 1994.”



“Practice Shoot on CGC Alert”

**By PS2 Leslie I. Wright, USCGR
Raleigh, N.C.; MSO Wilmington, N.C.**

“I took this photo during a practice shoot aboard the Coast Guard Cutter Alert (WMEC 630), now homeported in Astoria, Ore.”



“Bundled Up in South Korea”

**By PS2 Ernie A. Gomez, USCGR
Farmersville, Calif.; Port Security Unit 311**

“This photo was taken aboard a PSU 311 Raider boat during Operation Fowl Eagle in the harbor of Pusan, South Korea, October 1996. Temperatures during the late evening and early morning hours were in the 30s, before wind chill. Cold weather attire included thermals, insulated gloves, mustang suit and watch cap. During my six-hour shift, I wore boile glasses to keep my face warm. Next to me is a 50-caliber machine gun.”

Expeditionary

Update on Coast Guard PSUs, HDCUs, NCWGs and MSU

Editor's note: Much has happened since the last published port security unit update in the November 1995 issue of The Reservist. So CDR Price's article updates our readers on the Coast Guard's Expeditionary Warfare Forces, which includes PSUs, Harbor Defense Command Units (HDCUs), Naval Coastal Warfare Groups (NCWGs) and the Mobile Support Unit (MSU).

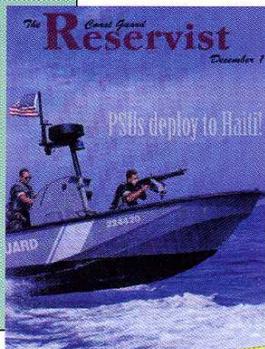
Over the past several years, the Coast Guard conducted a comprehensive review of all its defense-related mission requirements. This effort culminated in the development of the Coast Guard Expeditionary Warfare decision memo which provided the Commandant with various options for the Coast Guard to meet its defense mission into the next century. With the approval of this memo in December 1996, the Commandant set a clear direction for the Service's Military Readiness mission and the Coast Guard Reserve.

In support of the Commandant's direction, the Office of Defense Operations (G-OPD) and the Office of Reserve Affairs (G-WTR) have closely coordinated their efforts to improve Coast Guard Expeditionary Warfare Forces. These initiatives are outlined here with a brief explanation for each.

Saluting Notional PSUs 301, 303

Notional* PSUs 301 in Buffalo, N.Y. and 303 in Milwaukee, Wis. were disestablished in October 1996. Both units made major contributions to Operation Desert Shield/Desert Storm and have always stood ready for the call. PSU 303 effectively represented the Coast Guard in MARCOT 96, a joint US/Canadian FTX just a few months before its decommissioning. PSU 301 was a key participant in the PSU Job Task Analysis (JTA) project that led to the development of the current PSU Training Program. To the members of those units, we salute your efforts, your continued devotion to duty and your patriotism. Thanks for a job well done!

* Notional units were not stand-alone commissioned units but were a composite unit comprised of reservists from throughout the Ninth District.



NEW EQUIPMENT FOR PSUs:

Most of the Transportable Port Security Boats (TPSBs), also known as Raider boats, now in inventory are at the end of their serviceable life. Much of the other unit equipment has seen extensive use in the Persian Gulf War, operations in Haiti, and numerous field training exercises. The Coast Guard has aggressively sought to obtain additional funds from the National Guard and Reserve Equipment Account (NGREA) to replace these aging boats and other unit equipment. The NGREA was set up by Congress to assist the various Reserve Components in obtaining critical equipment not funded by the parent services. The Coast Guard has asked for \$4.6 million to refurbish the three existing PSUs and \$9.9 million to stand up three additional PSUs. Currently, the Coast Guard is awaiting word if its request for funds will be approved in the FY1998 budget. In addition to the NGREA initiative, the Coast Guard obtained \$750,000 worth of slightly used military equipment from an Army redistribution center at no cost to the service and reprogrammed an additional \$785,000 in FY96 fallout funds to purchase the highest priority replacement equipment.

STAND UP OF PSUs 4, 5, 6: The precommissioning of PSU 308 (#4) in Gulfport, Miss. has begun. Another PSU is slated to be stood up in FY1998 (#5) and one in FY1999 (#6). Final location sites and stand-up schedules for these PSUs are still in the planning stage. Three PSUs already up and running are PSU 305, Fort Eustis, Va.; PSU 309, Port Clinton, Ohio; and PSU 311, Long Beach, Calif.

EXPANSION OF PSU ACTIVE DUTY CADRE:

The Commandant has directed that the active duty cadre be expanded from two billets (GM1 and SK1) to five billets (LT, GM1, SK1, BM1 and MK1). The Director

of Reserve and Training (G-WT) has formed the Reserve Program Full-time Support (FTS) Distribution Assessment Study Team to identify and reprogram Reserve Training (RT) FTS billets to assign to the PSUs. The results of the study should be released some time during April. Active duty personnel are now being selected for summer 1997 assignments with the PSUs.

FULL STAFFING OF PSUs: The PSUs continue to experience a 15 to 20 percent shortfall in assigned reserve personnel. Personnel shortfalls have been a major impediment to the PSUs reaching an acceptable readiness level in the DoD Status of Resources and Training System (SORTS). SORTS ratings are used by DoD operational commanders to determine a unit's ability to deploy into an OCONUS military operation. To improve PSU staffing, the Director of Reserve and Training formed the Coast Guard Reserve Ratings Misalignment Study Team to analyze the PSU staffing problem. In addition to the active duty team, six reservists have been selected from the field to serve as an advisory group to assist the standing team in developing final solutions and recommendations. The team is scheduled to complete their work during spring 1997.

STAND-UP OF PSU TRADET: The PSU TRADET is a detachment of RTC Yorktown, Va. and was established to design, develop, evaluate and maintain PSU doctrine and training programs. It is also tasked with coordinating standardization of PSU equipment and deployment procedures. The unit, located at Camp Perry, Ohio and stood up Oct. 1, 1996, will deliver both resident and non-resident training through a variety of training methods. PSU TRADET is truly a "Team Coast Guard" unit with a personnel mix of six active duty and 30 Reserve Personnel Allowance List (RPAL) billets. The unit also employs DoD (primarily Air Force and Marine Corps) instructors to deliver specialized training for required skills that are outside traditional Coast Guard roles and missions. The PSU TRADET is currently developing its summer 1997 resident training schedule.

Warfare Forces

By CDR Michael R. Price, G-WTR-1



■ **HDCU/NCWG ACTIVITIES:** Harbor Defense Command Units (HDCUs, formerly known as CNCWUs), are Naval command and control units that are jointly staffed with Navy and Coast Guard Reserve personnel. There are nine HDCUs with the newest addition being HDCU 114 located in Honolulu, Hawaii. There are also two Naval Coastal Warfare Groups (NCWGs) with NCWG Two in Portsmouth, Va. the most recent addition. The HDCU program is relatively new in comparison to the PSU program and consequently, is still undergoing some growing pains. However, the HDCU program continues to improve. Many separate Coast Guard and Navy units are now drilling together. Also, the Navy has provided new command opportunities by approving the assignment of Coast Guard officers as Commanding Officers of Naval units. HDCUs 110 and 205 have also participat-

ed in joint training drills with PSUs 311 and 305 respectively to enhance joint operations cooperation and readiness.

■ **MSU IMPROVEMENTS:** The Mobile Support Unit (MSU) provides mobile engineering logistics support "parts are us" capability to Coast Guard 110-foot WPBs and 41-foot and 47-foot small boats when they are deployed for an operation away from home port, both CONUS and OCONUS. The MSU is attached to the Electronics Logistics Command (ELC) at Curtis Bay, Md. Recent MSU deployments for Coast Guard operations include *Able Vigil*, *Able Manner*, the Olympic Games in Savannah, Ga. and most recently, *Frontier Shield*. The CG Headquarters MSU Program Manager (G-SEN) has requested 28

RPAL billets in addition to the existing 19, and the addition of an active duty cadre. The Reserve Program FTS Distribution Assessment Study Team is reviewing the request.

■ **JOINT SERVICE LIAISON BILLETS:** The Coast Guard is currently considering the assignment of RT-funded FTS liaison billets to the Naval Reserve Type Commander (COMNAV-SURFRESFOR) in New Orleans, La. and the USMC Riverine Center of Excellence at Camp Lejeune, N.C. Placement of billets at these key DoD commands could enhance joint support of the HDCUs/NCWGs and PSUs. The Reserve Program FTS Distribution Assessment Study Team is reviewing the billet reprogramming proposals.

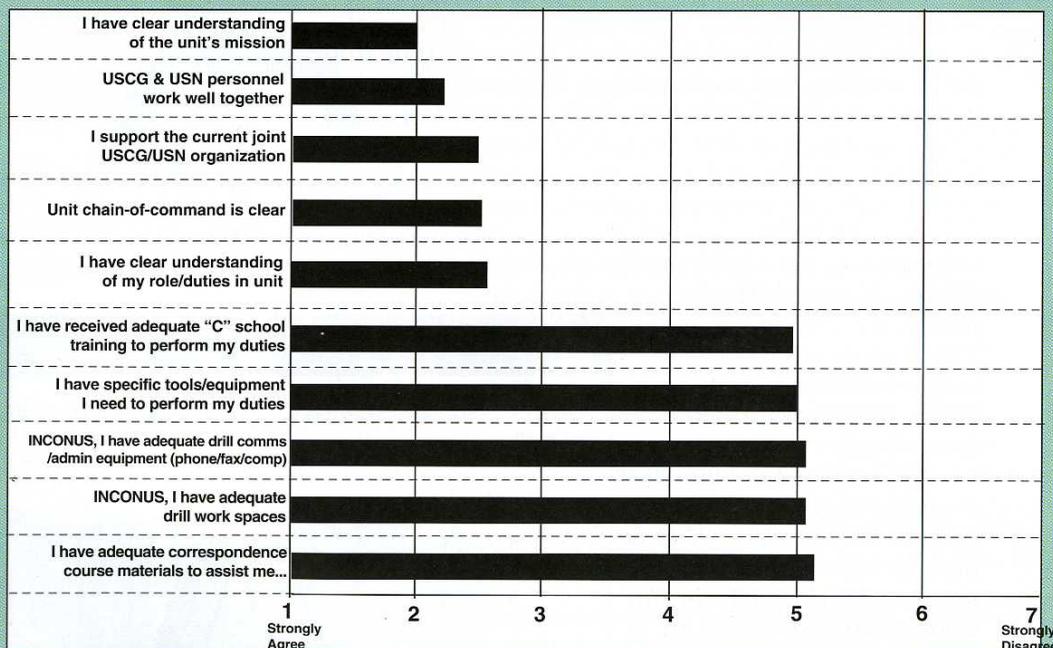


HDCU/NCWG Survey: What You Told Us

A survey was conducted in January 1997 among Coast Guard HDCU/NCWG Reservists to effect further improvements in the program. The survey, conducted by the Coast Guard HDCU/NCWG Program Manager (G-OPD) in concert with the Office of Reserve Affairs (G-WTR), was sent to 149 Coast Guard Reservists. One hundred four (104) surveys were returned for an exceptional return rate of 70 percent. Comments were provided by 82 members. While the chart at right summarizes the survey results, a quick review of the data identified several critical program needs:

■ **TRAINING:** Need more resident courses (Basic Combat Skills & Intelligence Officer in particular), correspondence courses, standardized PQS, structured OJT and job aids, NCW information and additional IDT/ADT drill periods.

■ **ENVIRONMENTAL:** Concerns were availability of key unit communications equipment, dedicated training and deployable office equipment (especially laptop computers), basic unit equipment (initial/complete Table of Equipment issue), personal 782 gear, and full uniform issue. Also, adequate work space/site, staffing balance review (officer/enlisted), and administrative/personnel support were concerns.



■ **MOTIVATIONAL:** Standard personnel rotation policy, career path opportunities (especially enlisted), leadership issues (primarily identified in NCWGs) were major concerns within this area.

Issues listed here are summarized from much more detailed data. A full analysis of the data and completion of the final survey

report is scheduled for spring 1997. Once the analysis is complete, the Coast Guard will work closely with the Navy to develop both a short-term and long-term joint strategy to resolve the issues facing the Naval Coastal Warfare Units.

Team Coast Guard and the Reserve Program

Ninth in a Series

By Individual Rating Force Managers
COAST GUARD HEADQUARTERS

Enlisted Rating Reviews:
FT, EM & IV

As part of our year-long series, we continue with the enlisted rating reviews. This month focuses on the FT, EM, and IV ratings.

Fire Control Technician (FT)

With approximately 200 personnel, the Fire Control Technician (FT) is one of the smallest communities within the active duty Coast Guard. The Reserve ranks are even smaller with only 11.

For those of you who are not FTs, I would like to clear up some misconceptions about what we do. **We do not work in fire safety or fight fires. We are responsible for operating and maintaining the complex major weapons systems including radar, computers, and associated gun systems installed aboard our cutters.**

FTs receive extensive training in electronics and procedures for operating the weapons in a tactical environment. The majority of FT billets are at sea because these weapons systems are only installed aboard High Endurance Cutters (WHEC 378s) and Medium Endurance Cutters (WMEC 270s). Shore billets include instructor duty at RTC, WATs, NESUs, MLCs, and Area offices.

Because of the length of training required to become an FT, the rating is only open to reservists who were active duty FTs in the Coast Guard or Navy. FT "A" School, located at RTC Yorktown, Va., is in the forefront of interactive training technology with our computer-based curriculum. MK 92 "C" school is also at RTC, and we are planning on starting a

Miniature Electronics Repair school there soon. We will continue to attend Navy school for CIWS training.

SCPO John Miller is the Senior Instructor at FT schools at RTC. He and his competent staff make up the largest pool of experienced FTs in the Coast Guard. They can be reached at 757-898-2287. MCPO Charles Thompson is the FT Subject Matter Specialist at RTC. He is responsible for writing the FT Correspondence Courses, End-Of-Course Tests and Service Wide Examinations. He can be reached at 757-898-2238.

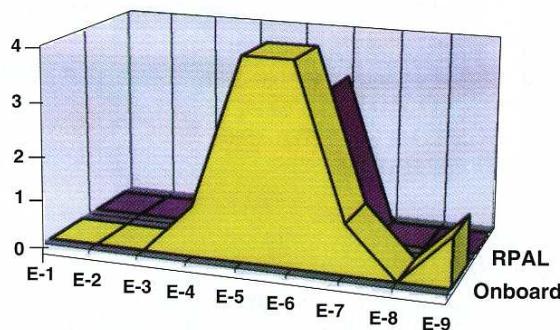
There is a severe shortage of FTs in the Active component of the Coast Guard, and FT2 and FT3 is on the Open Rate List. See your recruiter if you are a rated FT reservist interested in enlisting for or returning to active duty. If you are a non-rate, you may also be eligible for enlisting in the active duty service with the guarantee of going to FT "A" school.

In the year I have been at Headquarters as FT Rating Manager, I have not communicated with any reservists. Therefore, I do not know where you are drilling or what type of work you are doing. I'm interested in hearing from you and learning about the unique experiences and challenges you face as reservists.

—FTCM Joseph McMenimen
Commandant (G-OCU-3)
202-267-2748; FAX 202-267-4415
E-mail: jmcmenimen@comdt.uscg.mil

FT Onboard vs. RPAL Billets

Rank	E-1	E-2	E-3	E-4	E-5	E-6	E-7	E-8	E-9	Total
Onboard	0	0	0	1	4	4	1	0	1	11
RPAL	—	—	—	1	2	3	—	—	—	6



Figures current as of press time
Source: Commandant (G-WTR-1)

Electrician's Mate (EM)

Hello Electrician's Mate (EM) workforce and EM strikers! I am your rating manager and I work for you here at Headquarters (G-SRF).

Currently, there are 916 EMs in the Active Coast Guard and 175 in the Reserve. Right now, the EM work force operates, maintains and repairs equipment ranging from that made in the 1960s right up to the latest technology. So as a work force, be ready to do it all! A vigorous pace has already been set and we must be able to keep up with all Coast Guard mission needs.

Because you need to know so much, let's talk training....

I have empty classroom seats in some of the RTC Yorktown schools. Obtain a short-term training request, fill it out and send it in for any area of support that Yorktown offers training. Leave the dates open and let's fill those seats. NESUs, MAT-Teams, ASSIST-Teams are some of the areas from which we need to see requests. Our goal is to fill all classroom seats, this fiscal year and next.

As far as advancements, the rate is holding its own. We could use more second class petty officers, so let's sit for that October 1997 Service Wide Exam and make sure you have all your paperwork in by June 30. Don't waste any opportunities. The CPOs in the rate can pick up the pace on strikers as there are 36 striker active duty training billets out there. Please ensure these billets are filled and give me some third-class petty officers.

Stand by for new performance qualifications. They are in the final stages of preparation for distribution, and when you see them, you will get to validate their worth.

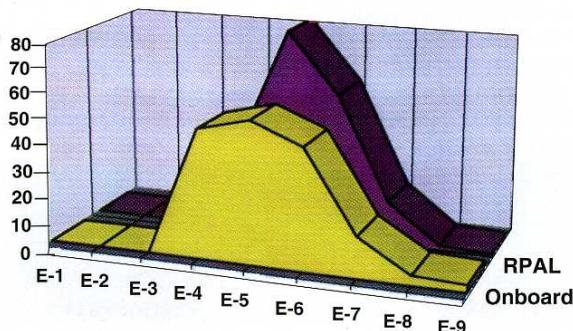
The future looks busy for the rate with many new acquisitions loaded with multi-mission capabilities and new technologies which will be your world of work.

Finally, remember, communication is a *two-way street*. Send me information of the real world or the EM work force and I can broker it out. My need to know can be best served by you, the members. Write, call, e-mail, use the CEAs or the EM schools, but let's get some exchange going.

— *EMCM Jerry W. Bigelow*
Commandant (G-SRF)
 202-267-1997; FAX: 202-267-4758
 E-mail: jbigelow@comdt.uscg.mil

EM Onboard vs. RPAL Billets

Rank	E-1	E-2	E-3	E-4	E-5	E-6	E-7	E-8	E-9	Total
Onboard	0	0	0	50	55	47	16	4	3	175
RPAL	—	—	—	34	80	57	17	2	1	191



Figures current as of press time
 Source: Commandant (G-WTR-1)

Investigator (IV)

On June 17, 1996, Coast Guard Investigations (CGI) was centralized under Coast Guard Headquarters (G-O-CGIS) and renamed the Coast Guard Investigative Service (CGIS). As a result, responsibility for several programs formerly administered by district (ole) offices shifted to the Headquarters CGIS staff. One of those was management of the active duty and reserve (IV) special agent force.

The IV rating is one of only a handful of ratings within the Reserve program that does not have a comparable rating within the active duty force. Criminal investigations, background investigations, and protective service operations under the jurisdiction of the Coast Guard are the responsibility of CGIS special agents. The CGIS special agent corps is comprised of active duty military personnel selected for assignment and civilian personnel hired to fill select civilian criminal investigator positions. Reserve IVs assigned to CGIS are largely civilian law enforcement officers who drill as special agents and augment the CGIS special agent corps in performing its assigned duties.

I am currently involved in several projects aimed at improving support and management of our Reserve IV force. Over the past several months, EMCM Nathan Klinner, the IV Subject Matter Specialist at Reserve Training Center (RTC) Yorktown, and I have been working with members of the Performance Consulting Division in Headquarters (G-WTT) to prepare a job-task analysis to determine the facets of work performed by all Coast Guard special agents. This analysis will be used as the basis to update current Performance Qualification Standards (PQS) and the End-of-Course Tests (EOCT) for the IV rating.

I have also been working with members of the Reserve Training Policy and Force Management Team (G-WTR-1) at Headquarters to review the IV rating Reserve Personnel Allowance List (RPAL). This project is near completion and an RPAL change will be issued soon, redistributing all 155 IV billets to the operational control of the seven regional CGIS offices. This RPAL redistribution will also establish a rate structure for the IV billets. Once the RPAL redistribution is released, the seven CGIS regional special agents-in-charge will work with Force Optimization and Training Branch personnel at the district level to fill the IV billets assigned to their regions and determine any personnel shortages or excesses. Only those personnel who are Reserve special agents and are IV rated or approved for a lateral change in rate to IV will be placed in an IV billet. **So for now, I do not have an RPAL chart to share with you like the other rating managers but will publish one in the future.**

The soon to be released *Reserve Personnel Manual (RPM)* will detail the requirements for those interested in enlisting as a Reserve IV, or pursuing a lateral change in rating to IV. These requirements will include that a candidate be employed as a law enforcement officer, be interviewed and approved by CGIS, and have a background investigation completed prior to being approved for the IV rating or filling an IV billet. I want to ensure that those persons filling IV billets are the "right persons for the job."

I have been a Coast Guard special agent for 10 years, and I feel extremely fortunate to be working with some of the most dedicated and talented individuals in the Coast Guard Reserve. I value the wealth of professional and personal knowledge each brings to the CGIS program. Drop me a line if you have questions or concerns.

— *Special Agent Marty Martinez*
Commandant (G-O-CGIS)
 202-267-2569; FAX: 202-267-0916
 E-mail: mmartinez@comdt.uscg.mil

Upcoming Events

APRIL 1997

■ **Lighthouses and Keepers** — Exhibit running through April 27, 1997 depicts historical role of lighthouses and keepers. The Mariners' Museum, 100 Museum Dr., Newport News, Va. 23606-3759. 757-596-2222. Web page address is <http://www.mariner.org>

MAY 1997

■ **Memorial Day Weekend DAV Activities** — Disabled American Veterans, Vietnam Veterans National Memorial is looking for Coast Guard representation for their annual services, May 24-26, 1997. Contact DAV, P.O. Box 608, Angel Fire, NM 87710. 505-377-6900.

JUNE 1997

■ **ROA 75th Anniversary National Convention** — June 18-21, 1997, Westin Crown Center, Kansas City, Mo. Contact ROA, 1 Constitution Ave., N.E., Washington, D.C. 20002. 202-479-2200. FAX 202-479-0416.

JULY 1997

■ **Boy Scout National Jamboree** — July 28-Aug. 5 at the U.S. Army Base, Fort A.P. Hill, Va. Coast Guard volunteers are needed for one to two weeks. Contact: PSCS Douglas E. Yeckley, 1426 Crabhouse Road, Lusby, MD 20657. 410-326-4291. E-mail: dey1@erols.com

AUGUST 1997

■ **Coast Guard Festival** — July 25-Aug. 3 in Grand Haven, Mich. Parade and fireworks, Saturday, Aug. 2. All Coast Guardsmen, active, reserve, auxiliary, retired and civilians are welcome. Contact: U.S. Coast Guard Festival, P.O. Box 694, Grand Haven, MI 49417. 616-846-5940.

OCTOBER 1997

■ **WIMSA Memorial Dedication** — Located at the main gateway to Arlington National Cemetery, Arlington, Va., this unique memorial honoring women who served in the Armed Forces will be dedicated Saturday, Oct. 18, 1997. Exact time is still pending. For more information, call 1-800-222-2294.

Reunions

APRIL 1997

■ **CGC Burton Island (WAGB-283) & USS Burton Island (AGB-1)** — Operation Deep Freeze support ship, April 28-May 2, 1997, Sands Regency Hotel in Reno, Nev. **WAGB-283 contact:** Greg Reel, 4900 N.E. Park Lane, Kansas City, MO 64118-5928. 816-454-7991. **AGB-1 contact:** Michael Bonner, 1034 Hemlock Ave., Imperial Beach, CA 91932-3519. 619-575-7980.

MAY 1997

■ **CGC Campbell (W-32, W-909)** — May 14-18, 1997, at Holiday Inn Northwest, 3233 NW Loop 410, San Antonio, TX. Contact: David A. Blum, USCGC Campbell Association, 8341 Sands Point Blvd., Tamarac, FL 33321. 954-722-8161.

Seeking USCG "Temporary" Reserve information

A Coast Guard Auxiliarist and researcher seeks stories, documents and photos from Coast Guardsmen who were members of USCG "Temporary" Reserve during WWII. Contact: John T. Lincoln, 05NR Historian, 1309 Emerson Ave., North Cape May, NJ 08204-2108. 609-886-6364 (after 4 p.m.).

Name Changes

The Reservist recently received several requests for name changes. While personnel associated with *The Reservist* can make address changes, they **do not** have the authority nor access to the data base to change your name. If you plan on or have changed your name, for whatever reason (marriage, divorce, etc.), please submit the appropriate documentation (marriage or divorce) along with a signed letter requesting the change be made to your records (please include your Social Security number) and submit via your chain of command to CGPC-rpm at:

CG Personnel Command
Reserve Personnel Management Division (rpm)
2100 Second Street, SW
Washington, D.C. 20593-0001

Address Changes

• Many of you have notified *The Reservist* stating that although you made an address change, your magazine was still going to your old address, although the rest of your Coast Guard correspondence was going to the new address. Follow-up by our staff revealed that mailing labels generated in November 1996 by our print vendor were not being updated with a new download from HRS&IC (formerly PPC) each month. This problem was corrected with mailing of the March 1997 *Reservist*. If you continue to receive the magazine at your old address or if you missed any issues during the aforementioned time frame that you would like, drop us a line.

• **Active status reservists**, please submit your address changes to your local PERSRU. **Retired and Inactive Status reservists**, please submit your address change to HRS&IC (formerly PPC) at:

Commanding Officer (RAS)
U.S. Coast Guard
HRS&IC
444 SE Quincy Street
Topeka, KS 66683-3591

Note: Changes you make through your PERSRU or HRS&IC should filter down to include your Reservist Magazine automatically because the mailing list is obtained directly from an HRS&IC data base.

ALCOASTs / ALDISTs / COMDTINSTs

DATE-TIME-GROUP

NUMBER

SUBJECT

171145Z MAR 97	ALDIST 058/97	HS1 END OF COURSE TEST WAIVER
141436Z MAR 97	ALCGPERSCOM 021/97	RESERVE PROGRAM ADMINISTRATOR (RPA) DESIGNATION BOARD
141236Z MAR 97	ALDIST 056/97	STANDARD WORKSTATION III (SWIII) MIGRATION SCHEDULE PRIORITIES
131550Z MAR 97	ALCGPERSCOM 020/97	MARITIME ACADEMY RESERVE TRAINING PROGRAM (MARTP) SELECTEES FOR FY97
112131Z MAR 97	ALDIST 049/97	COAST GUARD FOUNDATION AWARDS
111415Z MAR 97	ALDIST 047/97	EXPIRATION OF OLD DECK WATCH OFFICER (DWO) EXAMINATIONS
071950Z MAR 97	LANT AREA UNITS	SOLICITATION FOR VOLUNTEERS - KOREAN INTERPRETERS
072048Z MAR 97	ALDIST 046/97	1997 ACADEMY INTRODUCTION MISSION (AIM) PROGRAM
071733Z MAR 97	TQC1	BOAT CREWMEMBER FOR 41' UTB (RES), CREW-41 (RS03) PMIS 500882
071440Z MAR 97	ALCOAST 021/97	HURRICANE ANDREW RELIEF
061643Z MAR 97	ALDIST 044/97	1997 ACADEMY INTRODUCTION MISSION (AIM) PROGRAM
061220Z MAR 97	ALDIST 041/97	CHIEF WARRANT AND WARRANT OFFICERS ASSOCIATION (CWOA), USCG ANNUAL MEETING
281336Z FEB 97	ALISCMAMI	FOOD SERVICE SPECIALIST TRAINING RODEO
241236Z FEB 97	ALCOAST 020/97	ELECTRONIC CHARTING SYSTEMS IN THE COAST GUARD
211251Z FEB 97	ALDIST 031/97	MANDATORY USE OF RESERVE ASSIGNMENT REQUEST (CG-5525)
191925Z FEB 97	ALCOAST 017/97	FLYING OF NATIONAL ENSIGN

The fourth annual Citizen-Sailor issue is set for September. The 1997 theme is "Volunteer Community Involvement." Write a short blurb of 100 words or less (with photo if you have one) of how you and/or your family have contributed to your community as a volunteer(s) (i.e. civic associations, schools, clubs, organizations etc.). Open to everyone in the Coast Guard family. Deadline is Aug. 1. Drop us a line!

Reserve Survey Reminder...

During March, reservists performing IDT, SADT and TEMAC should have received a Reserve component survey. If you received a copy and never filled it out, please do so as soon as possible. If you never received a copy, contact LT Dave Kearns and one will be forwarded to you immediately. Other questions may also be directed to LT Kearns at the Measurement & Evaluation Team, Commandant (G-WTR-1), at dkearns@comdt.uscg.mil or dkearns@comdt.uscg.mil / mailgate-hq from SWSII. Phone: 202-267-0553. Please use "Member Survey" as the e-mail subject line.

Questions for Commandant? ★ ★ ★ ★

Later this spring, Coast Guard Commandant ADM Robert E. Kramek will be interviewed for a summer *Reservist Magazine* article. We would like to get our Coast Guard Reservists involved...so, if you had to ask our Commandant one question for that interview, what would it be? Drop us a line by May 1, 1997. Your question may be included as part of the interview.

■ Earn Good Salary ■

■ Earn Retirement Benefits ■

■ Complete Your ADT Requirements ■

Be Part of Operation Summerstock '97

Each Coast Guard station listed at right is available from 12 May 1997 through 5 Sept. 1997. Orders are authorized for continuous periods of 30 days or more. Boat Crew qualified E-4s, who are willing to perform station work, may be assigned to SN/FN/SA billets in limited numbers. Personnel with previous Summerstock experience are particularly desired and will be placed at the Station where previously served, if possible.

Please respond as soon as possible! It is imperative that we know as early as possible that you would be willing to serve. While we prefer applicants to be fully qualified in the various specialties needed (coxswains, engineers, radio watchstanders, etc.), we will gladly consider applicants who have completed the majority of requirements leading toward full qualification. Per Diem (M&IE) will be authorized to members TAD at those units where messing is not available.

Interested personnel should submit a Request for Reserve Orders (CG-3453) via the chain of command to arrive at CGD Nine (osr) as soon as possible. Applications will be accepted until all billets have been filled. Advance copies of your CG-3453 are encouraged, for planning purposes. Ensure that the following information is listed on your CG-3453: Servicing PERSRU (very important as they're the ones who cut your orders), date of last physical, pay base date, qualification codes, marital status, and date of rank.

Ninth District point of contact is LTJG J. Ward (osr) at 216-902-6117 or YN2 P. Feeney (osr) at 216-902-6116; FAX: 216-902-6121. E-mail: po_p_feeney/d9@internet.uscg.mil

SUMMERSTOCK STATIONS/BILLETS*

NEW YORK

Alexandria Bay (3)
BM2 (COX)
BM3 (COX)
MK3 (ENG)

Niagara (2)
BM2 (COX)
MK3 (ENG)

Auxop Sackets Harbor (1)

BM/MK3 (COX or ENG)

Sodus Point (1)

BM3/MK3 (COX or ENG)

MICHIGAN

Alpena (1)
MK3 (ENG)

Frankfort (4) Manistee (sub-unit)

BM2 (COX)
MK2 (ENG)
FN (CREW/WATCH)
FN (CREW/WATCH)

Harbor Beach (3)

BM2 (COX)
BM3 (COX)
MK2 (ENG)

Ludington (1)

BM2 (COX)

Marquette (6)

BM2/3 (COX)
MK2/3 (ENG)
SN/FN (CREW/WATCH)

Grand Haven (8)

BM2/3 (COX)
FN (CREW)

WISCONSIN

Washington Island (7)

FS2 (COOK)
BM2 (COX)
BM3 (COX)
MK1 (ENG)
MK2 (ENG)
SN (CREW/WATCH)
FN (CREW/WATCH)

OHIO

Cleveland (District Office) (1)

YN1

Operation Summerstock '97 information is now on line at <http://www.dot.gov/dotinfo/uscg/hq/reserve/sumstok97.htm>

Nationwide TEMAC/SADT/EAD

As of 3/25/97

Place	Duration	Rate/Rank	Quals	Point of Contact/Phone/E-mail/Message
■ CGHQ (G-MOR-3), Washington, D.C.	90 days TEMAC	E7-O3 (includes CWO)	Port security technical manuals, marine safety experience	LT Mike Edgerton, 202-267-6439 E-mail: medgerton@comdt.uscg.mil
■ D5 & D9 locations	60-120 days TEMAC	EMC, MKC, CWO, SK1/C, YN1/2/3	Backfill at various units, some positions require firefighting exp.	LTJG Whealton, 757-628-4495/4507 E-mail: ltjg_j_whealton/mlcap@internet.uscg.mil
■ CGC Eagle, New London, Conn.	May 11-Aug. 16, 1997	Two QM2/3; Two DC1/2; Two MK1/2 Four FS2/3; Two RD1/2/3	Summer Cadet training cruise	LTJG Whealton, 757-628-4495/4507 Msg. Unclass N01326, R 092131Z Jan 97
■ D8 Area of Responsibility (AOR)	30-60 days	E-3-O-3 (including CWO)	Variety of assignments for Operation Gulf Shield	MCPO D. Johnson, 504-942-4071 Msg. Unclass N01320, R231750Z Dec 96
■ PSU TRADET, Camp Perry, Ohio	Monthly drills	BM1/2	Raider Boat coxswain qualified RPAL billets (5) at Camp Perry with TAD potential	LT Bob Stohman, 419-635-4137 E-mail: r.stohman/psutradetoh(SWS II)
■ Coast Guard Academy, New London, Conn.	120 days TEMAC Begins June 1, 1997	O-2/3	Minority recruiting for class of 2002, recruiting experience preferred	LCDR Haines, 860-437-6783 E-mail: uscgatr@dscseq.uscg.edu

- If you are interested in having your name/resume in a holding file to fill special LANTAREA vacancies that may arise in the future, please contact LCDR Weber or LTJG Whealton at 757-628-4495/4507.
- For those advertising TEMAC/SADT/EAD openings, please contact LCDR Bill Edgar at 202-267-6235 or e-mail to bedgar@comdt.uscg.mil if positions are filled or changes to information are desired.
- For more up-to-date TEMAC listings, check the Worldwide Web at: <http://www.dot.gov/dotinfo/uscg/hq/reserve/temac.html>

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The TITANIC

& the birth of the International Ice Patrol

By YN2 Blanche Evans Stewart &
PA1 Edward J. Kruska, USCGR
COMMANDANT (G-WTR-2)

The Titanic! Just hearing the ship's name sparks interest and excitement in many. It has been the subject of countless books, TV documentaries and movies — including *Titanic*, a \$120 million dollar blockbuster scheduled to be released this summer. In fact, the oldest survivor of the *Titanic*, Edith Haisman, just passed away at 100 on Jan. 20, 1997.

But the story lives on.... Four days into its maiden voyage from England to the U.S., on April 14, 1912, at approximately 10:15 p.m., *Titanic's* underside scraped an iceberg, leaving a 300-foot long opening in the side of the 882-foot ship's bow. At 12:47 a.m. on April 15, the ship, which some claimed "even God himself could not sink," plunged bow first into the depths of the north Atlantic carrying with it more than 1500 of the over 2200 passengers and crewmembers onboard. It lies on the ocean floor, 600 miles south-southeast of Cape Race, Newfoundland.

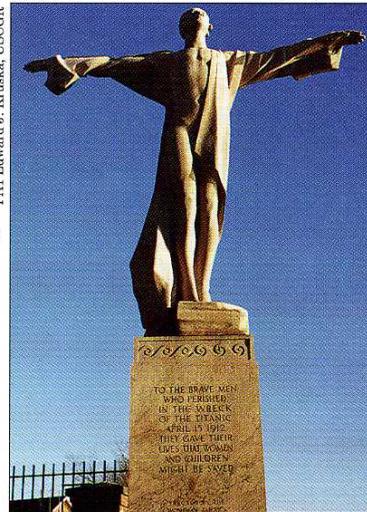
After the disaster, international demand arose to begin patrolling the ice fields as a preventive measure. In May 1912, two U.S. Navy vessels began patrolling. However, in 1913 the Navy was no longer able to offer its services and the Coast Guard's predecessor, the Revenue Cutter Service, assigned the cutters *Seneca* and *Miami* to perform the duties. Then, an international conference for the safety of life at sea convened in London on Nov. 12, 1913. Out of that conference was born an agreement, signed Jan. 20, 1914 to establish and maintain an ice patrol on a continuous basis over the most threatening areas to shipping. On Feb. 7, 1914, the U.S. Coast Guard assumed the duty of running the International Ice Patrol (IIP) and has patrolled this area non-stop with the exception of World Wars I and II. The functions of the IIP are specifically designated by both international treaty and U.S. law.



The IIP was originally an exclusive function of cutters. However, after WWII, due to their greater mobility, aircraft began playing the key role in ice patrol operations and continue to do so nowadays. Coast

Guard aircraft such as the Hercules C-130 carry out the majority of the IIP's reconnaissance work while HU-25B Falcons have also been used since 1987. Flights are made on the average of five days every other week during the ice season which runs from approximately February to July. IIP's iceberg "hunting ground" is a 490,000-square mile area stretching from the 52nd parallel, near northern Newfoundland, to the 40th parallel, the same latitude as Philadelphia. Two crew members search the sea with binoculars, although dense fog often obscures their vision. Two others use special radar sets, Side Looking Airborne Radar (SLAR)

PA1 Edward J. Kruska, USCGR



This monument honoring the Titanic is located about a mile from CGHQ along the Potomac River in Washington, D.C. A service is held here each year in mid-April by the Men's Titanic Society.

and Forward Looking Airborne Radar (FLAR) to detect and identify icebergs. Satellite images are also used, but not to a great extent because image resolution quality is still lacking. Flight findings go back to Groton, Conn., home of the IIP and the Coast Guard's Research and Development Center. There, data is fed into computer models and ice reports are updated twice daily providing information on icebergs' locations, courses, and rates of speed. The information is valuable to the 1,500 to 2,000 ships crossing the North Atlantic each year.

The IIP's Groton command center is a 15-member unit made up of active duty Coast Guardsmen and civilians. A request has been made for reservists to augment IIP in the future. Its \$3.5 million budget is paid for by the IIP's 17-member nations. During the years when the IIP Coast Guard crew has been on the job, not a single ship which has heeded the Ice Patrol's warnings has been lost or damaged in the vicinity of the Grand Banks. And CDR Ross L. Tuxhorn, Commanding Officer of IIP, wants to keep it that way.

On April 15, as in years past, the IIP chart transmission will display the positions of icebergs and the ghostly outline of a great, four-stack ocean liner. The legend will read, "In commemoration of RMS *Titanic*, sunk April 15, 1912." Meanwhile, Coast Guardsmen will cast two wreaths, one from the *Titanic* Historical Society, the other on behalf of IIP, from the aft door of a Hercules C-130 as it flies over the resting place of the *Titanic*.

"It's a reminder to our entire crew why we were formed in the first place and that what we do is very important," said Tuxhorn. "We need to always be vigilant."

International Ice Patrol Web Site: <http://www.rdc.uscg.mil/iipages/home.html>

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