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OCS GRADUATES 114 ENSIGNS

There was a quiet pause before the bright Ruffles and Flourishes were sounded across the assembly field. Then a sword's blade flashed and the honor guard of twenty-seven Coast Guard officers-to-be snapped to attention. January 24 was an unusually sunny, mild day for Virginia's wintry "History Land." It was a perfect day for its purpose.

Seventeen guns roared across the York River to honor the Commandant of the Coast Guard, and as the Admirals' March played, he inspected the guard. This was the setting for the climax of a 17-week effort.

That effort had begun in September when the young men of Officer Candidate School Class 1-64 had first come to the Reserve Training Center, Yorktown, Va. They arrived from the colleges and universities in all parts of the country and from the ships and stations of the Coast Guard around the world. Most of them were then seaman apprentices. For seventeen weeks, these men had studied, trained, and drilled to prepare themselves to be Coast Guard officers. All was not work since the weekend liberty and the "last week parties" provided well-earned relaxation. On January 24, however, the end was in sight. Soon these men would be in assignments around the world.

The Class, their friends and relatives, and neighboring military commanders assembled in the Base Auditorium. The 564th Air Force Band was in place and had tuned their instruments. The press was busying about, and the television cameras were moved in. The Grad-



ADMIRAL E. J. ROLAND, USCG, Commandant of the Coast Guard presents commissions to 114 new Ensigns at Graduation Exercises of the Officer Candidate School, Yorktown, Va.

uation Exercises then began. CAPTAIN Mark A. WHALEN, USCG, Yorktown's Commanding Officer, welcomed the audience. Then Thomas J. SUTTON was presented the Academy Alumni Association Award for the highest academic average in the class. The Award was presented by RADM Henry J. WUENSCH, USCG, Commander, Fifth Coast Guard District.

LCDR Robert E. FREDLUND, USCGR, presented the Reserve Officers Association Award to Thomas D. KOHR for his effort in making the greatest improvement while at OCS. This Award was given by the Coast Guard, Washington, D.C. Chapter of ROA. The Commanding Officer's Award, a beautifully engraved sword

was presented by CAPTAIN WHALEN to John E. KEEFE. This Award is given to the officer candidate considered to be the most outstanding potential officer.

Following the presentation of awards, RADM Louis M. THAYER, USCG, Chief, Office of Reserve introduced the Commandant. ADMIRAL ROLAND emphasized the traditions of integrity, duty, and honor of the Coast Guard Officers Corps, and then he challenged the graduates to take up their assignments with a sense of responsibility. He stressed the need today in the Coast Guard for officers who "cover their duties in all respects." The Commandant closed by congratulating the men on their distinguished efforts while at Yorktown.

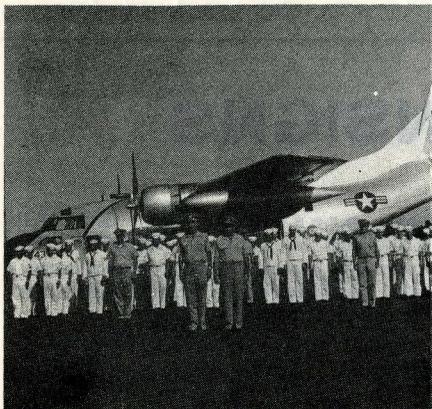
The Commandant's remarks were followed by an inspiring presentation of the Battle Hymn of the Republic by the 564th Air Force Band. The Class then stood and were given the Oath of Office. Those men would never be "OC's" again. They are officers in the Coast Guard and Coast Guard Reserve. The swearing in was followed by a procession across the stage to meet the Commandant and receive their commissions.

As the 114 new ensigns left the auditorium, the traditional silver dollar was exchanged for the first salute. A reception followed for the officers, their relatives, and friends. The ceremonies were completed, and all that remained was to log out. From Yorktown, those officers would be spread "to the winds." They have assumed the rank, responsibilities, and privileges of Coast Guard officers.

ORTUPS AIRLIFT

Recently, the officers and men of ORTUPS (0) 14-82951, under the command of LCDR William S. MARSHALL, tested their operational readiness during a two-day training exercise. A Coast Guard C-123 and a Marine Corps R-4-D airlifted the detail from the Coast Guard Air Detachment, Barbers Point, Oahu, to the island of Hawaii where they carried out their mobilization responsibility, namely, that of maintaining the security of the island's main seaport of Hilo.

The unit established pier patrols, an elaborate communication system, and gate watches at the entrances to the harbor area. Demonstrations were also held showing the methods of making arrests and of searching suspected saboteurs.



A detail from the unit became "aggressor forces" and challenged the ability of the unit to maintain the security of the port.

The unit was accompanied on this exercise by CDR David GERSHOWITZ, the new Captain of the Port in Honolulu who was the referee and evaluator during this exercise. CDR GERSHOWITZ commented in a debriefing following the exercise that the unit's ability to establish quickly and to maintain an effective security system indicated that classroom training had been adequate and the unit's ability to function in an emergency was good.

RESERVE DRILL ATTENDANCE

JANUARY 1964

National Average	88.5%
Highest District	
Average 13th District	91.7%
National Officer	
Average	94.2%
National Enlisted	
Average	87.8%

Reserve to Flap Wings

The Coast Guard Reserve occasionally gets the urge to get off the ground and get moving. It had that feeling again recently and is doing something about it--literally. For several years the Reserve has maintained a limited program for the "fly-boys" and has provided some training in aviation ratings. Now, however, the "fancy to fly" is being satisfied with verve.

The mission of a Reserve Aviation Support Unit (ORTUAV) is to provide training for Reserve personnel which will enable them to augment Coast Guard aviation units in the event of mobilization. Such a Reserve unit would be an immediately available source of qualified flight and ground personnel to augment the air station or air detachment upon mobilization.

The limited ORTUAV program now in existence has proven the value of this type of unit, and has provided a pattern for accomplishment of the mission in a manner which has been highly beneficial to all concerned. An excellent example is ORTUAV 07-86497. One of two Aviation Support Units in Florida, this St. Petersburg unit drills at the Coast Guard Air Station located at Albert Whitted Field in St. Petersburg. The Unit is so enthusiastic about flight training and the theory of flight that, in addition to their normal unit training with the operational aircraft of the Regular Service, members of the unit are building a two place experimental aircraft during drill periods. This provides practical training in welding, sheet metal work, fabric, etc., and allows the trainees to complete various practical factors. This unit is also scheduled to receive a Navy T-34 trainer aircraft for use as a training aid.

In the new servicewide Reserve aviation program, ORTUAV's are to be established at Coast Guard air stations and air detachments wherever feasible. However, such a unit will not be recommended for establishment if, in the opinion of the Regular air unit's commanding officer, undue interference with normal operations would result.

The sizes for ORTUAV's have been established at 9 officers and 55 enlisted men for location at the larger air stations, and 3 officers and 15 enlisted men for location at the smaller air stations or at air detachments. Activation of a medium ORTUAV may be recommended when a minimum of 3 officers and 10 enlisted men are available. Small units require a minimum of 2 officers and 5 enlisted men for formation. Units shall be recommended for activation only if the desired strengths can be reached within a reasonable time.

Officer Status

During the month of January 1964, the following officer personnel status changes occurred:

Retirements:

CAPT Lloyd L. ANDERSON (35297)	1/1/64
CAPT Benjamin F. LANGLAND, JR. (35189)	1/1/64
CAPT Lewis A. WADLOW (35099)	1/1/64
CAPT Clark A. FARROW (35144)	1/1/64
CDR Robert W. ALLEN (36073)	1/1/64
CDR James Q. BARNES (36238)	1/1/64
CDR Stanley J. CIESLINSKI (36327)	1/1/64
CDR Thomas H. CRITCHLOW (36349)	1/1/64
CDR Bruce B. DAVIDSON (37166)	1/1/64
CDR John T. DELANEY (37547)	1/1/64
CDR Vincent J. GRILL (36766)	1/1/64
CDR Hillard F. LOOMIS (37537)	1/1/64
CDR James J. VOSMUS (37477)	1/1/64
CDR James R. DICKISON (37485)	1/1/64
CDR William P. BUTLER (35864)	1/1/64
CDR Ulay W. McDANIEL (38167)	1/1/64
CDR Frank L. TAYLOR (37206)	1/1/64
LCDR William C. GREER (38034)	1/1/64

Resignations:

LT Donnell K. WATKINS (41091)	1/8/64
LTJG Frederick R. MILES (41294)	1/27/64

As we have seen, the intention of this revitalized aviation program is to provide trained men for the air detachments and air stations in a time of mobilization. An important new effort will be made to solicit trained civilian aviators such as airline pilots and technicians and to reactivate aviation personnel from the Active Status Pool and Administrative Reserve Units.

This article serves notice to all drilling, non-drilling, and civilian "fly-fly types" that Coast Guard Reserve Aviation is acquiring a new posture and increased vigor. If you like to go up "into the wild blue yonder" greater opportunities will soon be available in the Coast Guard Reserve.

OFFICER TRANSFERS

For some time now, commissioned and warrant officer drill-pay strengths as well as total Reserve officer strengths have continued to lag well below the authorized levels. In addition, the junior officer programs have not generated adequate numbers to meet mobilization requirements. The district policy with regard to the transfer of Reserve officers appointed from enlisted status, while serving in a Reserve unit, can have a direct bearing on the situation. Traditionally, the transfer of any ex-enlisted personnel who are tendered and accept warrant or commissioned officer status is a requirement. However, in some situations such a firm rule has been found to be detrimental to meeting Reserve strength objectives.

When a unit is short of well-qualified officers and petty officers there has been a tendency to discourage applicants for direct commission since this action would normally result in a personnel loss to the unit. When a unit is the only one within reasonable commuting distance, both the unit and individual eligible for commissioning have been reluctant to act. Similarly, when a unit is the only one with a meeting time compatible with a Reservist's civilian job, although other units may be available in the same local area, the individual has been reluctant to apply for officer status.

All this boils down to a new attitude on transferring officers in the Reserve. Upon acceptance of an inactive Reserve warrant or commissioned officer appointment while serving in an ORTU in an enlisted status, the newly-designated officer will be transferred to another local ORTU if available and if in the opinion of the district commander such a transfer is in the best interest of the Service and would not create an undue hardship for the Reservist. Personnel should not, however, be transferred to an ARU or the ASP to accomplish a transfer out of a unit.

Newly-appointed inactive duty officers will be transferred to another ORTU whenever practicable, but a strict adherence to this traditional practice is no longer required.

STUDENT OF THE MONTH

Bruce W. JACKSON, SA, USCGR was selected last month as Student of the Month at the Aerographer's Mates, Class "A" School, Naval Air Station, Lakehurst, New Jersey. He finished first in a class of thirty with an average of 92.84. This specialized training was part of JACKSON's initial period of ACDUTRA.

WEATHER, ICE, AND SEA BELOW

(Third in a Series of Six Articles on the Regular Service)

In 1912, the British liner TITANIC, built at a cost of \$7,500,000, left Southampton for New York on her maiden crossing of the Atlantic. Her passengers and crew numbered 2,207. Only 690 ever set foot safely on shore again.

It was after this tragedy that a conference of the principal maritime nations, meeting in London in 1914, decided to inaugurate an International Ice Patrol, the cost to be defrayed in fixed proportions by the nations benefited. The Coast Guard, however, had actually started ice patrols in 1913.

The area patrolled is 45,000 square miles or about the size of the State of Pennsylvania. During the ice season, which runs from February to August, the area is heavily blanketed with fog and every year an average of 400 bergs drift southward toward the busiest steamer lanes in the world. Yet, in all the time the Coast Guard has performed this duty, no ship has been lost through collision with an iceberg.



One of the big jobs of Coast Guard cutters is serving as ocean station vessels. This requires them to cruise for 21-day periods in areas 10 miles square so that meteorologists can gather on-the-spot data to relay to the Weather Bureau. Forecasts and storm warnings based on such data permit trans-ocean ships and planes to avoid dangerous weather conditions, but the cutters that do the work have to stick to their posts and ride out the heaviest seas in foulest weather.

At the present time, the Coast Guard operates four ocean stations in the North Atlantic and two in the Pacific.

Recently while on OSV duty the CGC COOS BAY participated in a gallant rescue of seaman from the North Atlantic sinking of the merchantman AMBASSADOR.



Oceanography, the scientific study of the sea, is a natural interest of the Coast Guard, which has participated regularly in oceanographic current research since 1914, particularly in the Eastern American Arctic regions.

Oceanwide surveys are conducted to collect data designed to yield information about the world's oceans. Observations are also made along the continental shelves and marine estuaries, as well as along large inland bodies of water such as the Great Lakes.

More information on sea and ice berg formation, drift, and deterioration is needed by increasing polar operations, by high-latitude and military research, and for the development of water routes in traditionally ice-bound areas. This research is another area of the Coast Guard's Oceanography program. Studies are also underway to determine the effects of radioactive contamination upon the ocean and marine life.

Space will not permit a discussion of the numerous minor areas of responsibility the Service has in sea life. We have illustrated here three major sea missions of the Service. The important factor in each of these programs is the contribution they make not only to Coast Guard operations, but to other Government agencies and to the maritime industries of the world.



"THE FIRST SALUTE" - Newly-commissioned Ensigns receive their first salute and hand out the traditional Silver Dollars to base personnel after the Graduation Exercises of OCS Class-1-64 at Yorktown, Va.

Units Set To Handle Mobilization

The Mobilization Detachment (MOBDET) will very soon see its demise in the Reserve program. In its place will be a similar unit with an increased complement and expanded mission which will include a rate training program. The new unit will be the Organized Reserve Training Unit (Administration Mobilization), with the short title of ORTUAM.

ORTUAM's are being established to carry on the former MOBDET mission in the mobilization system. They will screen, select, and assign Reserve personnel to appropriate billets in advance of mobilization, in accordance with requirements set forth in district mobilization plans; and provide training for personnel for active duty in prescribed specialties in connection with personnel, supply, financial, and automatic data processing procedures. Due to the scope of their current duties and others being planned, an increased ceiling of personnel assigned will allow more time available for mission accomplishment and individual training.

Rate training has been authorized for ORTUAM's in the rates of yeoman, storekeeper, and machine accountant, provided that the district concerned has a district mobilization need for these ratings. Correspondence courses are now available and must be completed for the appropriate rating. Publications that are necessary for training in these ratings will be provided from the district Reserve division libraries.

A new program wherein cognizant district office personnel, as available, will present lectures and be available to answer questions which arise is also being established. At least one drill period per month is the rate training goal. However, this

RESERVE TO GOVERN YORKTOWN

Since its commissioning in 1959, the Reserve Training Center, Yorktown, Va., has devoted more than half of its training program to Reservists and has been supported primarily through Reserve Training funds. For those reasons, operational and administrative control of the Center has been transferred from the Office of Personnel to the Office of Reserve. However, the Office of Personnel will continue to exercise control over the following four schools: 1) Officer Candidate School, 2) Merchant Marine Safety School, 3) General Service School, and 4) Port Security School.

The assignment of staff and student personnel, establishment of quotas, approval of curriculums, disenrollment of students and all other matters related to operation and control of the above schools will continue to be administered by the Office of Personnel.

The primary interests of the Office of Reserve, in addition to the overall administration of the Center, will be the Summer ACDUTRA Program, the off-season training program, and the in-port activities of the soon-to-be-commissioned Reserve training ship TANAGER (WTR-385) which will be based at Yorktown.



INSIGNIA—Only military insignia are authorized on the uniform. Check Uniform Regulations for position.

will be governed by the mobilization processing workload. For specialized assistance in instruction during each such monthly rate training period, the district chief of Reserve may be contacted for the purpose of obtaining a petty officer to make a presentation on his specialty (or duty) at the district office. For example, a Personnel Division yeoman might teach the procedures used for processing TAD orders or a storekeeper might teach specific pay or supply procedures.

The ORTUAM is actually not new in its basic concept, but as a replacement for the former MOBDET, it will have greater responsibilities in preparation for mobilization and therefore a greater need for well trained personnel. The new rate training program should attain this objective, and it should provide increased advancement opportunity to the unit members in the future.

STORK UPSETS CG COPTER

Well, it's happened.

A baby's been born in a helicopter. He is definitely the first ever born in a Coast Guard helicopter, possibly the first ever born in a helicopter in this country.

He was officially logged in at 1:38 p.m. at 800 feet over Camden Point on the Pasquotank River in North Carolina. He and his mother, Mrs. Stella O'Neal, were reported doing fine when they landed at the hospital 16 minutes later.

The father, Edward C. O'Neal, is a commissaryman second at the Ocracoke Lifeboat Station.

The delivery was performed by Public Health Service Surgeon Andy F. Horne, assisted by the crewman, Ronald W. Cox, aviation machinist's mate second.

Pilot was CDR T. J. HYNES and co-pilot was LT Vernon C. JONES.

The air station there got a "hurry" call for help from Nurse Kathleen Bragg, who is the entire civilian medical department of tiny Ocracoke Island.

Victory For Law; Not For Baseball

Law won out over baseball for Stephen Thomas VICTORY, SR, USCGR, who turned down four major league clubs to pursue legal training. VICTORY, a native of Shreveport, La., is now undergoing six months' initial active duty for training at Cape May Receiving Center. At age 16, VICTORY was the youngest college baseball letterman in the country. Before enlisting in the Reserve, he was graduated from Tulane Law School in New Orleans and plans to return to that area after completing his period of ACDUTRA.

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