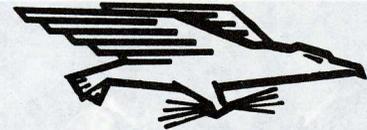


Commandant
U.S. Coast Guard
Washington, D.C.
20591

OFFICIAL BUSINESS



POSTAGE & FEES PAID
U.S. Coast Guard



COAST GUARD RESERVIST

CG
288

Washington, D.C. U.S. COAST GUARD Vol. XVIII No. 1 NOVEMBER 1970



The late Captain Anthony J. CALIENDO, USCGR (Ret.)

Captain Anthony J. CALIENDO

Captain Anthony J. CALIENDO, USCGR (Ret.) 67, died of a cerebral hemorrhage 6 October 1970.

He was stricken at Coast Guard Base, Governors Island, New York, while attending the 2nd Annual Conference of the Coast Guard Chief Petty Officers Association. A former Chief Petty Officer himself, he helped form that Association and continued acting as its Legal Adviser.

An attorney and boating enthusiast, "Tony" CALIENDO lived on his boat at the Capital Yacht Club, Washington, D.C.

Captain CALIENDO served more than 22 years in the Coast Guard and had more than a year Army service. He was awarded the Coast Guard Commendation Medal for meritorious achievement while performing his duties as Legal Assistance Officer from 1950 until just prior to his retirement on 1 April 1969.

Captain CALIENDO was cited for using outstanding tact and diplomacy in his contacts with the public, government officials, members of Congress and other high dignitaries, and for his legal assistance to many Coast Guard personnel. He was cited also for his work as the Commandant's representative to the Coast Guard League and as

Liaison Officer for Coast Guard Affairs with the Navy League. He fostered the development of invaluable support by these organizations in furtherance of Coast Guard missions.

He served as Legal Adviser to a number of other Coast Guard affiliates including the Coast Guard Auxiliary National Board, the Coast Guard Affairs Committee of the Reserve Officers Association, and the National Council of Coast Guard Wives Clubs. In addition he served as Counsel to the U.S. Court of Military Appeals and as Legal Adviser on a number of military review boards and committees. He represented the Coast Guard at meetings of the American Bar Association.

He was born on 18 June 1903, at Chicago, Illinois, where he received an A.B.A. Degree from Crane Junior College in 1924, and an LL.B. Degree from De Paul University Law School in 1927.

He had originally retired on 31 October 1963, with the rank of Captain, but was recalled to active duty the next day, resuming retirement in 1969.

Captain CALIENDO was buried at Arlington National Cemetery on 9 October 1970.



COLONEL H. F. VEAZEY, representing the District of Columbia Department of ROA, presents the plaque to RM2 R. D. ADAMS. Observing is RADM E. C. ALLEN.

OUTSTANDING D.C. AREA RESERVIST

Radioman Second Class Richey Darell ADAMS, has been named as the recipient of the Outstanding Enlisted Reservist of the Year Award 1969-70 in the Washington, D.C. Metropolitan Area by District of Columbia Department of the Reserve Officers Association. The award was made at ceremonies at the Coast Guard Organized Reserve Training Center in Alexandria, Virginia. Petty Officer ADAMS was presented a bronze plaque for a number of outstanding achievements. He was cited for his exemplary leadership and experience as an instructor of the Radioman Division. He donated much of his own time and equipment to establish a unit radio station and on his free time he helped to install the intercommunication system in the ORTC. He has also received letters of commendation from the commanding officer of the Coast Guard Cutter TANAGER and the Commander, Fifth Coast Guard District for providing cruise photographs used for public relations programs. During his entire Reserve service he has had a perfect drill attendance record and has completed all requirements for advancement to RM1.

In civilian life RM2 ADAMS is employed as a news reporter by WTOP Radio and TV. He recently wrote, directed, and narrated a six-part special

program for Radio and TV on urban renewal. The show is a leading contender for a National Public Service Broadcasting Award.

Petty Officer ADAMS recently received a Master of Arts Degree in Communications from American University in Washington, D.C., where he studied as a part-time student.

Petty Officer ADAMS' achievements undoubtedly reflect great credit on himself, his unit, and the U.S. Coast Guard.

STUDY GROUP ON HAZARDOUS POLLUTING SUBSTANCES

"We need five experts—a chemical engineer, a lawyer, an ecologist, a biologist, and a public relations counsel, and we need them now. Can the Reserve provide them?" This was the request with which Rear Admiral W. F. REA, III, Chief, Office of Merchant Marine Safety came to the Office of Reserve in mid-August.

These men were needed at Headquarters to augment the newly formed Study Group on Hazardous Polluting Substances. Rear Admiral McCUBBIN commented on this assignment: "The Reserve has had occasional requests from the Regular service for reservists with special talents, but we have never been called upon to provide such highly skilled personnel on such short notice."

Reserve Division Chiefs in each of the continental districts were asked to submit names of candidates. Overnight, from across the country, came suggestions of well-qualified reservists. The records of these personnel were screened and the actual selection of personnel from the possible candidates was made by Captain R. I. PRICE, Project Director for the Study Group. Orders were dispatched and within a matter of days, four Reserve officers and one Reserve petty officer reported for temporary active duty.

From Los Angeles came Captain William BERSSEN, publisher-editor, currently attached to USNR Public Affairs Company 11-2. LCDR Jerome F. LUNDGREN, Assistant Attorney General for the State of Iowa, and Counsel to the State Highway Commission came from Dows, Iowa. He is Commanding Officer of ORTAUG 02-83131. From Boston came LCDR Kent M. SAVAGE, a chemical specialist with the National Fire Protection Association

who is a member of VTU 01-88137. In addition to his expertise in investigative work, LCDR SAVAGE is a Master Mariner. LCDR Leroy REID, Commanding Officer of ORTUPS 07-82490, Rivieria Beach, Florida, reported in from Atlanta where he is area director of the Wage and Hour Division of the U.S. Dept. of Labor. To fill the billet of ecologist, YN3 Timothy C. FARLEY, of ORTUAM 12-89812 came from Fremont, California where he is a marine biologist with the California Dept. of Fish and Game.

The five were quickly assigned to the Task Force teams engaged in the accelerated study on water pollution related to the noteworthy Water Quality Improvement Act of 1970. By mandate, the study had to be completed by 1 November in order for the President to make a report to the Congress.

The subject of the study is pollution of navigable waters by hazardous substances other than oil. Although they must be defined specifically by regulation, these substances probably will include pesticides and other severely toxic, flammable or explosive materials discharged from vessels or onshore facilities into navigable waters.

The study group's tasks, broadly defined, were: (1) to identify the hazardous substances, (2) to consider ways to prevent their accidental discharge, (3) to study means of detecting and removing such discharges, (4) to recommend what new legislation may be necessary to govern liability for discharge of hazardous substances in the water.

Serving also as members of the 30-man Study Group were two other Reserve officers on extended active duty at Headquarters—Ensigns J. B. WADE, III of Allenhurst, New Jersey and John H. McAULIFFE of St. Joseph, Michigan.

In commenting on this assignment as being one of the most rewarding in his service career, Captain BERSSEN, as spokesman for the group, had this advice to pass on to fellow Reservists: "Since requests such as this are generally on very short notice, it is essential for all Reserve Officers to keep the district commanders aware of their current professional skills and aptitude, particularly when they cannot be reflected by designators."

In reviewing the contribution of this group of Reservists toward the forthcoming legislation, Admiral REA had this to say: "The time, effort, and professional skill offered by each of these men is a public service we can all be proud to share."



THE ADMIRAL'S CORNER

On 18 September 1970 President Nixon signed PL 91-402, which revised the promotion system for Coast Guard Reserve officers. This new legislation is the first major promotion system change since 1954 and follows the Kerrins legislation for the Regular Service by seven years.

The new promotion legislation authorizes the following actions concerning promotion:

- a. Initiates a best qualified system of promotion for inactive duty officers which parallels that applicable to officers on the Active Duty Promotion List;
- b. Enables fuller compliance with the intent of ROPA;
- c. Discontinues the dual system of promotion for active duty Reserve officers;
- d. Permits correction of discrepancies in rank precedence occurring under old running mate system;
- e. establishes the maximum time in grade for Rear Admirals as five years;
- f. Provides equitable promotion opportunity for officers of Women's Reserve, allowing retention of the fully qualified system thru Lieutenant Commander;
- g. Eliminates conflict between ADPL statutes and ROPA in date of commission and date called to active duty in determining seniority of active duty Ensigns;
- h. Clarifies statutory language of 14 USC Chapter 21 which is purely technical in nature.

The implementation of the best qualified system will:

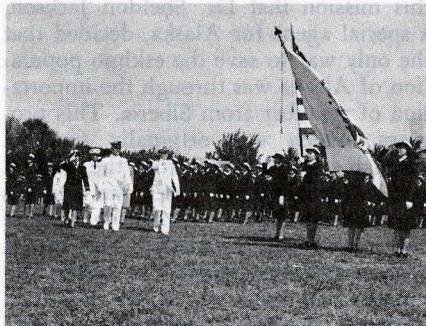
- a. Help relieve the current severe stagnation in the grades of Captain, Commander, and Lieutenant Commander.
- b. Permit timely consideration of Reserve officers with their running mates.

- c. Increase incentive for high quality officers to remain in the Reserve.
- d. Provides necessary machinery to permit officers possessing greatest knowledge, judgment and leadership ability to be promoted.

Actual implementation of the provisions of this new promotion system has begun. Through the combination of accelerated promotions and the actions of Reserve Retention Boards, the existing "hump" will be effectively eliminated as soon as possible.

It is my hope that this new legislation will be a positive aid to the continued development of the Officer Corps of the Coast Guard Reserve because only through the availability of the best possible officers can we expect the Reserve to be capable of responding to its mission.

JOHN D. McCUBBIN



Rear Admiral L. T. CHALKER, Assistant Commandant, reviews a formation of SPARs at the SPAR Training Station at Palm Beach, Florida in 1943.

Happy Birthday SPARS

Can you believe—we have attained the venerable age of 28? To many of us "old-timers" it seems only yesterday that we, as civilians, first became a part of the United States Coast Guard. We were as proud then as we are now to be a part of this unique military organization with its long tradition of service to humanity.

To you younger SPARs, 28 years may seem a lifetime. We hope you, too, will look back, on some future November 23rd, with as much pride and joy in your service as we feel now.

And to all SPARs—happy birthday, and many happy returns.

SIGNED: VALERIA L. BERG.

Commander, U.S. Coast Guard Reserve Senior SPAR on Active Duty

Coast Guard Reservists Aid Hurricane CELIA's Victims

Rear Admiral Ross P. BULLARD, Commander of the Eighth Coast Guard District, called up four Coast Guard Reservists from Texas to assist in Regular Coast Guard operations for the aftermath of Hurricane Celia at Corpus Christi.

These Reservists volunteered for seven days temporary active duty: RM1 Edward W. DAVIS, jr., assigned to the Eighth Coast Guard District Active Status Pool; RM2 Walter L. PERRY and RM2 James F. WINGER, assigned to ORTUAG 08-83538, Fort Worth, Texas and YN1 John C. SMITH of ORTUPS 08-82570, San Antonio, Texas.

The radiomen were used as radio watchstanders by Coast Guard Air Station, Corpus Christi. A message sent from Commanding Officer, Coast Guard Air Station, Corpus Christi, upon detachment of the radiomen indicated that "the services were vital and were deeply appreciated." The Yeoman First Class was utilized by the Eighth Coast Guard District HAIL Officer, in relocating Corpus Christi Coast Guard families whose homes had been damaged. In a telephone conversation the District HAIL Officer advised the Assistant Chief, Reserve Division that "YN1 SMITH performed very well and did all the work expected of a Yeoman First Class from the regular service."

Five other Coast Guardsmen from Corpus Christi who were performing their two weeks annual training duty had their orders amended to report to Coast Guard units there. All five are members of ORTUPS 08-82537 which drills in Corpus Christi. They included:

CS2 Thomas E. DUCOTE, PS2 Jerry G. HAMPTON, SN Jody B. BALTER, SN Ronald E. DECKERT and SN Richard B. CORBITT.

**ROLL UP
YOUR
SLEEVES.**

Give to the Red Cross through the United Way.

Coast Guard History Corner

It is unlikely that any other Coast Guard ship carries such a legendary personality as the BEAR. This feeling is brought about by a combination of the number of years of service she saw, the remote regions of the world in which she operated, and the personalities associated with her (LT GREELY, "CAP'N" Mike HEALY, LT JARVIS, RADM BYRD, and RADM "ICEBERG" SMITH to name a few).

The BEAR was built in Dundee Scotland in 1873 for the sealing trade. The best ships of that period were still being built of wood; especially those that would be operating in the ice. Wood—stout six inch thick oak, teak, and Australian ironbark planks—had greater resistance to the crushing pack ice than the iron (steel was not yet being widely used) ships of the time. The Dundee shipwrights put forth their best efforts in constructing the BEAR.

The BEAR, entered the sealing trade in 1874. She was so well built that she could enter the pack ice found on the sealing ground near the Newfoundland coast well ahead of other sealers and always had good hunts. Her crew was proud of her; boasting: "We're from the BEAR."

The work of sealing was difficult to say the least. From sunrise to sunset, the crew of the BEAR often worked on a pitching deck running with the slippery blood and blubber of hundreds of seals.

In 1884 the BEAR was purchased by the U. S. Navy. She was to be used as a rescue vessel to relieve an Arctic expedition being led by U. S. Army Lieutenant A. W. GREELY. This expedition had departed in 1882 and was now in danger of starvation due to loss of its supply ship. The BEAR was refitted, and on 17 March 1884 was commissioned into the U. S. Navy. BEAR departed New York for Lady Franklin Bay, Greenland (near the present Thule AFB). Although not an ice-breaker, the BEAR was so strongly constructed that she was able to batter her way through to Cape Sabine where her crew finally located the seven survivors of the ill-fated expedition of twenty-five. The survivors were about to starve to death and all suffered from frostbite. They had eaten the last of the leather covering of their sleeping bags, which they described as "repugnant."

Upon its return to New York with the survivors, the BEAR was given a hero's welcome and hailed with international acclaim as a rescue ship. However, iron and steel ships were becoming more prevalent in the Navy. Therefore, in 1885, the BEAR was declared no longer suitable for Navy Service. Foresightedly, the Revenue Cutter Service procured the BEAR and assigned her to the Bering Sea Patrol, along with the Revenue Cutters RUSH and CORWIN. Captain "Hell Roarin" Mike HEALY assumed command of the BEAR in San Francisco, and headed her north to patrol the Alaskan territory. Captains of RCS cutters were empowered to administer justice, in the rough-and-ready territory, which they did with few niceties of legal procedures. As always the RCS was involved in rescues and assistance cases. One of the most significant was the bringing of food to an eskimo village that was without food for the coming winter. It was during this mission that Dr. Sheldon Jackson, a special agent for Alaska, decided that the only way to save the eskimo population of Alaska was through the importation of reindeer from Siberia. This program, which was originally financed through contributions from the general public in the United States, was perhaps the most important constructive measure ever introduced to Alaska. The BEAR began purchasing reindeer in Siberia and transporting them to Alaska in 1891. Through continuing importation during that decade and domestication, by now there are almost one million reindeer.

Perhaps the most famous of all of the BEAR's activities involved the relief of 265 American whalers, stranded at Point Barrow and facing starvation. Due to ice conditions the BEAR was unable to get around Alaska in the winter, a feat which would be difficult if not impossible even today. Instead, the decision was made to take an overland expedition across Alaska, driving a herd of reindeer. LT Davis H. JARVIS, RCS was selected to lead the party. Never before had the 1500 mile overland journey been attempted in the Arctic winter. On 16 December 1897, JARVIS' party landed at Cape Vancouver, Alaska; starting point for the journey. Finally, after enduring the fierce Alaskan winter with temperature to 40° below zero and winds "so strong as to blow men off their feet," the overland party reached Point Barrow on 29 March 1898. The whalers were not yet at the point of starvation, but suffered from scurvy and many had been so weakened that they could hardly walk. They could not have held out until the

pack ice opened sufficiently to allow shipping through.

From 1899 to 1927 the BEAR continued her service in the Alaskan region. During this period she was involved in the Nome gold rush; the rescue of the Arctic research vessel MAUD, belonging to Roald Amundsen off the coast of Siberia; and weathered one of the most severe storms ever experienced by the area, with winds in excess of 150 knots.

Finally, in 1927, The Coast Guard Cutter NORTHLAND was built as a replacement and the BEAR was taken out of service. She remained in Oakland, California, serving as a museum and even had a short movie career in a film version of Jack London's novel "Sea Wolf." Then the Great Depression forced the dismissal of care-taker crew and it appeared that the end of the great ship had come.

TO BE CONTINUED

Coast Guard History Questions

1. When passing which of the following locations, a Coast Guard Cutter is required to carry out a ceremony consisting of parading a guard, half-masting the National Ensign, tolling the bell, and sounding taps?
a. Statue of Liberty; b. Mount Vernon; c. Fort Sumner.
2. How many side boys are authorized for a Rear Admiral?
a. 6; b. 8; c. 4.

Answers:

- 1.—b; 2.—a.

The Coast Guard RESERVIST

Published monthly in Washington, D.C., by the Commandant, U.S. Coast Guard. Reference to directives, regulations, and orders is for information only and does not by publication herein constitute authority for action. Inquiries about the Coast Guard Reserve should be addressed to the Commandant (R/81) Coast Guard Headquarters, Washington, D.C. 20591.

ADMIRAL C. R. BENDER
Commandant, U.S. Coast Guard

RADM J. D. McCUBBIN
Chief, Office of Reserve

ENS. R. C. BROWN
CWO H. M. KERN
Editors

All photographs are official Coast Guard material unless otherwise designated.

Members of the Coast Guard Reserve are invited to submit articles of interest to the Editor of RESERVIST for possible publication.