

The
Coast
Guard **RESERVIST**

Vol. XXXV, No. 4

United States Coast Guard Reserve, Washington, DC

May 1989



A View from the Bridge

by
**RADM
Paul A. Welling
USCG**

The forthcoming 200th anniversary of the Coast Guard, commencing on August 4, 1989 and culminating on August 4, 1990, can be a tremendous opportunity to celebrate the colorful history of the Coast Guard.

Coast Guard missions can be better projected in the community if all of us get involved in telling the story. This is a significant opportunity for all members of the Coast Guard Reserve to use our citizenship role to communicate the Coast Guard's value to the community by speaking at local civic and fraternal organizations, town meetings and military functions. Local Members of Congress and state legislators can also be invited to attend the many Coast Guard anniversary functions. Reservists should be encouraged to wear the uniform when attending any function where the Coast Guard story is being told.

We should use this opportunity to educate public leaders, as well as members of the public, to understand the many facets of the Coast Guard and its multi-mission mandate. By involving all of our reservists, both active and retired, we broaden the knowledge of everyone involved while building a cooperative network between public leaders, local citizens and government. Hearing from a Coast Guard constituent about what is going on in his or her con-

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Standards of Conduct

Recently a Coast Guard Reservist was convicted of receiving later compensation from a company in exchange for his assistance in obtaining, while on TEMAC, a contract from the Coast Guard. This case points out that reservists while performing ADT, IDT, SADT or TEMAC must meet the same ethical and legal standards of conduct as our active service counterparts. Although this is a rare case, all reservists must be aware that they represent the Coast Guard and must be careful to avoid actions or conduct that could even appear unethical or a conflict of interest.

COMDTINST 5370.8 (Series) published ethical standards of conduct applicable to all Coast Guard personnel, civilian and military, regular and reserve. It also contains a reprint of 49 C.F.R. Part 99, the Department of Transportation regulations governing employee ethical responsibilities and standards of conduct. These regulations apply to all Coast Guard personnel and are designed to help employees identify potential conflicts of interest and thereby avoid the risk of disciplinary action and/or criminal prosecution. All reservists should be familiar with the requirements of COMDTINST 5370.8 (Series) and review it on a regular basis.

Article by ENS R. Rodriguez G-RST-1

Physical Exam Requirements

ALDIST 040/89 changes the physical exam requirements for all Coast Guard active duty and reserve personnel. The new requirements (for Reserve) are as follows:

Ready Reservists are required to have a quadrennial physical *regardless* of their age.

Coast Guard Gives "GO" To Mission Control

As the Space Shuttle Discovery rocketed into its orbit, Americans let go the collective nervous breath held in anticipation. The eyes of America focused on launch pad 39-B at the Kennedy Space Center on that calm Florida morning of September 29, 1988. The Coast Guard was there in force, but few noticed. The shuttle was the centerpiece of the media feast.

"People were lined up outside the fences of Station Port Canaveral, and up and down the causeway. The entire city was out to see the launch," said LT Greg Gomel, shuttle operations watchstander. "Everybody was cheering, even over the radios."

As in previous launches, the Coast Guard was taking an active role in this launch. Reservists were brought in from all over the Seventh District to maintain a security zone in the waters around the Kennedy Space Center. Coast Guard Cutters Tahoma, Chantelaur and Point Charles were patrolling out at sea.

Morbid memories of the fiery Space Shuttle Challenger disaster were in the minds of most observers. The mental images have faded little in the two and a half years NASA has spent revamping the shuttle program. The shock of that explosion still rings in the minds of the Coast Guardsmen. Many who were present to see the Discovery launch were also there when the Challenger exploded, and worked hard during the recovery efforts.

For 11 days Coast Guard boats and cutters pulled debris from Atlantic waters. The search covered more than 150,000 square miles and recovered more than 12 tons of debris.

"After the Challenger disaster all of our plans were updated," said CDR Thomas Skaife, Patrol Commander for the Discovery Shuttle Launch. "Coordination, maintenance of secur-

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20 Years Ago in The RESERVIST

April 1969

For 77 Reserve trainees completing their initial active duty for training and 14 Reservists on their annual ACDUTRA, the three-week cruise to Belem, Brazil aboard the USCGC UNIMAK provided excellent Reserve Training and an opportunity to visit one of the oldest cities in the Western Hemisphere.

30 Years Ago in The RESERVIST

April 1959

The first Reserve summer training course to be held at the new Coast Guard training facility at Yorktown, Virginia, will be the 1959 East Coast Direct Commission School, originally scheduled to be held at the Academy. Three classes of 50 each will convene at Yorktown, on 5 July, 19 July and 4 August.

(Editor's note: July 3, 1989 will be the 30th Anniversary of USCG Reserve Training Center at Yorktown)

Coast Guard Bicentennial News

Ask your unit commanding officer or your group commander to contact "The Reservist" editor for a copy of the "Compendium of Ideas for the Bicentennial." More information concerning the Coast Guard Bicentennial can be obtained in Commandant Instruction 5726.13, "Use of the Coast Guard Bicentennial Logo" and Commandant Instruction 5726.14, "Bicentennial Planning." Reserve groups and units are on the distribution of these instructions. Call the editor (202-267-1025) for the name and phone number of public affairs officers in the Atlantic and Pacific Areas, Headquarters units and district offices. Various articles on Coast Guard history will be published in forthcoming issues of the "Bulletin." Save them for use in writing articles and speeches.

We will be updating bicentennial news in future issues of "The Reservist."

The New England Safe Boating Council along with the Massachusetts Bay Council, Navy League, will join the Newburyport, Mass. bicentennial festivities with a Coast Guard birthday reception at the Custom House Maritime Museum in Newburyport on 5 August 1989. The Bicentennial kickoff at Newburyport, Mass. is the official beginning of the 200th Anniversary of the Coast Guard on August 4th to the 6th, 1989. Contact CAPT Edward Bryant, USCGR-RET, 132 Topsfield Road, Ipswich, Mass. 01938.

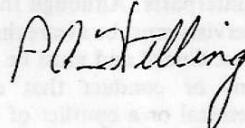
Bridge—Continued from Page 1

gressional district means more to a congressman than what may be conveyed in a national advertising campaign. At the same time the efforts of the Coast Guard in the legislative process are enhanced by your involvement and a better understanding will exist on why we need support for specific Reserve programs.

It is not too early to organize an anniversary celebration within your group or unit. You should coordinate your plans with the local district public affairs officer so that correct and up-to-date information is disseminated. The district public affairs office is also a good source of pamphlets, brochures and handouts for use during the celebration.

Local newspaper, TV and radio coverage of your bicentennial events is also desirable. Photographs, slide programs and video tapes of Coast Guard subject matter can be obtained through your district public affairs office. Headquarters is preparing a slide presentation specifically for the Coast Guard Bicentennial for distribution to the District offices.

This is an ideal opportunity to take advantage of our 200th anniversary not only to celebrate the history of the Coast Guard but to build a close relationship and support between the Coast Guard Reserve and your local community. We can use next year to tell where we have been and where we are going and to gather support for the Coast Guard across the nation.



Chief, Office of Readiness and Reserve

ADT Pay at Training Centers

Summer 1989 ADT Season

Depending on the training center to which assigned, reservists attending formal schools on ADT this summer may find a few changes in the way they will be paid. The breakdown is as follows:

TRACEN Petaluma
Payment by Check
Checks can be cashed at the Credit Union for a fee

RESTRACEN Yorktown
Payment by Check
Checks can be cashed at the Exchange

TRACEN Cape May
Payment by Cash

These changes should not create a problem for most reservists. However, those individuals departing immediately after graduation should keep in mind that they may not have time to get their checks cashed before their return trip home.

Article by ENS Sumpter G-RST-1

The COAST GUARD RESERVIST is published by the Commandant of the United States Coast Guard.

ADM Paul A. Yost, Jr.,
Commandant, U.S. Coast Guard

RADM Paul A. Welling,
Chief, Office of Readiness and Reserve

CW04 Tony Caso,
Editor

This material is printed as information only and is not authority for official action.

Members of the Coast Guard Reserve are encouraged to submit short articles (in "plain English" of no more than 300 words, typed double spaced) and black and white photographs (at least 5x7 inches, with identifying captions) to the editor for possible publication. Submissions cannot be returned.

Reservists should report change of address to their District (r). The *Reservist* cannot process address changes.

Inquiries concerning the Coast Guard Reservist should be addressed to: Commandant (G-RS-1), U.S. Coast Guard, 2100 Second Street SW, Washington, DC 20593. Phone: (202) 267-1025 FTS 267-1025.

COMDTPUB P1001.29

Unique Weekend IDT Training

On the weekend of December 3 and 4, 1988, Reserve Unit South Portland, Maine and Reserve Training Center Yorktown proved that if you need training, and are innovative, it can happen.

Reserve Unit South Portland, Maine and the Marine Safety School at Yorktown put together a two day session covering physical security training for 37 Reservists who augment CG Base Portland and MSO Portland. What was unique is that air transportation was provided by the New Hampshire Air National Guard out of Pease AFB, Portsmouth, NH.

The 37 Reservists were transported Friday night to Langley AFB, where buses to RTC Yorktown were waiting. After two days of a full training curriculum, the New Hampshire Air National Guard returned to Langley AFB and transported the group back to Pease AFB. As well as having an enjoyable ride, the Reservists were able to observe in-flight refueling operations.

A job well done by both Reserve Unit South Portland and RTC Yorktown. This unique training was arranged by LCDR Brian McDonnell, Commanding Officer, Reserve Unit, South Portland. The training was conducted by BM1 Reiman, MST1 Fink, BM1 Deibler, BM1 Martain and QM1 Dillman of the Marine Safety School who gave up their weekend to provide the training.

Story by LCDR B. McDonnell

Mission—Continued from Page 1

ity and safety, and personnel management are the big things," Skaife said.

Coast Guard planning for subsequent launches grew along with the updating of the shuttle program. CDR Skaife was the man directly in charge of maintaining the security zone. He and others worked out schedules and attended briefings, while interphasing with Coast Guard Group Mayport, Station Port Canaveral and the Air Force. "A whole new operation plan was developed," Skaife said. "Then we developed special instructions from that."

One thing that has been maintained is that all reservists, such as boat coxswain and all crew, have qualifications that are certified and current. The reservists come basically from the Seventh District. When the shuttle was going off on schedule, approximately once a month, the reserve pool was soon exhausted in the Seventh. The reservists had used up their two weeks-per-year drilling time and their personal time off from their civilian jobs. "Sixty five people are needed to carry out the Coast Guard space shuttle operations. We had to start taking people from the Second District," Skaife said.

Supplementing the reservists and the active duty personnel for launch operations were the auxiliaries. They come under the direct control of the Patrol Commander. Seven auxiliary boats were on patrol 24 hours before the scheduled launch. Their patrols are primarily for boating safety through the congested waters of the Banana River and the Mosquito Lagoon.

"The boating public was very cooperative. We had a large number of boaters trying to get to the best positions to see the launch," said LCDR Mark Trammell, Deputy Patrol Commander. "We had 100 percent cooperation." The security zone east of the launch pad was patrolled by the Cutter Point Charles and two 41 foot utility boats. Their area of responsibility was three miles out, three miles north and south of the launch pad.

"A number of boats ventured into their security zone," Trammell said. "The crew of the Point Charles and the 41's did an excellent job of clearing the zone in time to give the Coast Guard's 'GO' to mission Control." If any part of the security zone is not clear, the launch will be held. NASA will not launch over boats. Countdowns have been held by the Coast Guard until the zones could be cleared.

Coast Guardsmen had to manage a crowd of more than 300 boats around the security zone, with nine boats patrolling. Many of the hundreds of thousands who watched from around the Cape did not realize, unless they were out on a boat, that the Coast Guard was involved in the shuttle launches.

"As long as everything goes right, few people realize what we do," LT Gomel said. "If something goes wrong . . . everyone knows our business."

Story by PA2 Dan Vogeley, Coastline Staff CCGD7



Rear Admiral Selectee

The Reserve Rear Admiral Selection Board, in March, choose Captain Fred S. Golove, USCGR for flag rank.

Captain Fred S. Golove, USCGR, is a 1961 graduate of the Coast Guard Academy. His Coast Guard career began with ten years active duty with his entry to the Coast Guard Academy as a Cadet in July 1957. After graduating in 1961, he was assigned to the cutter ANDROSCOGGIN, and later to USCG Marine Inspection Office, Houston, Texas. During his career Captain Golove commanded eight reserve commands including CG Reserve Group Atlantic Area and CG Reserve Group Captain of the Port New York.

After resigning his regular commission in 1967, CAPT Golove accepted a Reserve commission and joined the Coast Guard Selected Reserve. At that time, Captain Golove also joined the IBM Corporation as a systems engineer and has since held sales, sales management, marketing program and product line management, and strategic planning positions. His current position is Program Manager, Executive Consulting Operations.

He is affiliated with a number of civilian and military-related community organizations. He is a life member of the Reserve Officers Association and is an Associate Life Member of the Naval Enlisted Reserve Association. Captain Golove is a member of the Superintendent's Club of the Coast Guard Academy Alumni Association, and belongs to the National Defense Transportation Association and the American Legion, USS TAMPA CG Post. He is a former Vice President of the Jewish Community Center in Stamford, Conn, and is a member of B'nai B'rith and the Jewish War Veterans of the U.S. His other memberships include MENSA and Intertel.

Captain Golove holds a Bachelor of Science Degree and has pursued postgraduate education

in business and law. He is also a graduate of the Naval War College's Reserve Command and Staff Course, the National Defense University Reserve Components National Security Seminar and the Naval War College Senior Reserve Officer Strategy and Policy Course.

His awards include a Meritorious Service Medal, two Coast Guard Commendation Medals, a Coast Guard Achievement Medal and a Meritorious Unit Commendation.

He lives in Stamford, Connecticut, with his wife, the former Sandra L. Sneiderman of Plainville, Connecticut, and three of their five children.

KUDOS

SK2 Al Rubbert of CG Reserve Unit St. Paul was selected as the Outstanding Coast Guard Reservist in Minnesota for the year 1988-1989 by the American Legion. Petty Officer Rubbert is a St. Paul native. He served in the Coast Guard on active duty for four years, has been in the Coast Guard Reserve since 1981 and is presently studying towards a BA in business management while working full time as assistant manager in a local restaurant. He received his award at the Minnesota American Legion Fall Conference in mid January.

Article by PA3 Grecia Glass

Coast Guard Reserve Unit Group New Orleans presented SS1 R. E. Honore with the unit's Outstanding Reserve Member for the 1988 award. The presentation was made on 12 February 1989 in which Petty Officer Honore was presented with an engraved pewter mug. Honore's name will be the first name on the unit's new plaque. A citation was presented which stated in part, that it is in "recognition of your skill, dedication, and tireless effort in supervising the unit's galley personnel. . ." It further stated that Petty Officer Honore's "leadership, cheerful attitude and competence have been a great asset to the unit, and by this award we recognize you as one of the unit's unsung heroes who deserves recognition for a job well done."

Article by CO, CGRU Group NOLA

Mark Your Calendar!

The Coast Guard's Bicentennial Year will commence this summer. An excellent way to celebrate this occasion is by attending the Coast Guard Bicentennial Ball on 16 September 1989. It will be held at the Washington Sheraton in Washington, D.C. with 2,000 guests expected including several celebrities. The Ball will be patterned after the Marine Corps Ball, but with a distinctive Coast Guard flair. All officers, enlisted personnel, civilians and Coast Guard Auxiliary members, their spouses and friends, are invited to attend. For further information contact CDR D. Bryant, USCG, G-CI, CG Headquarters, phone 202-267-2280.

1790 Aug. 4 1989
 Bicentennial Year Kickoff

 Birthplace Station
 Newburyport, MA 01950



Bicentennial! Kick-Off

The 200th anniversary of the Coast Guard year-long celebration will commence in Newburyport, Massachusetts, with a host of activities. While many within the Coast Guard "family" will not be able to attend in person, here is a great opportunity to share in the excitement no matter where you live.

On August 4, 1989, the United States Postal Service will be offering a special pictorial cancellation for postcards and letters to mark the Kick-off of the Bicentennial. The postmark incorporates the first cutter, The Massachusetts, with the modern Coast Guard emblem into a design which signifies the continuity of our service from its earliest roots to the present. The postmark was designed by CDR Robert C. Marcotte, Deputy Commander, Reserve Group Boston; he is also an employee of the United States Postal Service and will be staffing the special cancellation station that day. He suggests the following if you wish to obtain this hand-stamped postmark. Prepare the mail to receive the special cancellation with the appropriate First Class postage; that is, 15¢ per postcard or 25¢ per letter. Be creative! For instance, there are five recently-issued 25¢ stamps in booklet format portraying 19th Century steamboats which might be more eye-catching than a common 25¢ stamp. The postcards and letters you prepare can be addressed for further mailing from Newburyport to any address you want and will be placed in the mailstream so that they do not receive an additional cancellation by machine. If you would like to cards or letters returned *without* an address printed on each, be sure to include a self-addressed envelope that is large enough to hold all cards and letters that have sufficient postage. Many collectors prefer that the specially-cancelled items bear no addresses. Once you have prepared your cards and letters, make sure to get your shipment postmarked *not later than* August 4, 1989, and send it to the following address:

Postmaster
 Coast Guard Bicentennial Cancellation
 c/o Robert C. Marcotte
 Newburyport, MA 01950-9998

Take advantage of this chance to obtain a unique souvenir and share in the celebration as the Coast Guard's Bicentennial begins!

CDR R. C. Marcotte, RESGRU Boston

First District Intell Unit Earns Citation For Reagan/Gorbachev Summit

Coast Guard Reserve Intelligence Unit NY, located at Governor's Island New York, received accolades from the U.S. Secret Service and the U.S. Department of State and earned the "Special Operations Service Ribbon" for their augmentation efforts during the largest protective service operation ever conducted by the Coast Guard. The Unit Commanding Officer, CDR Edward Brophy, served as Assistant Detail Leader and was joined by LCDR John Pitta and CWO Keven Harrington, who were responsible for supervising unit personnel both at Governor's Island and at the Secret Service and New York Police Department Command Centers.

Due to the extremely high level of protective requirements for this detail, advance notice for the operation was very short. The Commanding Officer received official notice from Resident Agent New York, SS/A Denis Scottron only four days before the event. Intensive liaison, planning and briefings were required. From the reserve perspective it was treated as a mobilization exercise. Reserve personnel responded admirably, resulting in 100% participation. After assuring appropriate clearances and training, the Secret Service accepted Coast Guard intelligence's full participation for every level of the operation by reserve unit personnel. The historic, mini-summit provided the opportunity for reserve unit personnel to work on an equal basis with Secret Service and active duty Coast Guard Special Agents. The operation was hailed as highly professional and successful.

This unit's performance was not surprising, considering they are routinely called upon to provide their expertise in many law enforcement matters which range from routine background investigations to sensitive criminal investigations and special protective operations.

Coast Guard Reserve Intelligence Unit New York, operates under Reserve Group, Captain of the Port, New York., commanded by Captain George Geller in direct support of Captain Robert North, Captain of the Port of New York, and Commander (ole), First Coast Guard District, CDR Terrance Hart. The unit's mission centers on providing critical Federal, State and Local law enforcement liaison along with investigative support, threat assessments and intelligence briefings for these commands.

Article by CDR E. Brophy, CO, CGR Intell Unit NY

Do You Know

The term used in NATO for fixed and permanent facilities for the support and control of military forces?

infrastructure

Unnecessary Flying Object

In a 30 mph auto crash, any child not restrained by a safety seat may be thrown forward with a force equal to 30 times its own weight, literally becoming a flying missile, according to the National Highway Traffic Safety Administration.



OER Corner

The newest change to Chapter 10-A of the Personnel Manual (Change 4), which deals with Officer Evaluation Reports, will be out in full distribution by late June 1989. These changes to the personnel Manual were conceived by the Personnel Evaluations Branch, G-PIM-3, for use by the active duty officer corps, as well as for the Selected Reserve component. All Reserve officers are urged to review the new Chapter 10-A when it arrives at their drilling unit.

Many of the specific changes within this chapter pertain to the clarification of policy are procedures already in effect, whereas other articles deal with information that is completely new. Among the changes that might most directly impact Reserve officers are:

- The reported-on officer is now required to complete his/her OER responsibilities within 21 days before the end of the reporting period.
- Supervisors and Reporting Officers who depart during reporting periods must provide OER drafts which adequately record subordinates performance to their relief for completion later.
- Reporting Officers who depart must provide a written report to their relief, listing the status of all OERs for which the new Reporting Officer will be responsible
- Additional criteria have been added for the submission of special OERs (see Article 10-A-3a.(1) and (2)).
- The chapter incorporates the contents of ALDIST 052-89, which announced the implementation of the revised OER forms. Specific mention is made in new subparagraphs for documentation of the Reported-on Officer's "Operational/Specialty Expertise", "Administrative/Collateral Duty Expertise" and "Warfare Expertise".
- Specific service affiliation is required in the signature blocks for Supervisors and Reporting Officers who are not in the Coast Guard.

As with any OER related matters, questions regarding Chapter 10 of the Personnel Manual can be directed to the Reserve Personnel Performance Management Branch, G-RSM-3, Coast Guard Headquarters, at (202) 267-2703 or 2704.

Article by LT J. M. Baker, G-RSM-3

All Women Crew



Once each month, the active duty Coast Guard steps aside and an all-women Reserve boat crew from Coast Guard station San Francisco takes over. This highly-experienced crew then settles into a 24-hour standby status with their 41 foot patrol boat at Yerba Buena Island in the San Francisco Bay. "While on primary status, we receive calls for a variety of situations including search and rescue and law enforcement cases," reported Boatswain's Mate 3rd Class Gail Wheeler, a Teaching Assistant.

"After 10 years with the active duty Coast Guard, I can truly say that this is one of the best crews I've ever worked with," said Boatswain's Mate 1st Class Rebecca Post, the crew Coxswain and a student at UC Davis. "I enjoy this type of work because I feel as if I'm accomplishing something whenever I drill," reported Boatswain's Mate 1st Class Jan Piereth, a program

director for the Oceanic Society in Sausalito, California. "Our weekend drill training is extremely valuable because we do exactly what we would do during a time of mobilization." According to Boatswain's Mate 3rd Class Adele Fiorillo, a Marine Biology student at UC Berkeley. All members of the crew completely support one another. "This is one of the best things I've ever done," said Fiorillo. "It's a good experience for me and it really helps build up my confidence."

Additional crew members include Machinery Repair Technician 1st Class Esther Lieberman, Boatswain's Mate 2nd Class Cathy Carpenter, Boatswain's Mate 3rd Class Paula Brown, Boatswain's Mate 3rd Class Christine Smith and Boatswain's Mate 2nd Class Bobby Hoepner.

Story by PA1 Ron Cabral, PACAREA Public Affairs

"The price of liberty is eternal vigilance."

—Frederick Douglass,
Journalist

Reunions

USCGC MORGENTHAU (WHEC-722), Vietnam 1970-1971, will hold a reunion in Alameda, California in September 1989. Contact CDR Eugene Tulich for more information, 17110 Wood Bark Rd., Spring, Texas 77379-4539 (713) 376-0061.

The crew of the USS FALGOUT (DE-324) will hold its first reunion in Charleston, SC, September 11 through September 15, 1989. This event will coincide with the Coast Guard Bicentennial Year.

The USS FALGOUT was one of 30 DE's manned by Coast Guard personnel during World War II to combat the U-BOAT menace in the battle of the Atlantic. Decommissioned in 1946, it was recalled to active duty during the Korean War by the Coast Guard.

All shipmates are urged to contact Gus Meyer, 610 Susan Road, St. Louis, MO 63129, (314) 846-8779.

The 1980 Cuban Boatlift

A definitive history of the Cuban Boatlift, titled "The 1980 Cuban Boatlift: Castro's Ploy—America's Dilemma" has been recently published by the National Defense University Press. The author, CAPT Alex R. Larzelere, USCG, RET., was Chief of Search and Rescue in Miami and later, Commanding Officer of USCGC DALLAS (WHEC-716) during its participation in the Coast Guard operation.

The documentation is exceptional with page upon page of bibliography. CAPT Larzelere has interviewed key participants of the White House, members of the Departments of Justice and State, Immigration and Naturalization, Customs, the Coast Guard, Navy, and other agencies, as well as Cuban refugees.

The appendix includes a complete listing of participating vessels and aviation units of the Coast Guard and Navy. A chronology of Castro's Cuba from January 1959 to March 1980, and a chronology of the Mariel boatlift from April to November 1980 as well.

The five hundred plus pages are effortless and fast reading. The chapter on Life in Cuba is fascinating and gives a very human side to this tragedy. The book focuses on the Coast Guard

missions and includes many photos, maps, figures and tables, amplifying the text. Included is a section of the book which details the Coast Guard Reserve augmentation and mobilization for this unique operation.

This book is highly recommended to not only those who served during the Cuban Boatlift but to anyone who has any interest in this time of history.

The 1980 Cuban Boatlift, will be sold at the U.S. Government Printing Office book stores for \$16.00. Ordering information may be obtained by calling 202-783-3238 or writing to the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

Congressmen Observe Readiness Exercise

Coast Guard Forces Charleston, augmented by Reservists from as far away as Florida and Kentucky, played a key port security and harbor defense role in January 1989 supporting a Navy port breakout exercise. Active duty and Reserve forces provided coastal warfare muscle to Maritime Defense Zone Sector Six and Maritime Defense Zone Sub-sector Charleston, effectively countering port level threats against naval forces leaving the port. At the same time, Coast Guard Reservists participated in multi-agency tests of contingency plans for civil emergency events which could occur simultaneously with port breakout and military reinforcement and resupply operations.

Observers from the House Subcommittee on Coast Guard and Navigation and the General Accounting Office, received a "shirt-sleeves" introduction to coastal warfare during the exercise. The observers, headed by Congressman Billy Tauzin, Subcommittee Chairman, were accompanied by RADM Paul Welling, Chief, Office of Readiness and Reserve, and members of his exercise planning and evaluation staff.

Candid give-and-take during visits to command posts, the port breakout, a simulated hazardous chemical spill at a port facility, and a mobile inshore undersea warfare site identified and drove home requirements for building more effective military capabilities at the port level. The guests from Congress and GAO were awed by the expanse of the port complex and massive physical security and port safety tasks confronting port security forces.

The Congressional visitors left with a new appreciation for the can-do spirit of Coastguardsmen and their Navy counterparts in the harbor defense mission, and the difficulties which must be overcome. The enthusiasm and commitment displayed by Active duty and Reserve forces, and especially the "grass roots" explanations of MDZ responsibilities and Coast Guard-specific operations, helped create an atmosphere of mutual cooperation with our Congressional overseers in their efforts to support Coast Guard Readiness programs.

Article by CDR W. Young, G-RER

TEMAC/SADT Questions And Answers—

Special Active Duty for Training (SADT) and Temporary Active Duty (TEMAC) are two programs designed to bring Coast Guard Reservists to active duty for short periods of time to perform duties on specific projects requiring special expertise or extra staff hours. The two programs are very similar, but also have some very important differences. The following table outlines some of the most asked questions about the two programs.

Question	SADT	TEMAC
<i>Who can perform?</i>	Any reservist with under 15 years total active service.	
<i>How to find positions?</i>	Solicitations are made by message for specific positions. Both G-RST and G-PDP-1 hold lists of personnel indicating their availability for these programs. Personnel interested in being included on the lists should forward CG-3453 to G-RST-1/G-PDP-1 via their chain of command.	
<i>Applying for a specific position</i>	Submit a CG-3453 to the command who is advertising the position, via the chain (advanced copy to the advertising command).	
<i>Limits on length of service</i>	<i>1-139 days</i> —arranged as needed <i>140-360 days</i> —approval by G-CCS for SADT or G-PDP for TEMAC, PCS entitlements accrue <i>361 days or more</i> —not normally allowed, should be extended active duty.	
<i>Which program to use?</i>	Duty is primarily related to the Reserve programs.	Duty is primarily related to Active duty programs.
<i>Who pays for it?</i>	The reserve program pays.	The command or program receiving the benefit pays.
<i>Reference</i>	COMDTINST M1001.27 series.	COMDTINST 1330.1 series.
<i>Direct questions to</i>	G-RST-1.	G-PDP-1.
<i>Full Time Equivalents</i>	Not required.	Receiving command/program must arrange with G-PDP-1 within FTE limits.

This list is not all inclusive, but answers the most commonly asked questions. Further information can be obtained from the references listed.

Submitted by ENS Sam Sumpter G-RST-1

Tax Relief Sought For Reserves

Legislation to restore tax deductions for military-related expenses by National Guard and Reserve members has been introduced.

The bill would allow full deductibility of travel, food and lodging expenses related to Guard and Reserve duties. The current tax code allows these work-related expenses to be deducted only if the total expenses exceed 2 percent of a person's annual income.

Rep. Rod Chandler, R-Wash., a co-sponsor of the measure, said the intent of tax reform was to reduce complex record keeping for relatively insignificant deductions. The effect, however, has been "penalizing the men and women who travel long distances for their Guard and Reserve drills."

"If we want to encourage participation, we have to offer fair tax treatment to the people involved," Chandler added. "To that end, we need to do what the tax bill did not—separate business expenses related to military service from business expenses, related to profit-making enterprise."

The bill was referred to the House Ways and Means Committee, which oversees tax issues.

Article from Nave Times, 3/27/89

Do You Know

What organization has the seventh largest naval air force in the world?

U.S. Coast Guard

Worth Repeating

"To listen well is as powerful a means of communication and influence as to talk well."

—John Marshall,
Supreme Court chief justice

REBI Moves To Cape May

Since last December, RX reservists have been attending REBI at TRACEN Cape May. This is REBI's second move in the last three years, but if initial indications hold true, it may have now found a permanent home. If you, or someone you supervise has orders to REBI, the following information will be useful in making REBI a positive first step in a rewarding career.

First, if you are a new RX, welcome to the Coast Guard Reserve. The REBI course is designed to provide you with general service knowledge that you need as a petty officer.

Expect a busy two-weeks of training. There is a great deal to learn so training is intensive. You will have an opportunity to qualify with small arms, learn CPR, and receive information on many aspects of the Coast Guard in general and your Reserve career in particular. Do not expect "boot camp." You are a petty officer and will be treated as such. However, do expect to be part of an environment that is precisely military. Being at Cape May will give you a unique opportunity to contrast your training with traditional recruit training.

One of the most important aspects of any military organization is the uniform. The move to TRACEN Cape May in part was precipitated by nagging problems in getting REBI students a complete uniform seabag before reporting. TRACEN Cape May has the facilities to issue uniforms upon arrival. You will receive all uniform items you need, to complete your initial reserve issue. Bring all uniform items you have been issued.

Commercial transportation to Cape May is very limited, so the TRACEN charters a bus to depart from the Philadelphia airport at 1800 on Sunday. Your district Reserve training officer will advise you of where to find this bus. Be advised that the Coast Guard will not reimburse you for a rental car.

Many REBI students are law enforcement professionals. In the past, some of these students have brought their personal weapons to the TRACEN. TRACEN Cape May is not equipped to store such weapons. Do not bring them.

Again welcome to the Coast Guard Reserve. You will find that following REBI you will be asked your reaction to the training. Your honest appraisal will be of great benefit in designing even more effective training in the future. We hope your REBI experience is a great start to a rewarding career.

Article by CWO Rick Harmon G-RST-2