



COAST GUARD RESERVIST

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THE ADMIRAL'S CORNER

The Coast Guard Reserve is about to take another large step forward in its augmentation program. For many years, public boating safety education courses have been conducted during the winter non-boating months by members of the Coast Guard Auxiliary. During the summer months, however, there has been little effort to conduct public education courses. This is due mainly to the Auxiliarists' activities in actual boating operations. This is only natural since the CG Auxiliary is a voluntary organization of individuals interested in boating.

Boating is increasing at a phenomenal rate in this country. Each year, several thousand persons are killed or injured in boating accidents. Many of these accidents could be prevented through an adequate boating education program. This is now where the Coast Guard Reserve will come in.

Reserve participation will be two-fold. First, reservists will be assigned to Boating Safety Detachments (BOSDETS). These are what used to be known as Mobile Boarding teams. Reservists both on ACDUTRA and on increment drill orders (not just on weekends, either) can be used to augment the BOSDET operations. As the BOSDETS move about within a district, reservists from the local operating area can be assigned. BOSDETS carry out boating safety inspections and boardings, and enforce boating safety laws.

The second type of involvement for the Reserve will be as instructors for public education courses. In this program, reservists (many of whom are already qualified

instructors) will be trained in the instructional technique and information for the public education courses. These reservists will then conduct the public education courses at various sites in the district. These sites will be selected on the basis of boating population and relative absence of CG Auxiliary or Power Squadron activity. Since most of these courses are conducted either on weekends or at night, they are ideally suited to being taught by reservists.

Since the details of the boating safety program for reservists will be coordinated between (r) and (b) in each district, the exact details will vary somewhat. These public education courses may present opportunities for Ready Reserve members to perform some duty (non-pay) in their local area. Check with your district Reserve division on this subject.

Another aspect of "augmentation," this time in a larger sense, is that the Coast Guard Reserve has been tasked with providing 200 enlisted men by 15 June for extended active duty for two years. In addition, another 200 reservists are needed as soon as possible. These volunteers will be assigned to units throughout the Coast Guard to provide manpower so that the Coast Guard can man CG Base Kodiak and two 255-foot cutters which will be re-commissioned. We have been given less than one month to provide these people for the Regular service. At this time too little time has passed to evaluate the response, but I consider this to be a major test of our Reserve's capability to respond to the requirements of mobilization.

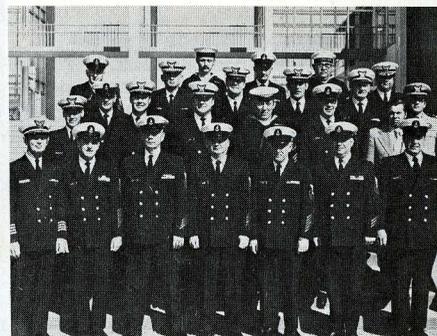
Speaking of mobilization, with all our augmentation training and other new programs going on, there might be a tendency to forget the readiness of our ORTUs. Here at Headquarters, we are developing a program to evaluate unit readiness, in cooperation with the Coast Guard Inspector General's Office. The inspection program will evaluate the various aspects of the ORTU's readiness. Generally speaking, the program will call for an annual self-

evaluation of the unit, examining such things as the unit recall system, possession of current mobilization orders, MOBTEAM training, etc.

In terms of community activities, the Coast Guard Reserve has agreed to a cooperative program in which the Reserve will render assistance to the Explorer Scouts, particularly to Sea Explorers. I will publish more details on this program in the July Reservist.

As you can see from above, we are moving not only to increase our training through expansion of our augmentation activities, but we are going ahead with actual reinforcement of the Regular service on a full time basis. At the same time, we are keeping close tabs on the activities of our units and their abilities to perform their basic training functions, as well as expanding our community involvement.

J.W. MOREAU



These Coast Guard reservists completed a comprehensive cargo security course at the National Crime Prevention Institute in Louisville, Ky. These men have been in the field since 13 March 1972 and have conducted extensive surveys in marine cargo security in four ports since that time.



RON TWO Off the Coast of Hawaii

Squadron Two Judged success

Coast Guard Squadron Two--the cutters ABSECON, CHINCOTEAGUE, and MCCULLOCH--completed its journey from Norfolk, Va. to Guam. The cutters have been decommissioned, and the crews have returned home. Is that the end of Squadron Two? Not really. The experience, training and mutual contact between the Regular and Reserve Coast Guardsmen will be a force that will be felt in the Reserve for a long time to come.

The most important aspect of the Reserve training accomplished with Squadron Two was the exposure of the reservists to prolonged at-sea operations. This is the first time in the Reserve program that reservists in large numbers have manned cutters for extended periods.

How successful was the Reserve effort during Squadron Two? Captain Herbert M. HARTLOVE (Chief, Reserve Programs Division in Headquarters), Squadron Two Commander and commanding officer of the ABSECON, praised the reservists highly. He said: "I am extremely satisfied with them. I always said our reservists comprized a capable group of people. The experience of the Regulars and the enthusiasm of the Reserves is unbeatable." Capt. HARTLOVE added: "The cruise (proved) to be a vivid example of how Regular and Reserve Coast Guardsmen can work together... The active duty personnel gained a new perspective of the reservists, and the reservists developed new regard for the professionalism of their active duty counterparts."

Master Chief Yeoman Orllion McWHORTER, aboard the CGC CHINCOTEAGUE, said: "I guess most of the Regulars were understandably apprehensive of the large number of Reserves we were going to have. But I think we found them more eager and more capable than we thought they would be."

Can reservists be counted on to augment active duty forces in other Coast Guard operations? Capt. HARTLOVE's answer was a quick, "There is no question about it."

New peacetime mission for CG Reserve?

Secretary of Transportation John A. Volpe has asked Congress for legislation creating a major peacetime mission for the Coast Guard Reserve.

The Secretary, in asking for the new legislation, noted that under existing law reservists can be called to active duty only for training or service in war-related national emergencies.

The legislation proposed by Mr. Volpe would permit a call-up by the President for humanitarian service in emergencies such as hurricanes, earthquakes or other natural or man-made disasters.

"Everyone is aware of the current national concern over ecological matters," the Secretary said, "and how funds may be made available properly to combat problems such as pollution of the sea by oil."

"Part of the answer lies in better utilization of existing resources. The Coast Guard Reserve is such a resource.," Mr. Volpe explained.

Under the proposed legislation, members of the Reserve could be called for involuntary peacetime service not to exceed 30 days a year. Those called would receive the same pay, allowances and benefits as if they were on active duty.

Admiral Chester R. Bender said the proposed legislation would enhance rather than detract from the effectiveness of the Reserve, and would provide additional motivation for reservists.

The legislation would increase by a third the available peacetime Coast Guard force, with some 12,000 reservists available for emergency service.

RADM STOFFLE —Retires in New Orleans

On 6 May 1972, Rear Admiral M. Wayne Stoffle, senior Coast Guard reservist in the nation, retired during ceremonies held at Coast Guard Base New Orleans, concluding 26 years of service.

The admiral had been a member of the Reserve since January 1942. Before his retirement he commanded the local Reserve Volunteer Training Unit.

In his military role, RADM Stoffle was only the fourth man to hold the rank of rear admiral in the history of the Coast Guard Reserve, as well as being the first rear admiral in the Gulf Coast region. At the time of his retirement, he was one of only two rear admirals in the Reserve.

He served with distinction during World War II, and was awarded a Commandant's Citation for outstanding performance of duty in the South Pacific as Commanding Officer of a construction battalion that built stations for long range aids to navigation. Recently, on 4 May, he received the Commandant's Meritorious Service Award in Washington, D.C.



Coast Guard Rear Admiral M. Wayne Stoffle receive the keys to the city from New Orleans councilman-at-large James J. Moreau during retirement ceremonies for the admiral.

RTC Yorktown hosts Mini-Conference

... concepts, solutions, changes studied

During 7 to 9 April, a conference involving personnel from all the East Coast districts and Headquarters was held at RTC Yorktown to discuss Reserve programs and problems. The following synopsis of the conference is intended mainly to acquaint the personnel of the Reserve with some of the likely concepts, solutions, and changes which will be appearing in the Coast Guard Reserve in the future. The conference was divided into working groups and the following summary is merely in the order that the groups dealt with the subjects.

Small Arms Training should be retained, primarily at Yorktown and Alameda with emphasis on port security personnel.

Phase Training probably will be modified to reduce the sizes of groups participating in Phase III exercises. While the school and OJT phases will continue basically unchanged, large Phase III exercises as have been held in the past will be eliminated. (The Commandant now prefers augmenting regular units, especially SAR, COTP, and BOSDETS with a smaller input of reserve personnel continuously throughout the summer and where possible, throughout most of the year. Units with peak seasonal loads should be given prime consideration.)

Correspondence Courses. PS "A" School graduates will no longer be required to take the PS Basic course unless they fail the SWE for PS 2.

Training Aids procurement will shift from Headquarters to the districts.

Increment Drill orders will be simplified and possibly eliminated.

Sign-in Procedures were eliminated just prior to the conference and not all attendees were aware of this fact.

Paperwork Reduction can be facilitated through the use of handwritten (rather than typed) Rapidraft letters and more thorough staff work, at headquarters and districts, as well as units. Additionally, SPARS with clerical skills should be sought to increase our number of yeomen and storekeepers.

Summer OJT Programs will create some administrative problems within ORTUs, but will furnish excellent training opportunities while at the same time providing needed manpower at operating units during peak season operations. (Additional Reserve personnel will be needed and should be used to make certain this program functions effectively.)

Recruiting received considerable attention. Some of the main recommendations were:

1. More local public relations coverage is needed. The Fleet Home Town News Center can aid in this regard.
2. Reserve units should establish better liaison with local recruiters.
3. Although new enlistments are below expectations, reenlistment rates are increasing and the proposed reenlistment bonuses will further aid this increase.
4. The best recruiting method for the Reserve is still "man-to-man" coverage--"every reservist get a reservist".

Communications. Mail for an ORTU should be sent directly to the commanding officer's home to speed up the process. In the district office, an "action officer" should be designated for each ORTU. This officer would then be the liaison between the ORTU and any part of the district office with which the ORTU had to deal.

Basic Rates for Training should eventually be reduced to BM, EN, PS, and certain specialized ratings such as ET, HM and RM. The conference was generally opposed to forcing personnel to lateral in rate. Commandant (R) will go to an all RP program for BM, EN and PS, with a few CS, YN and SK in the near future.

Stationkeepers should be given more standardized, definite duties. Also, their tours of duty should be stabilized and a four week school for them should be developed. It was also suggested that an enlisted type of RPA program would be the ideal solution for the stationkeeper problem, but it was recognized that this is not possible at this time.

Restructuring should be allowed to work for 12 to 18 months before making any additional changes to unit designations or sizes.

Domestic Emergency Planning should be worked out by each ORTU in advance. These should include contingency and recovery plans for most types of disasters which could be reasonably expected to occur in the area of each ORTU. These plans can be developed in conjunction with the district's plans.

INACDUTRA Law Enforcement Authority legislation should be sought to put reservists fully on the same basis with regulars.

Operational Readiness Exercises should be developed by VTUs and ORPSUs to test individual and team readiness. At this time (see Admiral's Corner) a readiness inspection program is being developed.

Satisfactory Participation was reviewed at length. The present standards were considered reasonable and realistic. Doctor's certificates will still be required for medical absences. It was recommended that the term "qualified for advancement" be defined as "having completed all requirements for advancement, including being recommended by the ORTU commanding officer, up to the point of, but not including taking, the servicewide examination." If the candidate fails a SWE, but is still recommended for advancement by his CO, then he shall continue to be considered "qualified for advancement."

ORPSU's should be expanded to become "training coordinators" for Reserve units within their area--including ORTUAG units and others. If this concept is finally adopted, it was recommended that each ORPSU (the name may be changed) be given an adequate staff to carry out the new functions.

Servicewide Examinations. Recent efforts have reduced the number of instances of collusion on examinations. It was recommended that reservists be permitted to perform their final qualifying period of ACDUTRA after the completion of the servicewide examination, with advancement being withheld until accomplished. However, this was not considered practicable at this time.

Films

Explosives loading

Two new films of interest to Coast Guard reservists have been produced by the Navy. They are as follows:

(MN10921A) "Shipboard Loading and Stowage of Ammunition Cargo-Principles." This film illustrates the general loading and stowage techniques for both wood and metal dunnage systems.

(MN10921B) "Shipboard Loading and Stowage of Ammunition Cargo-Merchant Ships." This film illustrates in detail the fundamental techniques of wood dunnaging including nailing, decking, bulkheading, encasement,

tomming, and shoring of voids. The dunnaging of specific types of loads is also illustrated.

These films should be available for loan from your district (r).

First active duty SPAR Captain since WW II

Commander Eleanor C. L'ECUYER, the only woman officer presently on active duty in the Coast Guard, has been selected for promotion to Captain.

She is the first active duty SPAR selected for promotion to that grade since Captain Helen SCHELMAN, who served in Headquarters in 1946.

CDR L'ECUYER, USCGR (W), Chief of the Reserve Administration Division in Headquarters, will be only the third active duty SPAR ever to serve as captain.

The captain-selectee, who received a direct commission into the Reserve in 1951, holds a doctorate in law from Suffolk University, Boston, Mass. She is licensed to practice before the U.S. Supreme Court and in the state of Massachusetts, and also is a military judge.

A native of Boston, CDR L'ECUYER entered the Coast Guard as an enlisted woman in 1944, after earning her bachelor of arts from Suffolk.

She was discharged a Pharmacist's Mate Second Class following service in World War II, and returned to Suffolk to earn her law degree under the GI Bill, graduating in 1950.

URGENT! 400 RESERVISTS NEEDED-ACTIVE DUTY

There is an urgent need for 400 enlisted reservists in pay grades E-3 through E-6 for up to two years extended active duty. These personnel are needed as soon as possible. The Coast Guard is recommissioning two 255-foot cutters for fisheries patrol and taking over the operation of Base Kodiak from the Navy. This action is creating a serious man-power shortage, service-wide. Some reservists may be assigned to these cutters and to Base Kodiak, but they are not being sought specifically for this duty. Every effort will be made to give reservists their assignment preferences.

Applications for 24 months are desired, although applications for as little as one year may be made. Non-rated personnel will be considered for as little as six months on an ACDUTRA basis.

Reservists who will complete 24 months or more active duty, including initial ACDUTRA will be released from future drill attendance requirements.

Although a preference for assignment may be made, no guarantee of assignment will be made. Transportation of dependents and household effects for personnel E-5 and above, and E-4 with over four years service will be provided. Other pay, allowances and benefits from active duty are provided.

Reservists applying for this active duty should make application by submission of Form CG-3472 (Request for Extended Active Duty) or by letter to the Commandant (PE), via the chain of command.

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OFFICIAL BUSINESS

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



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