

The *Coast Guard*
Reservist

December 1993



Remembering
World War II

is published by the Commandant of the USCG.

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Due to the quantity of submissions and photos received, we are not able to return them unless specifically requested. *The Coast Guard Reservist* is produced on a Macintosh IICI using Quark Express 3.11. Address changes should be submitted through your District(r). During FY94, *The Coast Guard Reservist* is being printed by Art Litho Company, Baltimore, Md. *The Reservist* is published on recycled paper.



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Ring in new!



Ring out the old, ring in the new...so the famous Tennyson poem goes that we hear oft this time of year. 1993 was quite a year for new things...a new rear admiral heading up Readiness & Reserve, a new Reserve rear admiral select (see article below), new ideas being implemented to streamline our CG Reserve. And 1994 promises more of the same.

One new thing you may notice about *The Reservist* is that we've returned to a more compact magazine and it will be published on a monthly basis rather than every two months. Yet, despite these changes, our readers said in the recent readership survey they wanted to see more features on CG history. So this month's issue honors your request by recounting a bit of our Coast Guard's World War II involvement.

Have a safe, happy holiday season and a terrific 1994!

New Reserve flag selected



RADM (Sel.) R.W. Schneider

The Commandant has approved the selection of CAPT Richard W. Schneider, USCGR, to the rank of rear admiral (lower half). Schneider's nomination must now be confirmed by the President with advice and consent of the Senate.

Born in Queens, N.Y., Schneider is a 1968 graduate of the USCG Academy, where he served as Regimental Commander and also Sailing Master of the USCGC EAGLE. He served eight years active duty, one of them in Vietnam. As a CG Reservist, he has commanded Reserve units at Indian River, Del. and Gloucester City, N.J. and is currently Reserve Group Commander, New York.

Among his numerous military citations and awards are a citation from the State Legislature of Delaware for his contributions to maritime safety in the Delaware River and Bay and first CG officer to receive the Outstanding Junior Officer Award from the Reserve Officers Association. In civilian life, Schneider is President of Norwich University, in Northfield, Vt. the oldest private military college in the United States.

G-R Puzzle Answers

From Back Cover of October/November 1993 *Reservist*



- RADM **PENINGTON** (1993-present)
- RADM **LOCKWOOD** (1991-1993)
- RADM **FAIGLE** (1989-1991)
- RADM **WELLING** (1987-1989)
- RADM **BREED** (1985-1987)
- RADM **MCDONOUGH, JR** (1984-1985)
- RADM **IRWIN** (1982-1984)
- RADM **VAUGHN, JR** (1979-1982)
- RADM **WETMORE III** (1977-1979)
- RADM **SCHWOB** (1975-1977)
- RADM **MOREAU** (1971-1973)
- RADM **MCCUBBIN** (1968-1971)
- RADM **WAESCHE, JR** (1966-1968)
- CAPT **CARDWELL** (1966)
- RADM **TIGHE** (1965-1966)
- RADM **THAYER** (1963-1965)

A View from the Bridge "For the Holidays"



By Rear Admiral Gregory A. Penington

Chief, Office of Readiness & Rescue



T

he holiday season is a time to reflect back on the past year, taking stock of accomplishments and comparing them against goals. It's also a time to look ahead, to set new goals and plan for the future. And somewhere amidst the reflection and the planning, it's important to recognize and appreciate our many blessings.

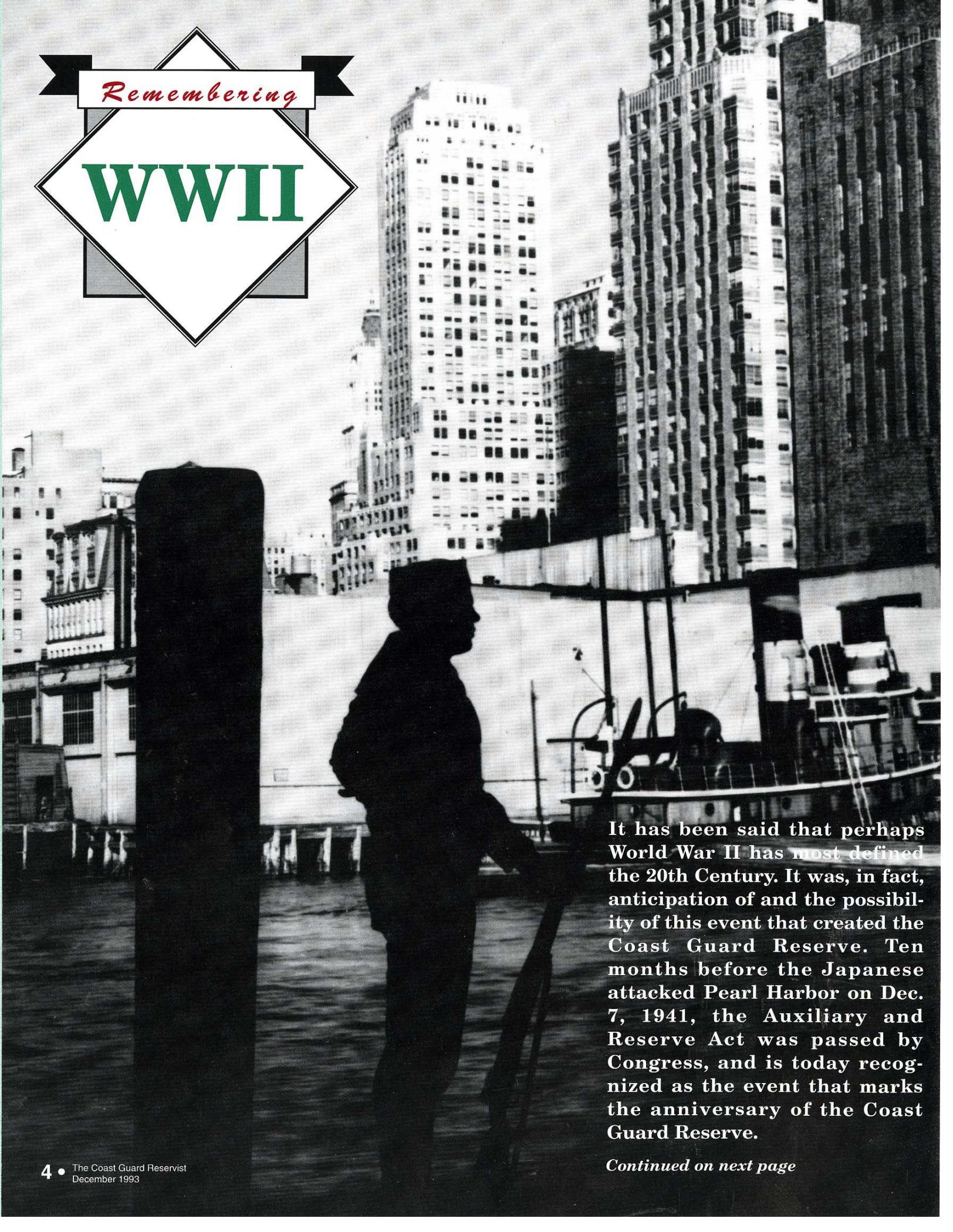
1993 saw the nation vigorously debate within itself the United States and United Nations roles in Bosnia, Somalia, and Haiti, illustrating the complexities in formulating new military and political objectives in this post-Cold War era. But while the Armed Services search to define their future roles, one thing is clear: overall, they are scaling back in size.

The Coast Guard missions in environmental protection, law enforcement, and marine safety missions, of course, continue unaffected. But changing defense requirements have profoundly affected the Coast Guard Reserve, not in what we do but in how many we have to do it. As previous articles in *The Reservist* have repeatedly explained, a decrease in the number of defense-related mobilization requirements has meant a decrease in the number of Selected Reservists. So in this past year, we have been forced to substantially reduce the size of the drilling Reserve — a reality with which the other services are contending as well.

But we have also worked hard to lay the foundation for improving how we accomplish our missions, so that we can compensate for fewer reservists by improving our efficiency. Reserve and active service units at the local level have already shown ingenuity and commitment to working more closely with each other. At Headquarters, we have surveyed the active service for input into where to locate billets for optimal training; formed natural working groups with the active service to address ways of better involving reservists in Coast Guard daily activities at MSOs and boat stations; and chartered a team to analyze the structure of reserve units in the field and make improvements. It is my hope that we will begin to see the results of these initiatives in the field in 1994.

In the meantime, as I look back on this year and turn to the next, I am deeply thankful for the thousands of men and women who continue to make the Coast Guard Reserve a vital and dynamic part of the Coast Guard team. From the floods of the Midwest, which thrust the Reserve into the national spotlight, to numerous other relief and rescue efforts throughout the country, to the daily contributions made by reservists on an ongoing basis during the year, you have time and again demonstrated your commitment to the Coast Guard and the nation. As you continue to prepare yourselves for the task of protecting the citizens of this country from dangers at sea and on land, both natural and manmade, I extend to you my admiration and my appreciation. Best wishes for a safe, happy and fulfilling 1994.





Remembering

WWII

It has been said that perhaps World War II has most defined the 20th Century. It was, in fact, anticipation of and the possibility of this event that created the Coast Guard Reserve. Ten months before the Japanese attacked Pearl Harbor on Dec. 7, 1941, the Auxiliary and Reserve Act was passed by Congress, and is today recognized as the event that marks the anniversary of the Coast Guard Reserve.

Continued on next page

So when President Roosevelt declared an Unlimited National Emergency May 27, 1941, the CG Reserve was already established, and the Coast Guard was ready for the imminent influx of needed wartime personnel. The Coast Guard began operations under the Department of the Navy on Nov. 1, 1941 and did not return to the Treasury Department until Jan. 1, 1946.

The regular Coast Guard consisted of Academy graduates and personnel who had enlisted prior to the outbreak of hostilities. Full-time, active duty "regular reservists" served side by side with their active service Coast Guard shipmates in all phases of wartime operations, from manning Coast Guard and Navy ships, to acting as coxswains on invasion landing craft. Their service and heroics were present from Iwo Jima and Guam, to Normandy and North Africa.

By the end of the war, there were 6,800 Reserve officers, 300 Reserve warrant officers, and over 135,200 Reserve enlisted. These totals outnumbered the active service Coast Guard by over five to one.

To release the great numbers of active service and regular reservists needed for sea and combat duty, the Auxiliary and Reserve Act was amended in June of 1942. This amendment activated "Temporary Reservists," by authorizing the enrollment of volunteers for full-time, or intermittent / part-time duty in the Coast Guard Reserve. These reservists were designated as USCGR(T), and though they were furnished uniforms,

Continued on next page

Right inset: The Coast Guard remembers the attack on Pearl Harbor in one of its WWII-era recruiting posters.

Left: Silhouetted against the New York City skyline, a Coast Guard Reservist stands a port security watch during World War II.

Story behind this month's cover

A Reason to Remember

Story & cover photo by PA3 Cameron Hardy, D14 (dpa)

While Pearl Harbor conjures up images and sentiment in the minds of most Americans, perhaps it means even a bit more to Coast Guard Reservist PS1 James H. Windley. He had family members at Pearl Harbor on the "day that will live in infamy."

And so it was with great pride that Windley, along with IV1 Edward J. Lingo participated in a joint service reenlistment ceremony along with 40 military members at the harborfront patio of the Arizona memorial on POW/MIA Recognition Day Sept. 17. Following the ceremony, the Coast Guardsmen joined several others at the Arizona Memorial to raise an American flag. In this month's cover photo, Windley raises the American flag while his wife, Paulette, and Lingo come to attention.

Windley's uncle, George Buntrock, was a Navy machinist's mate on the *USS Independence* during the attack at Pearl Harbor. The *Independence* left Pearl Harbor Dec. 6 on its way to San Francisco.

"They actually saw the planes right after the attack" said Windley. But Windley's tie to Pearl Harbor doesn't stop there.

"My wife's father, Abe Lewis, had his car shot at outside the gate to the harbor the day of the attack on his way to work. My wife and I have talked about my uncle and her father and think the two might have known each other. Abe Lewis was a shipbuilder and Buntrock and Lewis probably worked together at Pearl Harbor."

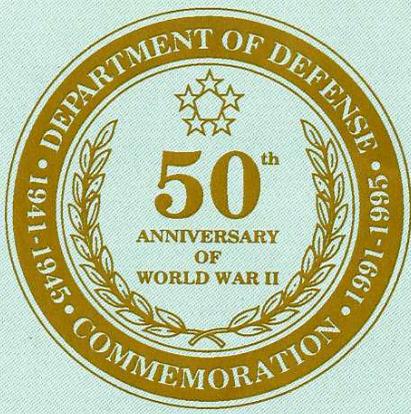
Perhaps the most significant tie to POW/MIA Recognition Day, however, is Windley's father, Harry Windley, who was a prisoner of war in a Japanese camp in the Philippines during World War II.

"That was part of the reason I wanted to do the ceremony," Windley said. "It really made me think about why we were there."

Representatives of each of the services reenlisted on POW/MIA Recognition Day as a tribute to the service men and women who sacrificed their lives and freedoms to preserve the same in the U.S. A proclamation of POW/MIA Recognition Day from the President of the United States was read aloud at the ceremony. Senior members of each service presented certificates to the reenlistees.

Six Coast Guard ships were at Pearl Harbor during the attack including KUKUI, RELIANCE, TANEY, TIGER, CGC-8 and CGC-400. The Pearl Harbor Survivors Association mounted a plaque near the Coast Guard Academy's chapel in New London, Conn. during October '93 to honor the six ships.





The U.S.A. 50th Anniversary of World War II Commemoration Committee is facilitating remembrances of significant WWII historical events up through Nov. 11, 1995 (Veterans Day). Coast Guard RUs Cape May, N.J. and Louisville, Ky. have taken the lead in honoring CG WWII veterans by responding to the Commandant's request (outlined in COMDTINST 5726.16) that Coast Guard commands actively participate in the WW II Commemorative Community Program.

For example, the Louisville committee, chaired by LCDR Charles E. Polk III, Reserve Group Ohio Valley and WW II SPAR SK2/c Olga E. Honer, is working closely with the city of Louisville in the commemoration of Coast Guard events that occurred from 1943-1945. Their first project culminated in the dedication of two bronze plaques erected on behalf of Coast Guard personnel aboard the former Coast Guard inland lifesaving station on the Ohio River at Louisville.

If you are interested in organizing a commemorative group in your community, write: USA 50th Anniversary of World War II Commemoration Committee, 1213 Jefferson Davis Highway, Crystal Gateway 4, Suite 702, Crystal City, VA 22202. Two Coast Guard Reservists, LCDR Jim Brewster and ENS John Garofolo are working with the WWII Committee and can be reached at (703) 692-2103 and (703) 692-2111, respectively.

Coast Guard Reserve vessel 2502, ex-Dutchess, patrols off the Atlantic Coast. The Dutchess was one of many sailing vessels acquired for the Corsair fleet or Coastal Picket Patrol.

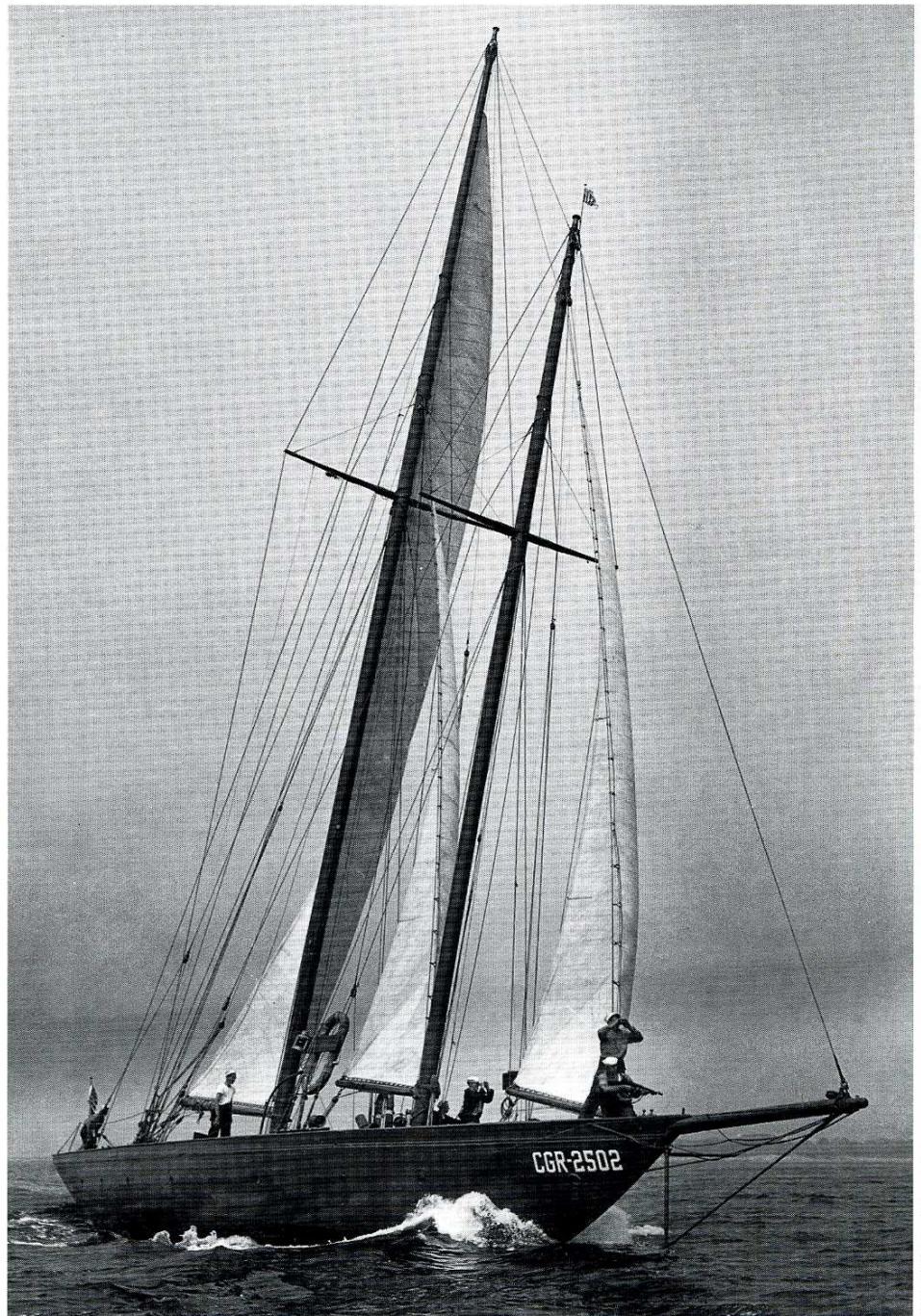
their service was strictly voluntary, and most were unpaid.

Following President Roosevelt's invocation of the Espionage Act of 1917, and the passage of the Dangerous Cargo Act, the Coast Guard was tasked with the protection of all U.S. ports and harbors. The majority of Temporary Reservists were involved in this mission area — port security — throughout the duration of the war. It was a mission so critical that it claimed one fifth of the Coast Guard's total wartime personnel.

Harbor patrols carefully checked

and identified all waterborne traffic, removed hazards to navigation, kept restricted areas clear, assisted craft in difficulty, and transported officials such as Coast Guard officers, pilots and inspectors. Harbor protection, however, extended far beyond the surface patrols. In fact, the vast majority of port security personnel served on the wharves and piers and at shipyards and other waterfront installations.

To expand its control and authority, as well as enhance security, the Coast Guard also enrolled members of key civilian occupa-



Official U.S. Coast Guard photo

tions in the Temporary Reserve. They were also furnished with uniforms, but did not receive military pay. They continued in their normal occupational role and received their regular civilian compensation. Many of them were harbor pilots, merchant marine inspectors, and civil service employees filling important positions at Headquarters. The largest group of TRs were the "Coast Guard Police," who guarded waterfront plants, installations, and shipyards.

The vast pool of knowledge TRs possessed, due to the diversity of their civilian occupations, allowed them to find solutions and solve a wide variety of problems. They were not draftees — they were serving because they wanted to do their part, and their conscientious and tenacious attitude reflected their volunteer spirit. ADM Russell R. Waesche, Commandant of the Coast Guard from 1936-1945, likened them to the "Minute Men," the well known citizen soldiers of the American Revolution.

Waesche, while addressing Coast Guard Academy cadets June 19, 1942, said, "Loyalty connotes more than allegiance to our flag. It means...respect of each man in the wardroom for every other. Of regular for reserve. Of senior for junior. And vice versa! It springs from the realization that there are three of you all exactly alike; you, the man who gives you orders, and the man to whom you give orders."

Originating July 29, 1942, in Philadelphia, the first Volunteer Port Security Force (VPSF) was formed. Built around Coast Guard Captain of the Port offices, these volunteers shouldered the brunt of the responsibility for U.S. ports and harbors, keeping a lookout for sabotage or any subversive activity. Serving a minimum of six hours every six days, their operational areas were many: enforcement

of anchorage regulations, control of vessel movement, supervision of explosives loading / unloading, fire-fighting, identification, communications, boardings, and guard details. During the war, VPSF units were established in 22 U.S. ports.

As a shore-based version of the coastal pickets, beach patrols conducted by Temporary Reservists were also important to national security. These volunteers patrolled the coastline, often with horses and dogs, observing all vessel and aircraft activity within sight. They stood watches in lifeboat and signal stations, as well as in lookout towers, and were a valuable part of the coastal communications system.

The Auxiliary and Reserve Act of 1941 was once again amended when Congress established the Women's Reserve of the Coast Guard (Public Law 773), Nov. 23, 1942. It was created to further facilitate the release of men to other duties. Dorothy C. Stratton, former Dean of Women at

Purdue University and a Captain of the Navy's WAVES (Women Accepted for Volunteer Emergency Service), was appointed to organize this new women's program.

CAPT Stratton came up with the name SPARS, an acronym of the service's slogan and English translation: "Semper Paratus — Always Ready." The Navy WAVES' attire was chosen as the SPARS' uniform with the Coast Guard shield replacing the Navy insignia. SPARS enlisted for the duration of World War II plus six months and by war's end, more than 10,000 had served on active duty.

The first group of 150 African American volunteers was recruited and sent to Manhattan Beach Training Station in New York in the spring of 1942. African Americans



Sig. 1/c Douglas A. Munro
Medal of Honor recipient

Coast Guard in WWII Quiz

By Al Couter

From CG Combat Veterans Assoc.
Quarterdeck Log, Summer 1993

1. On what island did Sig. 1/c Douglas A. Munro, earn his Medal of Honor?
2. What Coast Guard Cutter was torpedoed off the coast of Iceland?
3. The sinking of the USS Dorchester is famous for what incident?
4. How many US Army Ships did the Coast Guard command, man and operate in the Asiatic Pacific Area?
5. What Coast Guard Cutter was sunk with all hands except two?
6. What Cutter captured 32 Germans and sunk their submarine?
7. What Cutter made the first naval capture of WWII?
8. What were the converted yachts and fishing vessels used for coast surveillance called?
9. What weather patrol ship was lost at sea without a trace?
10. The Coast Guard was active on all fronts. Name the ribbon that designated the Japanese Campaign?

WWII Quiz Answers

- Reference: U.S. Coast Guard in World War II, by Malcolm F. Willoughby, Published by Naval Institute Press, Annapolis, Md.
1. Guadalcanal, Sept. 27, 1942.
 2. Alexander Hamilton, Jan. 29, 1942.
 3. Four Chaplains, who went down with the ship after giving away their lifejackets, Feb. 3, 1943.
 4. Over two hundred.
 5. Escanaba, June 13, 1943.
 6. Icarus, May 9, 1942.
 7. Northland, Sept. 12, 1941.
 8. Corsair Fleet or "Coastal Pickets."
 9. Muskeget, September 1942.
 10. Asiatic Pacific.

Continued on next page

served in a variety of duty areas, including radiomen, pharmacists, yeomen, coxswains, electricians, carpenters and storekeepers. The second all-African American station was organized at Tiana Beach, N.Y. (Pea Island was the first). Others served on horse and dog patrols as lookouts for enemy infiltration along the coast. By August 1945, 965 African Americans were petty officers or warrant officers. Several became commissioned officers.

Perhaps ADM Waesche himself best described the Coast Guard's involvement in the war when he wrote the following in his account of his sailors' wartime service:

"Coast Guardsmen were fighting off submarine attacks in the Mediterranean or shooting down Japanese suicide planes in the Pacific. Some of them died, but more of them piloted thousands of Marine and U.S. Army troops safely to enemy-held beaches. While nearly half of all Coast Guardsmen were in the thick of battle, the others were performing equally important tasks at home and abroad.

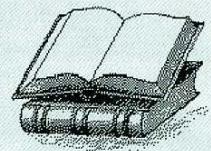
"At home, tons of newly constructed merchant shipping were being inspected by the CG. The lights on our coasts (were) blacked out or dimmed. Ice was broken on the Great Lakes to permit earlier spring movements of iron ore to the steel mills...vessels were loaded with explosives under expert CG supervision. Shipyards were guarded and waterfront property protected from sabotage and fire...Air-Sea Rescue called for CG planes and cutters."

Two hundred and thirty one thousand CG men and 10,000 women served during WW II. Of these, 1,918 paid the ultimate sacrifice. Almost 2,000 Coast Guardsmen were decorated, one receiving the Medal of Honor. The CG provided invaluable assistance during the war, participating in every theatre and all major amphibious campaigns, providing crucial convoy protection, and ensuring port security and the safe handling of munitions. The Coast Guard was, as it is now, the smallest armed branch but was a major component of the war effort.



Severely wounded and bleeding badly, a German prisoner of war receives emergency medical treatment from Coast Guard Pharmacist's Mate John H. Baker of Buffalo, N.Y. on the fighting front near Toulon, a French Naval base on the Mediterranean.

WWII Reading List



The main World War II article appearing here was written from a variety of sources including the following:

"Admiral Waesche, the Coast Guard and World War II," by Kathryn Schenke, *Army Pentagram*, October 15, 1993.

African Americans In The United States Coast Guard, Historic Role Models, 1790-1993, Department of Transportation, United States Coast Guard.

Coast Guard at War, by Dr. Robert L. Scheina, CG Historian's Office, February 1987.

Coast Guard-Manned Naval Vessels In World War II, by Robert Erwin Johnson, CG Historian's Office, February 1993.

"Ringing In Our 50th Year," by LTJG John L. Parkhurst, *The Reservist*, February/March 1991.

The Beach Patrol and Corsair Fleet, by Dennis L. Noble, CG Historian's Office, March 1992.

The CG & The Greenland Patrol, by John A. Tilley, CG Historian's Office, August 1992.

The U.S. Coast Guard in World War II, by Malcolm F. Willoughby, Naval Institute Press, Annapolis, Md., 1989.

No ordinary change of command

By LCDR Kimberly J. Pickens, USCGR

LONDON, England — Talk about logistical planning! Have you ever tried arranging a change of command ceremony when the CO lives in Germany, the XO lives in England, the unit members are scattered from Finland to South Korea, and the District office is in Cleveland, Ohio?

Well, that's just what happened at the Inter-service Training Unit Europe, when CAPT (Ret.) William I. Norton retired after 30 years service and was relieved by LCDR Kimberly J. Pickens in an unusual ceremony in London recently.

The Inter-service Training Unit (or ISTU) has been operating as a Coast Guard Reserve unit for about ten years. Before that, the unit was a Naval Reserve unit, which was founded in Frankfurt, Germany, in the months succeeding the Allied occupation after World War II. Now, Coast Guard Reservists who form the unit live all over the world. The CO maintains primarily administrative control, it's up to members to find their own ways to participate!

The ISTU holds a unique position in the Coast Guard Reserve. It provides the Coast Guard Reserve program with a small cadre of individuals, some with highly valuable skills, in a variety of locations around the world. Since members of the unit are not paid, the ISTU offers a mobilization asset at little cost to the government.

Members benefit, too. The ISTU offers a vehicle for reservists living overseas to maintain their Ready Reserve status and continue to participate in some form in the Coast Guard Reserve, accumulating retirement points and satisfactory years for Federal retirement.

Unit members have become creative in finding ways to participate. They can drill at any nearby U.S. military installation, or

make yearly treks back to the States for few weeks of ADT, or do Coast Guard or Naval correspondence courses.

Of course, when planning for the transition, it was understood that there probably wouldn't be anyone from the unit at the change of command. Members of ISTU Europe don't exactly get together a lot. In fact, some members have never set eyes on anyone else in the unit. Since no one from the Inter-service Training Unit was likely to attend their own unit's change of command ceremony, who was going to be there to witness it?

Fortunately, London happens to be the home of USCG Activities, Europe, which provides support services to various active duty CG facilities, mostly LORAN stations in Europe. CAPT Laurence H. Somers, Commander, CG Activities, Europe, graciously offered to act as host.

The ceremony itself was full of unusual coincidences. For example, it was the first time a change of command ceremony for the unit had been held outside of Germany since its inception as a Naval Reserve unit following World War II.

The ceremony was not just a change of command. It was also a promotion ceremony for CAPT Norton and his retirement ceremony. On hand to present his promotion was CAPT Norton's brother, CAPT (Ret.) Allyn S. Norton, Jr. To have two brothers retire as captains in the Coast Guard Reserve is a unique event!

CAPT William Norton and LCDR Pickens, both former editors of *The Reservist* magazine, first met years ago when Pickens worked for the magazine.

The ISTU continues to change to provide a mobilization asset in the CGR. It offers its far-flung members a means of keeping a hand in the CGR program. And it offers the Coast Guard access to a group of reservists in some pretty remarkable fields who can be found virtually anywhere in the world.

Editors note: We do not usually publish change of commands but due to the unusual nature of this one with its overseas location and the unit's WWII origins, it was felt our readers would find this story interesting. Consider this an "international" Coast to Coast story.

Photo submitted by LCDR K. Pickens



CAPT Allyn Norton, LCDR Kimberly Pickens and CAPT William Norton.



Two saved from wrecked sailboat

Info. from *Narragansett Times*

NARRAGANSETT, R.I. —

Thanks to some quick-thinking Coast Guardsmen, 61-year-old Richard Brent and his wife Marilyn escaped their sinking boat uninjured.

The sun was shining over calm seas shortly before noon near the Point Judith Coast Guard station when Brent cut a corner too close and slammed his boat, *Ambush*, into a rock. The vessel was wedged between rocks, and its keel was ripped off.

According to BM3 Eric Leply, the Brents apparently never radioed for help, so they were fortunate to be seen. Although a civilian boat and commercial towing company vessel were on the scene first, neither vessel could get close enough because of the low tide and rocks. The Coast Guard sent out its 44-footer, but it couldn't get close enough either.

SN Michael Underwood and reservist PS3 Jeffrey Chapman didn't even have time to gather safety gear or rescue equipment before they dove into the water to save the couple before their boat capsized. Underwood and Chapman swam about 75 yards before they reached the Brents.

Chapman said one of the challenges of the rescue was the 30-foot boat's mast. It kept bobbing up and down with the waves, so the men had some trouble dodging it.

"It almost took our heads off," said Chapman. "It was just a tough situation," added Leply. "They got caught in a bad spot. That coastal area is particularly rocky near the shore. It's unfortunate that we couldn't save the boat, but we got the people, which is really what matters."



Hampton's champion gunners

By PSC J. Harwell, Grp Hampton Rds.

HAMPTON ROADS, Va. — Two members of Reserve Group Hampton Roads are members of the Coast Guard Rifle Team, composed of both regulars and reservist. The team crisscrosses the United States and shoots competitively against other military teams. They are presently assigned to CG Group Hampton Roads (r) Small Arms Instructors Team, utilizing their talents by training others.

GM3 Ted Zepnikowski and EM3

Tommy Allen have successfully completed the requirements for the Coast Guard Distinguished Rifle medal. Zepnikowski is the 72nd Coast Guardsman in history to earn the medal. Allen tied 73rd for this distinction.

Both Zepnikowski and Allen have put forth a great amount of time, effort and personal sacrifice. Zepnikowski has been a competitive shooter for eight years and was asked to be the team captain during his fourth year on the team. Allen, a three-year member of the team, has been shooting competitively for eight years.

Both have participated in high power rifle matches and have left behind a tremendously favorable reputation of themselves and Group Hampton Roads.



GM3 Ted Zepnikowski, seated, and EM3 Tommy Allen, standing, practice for the CG Rifle Team.



Mayport Reservists "get physical"

Submitted by RU Mayport, Fla.

MIAMI — Members of the Medical Department, RU Base Mayport, performed physical exams this past summer at the CG Base Miami Beach Clinic. The unit performed 51 physical exams (six CGR units), one active duty sickcall and treated one civilian heat exhaustion victim.

The effort was a well coordinated team effort between the Base Miami Beach Clinic staff and RU Mayport reservists who travelled from Jacksonville to participate in and oversee the exam process.

Reservists participating were HSCM Ed Matz, HSC Harry Tasset, CW02 Lisa Evers-Turley and HS M.J. Turley. Because Hurricane Andrew totally eliminated the Holmstead Air Force facility, the physicals could have resulted in the use of civilian contract physicians to complete the backlog of physical exams. The decision to utilize the "in house" resources available through the medical unit saved approximately \$8,000.



Amtrak: A total CG effort at Mobile following wreck



Three engines and four of the eight cars lay wrecked in Bayou Canot 10 miles north of Mobile following the worst crash in Amtrak history. Coast Guard active, reserve and auxiliary members responded to the crash Sept. 22.

Photo courtesy of MSO Mobile

From D8 sources

SARALAND, Ala. — In the early morning hours of Sept. 22, Amtrak's Sunset Limited hurled off a bridge into a murky bayou killing over 40 people in the worst accident in the passenger line's 22-year history. Though more than 150 people survived on the Los Angeles-to-Miami bound train, all three engines and four of the eight cars went off the bridge into Bayou Canot, 10 miles north of downtown Mobile.

Coast Guard active, reserve and auxiliary members all responded with boat crew members from Station Mobile the first Coast Guard personnel on scene. Eleven RU Station Mobile reservists performed augmentation duty for the fatigued active duty Station Mobile crews. Their duties included crowd and press control, safety patrol and security of the seized/suspected barges.

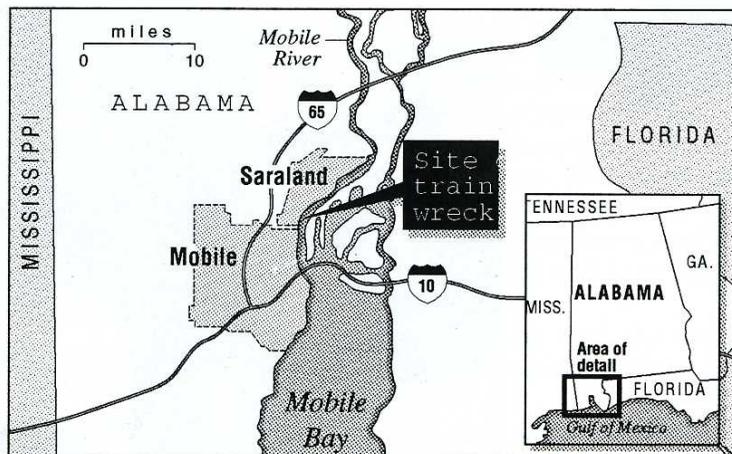
Meanwhile, MSO Mobile personnel, including four reservists in their field experience week of the Pollution Investigator (PI) course at

the MSO, established a safety zone around the incident area, oversaw salvage operations and supervised the pollution cleanup contractor hired by CSX Railroad, the Jacksonville, Fla.-based company that owned the railroad track. Two members of RU Base Mobile provided some indirect support of the rescue/recovery efforts. They helped find reservists who could respond and coordinated the efforts of reservists with Group Mobile.

A number of reservists were also directly involved via their civilian jobs with the City of Mobile's police and fire departments. The Auxiliary also provided approximately four boats and

16 personnel, which secured the channels leading to the accident scene.

The Sunset Limited became Amtrak's first coast-to-coast train last spring when the railway extended its Los Angeles-to New Orleans route to Miami. An initial investigation by the National Transportation Safety Board following the incident revealed that a runaway barge struck the railroad trestle just minutes before the train began crossing it.



Alex Gonzalez/The Washington Times



Duluth caught in "powerful" mudslide

By PS1 Pat Phillips, RU Duluth

DULUTH, Minn. — On July 28, the Marine Safety Office here got an unusual call. The environmental consultant from Cliff's Mining Services called to inform the Coast Guard that a mud/ash slide had occurred in Taconite Harbor.

The weight of recent rains had caused 300,000 tons of mud and ash to collapse and slide 400 feet down hill. Six thousand to 8,000 tons of the ash ended up covering Highway 61, which runs along the shore of Lake Superior.

The mud slide had pushed over four power poles and filled a substation with mud knocking out power in parts of Lake County and all of Cook County.

GM3 Fred Mortenson, RM2 Chris Friese and reservist PS3 Sean Vaughn responded for the MSO.

A sheen of oil began to appear in the lake and a boom was deployed to prevent it from spreading. The weight of the mud and ash had broken the fins on the transformer, causing approximately 8,000 gallons of oil to spill.

Through their action Mortenson, Friese and Vaughn prevented large quantities of oil from entering the lake and causing any further pollution.

The force of the mudslide, which took approximately 25 seconds, washed a semi off Highway 61. The trailer was broken in half and the cab was tipped over from the force of the mud, but the driver, John Larson, escaped uninjured.

"It was like a milkshake," Larson said. It was like a wall of tree trunks, and mud and water and rocks, all at the same time."

The ash from the LTV Steel Mining Co. was collected from the plant's coal fired electrical generators. LTV had capped the mound above the power plant and the Taconite docks with natural vegetation and believed it was permanent. They were mistaken.

Now the Coast Guard, the Department of Natural Resources for the State of Minnesota, and the Pollution Control Agency are investigating this manmade disaster and deciding what to do in the future concerning monitoring and issuing permits for this ash pile.

11th



Reservists support Fleet Week

By LT Rick Kammer, USCGR

SAN FRANCISCO — Each year the Coast Guard is tasked with providing waterborne safety and security for events which present hazardous situations to the maritime community. One such event is the annual Fleet Week celebration, held this year from Oct. 4-13 and dedicated to the maritime services of the U.S.

Nine reservists from RU MSO San Francisco Bay enforced safety zone regulations from small boats provided by Special Boat Unit Eleven of the U.S. Navy. The safety zones were needed for performances by the Blue Angels, a parade of naval ships, a power boat race and a civilian airshow.

PS2 Charlotte Sullivan of RU MSO San Francisco said, "All the boaters were well informed about the safety zones by the flyers which were distributed before the event and also by the Notice to Mariners put out by the Coast Guard."

The nine reservists included: PS2 Charlotte Sullivan, YN3 Teresa Cruz, PS3 Peter Hnat, PS2 Kelly Burke, PS1 Michael Durbo, QM1 Gary Durham, BM2 David Forsythe, PS1 A. Aguilar and GM2 N. Pederson.

13th



SPARs all aboard



Photo submitted by LTJG Marc Saunders, D13

Coast Guard SPARs pause following their trip from Indian Island, Wash. to Seattle aboard the CGC MUNRO July 28. RADM John Lockwood, D13 Commander, back row, right, greeted the SPARs following their cruise. CAPT Paul Bibeau, CO of CGC MUNRO is in back row, left. Over 10,000 SPARs served our nation during World War II.

14th

Inspector cycles way to success

By CWO3 John Mc Mahon, USCGR

HONOLULU — Picture this! You're in Alaska, it's winter, and you are the Commercial Fishing Examiner for the local Marine Safety Office. A request from Homer comes in to examine a fishing boat. So you hop onto your bike and peddle 200 miles to conduct the examination.

A very unlikely scenario for Alaska, or for most parts of the U.S., but not Honolulu. The Commercial Fishing Vessel Examiner there, RU MSO Honolulu's CWO3 John Mc Mahon, does just that. When he gets a call to examine a fishing boat, he jumps on one of the MSO's bicycles and off he goes.

MSO Honolulu has five new mountain bikes that are utilized by the Port Ops department for their

harbor patrols. When vehicles became a problem to schedule at the last minute, Mc Mahon suggested he use one of the bikes as a permanent solution to free up the MSO's vehicles. Of course he made sure the deal didn't include riding in hurricane weather.

Mc Mahon had ridden throughout Alaska for the three summers he was there as a reservist working on the *Exxon Valdez* clean-up. After his first tour in Alaska, he biked from the lower parts of Canada, throughout Washington and Oregon. But still, he had to take a test of sorts at the unit, to be sure he knew the peddles from the handle bars. Mc Mahon passed the test and now uses the bike to ride up and down the waterfront from Pier 37 to Kewalo Basin to the Ali Wai Yatch Harbor conducting fishing vessel examinations and harpats.

In addition to being the Fishing Vessel Examiner he is a qualified Investigating Officer, handles all the fishing vessel casualties, writes articles for the *Hawaii Fishing News* and is acting as the CG liaison to the State Harbor department to re-write legislation on fishing vessel mooring. Mc Mahon's area of responsibility includes all of the Hawaiian Islands and American Samoa.



Commercial Fishing Vessel Examiner CWO3 John Mc Mahon uses a bicycle to make his rounds at MSO Honolulu.

Traveling Vietnam Wall visits Guam

By ENS Ben Benson, D14

GUAM — Nineteen Coast Guard volunteers from Marine Safety Office, COMSTA, RU Guam and the Marianas Section assisted in the opening ceremonies, set up and break down of the Vietnam Veterans Memorial Traveling Wall when it came to Guam this year.

The visit of the traveling wall, a half-scale version of the original in Washington, D.C., was particularly significant because Guam had the highest losses of any state or territory (per capita) while it is also the furthest from the original wall.

For most Guamanians this was the first and only opportunity to see the long list of names. Seventy-three Guamanians were originally honored in the opening ceremony and five more were found while the wall was displayed.

It was the furthest west and the closest to Vietnam that the wall has ever been.



Photo by YN3 Rory MacDermot, D14

Some of the Coast Guardsmen assisting with the traveling Vietnam Wall in Guam, left to right: ET3 Glenn Stromberg, BM1 Daniel Derwey, MST1 R. Scott Taylor, ENS Ben Benson, ET3 Bob McLean, YN2 Raymond Faulkner and MK2 Mark Cummings.

Tip ' the Hat



Cochran named NERA's CG Outstanding Enlisted Reservist

BM2 Steven Cochran, a member of RU Annapolis, Md., Station Taylors Island Reserve Detachment, has been named the Naval Enlisted Reserve Association's Outstanding Enlisted Coast Guard Reservist of the Year for 1993.

Cochran was recognized as the award winner by CAPT Chuck Rhinard, Deputy for Reserve, at an awards luncheon during NERA's annual convention in Worcester, Mass. in October. CAPT Rhinard presented Cochran with a plaque, as well as the Coast Guard Commendation Medal and the Coast Guard Achievement Medal for his participation at OPSAIL '92 at the NERA luncheon, attended by representatives from all the sea services.

Cochran, 43, a CG Reservist since 1982, has served as watchstander, EMT, Petty Officer of the Day, and certified Coxswain / Boarding Officer, as well as Officer-in-Charge at Station Taylors Island Reserve Detachment. He is responsible for establishing the first fully qualified small boat reserve crew at Stations Taylors Island for both the CG-41453 and the new prototype CG-502001 live-aboard NORSAR boat. Serving with distinction as the Reserve Detachment OinC, Cochran's aggressive leadership and unquestioning commitment to the principles of a "One Coast Guard Total Force" have greatly contributed to the success in achieving a single, integrated unit at Station Taylors Island. Cochran has been decorated with two Achievement Medals in the past two and one-half years for superior seamanship and ability to respond with distinction when faced with crisis. Cochran volunteered for extended active duty during Desert Shield/Storm, and was assigned to MSO Wilmington from August '90 through April '91.

A Captain with Fairfax County's Fire and Rescue Emergency Medical Department where he serves as the

Emergency Medical Services (EMS) Field Supervisor, his collateral duties include serving as a member of the Critical Incident Stress Debriefing (CISD) Team and Northern Virginia EMS Council Disaster Planning Committee. He is also an adjunct instructor at George Washington University for their EMS degree program. Cochran is a graduate of George Mason University where he earned a Bachelor of Arts in History. He also attended post-graduate school at George Washington University and George Mason University.

Cochran's community service is just as impressive as his military and civilian careers. He is a founding member of the Firefighters' Emerald Society Pipe Band, which supports the good works of the fire and rescue services. Known at home as the "Oldest Boy Scout," he serves with distinction in many roles as an active member of the Boy Scouts of America. A devoted member of the St. John's Episcopal Church, he serves as a designated lay reader and vested chalice, and is also the parish delegate to the Regional and Diocesan Council. Cochran resides in Manassas, Va. with his wife Emma Jane. They have two sons, Benjamin and Ethan.



BM2 Steven Cochran

The "Outstanding Enlisted CG Reservist" award was established in 1984 by NERA to recognize an enlisted Coast Guard Reservist judged to be the most outstanding based on performance, appearance, abilities, and military and civic accomplishments. Cochran, chosen from among six nominees, was recommended by CAPT John Kinsey, Commander, Reserve Group Baltimore. The Selection Board was headed by MCPO Forrest W. Croom, Command Enlisted Advisor, CG Reserve. Criteria for the award is established in the Reserve Administration and Training Manual, COMDTINST 1001.27A.

Dependent receives CPOA award for winning essay

Laura Carr, daughter of YNCM Marilyn Carr of Reserve Group Mississippi River and retired CWO4 Walter Carr, received \$1,500 and a certificate Sept. 10 from the St. Louis Chapter of the Chief Petty Officers Association for her winning entry in the 1993 Captain Caliendo College Assistance Fund Essay Contest.

Her essay described what it was like growing up in a military family. Carr, a student at Southwest Missouri State University in Springfield, Mo.,



Laura Carr

said she was so excited when her father broke the news to her that she screamed.

"I was surprised because it was a nation-wide contest," she added.

According to Carr, the \$1,500 from the fund will go toward tuition. The Caliendo College Assistance Fund is given every year in honor of Captain Anthony J. Caliendo, a former Chief Petty Officer, who passed away while attending the Second Annual Convention of the Coast Guard Chief Petty Officers Association.

CGR officers serve at CIOR conference

Three Coast Guard Reserve officers served at the Interallied Confederation of Reserve Officers Association Conference at Quantico, Va. Aug. 1-8.

CDR Michael J. Perper of Reserve Group New York served as Assistant to the Chairman, directing and coordinating multi-service personnel. LT Steven Shapiro and LT James Kelly of Reserve Group Baltimore served as protocol officers for the function.

CIOR represents over 800,000 military reserve officers of NATO, which includes 14 nations.

Congratulations...

• **DC2 Derrick Kraft** of RU Port Angeles, Wash. was named his unit's new enlisted person of the quarter recently.

• **LT Lee Christopherson** of RU D13 District Office was selected to receive the Commandant's Best Collaborative Partnership in Education award for his assistance to three school districts involving students from 27 high schools.

• **HS3 Michael Tuccio**, of RU San Pedro, Calif., recently graduated from the University of California at Davis as a Physician's Assistant.

• **IVCS Frank E. Horsman**, a special agent in D5(ole), received the CG Achievement Medal for superior performance of duty while serving as supervisor for Intelligence Collection Teams activated for Desert Shield / Desert Storm.

• **RU D5 Law Enforcement** members were recently awarded the CG Meritorious Unit Award for service from October 1989 to September 1992.

• **BM1 Warren H. Knatz** has been chosen as the Outstanding Enlisted CG Reservist for Reserve Group Moriches for 1993.

• **CDR Ronald D. Biller**, CO of RU SUPCEN N.Y., who recently retired after 36 years of service to the CGR. He is an officer with the New York City Fire Department.

Taps

- **CAPT Charles Kiernan**, USCGR (Ret.), passed away Aug. 23, 1993 at Old Lyme, Conn. He is survived by his daughter, Katharine H. Kiernan, Middlesex, Vt.
- **SSC Edward J. Troendle**, USCGR (Ret.), passed away Aug. 1, 1993, at Syracuse, N.Y. He is survived by his wife, Linda Troendle of Liverpool, N.Y.
- **PSCM Obbie G. Pressley**, USCGR, passed away Sept. 13, 1993, at St. Louis. PSCM Pressley is survived by his son, Robert Pressley of Troy, Mo.
- **CAPT Donald Low**, USCGR (Ret.), passed away Oct. 4, 1993, at Seattle, Wash. He is survived by Mary I. Low of Cashmere, Wash.
- **QM2 Steven A. Hague**, USCGR, passed away Oct. 4, 1993, at Boston, Mass. He is survived by his father, John and mother, Glenn, of Culpepper, Va.

Tip 'the Hat



Awards & Medals

CG Commendation Medal

CAPT Warren Appell, Reserve Group N.Y.
BM2 Steven Cochran, RU Annapolis
CDR Ronald D. Biller, RU SUPCEN NY

CG Achievement Medal

IVCS Frank E. Horsman, RU D5(ole)
YN1 Kim Bushnell, D13(rs)
YN2 Joanne Spear, D13(rs)

BM2 Steven Cochran, RU Annapolis

Commandant's Letter of Commendation

PS2 Paul J. Byrd Jr., RU Oak Island, NC

CG Meritorious Unit Commendation

RU 5th District (ole)

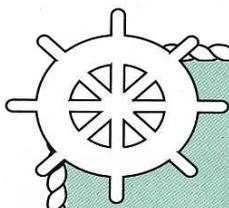
Retirements

RET-1 List

SKCS William A. Herrick Jr., D1, 1 Sept. 1993
CDR Joseph S. Cromwell Jr., D5, 3 Sept 1993
CDR Walter E. Hanahan Jr., D11, 3 Sept 1993
CAPT Clayton L. Johnson, D7, 4 Sept 1993
CDR Roger D. Schultz, D9, 14 Sept 1993
CDR Ras R. Friend, D8, 23 Sept 1993
PS2 John W. Howard, D11, 28 Sept 1993
CW03 Bransford M. Thompson, D8, 1 Oct 1993
CDR Patton H. Caldwell, D8, 15 Oct 1993
MKI Gerald D. Schutz, D2, 15 Sept 1993
SSI Joseph Lamacchia, D9, 10 Oct 1993
PSI James L. Craft, D7, 12 Oct 1993
MKC Robert E. Smith, D13, 9 Sept 1993

RET-2 List

MKC Duane B. Kirk, D9, 1 Sept 1993
PSI Seferino Madriles Jr, D11, 1 Sept 1993
BMC Stephen C. Smiley, D8, 1 Sept 1993
CAPT Clifford G. Spelman, D1, 1 Sept 1993
CDR Garret W. Post, D1, 1 Sept 1993
YNI Robert A. Apfelzweig, D11, 1 Sept 1993
CAPT William I. Norton, D9, 1 Sept 1993
CW04 Frank J. Doherty, D11, 1 Oct 1993
DC2 Dennis E. Eastman, D2, 3 Oct 1993
LCDR Lawrence J. Lomonaco, D7, 2 Sept 1993
LCDR Joseph E. Tieger, D5, 1 Oct 1993
CW04 Eric B. Williams, D8, 1 Oct 1993
YNI Robert D. Stauffer, D2, 1 Oct 1993
LTJG Peter W. Dunn, D1, 1 Oct 1993
YNC Susan L. Nurre, D13, 1 Oct 1993
MKI Carl C. Gowler, D13, 1 Oct 1993
CDR Darrell L. Hayden, D5, 1 Oct 1993
CDR Paul H. Walle, D2, 1 Sept 1993
PSCS Donald H. Sparks, D13, 1 Sept 1993
ET2 Timothy J. Rizzo, D9, 1 Sept 1993
DCI Roy N. Jorgensen, D2, 1 Oct 1993
SSI James I. Jarvis, D2, 1 Sept 1993
MKC Bruce H. Herbertson, D8, 1 Sept 1993
CDR Gregory G. Evans, D13, 1 Sept 1993
LCDR Barnard A. Bruce III, D13, 1 Oct 1993
YNC Martha F. Bichrest, D1, 1 Sept 1993
YN2 Marilyn B. Benton, D9, 1 Sept 1993
SK2 Lawrence A. Butindaro, D1, 1 Oct 1993
MKI Charles A. Leoni, D1, 1 Oct 1993
YNCM William R. Sacchetti, D1, 1 Oct 1993
LCDR John J. Manley, D9, 1 Oct 1993



First Call...

Obtaining medical benefits

By ENS Steve Pruyn (G-RSM-1)

As a reservist, obtaining health care benefits can be as harrowing an experience as the injury itself, if certain procedures are not followed. If you were injured or fell ill while performing drills or on active duty, would you know the proper steps to take to ensure you receive the benefits due you?

Heeding the following guidelines will help you avoid any pitfalls that reservists are apt to encounter, and ensure that all goes smoothly in receiving the benefits that are available to you, in a timely manner.

Common sense dictates that if you are seriously injured or ill, the top priority is to get help. If the time and situation permit, go to a military medical or VA facility (under special arrangement). If not, use the nearest treatment facility, whether it be federal or civilian.

But aside from injuries requiring emergent care, in which life or limb is at stake, the vast majority of health problems incurred on duty require a decision and responsibility on your part. In procuring health care, the priority is to use federal facilities first, then contract civilian, and finally non-contract civilian care. Special authorization is needed for non-emergent care, through the appropriate chain of command. Failure to do this may result in your being completely responsible for your medical bills!

Unlike the active duty side, who are covered at all times, reservists are only eligible for medical benefits for injuries or illness that were determined to be incurred or aggravated while drilling or serving on active duty orders, and during travel to and from their place of duty. It is important to be seen immediately by a federal health care physician whenever you think you have been injured or have become ill during duty. If possible, get it documented and make sure your Reserve unit or active duty unit CO or OinC, depending on where you are assigned at the time, is made aware of the problem

before your orders expire. They will make the line of duty determination and also determine if misconduct was involved in your injury.

When medical treatment is necessary and you will not be expected to be "fit for full duty" before your orders expire, the unit you are assigned to will forward the appropriate paperwork to the district office. If you are determined to be eligible to receive health care benefits, the district will issue you special active duty orders.

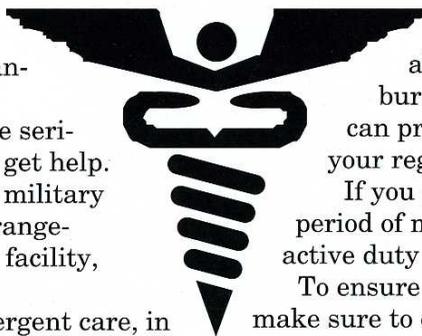
These orders, called a Notice of Eligibility for Medical Benefits (NOE) allow you to receive medical bill reimbursement and/or pay and allowances if you can provide proof that you have lost wages from your regular job because of down time.

If you are serving under orders that are for a period of more than 30 days, you will be retained on active duty until your health problem is resolved.

To ensure you receive prompt reimbursement, make sure to obtain *itemized bills* from your health care provider and have them mailed directly to your command, or hand carry them yourself.

If the severity of your injury is such that a return to a "fit for full duty" status after medical treatment is not likely to occur within 10 weeks of your injury or diagnosis, an Initial Medical Board (IMB) will be convened by your district. Based on the findings of this board, Commandant will determine if continued medical treatment is authorized or if further medical board processing will be necessary. A Formal Physical Evaluation Board may be convened to determine if you are eligible for a medical retirement or separation pay.

Remembering to keep your command promptly informed and seeking advice when you are in doubt as to what to do are two key factors in ensuring you receive the right treatment and reimbursement that is due you. If you have health care questions and you cannot reach your local Health Benefits Advisor, call the Coast Guard Hotline at 1-800-9-HBA-HBA (1-800-942-2422).





...to Quarters

Requesting RET-2 status?

The Reserve Retirement Section of CG Headquarters requires that you include your full current mailing address in your letter request for RET-2 status. In addition, your district (rsa) or (rpersru) must endorse your request for RET-2 status. Requests sent directly to CG Headquarters will be returned to district for endorsement with no action taken.

You can find answers to questions regarding application for RET-2 status in Section 12-C of the Reserve Administration and Training Manual, COMDTINST M1001.27A. If you need further assistance, please contact your unit administration office or district reserve office

SGLI / VGLI questions

Many questions have been asked regarding coverage under SGLI and VGLI. The questions include transferring to VGLI once a member retires and is not yet 60 and is not receiving pay. To answer all questions regarding coverage of SGLI /VGLI, contact the program manager for SGLI / VGLI at COMMANDANT (G-PMP-2) at 202-267-2257.

USCG national golf tournament

The 1994 annual Coast Guard Invitation Golf Tournament will be held at Wintergreen Resort, Charlottesville, Va., May 11-14, 1994. Participation is open to Coast Guard active, reserve, retired and civilian personnel, military and civilian dependents and guests if space is available.

Reservations are due April 15 and are first-come, first-served

basis. For information, contact Dr. Mike Parnarouskis, (202) 267-0086; CAPT Albert Sabol, (202) 267-0489; or CDR Dave Beach, (202) 267-2188.

Reservist deadlines

February '94Wednesday, Dec. 15
March '94Friday, Jan. 14

Open Rate List

The rates (and qualifiers) listed below are currently being sought by Military Personnel Command to fill active duty vacancies. The current Open Rate List includes DC2, ET2, ET3, QM2, and SS2. These are the rates for which the active duty Coast Guard has a need. If you are interested and qualified, contact your local Coast Guard recruiting office.

Rate	Qualifier
DC2	Coast Guard only
ET2/3	Coast Guard or USN. Must have CG Qualification codes 25, 61 & 63.
QM2	Prior Coast Guard or USN only
SS2	All military services

ALDISTs / ALCOASTs /COMDTINSTs

Selected Reserve (SELRES) Downsizing Plan	ALDIST 323/93
Reserve Officer Authorization Listing.....	ALDIST 322/93
Distribution of 1993 W-2 Forms	ALCOAST 106/93
Gender Equality in the Coast Guard.....	ALCOAST 107/93
Policy on Homosexual Conduct in Coast Guard	ALCOAST 109/93

Nationwide TEMAC/SADT/EAD

As of 11/15/93

Place	Duration	Rate/Rank	Quals	Point of Contact
D13 (dcs)	FY94 (6-12 months)	O4-O6	Process manager	CAPT Bernstein, 206-220-7310

ROA Mid-Winter Conference slated for Jan. 23-26 in D.C.



The Reserve Officers Association, Coast Guard Chapter 4 cordially invites all Reserve officers to the annual ROA Mid-Winter Reception, Sunday, Jan. 23, 1994. The reception is scheduled for ROA National Headquarters, 1 Constitution Ave., N.E., Washington, D.C. from 5:30 p.m. until 7:30 p.m. Cost is \$28 per person (\$26 if received prior to Jan. 8).

Uniform is Service Dress Alpha.

Submit reservations (include name, rank, address, home and work telephone numbers) with a check payable to "CG Chapter Four, ROA." Mail to: LT Jerry Browne, 4703 Pontiac Drive, Annandale, VA 22003.

RADM Penington, Chief of G-R, is tentatively scheduled to address members of the CG Affairs Committee of ROA Tuesday, Jan. 25. ADM J.W. Kime, Commandant,

U.S. Coast Guard, is tentatively scheduled to address the same group Wednesday, Jan. 26.

For further information about ROA Mid-Winter Conference activities, contact ROA at (202) 479-2200.

Reunions

• **Merchant Marine Academy** — Interested in contacting those who served in original Merchant Marine Academy, Kingspoint, N.Y. reserve unit (ORTAUG 03-83234) from 1958 until unit moved to Shinnecock Station in early 1970s for possible 1994 reunion. Contact: MCPO Joseph Zimmer, P.O. Box 10, Goshen, KY 40026-0010. (502) 228-1676.

• **CGC HORNBEAM (WLB-394)** — Will be celebrating its 50th Anniversary of commissioning April 15, 1994 at TRACEN Cape May, N.J. Contact: CWO3 Bruce Simokat or ENS Patrick Dugan at 410-636-7592 through December 1993 or 609-898-6991 in 1994. USCGC Hornbeam, c/o USCG TRACEN, 1 Munro Ave., Cape May, NJ 08204.

• **Sharkhunters International** — The world's only multi-national submarine history group has a Caribbean Lecture Cruise scheduled for March 1994. Write: Sharkhunters, P.O. Box 1539, Hernando, FL 34442. Phone: 904-637-2917. FAX: 904-637-6289.

On the look out for Reserve Program Administrators

The search is on for motivated, career-minded officers, interested in active duty service managing the Coast Guard Reserve Program.

RPA's serve on extended active duty managing the Reserve Program. They are required to have a wide knowledge of the Coast Guard in order to carry out their duties properly. So, that they may be properly qualified, they will generally be assigned for two-thirds of the time to duties in connection with the administration of the Reserve and one-third to general coast Guard duties. Assignments in the Reserve program normally include Headquarters and District Offices. Rotational assignments include cutters, groups, MSO's and stations.

Any active duty officer on the Active Duty Pay List or inactive duty Reserve officer (IDPL) in the grade of Lieutenant Junior Grade (with two years commissioned service) or Lieutenant (with less than three years time in grade at the time the board convenes) is eligible.

Application procedures are contained in the Personnel Manual, Chapter 1-B-3. If you are interested, return the card below and we will mail you additional information and provide assistance in preparing your application. All applications should be submitted no later than January 1994 to arrive in Headquarters by 1 February 1994.

Applicants are encouraged to submit their packages well in advance of these deadlines.

For more information, return this card to COMMANDANT (G-R(ds)). Your response will be held in confidence and creates no obligation on your part to apply for the RPA program.

Name:

Street Address:

City /State:

Phone:

Reply to: Commandant (G-R(ds)), U.S. Coast Guard Headquarters
2100 Second Street S.W. Washington, D.C. 20593-0001

On Deck

By MCPO Forrest W. Croom

Command Enlisted Advisor
Coast Guard Reserve



Questions or comments? Write or call:
Commandant (G-R CEA), USCG Headquarters,
2100 2nd St. SW, Washington., D.C. 20593. (202) 267-6844

Over the last three years, I've been a member of the Senior Enlisted Advisor Council of Department of Defense/Reserve Affairs. This council is composed of one senior enlisted member from each Reserve component of the Armed Forces. I have worked closely with MCPO Paul Gauthe, Force Master Chief for Naval Reserve, and Sgt. Maj. William (Bill) McDonald, United States Marine Corps Reserve. The Master Chief, Sergeant Major and I have shared successes, problems and sometimes sea stories relating to our services. As members of the sea services, some of our situations are quiet different from the other components of our armed forces. Both MCPO Gauthe and Sgt. Maj. McDonald were present at the annual Naval Enlisted Reserve Association Conference in Worcester, Mass. in October when we recognized each sea service's reservist of the year.

My point in recognizing and telling you about the two individuals mentioned is that many times, we can learn a great deal through our contacts with members of the other sea services, not to mention cultivate friendships. I would like to encourage each of you, whether assigned to a Reserve Training Center or a Coast Guard station, to seek out your counterparts in the other sea services and discuss your problems and concerns. They may have valuable suggestions or insights that you can implement at your unit. My hat is off to my fellow sea service folks for their tireless service to our great nation.

On another note, yes we are downsizing the SELRES to 8,000 but when all the dust is settled, we will be stronger and smarter. We will be more effective in what we do, making all parts of the Coast Guard better, stronger and above all, more valuable to our country, our missions and ourselves. Look to the future and make sure you're "Semper Paratus." I sure am.

This will perhaps be my last holiday season in my Coast Guard uniform. I look

back over the years and thank God that my health has been good, my attitude positive and my rewards more than deserved. My military career could not have been better. Wonderful friendships were made, life long acquaintances were developed, and if life were any better I couldn't stand it. I have no regrets and I am looking to the future with excitement and anticipation.

In closing, I hope your Thanksgiving was a happy one and you are looking forward to a joyous holiday season. At this time of the year, many of us reflect on our blessings and reaffirm our commitments to our God, Nation and families. May your commitments be directed toward the positive and not the negative, and may you also have a better year in 1994 than 1993. Happy holidays to all of you!



Sea Services at NERA convention



Photo by NERA Conference attendee

Sgt. Maj. William McDonald, Marine Corps Reserve, left, MCPO Paul Gauthe, Force Master Chief for Naval Reserve, center, and MCPO Croom pause during the 1993 NERA Conference in Worcester, Mass. The three have worked together the last three years on the Senior Enlisted Advisor Council, DoD/Reserve Affairs.

Surprise Package

For A
SPAR

Editor's Note: Some time ago, we asked Mrs. William (Lois) Bouton, a SPAR (and also known as the Coast Guard Lady), to recall some World War II Coast Guard stories. Always eager to share her enthusiasm for the Coast Guard with others, Mrs. Bouton also writes regularly to Coast Guard units and members across the nation. In the story that follows, Mrs. Bouton recalls one Christmas away from home during World War II that could have been lonely, but because of others giving to her and she, in turn, to others, it was anything but lonely.

By Lois Bouton, CG SPAR / The CG Lady

While I have many pleasant memories of my World War II SPAR days, I will tell you about one of my Christmases away from home. I was a SPAR stationed at Cape May, NJ and there were eight of us SPARs who had to live in the WAVE Barracks at the Naval Air Station, which later became the Coast Guard's Training Center.

Cape May was just a beach then, not the built up resort it is now. Our 7-by-12-foot "radio shack" was about a mile down the beach, toward town. There were a few big homes, our shack and the Kiwanis Club in a small building next to ours. The board walk was wooden, not a sea wall. Just a week after I arrived at Cape May in September 1944, a hurricane washed away much of the walk. Though the hurricane slammed into our radio station, fortunately, the walk split instead of the building.

I wasn't going home for Christmas that year, so it could have been dreadfully lonely. But it wasn't, especially because of the generosity of others....

One afternoon just before Christmas, there was a notice in my box to pick up a package at the post office. Since I was going to a movie at the recreation building that night, I stopped at the post office on the way over. The package was from a Waukegan, Ill. newspaper that sent Christmas

packages to all Waukegan service people around the world. As most service people were men in those days, the boxes were packed with men in mind.

While waiting for the movie to start, I opened the package. Inside was an array of goods and tasty morsels. There was so much, I couldn't possibly eat or use them all, so I began giving them to the other service members around me, including Army, Navy and Marine personnel. The cigars and cigarettes were given to the soldiers, while the foot powder went to the Marine sitting behind us during the movie. There was also a box of Zion Cookie Factory fig bars in the parcel and we each had one and then passed the box down the row ahead of us for the Navy folks.

Even having given away so much, I still had some stationery, a book, and candy left and a couple more "men things" for husband-to-be Bill, who was stationed at Lewes, Del. at that time with the Army.

When I wrote to thank the newspaper for the package, I told them that all four branches of the service got to share it. Yes, there were only four branches back then as the Air Force came under the Army in those days (even now days I spend a lot of time trying to convince people there are five...the Coast Guard is a branch of service!)

Well, I later married Bill and those Zion Cookies were made in the town we lived in after World War II. In fact, during the Vietnam era, I used chocolate chips from Zion Cookie Factory in the cookies I made to take to Great Lakes Naval Hospital. As they say, what goes around, comes around.

If you'd like to drop the CG Lady a card (or perhaps some cookies?) for Christmas, her address is:

*The Coast Guard Lady
Mrs. William (Lois) Bouton
1616 S. 16th Street
Rogers, AR 72756.*

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