

RESERVIST

Official Publication of the United States Coast Guard Reserve

reserve.uscg.mil/magazine



FROM INAUSPICIOUS BEGINNINGS TO A FOUNDATIONAL ELEMENT OF TODAY'S RESERVE, THE PORT SECURITY UNIT'S EVOLUTION IS A REMARKABLE TESTAMENT TO THE DEDICATION AND PROFESSIONALISM OF THE MEN AND WOMEN, BOTH PAST AND PRESENT, WHO HAVE STAFFED ITS RANKS.

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— LCDR John C. Dymond, Jr., USCGR



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Front: Illustration by Chris S. Rose

Back: Photo by Petty Officer 1st Class Emaia Rise



RESERVIST

Celebrating Our 67th Year!

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FROM THE EDITOR

In September, my family started the 2020-2021 school year from home, and I tell you what—we are just as busy as we were when we were all going out in a normal, pre-pandemic world.

My husband and I are both Coast Guard civilians, as well as Coast Guard reservists, and when you add in proctoring school for our three sons, it feels like the world needs to stop spinning this fast. Feels like I need an eighth day of the week so I can catch my breath...

Two thoughts on this, though.

The first one, short and sweet: "Busy is a decision." This is a quote from Debbie Millman, a brilliant designer interviewed by Tim Ferriss on his podcast. (And you know how I love podcasts.)

She talked about how it's become cultural cachet to use being busy as an excuse. Millman continued: "We do the things we want to do, period. If we say we are too busy, it is shorthand for 'not important enough.' It means you would rather be doing something else that you consider more important... You don't find the time to do something; you make the time to do things."

That's so honest, I get a chill reading it.

So, hold that thought for a second while I give you another.

I read an article in the Harvard Business Review titled "Stop Feeling Guilty About Your To-Do List," which basically said that we need to make peace with the notion that we'll never, ever be caught up. No matter how much we game it out, there are always going to be those quick turn-around items, as well as those chance opportunities to counsel, mentor, teach and listen.

And besides, lists are just guides; we're not robots. We're re-prioritizing.

As a type-A person with lists long enough to tie my corframs together, I admit, this is a hard pill to take. My day feels like it's done when my list is all checked off.

And yet, if I think about it *just* a hair longer, the relief creeps into the corners of my mind when I admit that this level of rigidity is setting me up for failure.

This set of ideas is more than just good advice for how to manage the routine of school and work during a pandemic—this is a strategy for a life well-lived. When you slough off that busy-ness and routine, and focus your time and effort on the diamond priorities, things become clearer... and just a little easier.

I've had to rearrange a lot of things in my life to make sure my family stays #1, my expectations for myself stay reasonable, and my commands (both civilian and military) stay well-informed. There's dozens of ways the routine can get tripped up, but I try not to think too far ahead of myself. One day at a time.

So, I have to remember these two concepts: distilling your effort to the most important things, and stay focused on the long game, even when the day gets away from you. This concept is still tough for a type-A like me; I'm not used to relinquishing control—the idea still needs some marinating.

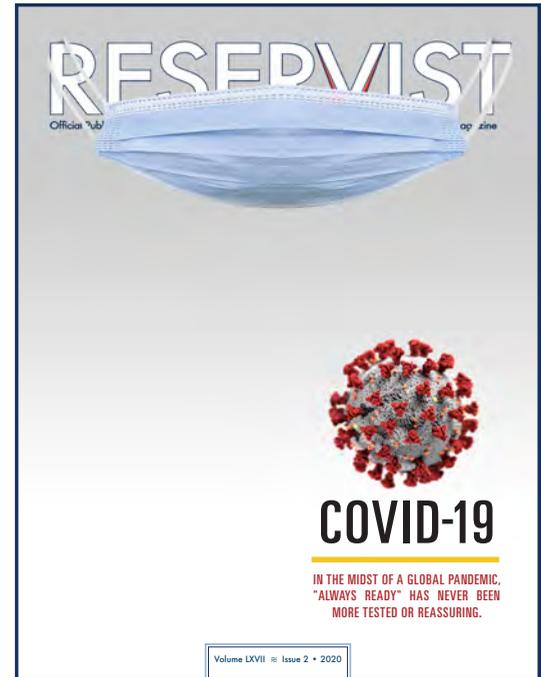
I wrote myself a sticky note with a half-dead Sharpie and posted it near my desk in my new home office—a second-hand dining room table with a small laptop. My husband sits opposite me, at the other end of the table, and we take turns being the parent-on-call, fielding questions from our children, making the lunches, reviewing the homework—this in between calls from our bosses, meetings via videoconference, and weaving in the odd day or two per week in the office.

But, now is the winter of our discontent; life is still moving forward.

This is my final issue before starting a set of active duty orders for the 2021 Inauguration. I worked on the 2017 Inauguration as well, just before accepting this job. Working with the five-service joint task force to put on the ceremonial parts of the Inauguration was one of the most rewarding opportunities of my Coast Guard career, and, while it came with its challenges, I'm looking forward to doing it again.

Doesn't mean I'll forget you, dear readers. Email your story ideas at TheReservist@uscg.mil, and I'll put them together for a springtime issue, around February 2021. I'll be back in a few months; be good while I'm away.

Anastasia Devlin
Editor-in-Chief

FROM
OUR READERS**Oops!**

During my cover-to-cover read of the *Reservist* I noted one glaring inaccuracy on page 56. In the awards portion the PSU Qualification Device was pictured next to the list of members receiving the Boat Force Operations Insignia.

On a positive note, I was pleasantly surprised to see Rear Adm. Matt Sibley receive his second star. He was the commanding officer at Sector Lake Michigan and retired me in 2013. As we were chatting before the ceremony, I asked him if he thought he would make admiral before he retired. He assured me there was no chance. CONGRATULATIONS ADMIRAL.

Master Chief Petty Officer Pete Vickerman,
USCGR (ret.)



Oh, holy heck, how did I miss that insignia? Good catch, Master Chief. We always appreciate a sharp eye. As for Rear Adm. Sibley, yes, he's a favorite of mine. Feels good seeing good people succeed. Funny enough, your email reminds me that there's always a master chief who can say they saw a future for us when we ourselves didn't.

Mags on the messdeck

Last issue, we had an active duty member who wrote to us asking why we send the magazine to his units when it didn't have any reservists. We got a few letters about it.

Greetings, BM1 Walsh.

I was impressed with your question to the editor of the *Reservist* published last month. Your question is legitimate, Ms. Devlin's response is spot on, and this is something the Coast Guard is now working hard to correct.

The Coast Guard must do a better job of recruiting active component (AC) members into the SELRES who are planning to leave AC. The Reserve Component (RC) needs the skills, quals, competencies, and experience folks like you bring to the table!

So we now use a combination of strategies including the magazine you see laying around, *Everyone is a Recruiter* campaign, and the LANTAREA *Stay Coast Guard* campaign to get the word out and retain highly skilled members within the organization. PACAREA has a similar campaign going but I don't know the name. The Chiefs Mess must also improve its communication on this subject, both AC->RC and RC->AC.

It has been over 25 years since I visited Neah Bay. I used to respond to oil spills and conduct OSHA HAZWOPER training out there! Thanks again for your question and your service, Boats.

**Master Chief Petty Officer Joe Pasqua,
Atlantic Area**

The issue of not having a *Reservist* at a regular unit brought to mind my time in the Reserve program.

I first enlisted in 1953 and attended drills at Coast Guard Base, Rockland, Maine; in those days, it was one night weekly, for the drills. After some years in the Guard, I enlisted Army Security Agency, for three years; then, after discharge, I again reenlisted in the Coast Guard Reserve.

Those were the weekend drills which made it easier and more interesting to belong. As I progressed through the ranks, I became a warrant officer, and was assigned as training officer and recruiting officer in my unit at Owls Head, Maine.

I found that the regular units and recruiting stations did not have much interest or information about the Reserve program, as the recruiting officer I visited the Group commands in Maine and brought to the attention of the personnel department how to enlist the personnel about to get discharged into the Ready Reserve instead of discharging them out of the service, this began to show increased experienced personnel joining our units.

When I was promoted to W4, I was assigned as commanding officer of the Group Southwest Harbor reserve unit, and did a lot of recruiting in that area of the coast, bring in ex-Coast Guard members, ending up with experienced boat crews for the Group to use on each weekend of the month.

That's where the *Reservist* comes in; the *Reservist* should be at every regular station for the crews to see what they could be doing, if they do not wish to stay in, and I would suggest having a repeating column, in the magazine, to explain what needs to be done to transfer over to the Reserve program.

The Coast Guard trip has been a huge part of my life, taking my retirement in 1996, and I am very thankful to have been part of it.

CWO4 Arthur H Adolphsen, USCGR (ret.)

Thank you for your insight, as well as your suggestion of including a column on how to join the Reserve being included in each issue. As a reserve warrant officer myself, I sometimes lose sight of the fact that not all our readers are reservists, or even in the

Coast Guard. It's important to make sure the message gets out to everyone that they're welcome to join up. you can read more information on how to join the Reserve, and the "Everyone is a Recruiter" initiative on page 40.

Welcome to the darkside...

I've been a Coast Guard reservist for 36 years, and I have to say, your column in this month's *Reservist* about 'welcome to the dark side' made me burst out laughing so loud my wife had to come into the room and see what was going on. I just thought that was hilarious. Well done.

You guys are doing a great job with *Reservist* magazine, take care!

**Cmdr. Todd Boze
PSU 313**

Hey Commander, thanks for the kudos—your message made me laugh! This covid stuff is a trial, indeed, but it's driving great changes on IT issues, making it easier for us to be reservists. A rising tide lifts all boats, eh? Good to know that people are picking up what I'm putting down!



Honoring Capt. L'Ecuyer in Taps

I see you have reported her retirement as 1971. I'm not certain of the specific date but she served on active duty through at least the beginning of 1975. I worked closely with her at HQ during that time frame.

Capt. Russ Cherry, USCGR (ret.)

Correct as usual, Captain. I looked it up in the Coast Guard's register of officers, and Capt. L'Ecuyer did retire Sept. 1, 1975. I apologize for that error; thanks for keeping the standard high!

Recruit library

I am the Medical Branch Chief for TRACEN Cape May's medical clinic, we have a need for gently used paperbacks. We loan these books out to recruits (active duty and reserve) who are injured or ill and recovering on our patient care unit onboard TRACEN CAPE MAY. In some cases, these recruits can spend 7-9 weeks on our unit before they are strong enough to return to active training. As recruits, they are not permitted access to televisions or their smartphones. As such, they welcome the opportunity to read a good book. We have a small library on the ward, but COVID testing has increased the number of recruits we are having to keep in isolation and, thus, increased the demand for our limited amount of reading material.

Do you think it would be possible or appropriate to use the "From our Readers" section of the magazine to request paperback donations from the membership? Ideally, we are looking for Coast Guard centric books, but any adventure or history-themed novels would be appreciated.

**Cmdr. Michael Stanley, USCGR
Coast Guard Training Center Cape May, N.J.**

It would, Commander. To our readers, if you would like to donate, mail them to Mr. Jason Graham, Nursing Supervisor Samuel J. Call Health Services Center USCG Training Center 01 Munro Avenue Cape May, NJ 08204

Emblematic

I'm a Life Member of American Legion Post 365 in Vista, Calif. Art Haeussler, U.S. Navy retired and past-post commander, recently made some renovations on our back patio area. The display of the Armed Forces emblems are mounted on wood that Art got from Pease Air Force Base in Newington, N.H., when it was being shut down. Art renovated the wood and put the emblems on it. You don't usually see the Coast Guard emblem so prominently displayed.

Petty Officer 2nd Class Thomas A. Morton, USCGR (ret.),

Appreciate your note, sir, thanks!

The dreaded AP style

I'm looking for information on the use of rank abbreviations. In emails, we typically would use LCDR though you would use Lt Cmdr. for an article. A long time ago, the Reservist had an editorial response to this but I didn't find in a search. Stylistically, where does this come from?

Master Chief Petty Officer Rich Baenen, USCGR (ret.)

You bet, Master Chief. I get this question a lot, and our past editors (at least as far back as CWO Ed Kruska) did too. All military photojournalists and public affairs officers, myself included, have been trained at the Defense Information School. Their standard follows the Associated Press Style Guide. This is the industry standard as well, so when the Coast Guard puts out a press release to the media, it's already in correct journalistic style, no acronyms or jargon that vary from service to (Capt. vs CAPT) or command to command. It's the mark of our professionalism as military journalists that we use the industry standard.

Correction

Capt. Bob Marcotte continues to look out for his chief! I appreciate him letting me know I misspelled Chief McGonagle's name at one point in the article celebrating his 50 year Coast Guard career in the last issue. We love Chief McGonagle's constant contribution to the Retiree section, many apologies!

The USCG Memorial

Due to the *Reservist* being such a fine publication, I'm somewhat reluctant to point out a small discrepancy in your most recent issue, Volume LXVII, Issue 1, 2020. The caption for the photo that shows the group that participated in the annual Coast Guard Flags Across America event at Arlington National Cemetery, a fantastic experience, identifies the monument in the background as the Tampa Memorial. This is incorrect. It is actually called the United States Coast Guard Memorial. Inscribed on it are the names of all Coast Guard members who died during World War I, including those who perished with the sinking of the USCGC Tampa and 11 crewmembers of the USCGC Seneca who died during a rescue attempt of the British cargo ship, SS Wellington. Both Tampa and Seneca are inscribed on the monument.

I was involved with a committee through the Chief's Mess to restore the memorial. There was a piece missing from the pyramid, corrosion on the gull, and cracked cement around the pavers. After raising over \$100,000, the monument was repaired, cleaned, and re-dedicated in 2013. Thanks for all you do with the *Reservist* magazine. Best wishes to you and your husband.

Senior Chief Petty Officer Craig Trefney, USCGR (ret.)

Thank you for all the work you did on the Memorial, Senior, and



for the correction about the name. We never want to forget the memories of the people who gave their lives in service to their country, and people like you, those who keep us honest about the details, ensure their names, history, and legacy live on. (I'm also passing back regards from my husband—he really enjoyed his time as a Sector Delaware Bay reservist, and he agreed that you guys had a really great crew!)

COCOMS

Love the latest issue! Just a quick note to relay that the international force laydown map on page 15 is slightly outdated. The United States Pacific Command (USPACOM) was renamed The U.S. Indo-Pacific Command (USINDOPACOM) on May 30, 2018, to recognize the strategic importance of our partners and interests in South as well as East Asia. The combatant command map boundaries haven't changed, just the emphasis in title.

Lt. Cmdr. Dwight "Will" Thompson
National Command Center

A delicious issue

Great issue of the magazine this quarter! Very informative and helpful. You're doing such a great job as editor. Liana liked it as well.

Chief Petty Officer Sara Romero
Seventh Coast Guard District



Cheers to our youngest reader and (with two Coast Guard parents) future recruit! Thanks Chief!

Off-Duty Risk Management



Don't let your guard down! COVID-19 remains highly communicable.
Proactively plan to minimize the risk of infection.
Your choices impact your family, unit, and Service.

3 factors to consider when evaluating off-duty risk

Location



Location matters. The most common route of infection is the inhalation of viral particles. Indoor spaces increase the likelihood of transmission as compared to being outdoors.

Group size and behavior of others



Talking, yelling, and singing as well as coughing and sneezing increases the likelihood that an infected person will spread the virus. Wear a cloth face covering and keep your groups to a trusted few.

Duration of time in close contact



We know that social distancing can help slow the spread of the virus, but did you know that duration of time is also a factor? It usually requires 10-15 minutes of close contact with an infected person to pass the disease to others.

wear a mask * maintain social distance * avoid large gatherings * wash your hands



<https://www.uscg.mil/coronavirus/>

UP FRONT





The New Normal

Petty Officer 2nd Class Andrew Chaney, a boatswain's mate at Coast Guard Station Burlington, reviews boating equipment with the new reserve boarding teams at Station Burlington, Vt., June 16. Reservists join the active duty crewmembers during the busy summer season to support law enforcement missions by providing two additional boarding teams. With the aid of the reservists, the crewmembers of Station Burlington can focus on search and rescue. This year marks the fifth summer the reservists have joined the station and begins a new and fully integrated system involving one active duty crewmember for each of the two reserve boarding teams.

Photo by Petty Officer 1st Class Amber Howie



Rear Adm.
Miriam Lafferty

Senior Reserve Officer,
Deputy Commandant
for Operations

***"More than ever,
I appreciate the
flexibility, readiness,
and responsiveness of
all of you. Balancing
the demands of home,
a full-time business,
and a Reserve job is
never easy, and this
pandemic makes it
even more difficult!
But as always, your
ability to rise to the
occasion never fails to
impress me."***

It's an honor to be addressing you as the Reserve Component's newest flag officer.

2020 has certainly challenged all of us and given us the opportunity to demonstrate personal flexibility in many ways. When I pinned on my star in April, I never thought it would be in a completely empty building, surrounded only by my family, and broadcast over social media. Many more of our daily routines and long-standing customs have changed, but one thing that hasn't changed is the desire to continuously improve our Reserve Component and make it an even more proficient and robust organization.

Earlier this year, I was blessed with the opportunity to help make a lasting impact on the Component as the chair for the Reserve Forces Readiness System Integrated Project Team, which we are calling RFRS 2.0. The team is taking the first holistic look at our full time support structure in over 10 years. I think we can all agree the Coast Guard—and the world—have changed a lot in that time!

We are actively evaluating all of the processes that impact reservists; from the unit level all the way up to the Areas and Headquarters—everything from how we bring members into the Component, to how we mobilize our reservists, to how we manage Reserve funds. The end goal is to identify where Reserve management resources should be located, both geographically and functionally, to make being a reservist easier.

These assessments are not unique to the Coast Guard. In my civilian life, my husband and I own a construction company, and we are continually looking for efficiencies in our operations. The Coast Guard, just like our business, needs to adapt to the world around it in order to remain successful, and we're doing exactly that.

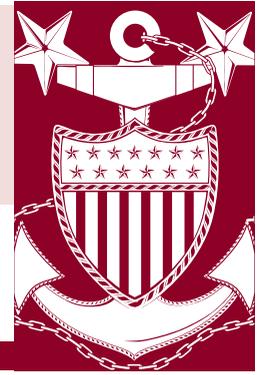
When I was tasked with leading the RFRS 2.0 effort in April, I thought I would be spending my drill time at Headquarters working the project. But I quickly found out that Admirals get activated too. As I sit here writing this, I find myself in Colorado Springs, filling an active duty flag job at U.S. Northern Command for the next several weeks. More than ever, I appreciate the flexibility, readiness, and responsiveness of all of you. Balancing the demands of home, a full-time business, and a Reserve job is never easy, and this pandemic makes it even more difficult! But as always, your ability to rise to the occasion never fails to impress me.

This just emphasizes the importance of all of the irons we currently have in the fire. Whether it's modernizing our support structure in RFRS 2.0, defining requirements for the Reserve, or restoring our Force, there is a huge hunger for strengthening our Component at the highest levels of leadership.

My commitment to you remains resolute. I am as dedicated as ever to driving change at the top to improve our Reserve, making it easier to be a reservist, and ensuring your sacrifices are understood and appreciated.

This is an exciting time. In my 27 years as a member of the Coast Guard, I have never been so proud of the people wearing our service's uniform as I am today. I know where we came from, and I'm excited about where we're headed.

Semper Paratus.



Greeting from the First Coast Guard District.

I have been blessed to serve in the Coast Guard for over 33 years. Throughout the years, I have gleaned from many who epitomize good leadership in and outside of the Coast Guard. As I prepare to transition to retirement, I would be remiss if I did not take this opportunity to share some of those leadership nuggets I have gathered along my journey.

One of my favorite tours was in the Coast Guard Ceremonial Honor Guard where we were trained to be disciplined, to exceed the standard and to accept nothing less than perfection. The Honor Guardsman's Creed was a way of life well beyond one's tour. The tools I gained there served me well in the face of adversity at my next assignment. I strongly believe that you can learn just as much from good leadership as substandard leadership.

As I reflect on my second assignment, I am reminded of a quote that is sometimes attributed to Abraham Lincoln: "Nearly all men can stand adversity, but if you want to test a man's character, give him power." I won't go into it, but suffice it to say, my experience with bad leadership brings to mind another quote from Mrs. Michelle Obama, "When they go low, we go high!" Although difficult at the time, that experience taught me resilience, endurance, humility, fortitude and forgiveness, and I truly am thankful today because it helped me grow.

A couple of assignments later, I served with a supervisor who challenged me. He was purposeful and intentional in every decision that he made. He saw potential in me that I did not see in myself. I later realized that, like a personal trainer, he wanted to stretch me, develop me and push me well beyond what I could see. Working with a strong leader like him, reminded me of another quote, "A ship in harbor is safe, but that's not what ships were built for." I discovered that I am only confined by the walls I build myself.

Becoming a mother during my next tour was one of the most amazing delights of my life. My recently-developed routine as a working mom came to a screeching halt after learning from a doctor that my infant daughter had suffered multiple trauma to her brain. I did not know if she would survive. During this terrifying ordeal, my command provided phenomenal support! In my darkest hour, they went above and beyond to assure me that I was not alone in this battle. My daughter miraculously recovered. My command modeled with perfection what genuine support of a shipmate looked like, and I had a front row seat. Later my Commanding Officer, who had provided so much support for me, made a mistake in his position and was reprimanded. My opinion of him never wavered. I learned that even when we make mistakes as leaders, those we support are far more forgiving when they know that we care about them.

As they say, there is no comfort in the growth zone, and no growth in the comfort zone, so several years later, I decided to submit a package for a Command Senior Enlisted Leader position. Becoming the Gold Badge Reserve Command Master Chief has been my greatest challenge and the most rewarding. Working with the amazing men and women in the senior ranks, I've honed my leadership ideals.

Leadership qualities I have grown to respect are humility, bravery, selflessness, authenticity, empathy, being teachable, having integrity, and the ability to motivate and inspire others. I would also add to that list, being an adept communicator, because as George Bernard Shaw said, "The single biggest problem in communication is the illusion that it has taken place."

I stand on the shoulders of exceptional leaders who have taught me that great leaders don't necessarily set out to be great leaders. They set out to make a difference.

As my journey is winding down, let me leave you with one last quote: "May it be said when the sun sets on your life, you made a difference."

The Coast Guard challenged me, inspired me, and shaped me forever. I'm moving on, but with the great leaders in our service, I know you'll be in good hands.

Semper Paratus.



**Master Chief Petty Officer
Rashaun Morris**

**Command Master Chief,
First Coast Guard District**

"As my journey is winding down, let me leave you with one last quote: "May it be said when the sun sets on your life, you made a difference." The Coast Guard challenged me, inspired me, and shaped me forever. I'm moving on, but with the great leaders in our service, I know you'll be in good hands."



A post-storm overflight of Lake Charles, La., after Hurricane Laura, August 27. Hurricane Laura made landfall along the Texas and Louisiana border on the Gulf Coast that morning as a Category 4 hurricane.

Photo by Petty Officer 3rd Class Sydney Phoenix

Hurricanes Marco and Laura: Reservists answer the call

Story by Cmdr. Paul Rooney,
Coast Guard Reserve Unit Southern Command

Each year when June rolls around, Coast Guard reservists from across the country know that it's time to prepare for possible deployments in support of hurricane season. This year was no different.

In late August, District 8 was hit with Hurricanes Marco and Laura. The storms struck within days of each other, and each provided a different impact to the area. The Coast Guard was ready to respond with more than 3,000 service members, 32 aircraft crews, and nearly 40 boat crews along the Louisiana and Texas border.

Hurricane Marco, which hit the coast with 65 mph winds and was predicted to bring significant storm surge, ended up not being the heavyweight concern. Hurricane Laura, on the other hand, a category 4 hurricane with sustained winds of 150 mph, brought a fierce display of fury. The Lake Charles area was dealt a considerable amount of damage, but residents heeded weather warnings and evacuated to safer grounds. The destruction left behind will take weeks to get basic utilities back and months to repair structural damage.

In addition to the severe damage from the hurricanes, Coast Guard reservists had to deal with both the extreme heat and the pandemic environment. No amount of preparation would prepare the reservists for this particular scenario, but the past experiences in severe storms, floods, and hurricane ensure that the team was adaptable and ready to meet the challenge ahead.

In the wake of these hurricanes, the call went out to reservists for support. As a veteran hurricane responder, I was activated within 36 hours and on scene at the Incident Command Post (ICP) located in Beaumont, Texas, a day later. I assumed the role of liaison officer, reporting directly to the incident commander (and captain of the port) Capt. Molly Wike.

Once we knew the status in the field, I assessed the situation and submitted a request for additional support. Cmdr. Michael Dimeo, the First Coast Guard District's emergency preparedness liaison officer (EPLO) for FEMA Region 1, was activated to be our liaison in Lake Charles and Cameron Parish; he would be our eyes and ears while working directly with FEMA, Louisiana Emergency Management Agency, the Louisiana State Police and other government agencies.

Many other D8 reservists were also brought on Title 14 orders to perform various duties throughout the area. Master Chief Petty Officer Melissa Sharer reported aboard and assumed the role as command master chief (CMC) to the incident commander. The CMC provided a critical role to both reservists and active duty members deployed to the area. She immersed herself in the daily operations, providing guidance and recommendations to Capt. Wike while maintaining awareness of the wellbeing of all involved.

Today, more than ever, the Coast Guard Reserve continues to be a diverse, talented group of individuals contributing experience and capabilities toward meeting the Coast Guard's mission goals. Events like these hurricanes prove our reservists are ready for the call. Bravo zulu to the many reservists who responded! ≈



Cmdr. Paul Rooney and other first responders, prepare for a damage assessment overflight from the Incident Command Post in Beaumont, Texas.

A (fire) chief's knowledge

Jeremy Hansen, center, briefs Texas Gov. Greg Abbott and Coast Guard Atlantic Area Commander Rear Adm. Steve Poulin on damage following Hurricanes Laura and Marco, showing them a preview of damage to the local ports. Hansen is both a chief petty officer in the Coast Guard Reserve and a Coast Guard civilian port security specialist. Hansen also serves as the local fire chief for Jefferson County, Texas, and he was able to call upon more than 15 years of extensive local knowledge of the area.



Oh buoy

Scientist Steve Jayne, a chief petty officer in the Coast Guard Reserve, and Capt. Beth Sanabia, a military scientist, both with the U.S. Naval Academy's oceanography department, ventured out Sept. 17, to research ocean conditions due to Hurricane Teddy with one of the U.S. Air Force's Hurricane Hunters flight crews.

Photo courtesy of Air Force Reserve
#HurricaneHunters on Twitter @53rdWRS.



The Riverside Fire approaches Petty Officer 3rd Class Brandon Lauritzon's position on the night of Sept 8. The Riverside Fire burned nearly 140,000 acres.

Photo by Petty Officer 3rd Class
Brandon Lauritzon.

Coast Guard helps out at the Oregon Wildfires 2020

By Chief Petty Officer Jim Merten, Station Portland

The 2020 wildfires have been devastating to many communities throughout the Pacific Northwest and may redefine Emergency Management in Oregon. Multiple agencies converged on the State Emergency Coordination Center in Salem, Ore., just after Labor Day weekend to offer help and coordinate response efforts. FEMA, Health Services, Coast Guard, Oregon State Patrol and the Oregon National Guard arrived to support the Oregon Office of Emergency Management's response efforts. While the planning and operations sections worked to stabilize the incident at the state level, local fire teams were already fighting to save their communities. One of these teams was the Molalla Fire District.

This district is responsible for an area that was very close to the Clackamas Fire Complex. It included the Riverside, Beachie Creek and Lionshead fires. The fires were moving fast due to a rare wind event from the east and dry conditions.

One of Station Portland's reservists, Petty Officer 3rd Class Brandon Lauritzon, is a structural firefighter with the Molalla Fire District. After working 36 hours on a lumber mill fire,

Lauritzon was called in to work the Clackamas Complex fires. That night, Sept. 7, 2020, was setting up to be one for the record books.

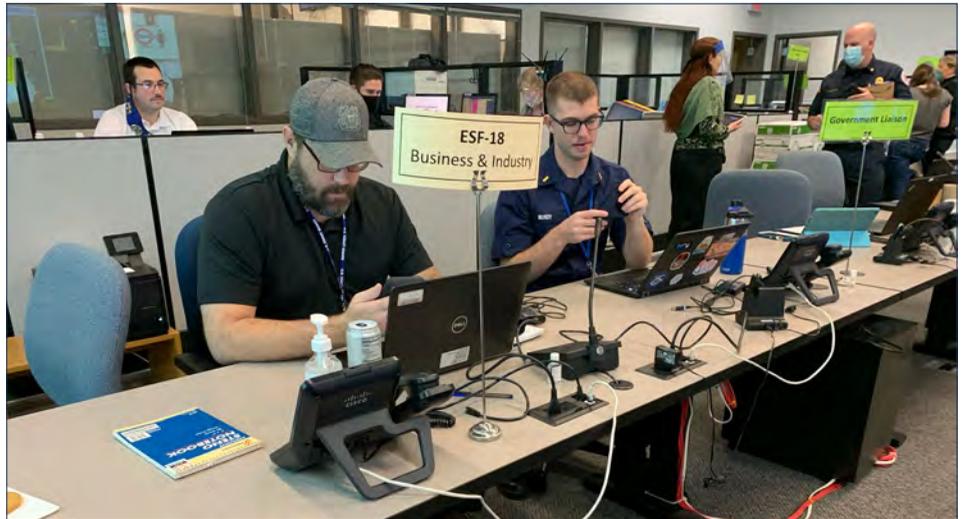
After the 36-hour surge on the mill fire, a conflagration was declared, and the Molalla Fire District, including Lauritzon's team, was rolled into Task Force 48, a group of fire crews tasked with wildland fire structure protection. This included prepping structures in the path of the fire by removing flammable items from porches, clearing brush, and digging fire lines 8 to 10 feet away from the structure.

The week of September 21, three weeks after the fires started, Oregon received significant rain which helped gain containment on the fires. As State Emergency Managers and FEMA move into recovery efforts, it's stories like Petty Officer Lauritzon and the Molalla Fire District team that need telling. Their efforts, along with thousands of first responders saved lives, livelihoods, and property.

Editor's note: The author is 15-year veteran of the Coast Guard Reserve and the senior enlisted reserve advisor for Station Portland, Oregon (where BM3 Lauritzon works), but in his role as a civilian port security specialist for Coast Guard Sector Columbia River, Merten was also one of the members in the ECC providing support to the State of Oregon. The Sector maintained a steady presence in the ECC to help support response efforts and identify any possible disruptions to the Maritime Transportation System.

"Events like these test the adaptability of the Coast Guard," said Capt. Jeremy Smith, commander of Sector Columbia River, "and I'm proud of our personnel in the ECC supporting operations and coordinating assistance where we can, as well as people like Petty Officer Lauritzon, who serve their community in more than one kind of uniform. As Coast Guardsmen who live and work in this community, it's our duty and our honor to support our neighbors at a time like this."

At the time of publication, fires in the state of Oregon have killed eight people, with more than 900 homes and a million acres burned. ≈



ABOVE: Merten and Ensign Josh Murdy work in the Oregon ECC.



LEFT: Merten delivers 4,000 masks to Oregon Maritime Industry Workers with Tereza Edwards of the Columbia River Steamship Operators Association, who led the process of distributing the masks.

Photos courtesy of Jim Merten.

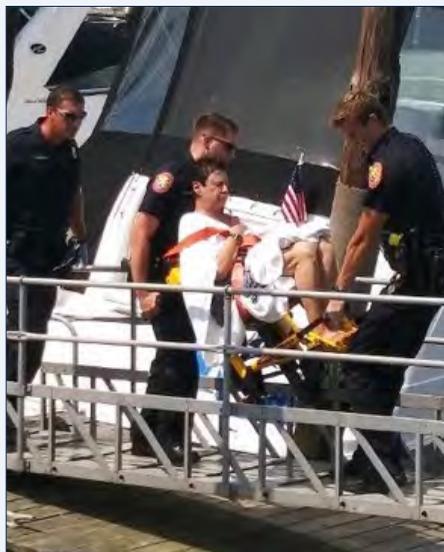


Petty Officer 3rd Class Brandon Lauritzon, far left, is a member of the Molalla Fire District Team.

Water Rescue

According to police, an off-duty Nassau County Police Department Aviation Unit officer and Coast Guard reservist assigned to Station Sandy Hook, N.J., Petty Officer 2nd Class Gregory Caserta was at the Wantagh Park Marina July 22 when he heard a splash and screams for help.

Caserta was able to quickly locate an 80-year-old female submerged in water and trapped under the dock. He dislodged one board of the dock, grabbed hold of the woman, and held her head above the water. He kept the woman safe while other responding units, including the emergency services unit and the Wantagh Fire Department, were able to remove more dock boards and safely lift her onto the dock. The woman, who was alert and conscious, was transported by a Nassau County Police Ambulance to an area hospital for treatment. ≈



LEFT: Rescued victim transported by Nassau County Police Ambulance to an area hospital for treatment. RIGHT: Caserta, far right, stands on the pier where the rescue took place.



Risk mitigation leads to creative solution at Station Atlantic City

With operations curtailed due to the pandemic, options were looking tight for Station Atlantic City's reservists' two weeks of active duty. Out of an abundance of caution, they'd held virtual drills in April and May, and had been discussing plans for their two weeks of training. It would be a risk to stand duty alongside the station's active duty crew.

Master Chief Michael Emery, Station Atlantic City's senior enlisted reserve advisor, proposed using Station (small) Great Egg, a smaller station about ten miles south of Atlantic City. There, they would be able to conduct all station operations for two weeks and reduce exposure and risk to active duty and reserve members. However, they needed a boarding officer to make a complete crew. Sector Delaware Bay offered that some of their reserve law enforcement personnel would be able to do active duty (or drills) to support.

"That phone call in May was a game changer," said Emery. We wanted to do our jobs. We were determined to find a way to make this work."

Chief Petty Officer Ken Cleveland put together a training schedule for the crew, and with the blessing of Station Atlantic City's command, the reservists went to work.

During their time at the station, Emery, Cleveland, and a crew of more than 15 other members conducted 30 sorties, logged more than 70 hours underway, completed more than 60 percent of their annual underway currencies/hours, and executed multiple types of law enforcement trainings at all levels for their personnel.

"It goes a long way when the sector, the command, and the reservists work together and get creative to accomplish the mission," said Emery. "Our command trusted us to get the work done and we did it. We're all looking forward to next year." ≈



Capt. Ron Catudal (right) congratulates Capt. Eric Bernstein upon his assumption of command of Coast Guard Reserve Unit U.S. Northern Command at a virtual ceremony onboard Base Boston June 5. Bernstein most recently served as the senior Coast Guard advisor to U.S. Navy Coastal Riverine Group 2. Following the ceremony, Catudal retired from the Coast Guard Reserve with more than 40 years of service.

CGRU USNORTHCOM conducts change of command, unveils organizational seal

Story and photos by Lt. Cmdr. Andrew Fiddes, CGRU USNORTHCOM

Capt. Eric Bernstein relieved Capt. Ron Catudal as commanding officer of Coast Guard Reserve Unit U.S. Northern Command June 5 in a change of command ceremony held onboard Base Boston and executed virtually with unit members across the country. Rear Adm. Laura Dickey, Deputy Director of Operations for U.S. Northern Command, presided over the time-honored tradition and ceremony from Colorado Springs, Colo. Bernstein most recently served as Senior Coast Guard Advisor to U.S. Navy Coastal Riverine Group 2 in Virginia Beach, Va.

"It is an honor to be trusted again with the responsibility of command of such an important unit within the Combatant Command dedicated to defense of the homeland and support of civil authorities in time of crisis," Bernstein said. "The work of this unit in a joint environment has tangible impacts that keep our country safe and ready to respond to attack or environmental catastrophe."

Following the ceremony, Catudal was presented with a Defense Meritorious Service Medal for his work and leadership and retired from the Coast Guard with more than 40 years of accumulated service. "From seaman to captain, I have had the privilege to serve with the best and brightest our nation has in times of peace and peril," Catudal said. "My experiences both enlisted and as an officer are at the core of who I am and I could not be prouder of our service and the excellent work we all, as reservists, perform without fail."

That same day, the unit unveiled its official organizational

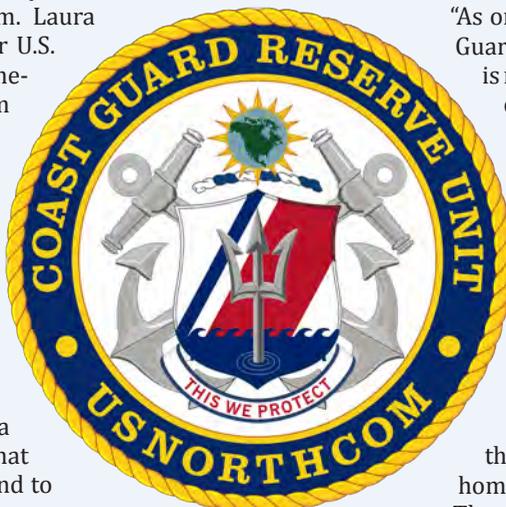
seal. Designed by the Army Institute of Heraldry on Fort Belvoir, Va., and in consultation with the unit's command cadre, the distinctive seal was subsequently formally approved and indexed in their records.

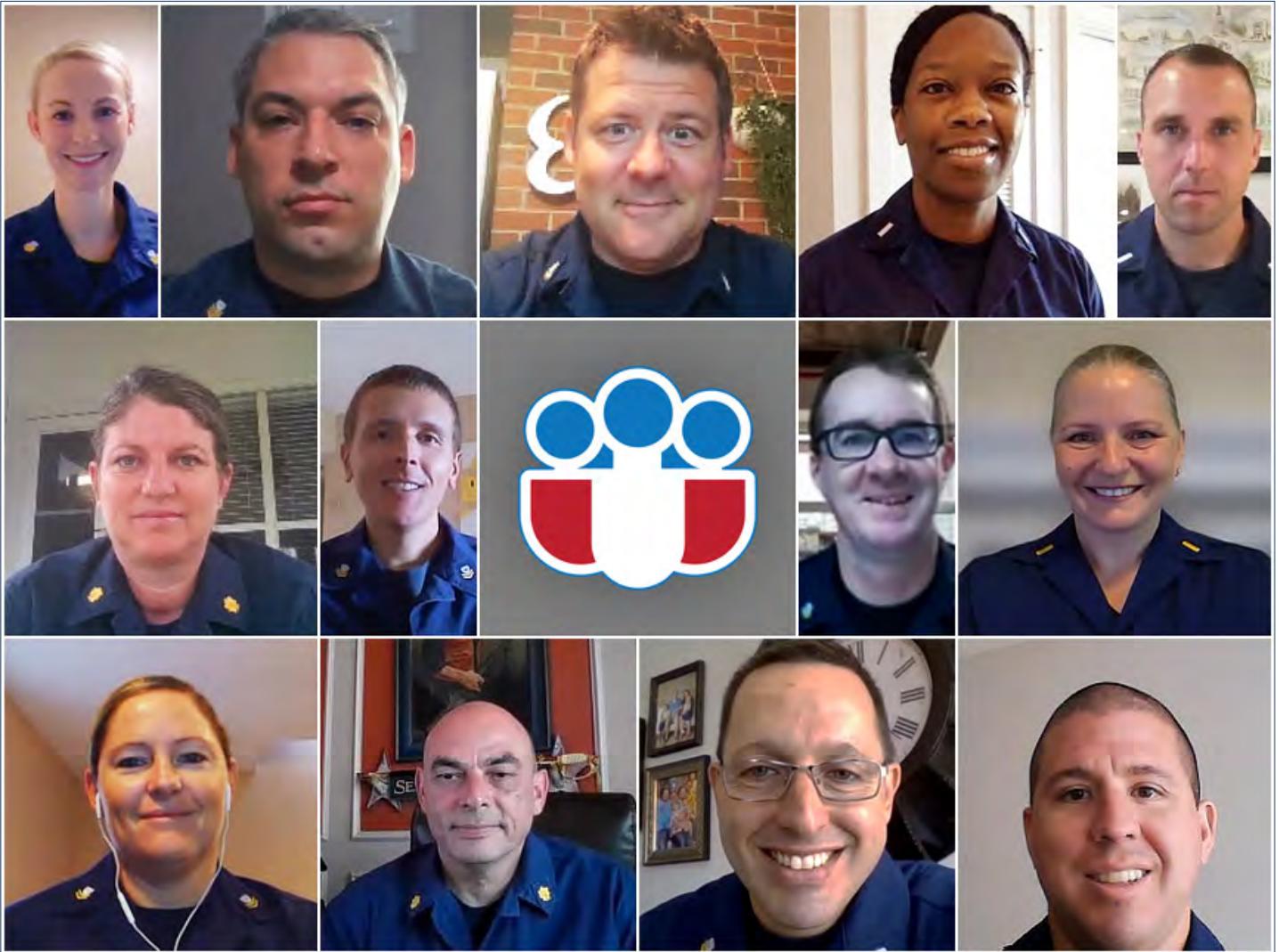
"As one of the small number of units in the Coast Guard comprised entirely of reservists, this seal is representative of the encompassing missions of this unit and the level of professionalism displayed by its members in a high-pressure joint environment," Bernstein said.

Lt. Julie Duncan, an action officer and exercise planner, agreed with the importance of the seal's development.

"It is a welcome addition for unit esprit-de-corps and, more importantly, embodies the legacy each former member of this unit has made for mission success and how we must continue to build upon that solid foundation for defense of the homeland," Duncan said.

The unit was commissioned on April 23, 2007, onboard Peterson Air Force Base in Colorado Springs and sets the conditions for the successful response of Department of Defense and Federal mission partners in the execution of homeland defense and defense support for civil authorities by supporting a scalable and rapidly deployable joint enabling capability to inject Federal forces into any response or contingency. The unit also supports of a wide variety of training and exercises across all involved commands and with international stakeholders. ≈





Coast Guard reservists from all over the country worked to supplement the Centralized Service Desk, handling hundreds of help tickets during a surge of use as a result of Covid-19 operations. Top Row: Petty Officer 1st Class Jessye Buswell, Petty Officer 1st Class Mathew Negron, Chief Petty Officer Gregory Loreck, Lt. j.g. Lydia Teal, Lt. j.g. Todd Pagel. Middle Row: Lt. Cmdr. Joan Glinn, Petty Officer 2nd Class Douglas Reese, Petty Officer 2nd Class Joseph Ross-Corbett, ENS Caitlin Sheridan. Bottom Row: Petty Officer 2nd Class Stephanie Folkemer, Lt. Cmr. Benito Gonzalez, Petty Officer 1st Class Curt Barta, Lt. j.g. Stephen Anderson

The invisible frontline pandemic responders

Story and photos by Cmdr. William J. Kintz, CGCYBER

This pandemic has come with many significant challenges, and while several hundred reservists have come on active duty in person to support Coast Guard units, there are many who are serving in less visible, but very necessary roles.

For example, the Coast Guard has rapidly shifted its operational paradigm to embrace telework. The early days were challenging, especially for reservists who depend on Outlook Web Access (OWA) and Virtual Desktop Infrastructure (VDI) as the lifeblood of our connectivity to the service and primary means of maintaining operational security. Prime connection time was limited to the early morning, late evening, or weekends.

Today, VDI connections are much more reliable and are enabling successful mission execution by Coast Guardsmen nationwide. It required a substantial increase in bandwidth of our internet connections to get here, as well as the number of concurrent VDI sessions we can support. It also necessitated migrating Coast Guard-owned laptops in the field from VDI to the Cisco AnyConnect virtual private network (VPN) and the

rapid adoption of two new technologies to remove bottlenecks to our network's remote connection capabilities: Purebred and CVR (Commercial Virtual Remote).

Without the available resources to execute these transitions, the C5I enterprise (Command, Control, Communications, Computers, Cyber; Intelligence) turned to the Reserve Component, and we answered the call.

More than 30 reservists mobilized from across the country, supplying the critical support and technical expertise needed to ensure the VPN, Purebred, and CVR projects' successful implementation. Some of these were from within CGCYBER Command—the plankowners of the CGCYBER's reserve unit, which was put together two years ago.

Moving users of Coast Guard-owned laptops from VDI to VPN freed up a significant number VDI connections for others to use. The process of assisting operators of these laptops in installing, configuring, and connecting using this method (instead of VDI) created a significant increase in workload for the Centralized Service Desk. Combined with what was already

an atypical summer transfer season and general pandemic-driven shifts in operations, this created a backlog of about 5,000 open tickets that needed action, each open ticket representing some degree of unresolved degradation in mission capability. Mobilized reservists expanded the CSD's ability to process those tickets, resolving issues and closing tickets more quickly.

Another project, CVR, is a Department of Defense-provided implementation of Microsoft Teams. This DoD-funded platform is capable of processing sensitive information (but unclassified), and it was made available for Coast Guard use during the pandemic. This secure cloud environment enables mission-critical communications and is accessible from anywhere at any time. The rapid deployment of this solution service-wide necessitated creating a means to provide support to its users.

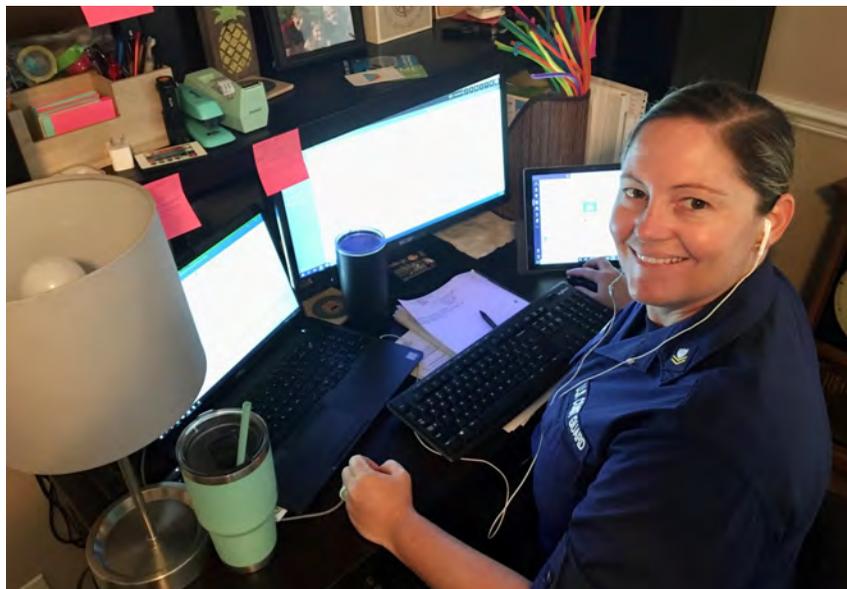
Cue the creation of the Coast Guard's Teams Help Desk. Reservists from a dozen units mobilized under the CGCYBER Technical Management Branch (TMB). The Teams Help Desk ensures the service is usable by more than 17,000 members who have created accounts within Teams.

Following the successful support of CVR, the Teams Help Desk was put to task supporting the Coast Guard's migration to Microsoft 365.

"Migrating 65,000 user email accounts to the cloud is a monumental undertaking," said TMB Chief Lt. Cmdr. Jonathan White. The reservists are knocking it out of the park, resolving 47 percent of their tickets within 24 hours of receipt. So far, the team has handled over 1,500 support requests with a third of the enterprise migrated."

Enabling cellphones and devices to function where and when we need them is crucial. Purebred is a technology that enables users of government-issued smartphones to securely access Coast Guard email with their certificates (without inserting their CAC card), including digital signing and message encryption. Once again, reservists have answered the call and have been at the heart of the Operations Support Center Martinsburg-based operation. Their work involves ensuring all Coast Guard-issued smartphones get updated and users trained on this new technology—once again, freeing up even more VDI connections for others to use.

"The Purebred team is made up of all rates, and individuals from all over the country," said Petty Officer 2nd Class Chris Newton from the Purebred Team. "It has showcased the resilience and flexibility of reservists in being able to come



Petty Officer 2nd Class Stephanie Folckemer is a Teams Help Desk reservist supplying critical support needed to ensure the VPN, Purebred, and CVR projects' successful implementation.

together with a difficult mission of loading over 5,000 Coast Guard iOS devices with Purebred. As we get close to being done with the mission, I would love for all of my shipmates to be recognized for their outstanding accomplishments, even in face of adversity at times."

Reservists are supporting another CGCYBER line of effort by conducting cyber readiness inspections. As part of compliance with DOD cybersecurity standards, CGCYBER's reservists work with units to identify non-compliant areas within their local networks.

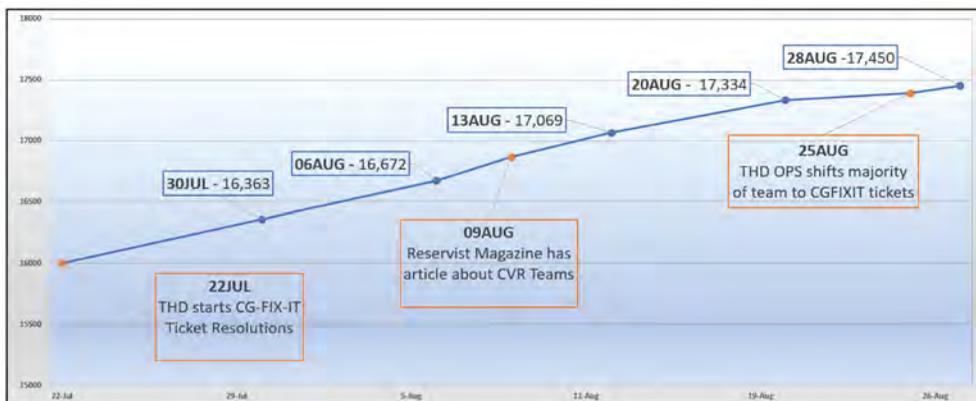
Similar to the role of a health inspector for restaurants, these members are ensuring units both afloat and ashore are following correct protocols and cyber guidelines to keep users and networks safe. Once inspections are complete, they help the units remediate or correct any issues.

In so many ways, reservists are stepping up and helping the Coast Guard respond to this crisis. They're supporting the IT systems that make the rest of the Coast Guard work.

What's impressive is their willingness to do what's necessary to get the job done for a lot of folks.

We have a lot of talent at the table, and it's interesting to see that often times, they're stepping away from a senior-level civilian occupation to support the Coast Guard's needs. For example, they may be software engineers or network architects on the outside, but here they're doing helpdesk-level response, walking people through software and making sure it works.

Coast Guard reservists continue to surge to service when duty calls. Some of our shipmates protect lives by grasping the yoke while others grasp the helm. Then there are those whose contributions remain largely hidden from public visibility; those who drive the keyboard and help ensure you, our shipmates, have secure access to the data you need, when you need it, where you need it, to safely execute your mission. It's what we do. It's why we serve. ≈



The growth in Coast Guard users of Microsoft Teams/CVR from the end of July to the end of August.



Chief Petty Officer Jon Verduin moving a crated hydraulic crane at the SFLC.

Photo by Petty Officer 1st Class Joshua Marano

Dedication to the Fleet:

Reservists support logistical operations to keep SFLC running on time during a pandemic

Story by Petty Officer 1st Class Joshua Marano

The phrase “Dedication to the Fleet” is prominently displayed at the entrance of the Coast Guard Yard in Baltimore, which houses a number of logistics, support, and operational commands essential to Coast Guard operations around the globe. While the COVID-19 pandemic has caused significant challenges to these operations, many of the essential missions undertaken by the service required creative solutions highlighting that dedication to service. This was particularly true for 12 reservists recalled under Title 10 orders to support the Surface Forces Logistics Center (SFLC) after the effects of the pandemic significantly impacted operations there.

The SFLC is the single logistics command for the Coast Guard surface fleet, providing engineering, maintenance, supply, and technical services to 242 cutters and more than 1,800 boats stationed throughout the United States. The Inventory Control Point (ICP) within the Asset Logistics Division (ALD) at the Yard plays a vital role in the timely supply of critical parts to units throughout the service; it employs 62 personnel and controls more than \$1 billion in Coast Guard inventory used to support maintenance activities.

The ICP is primarily responsible for the receiving, inspection, stowage, issue, and shipping of a wide variety of items for the fleet, ranging from a one-inch O-ring to a 41,500-pound stern tube shaft for a 378-foot cutter. Additionally, the ICP manages material being returned from the fleet via the Mandatory Turn-In program (MTI) which facilitates the servicing of repairable items such as engine components and many of the electronics used on vessels throughout the fleet.

While the ICP faced personnel shortages even prior to the outbreak of COVID-19, the pandemic forced a number of the warehouse’s staff members with health risks to take leave, as most of the work performed there cannot be done remotely. As

such, the ICP lost more than a third of its available workforce in early March of 2020. In addition to these challenges, a number of external factors were complicated by the pandemic, including a lack of available trucks, delays in international transportation and quarantine issues, which all further challenged mission completion.

Given these challenges, the warehouse management team worked to identify a variety of creative solutions to address specific pandemic-related issues within the organization, the most urgent of which included finding additional temporary staff. It was at this point that the use of Reserve forces to augment staffing at the ICP was explored with earnest. A request was submitted to the Deputy Commandant for Mission Support (DCMS) for assistance. The request included the number of reservists needed, how long they were needed, and what specific training/rates were requested. While the ICP initially requested storekeepers, machinery technicians, and electronics technicians as ratings with skillsets that most directly translated to operations within the warehouse, they eventually took any rating. Following the initial request for support, the Personnel Services Division’s Surge Staffing Section provided all support for the recruitment, screening, and mobilization of 12 reservists from across the country. These members hailed from both operational and support units from as far away as Houston, Miami, and Washington State. They came from a variety of jobs and they didn’t necessarily have a background working in the shipping industry, but they stepped up to the task.

At first, they had their work cut out for them; the warehouse was backlogged by three months, and the reservists needed time to learn the systems. But the remaining civilian crew of SFLC trained their new reserve team in how to use forklifts and

computer processes to track and ship the parts used for repairing and maintaining the Coast Guard fleet and shore units.

Now staffed largely by reservists since mid-April, the ICP has received, inspected and stowed more than 560 truckloads of material including more than 60,000 individual items with a total value of just over \$32 million. Reservists also assisted in retrieving, packing, and shipping more than 14,000 requested items, including recurring material replenishments to remote storage locations throughout the country as well as urgent requests for parts to facilitate emergency repairs around the world. In addition to these items, reservists also collected and shipped 68 large kits for surface fleet assets ranging from small boats to fast response cutters that provided critical equipment for scheduled, corrective, and emergency maintenance valued at approximately \$7 million while also deaccessioning more than \$10 million in obsolete material from the warehouse. These statistics were compiled at the midpoint period for reservists on orders at the ICP and are expected to double by the time the majority return to their home units in the fall of 2020.

“The decision to use the Coast Guard Reserve to augment our operations was an easy one to make,” said Jim Morehouse, the chief of ICP operation. He noted that the force came to the



Petty Officer 1st Class Kevan Nanton selecting requested items for shipment from the racks.

Photo by Petty Officer 3rd Class Angella Sargent.

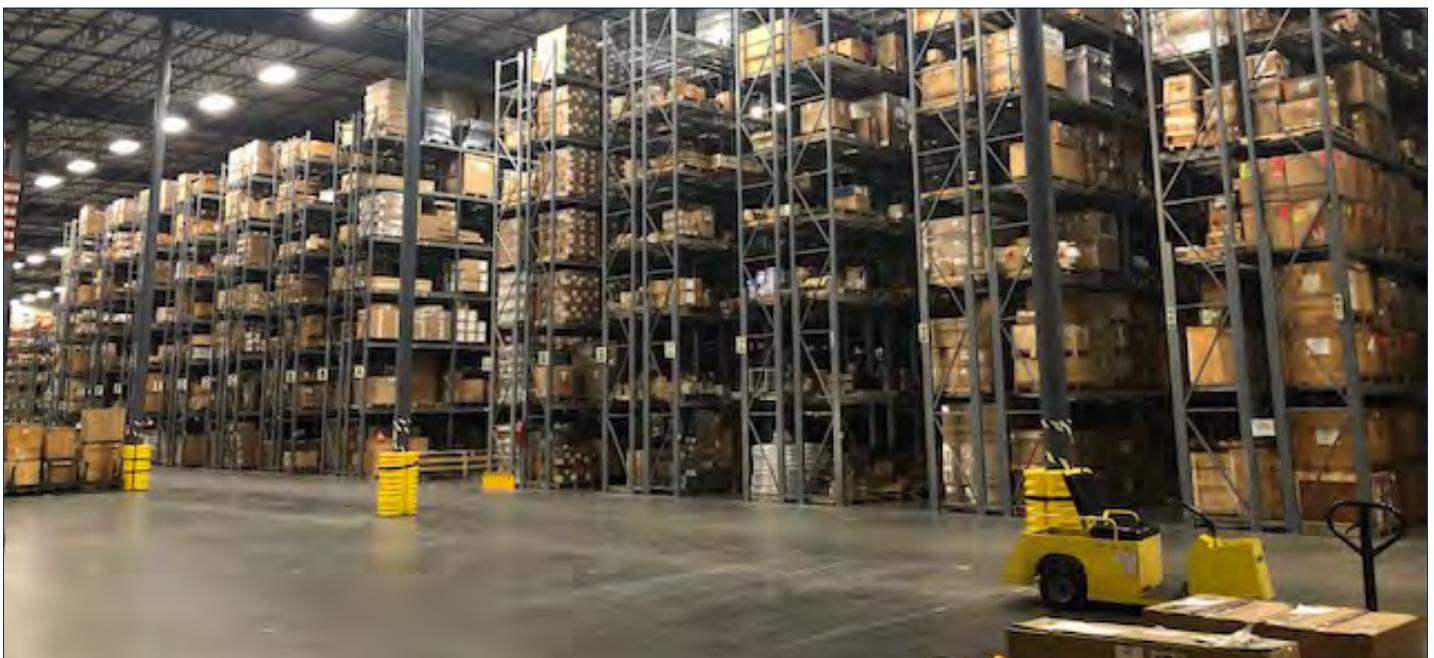
warehouse trained and well-disciplined, and they required very little on-the-job training to make a significant impact. He said the use of the Reserve was instrumental in helping the ICP meet its mission.

With civilians and reservists working on the receiving line, the time needed to record assets into the ICP was reduced down to an average of five days. Shipping items to the fleet was similarly impacted, reservists helped ensure more than 96 percent of requisitions were shipped on time. Capacity was increased, levels of accuracy improved, and the ICP saw its best July on record.

While percentages and metrics may accurately convey the work done by reservists at the ICP, there’s no comparison to seeing the impacts of their contributions operationally. While there are likely dozens of anecdotes of successful missions that were dependent on the timely delivery of vital supplies, one recent mission stands out.

Shortly after the reservists arrival at the ICP, the Coast Guard Cutter *Stratton* had a major casualty while in transit to perform its mission in the eastern Pacific. The ICP worked to ensure the crew of the *Stratton* quickly received the parts it needed to resume its mission and went on to intercept five drug vessels, detain 14 suspected smugglers, and seize more than \$110 million of cocaine.

If the parts sent out of the ICP were late, how many of those vessels would have made it through because the *Stratton* was still laid up dockside? Thankfully, we will never know, due to the effectiveness of the SFLC ICP and assigned reservist’s dedication to operational readiness throughout the COVID-19 pandemic. ≈

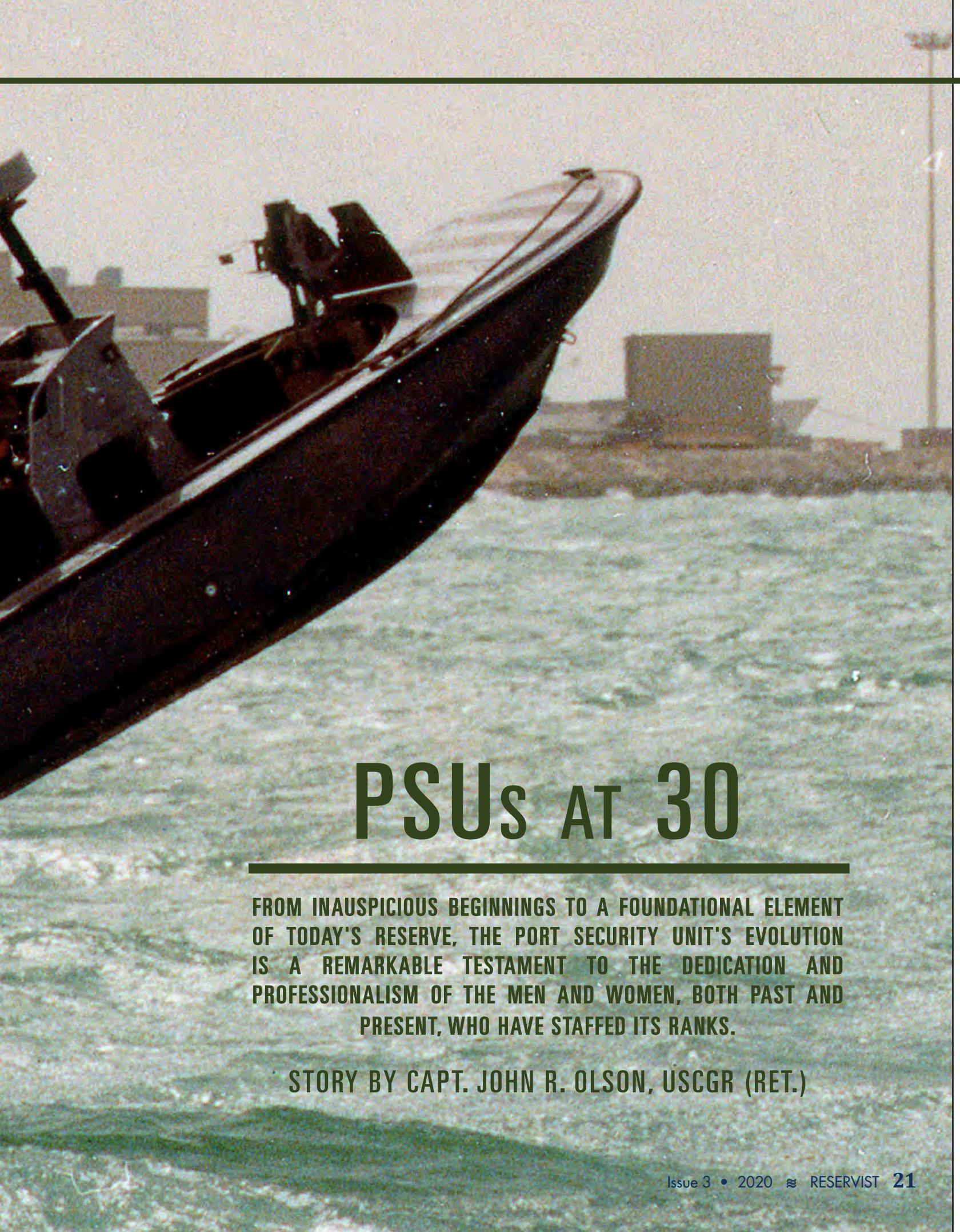


The surface fleet's Inventory Control Point (ICP) primary warehouse located in Baltimore.

Photo by Chief Petty Officer Jon Verduin

COVER STORY





PSUs AT 30

FROM INAUSPICIOUS BEGINNINGS TO A FOUNDATIONAL ELEMENT OF TODAY'S RESERVE, THE PORT SECURITY UNIT'S EVOLUTION IS A REMARKABLE TESTAMENT TO THE DEDICATION AND PROFESSIONALISM OF THE MEN AND WOMEN, BOTH PAST AND PRESENT, WHO HAVE STAFFED ITS RANKS.

STORY BY CAPT. JOHN R. OLSON, USCGR (RET.)



Capt. John Olson, (left) Cmdr. Tom Johnson and Lt. Cmdr. Gary Anderson, and Lt. Stephen Day in Damman, Saudi Arabi, 1990

Photo courtesy Rear Adm. Stephen Day, USCGR, ret.

Beginning in 1982, the Coast Guard assigned responsibility to the Commander, Ninth Coast Guard District, in Cleveland to begin training reservists for military mobilization. The intended mission of these notional, prototype units was to conduct harbor defense for offload ports that support combat operations.

As of 1988, notional port security teams were listed in seven contingency plans encompassing three combatant commands. In theory, high-speed Coast Guard patrol boats would maintain security zones at anchorages, in the seaway, and alongside ships offloading military cargoes. Land-side patrols and security guards would control access to the ports and the piers. The role and training for port security forces had emerged as a new priority for the Coast Guard and its Reserve Component.

Before the early 1980s, the Coast Guard had provided supervisory fuel transfer teams and explosive loading teams during military exercises. In 1983, during Operation Lifeline, it became clear that other military services could provide their own fuel transfer and explosive loading supervision. However, it also became clear that some sort of port security teams supported by the Coast Guard would prove vital for afloat and ashore security that other services could not provide.

Joint military port security and harbor defense training responsibilities were assigned to specific Reserve units under the Ninth District. Reserve units at Milwaukee, Buffalo, N.Y., and Cleveland were assigned to begin observations and

focused military port security training activities, along with their regular domestic mobilization expectations in port safety, and search and rescue operations. Between 1984 and 1990, a variety of military tactics and training activities were incorporated sequentially for individual reservists, small groups and entire Reserve units.

Following Operation Lifeline, an important after-action report was submitted to the Commandant. The mobilization recommendations and Department of Defense port security requirements identified in the report caused Coast Guard to move a port security unit training assignment from Chicago to Cleveland.

This move was made to avoid placing excessive mobilization demands on Western Great Lakes units. At the time, the Ninth District's senior reserve officers and decision makers urged creation of stand-alone port security units with defined personnel complements, supply inventories and patrol craft. To facilitate this transition, the Coast Guard and other active-duty military forces provided added port security training.

In 1986, the first official port security unit (PSU) training with automatic weapons began with a Combat Skills Course at the U.S. Marine Corps Base at Quantico, Virginia. In 1988 and 1989, the Ohio National Guard provided additional combat training at Camp Perry, Ohio, with the initial Flame River exercises. This was the first time PSU boat crews fired .50 caliber and 7.62mm M60 automatic weapons while underway. This was also the first time Coast Guard women trained on, and later, operated weapons in combat roles. The new Reserve

THE EVOLUTION OF A PORT SECURITY PLATFORM



< 1989 - 1996
22-FOOT RAIDER BOAT

1997 - 2001
25-FOOT TRANSPORTABLE
PORT SECURITY BOAT >



< 2002 - 2010
25-FOOT TRANSPORTABLE
PORT SECURITY BOAT MARK-II
(RE-COLORED & ADAPTED FOR OPERATIONS IN THE PERSIAN GULF)

2008 - 2009
25-FOOT RESPONSE BOAT – DEFENDER >
(TESTED, NEVER FULLY ADOPTED)



< 2010 - PRESENT
32-FOOT TRANSPORTABLE
PORT SECURITY BOAT

port security teams trained in shoreside and waterside security tactics. At the Pentagon, the Joint Chiefs of Staff recognized the Coast Guard's suitability for port security duties, and the Department of Defense funded PSU uniforms and equipment.

In August of 1990, three PSUs were placed on alert in response to the invasion of Kuwait by the Iraqi army. Within six weeks, two units were deployed to Persian Gulf ports to support inland combat efforts in Kuwait and Saudi Arabia. On Sept. 18, 1990, PSU 303 (from Milwaukee) was deployed to King Abdul Aziz Port, in Dammam, Saudi Arabia. On Sept. 21, PSU 301 (from Buffalo, N.Y.) was mobilized and deployed to Al Jubayl, Saudi Arabia. The third unit, PSU 302 (from Cleveland), arrived in Manama, Bahrain Nov. 22, which was Thanksgiving Day, and commenced port security operations. This initial PSU deployment was the first Title 10 mobilization of the Coast Guard Reserve since World War II. It was also the first deployment of Coast Guard reservists to the Middle East.

During the initial mobilization, equipment was scarce, and logistics, food and supplies were provided by other military services. Command and control was implemented through a joint-military organizational structure that was cumbersome and confusing. PSU harbor and anchorage patrols were conducted in 22-foot transportable port security boats (TPSBs), or Raider boats, armed with automatic weapons. Pier and entry-gate patrols were staffed by the PSUs.

Conditions were challenging, logistical support was minimal, operational planning uncoordinated, and supplies meager. As a result, morale declined, but through sheer force of will, ingenuity and inter-service negotiations, the members of the three PSUs pulled things together. PSU 301 acquired portable showers from the Army and bartered with other services for resilient material to enhance protection of the tents at the pier. PSU 302's members filled and deployed countless sandbags around the berthing



A PSU member writes a note during port operations in Saudi Arabia during Operation Desert Shield.
Photo by Petty Officer 1st Class Chuck Kalnbach

spaces and operations center at Manama to protect against potential explosions and shrapnel from Scud missiles.

By January 1991, PSU operations in all three ports had become more efficient and effective. Operational changes were recorded and suggested as a formal protocol for training future PSUs.

Around the same time, the Coast Guard committed to intensive training for second-wave port security units at the Army National Guard's training facility at Camp Blanding, Fla. This comprehensive instruction was conducted by a Coast Guard-sourced training detachment composed of nearly 60 personnel, as well as some Ohio National Guard instructors. The training was drawn from practices used during Operations Desert Shield and Desert Storm and was intended to develop the skills and knowledge of Coast Guard reservists, all of whom volunteered for mobilization as replacements for the initially



Members of PSU 302 patrol the harbor aboard a Navy harbor patrol boat during Operation Desert Shield.

Photo by Petty Officer 1st Class Chuck Kalnbach



PSU 305 boat crew patrols the Hudson River September 26, 2001. PSUs were deployed to New York, and major ports around the country to provide on-water security after the attacks of 9/11.

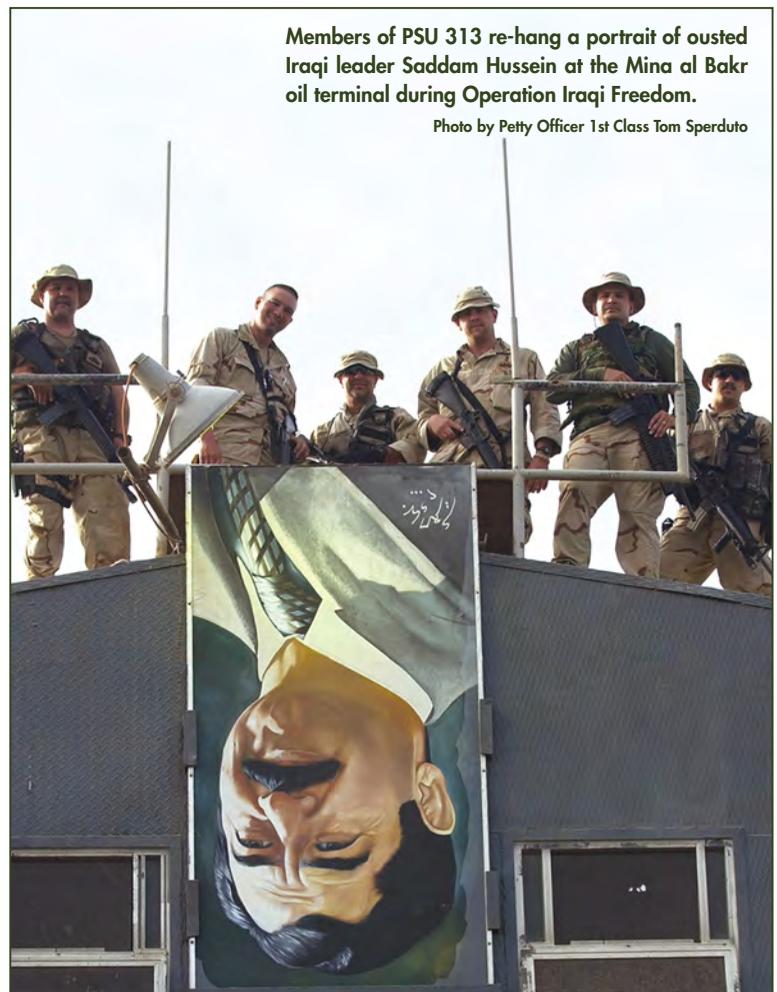
USCG photo by Chief Petty Officer Brandon Brewer

deployed units. Ultimately, two of the three units trained at Camp Blanding deployed to the Middle East as the units already in place began to rotate home. The Camp Blanding training provided the template for future PSU programs and qualification indicators. It also gave direction pertaining to equipment acquisitions, rapid-deployment load-out needs, and budgetary commitments.

An important concept emerged during the Camp Blanding training experience. It became clear that reservists assigned to PSUs needed formal PSU training and qualification. Following the Gulf War, Coast Guard Reserve units were again called to Camp Perry, not only to train but also to assist in the design of a formal training curriculum designed to qualify future PSU personnel. Despite equipment shortfalls and tight budgets, the men and women who had been deployed to the Persian Gulf region for Operations Desert Shield and Desert Storm returned with enhanced confidence and improved skills.

When all PSU personnel had returned from Desert Storm, Port Security Units 301, 302, and 303 were returned to notional status. After documenting lessons learned from Desert Shield and Desert Storm, the Coast Guard embarked on a three-year deliberation regarding the future of the PSU program. Throughout this period, PSU personnel continued to participate in field exercises such as Flame River and Forward Sentinel. The exercises paved the way for these notional units to become formally commissioned units dedicated to the expeditionary mission.

By late summer 1993, the Port Security Natural Working Group was officially chartered by Coast Guard Headquarters to further develop the way ahead. This group produced the formal PSU Reorganization Study in early 1994, and the study's primary recommendations were ratified by that summer.



Members of PSU 313 re-hang a portrait of ousted Iraqi leader Saddam Hussein at the Mina al Bakr oil terminal during Operation Iraqi Freedom.

Photo by Petty Officer 1st Class Tom Sperduto



In late 1993, a commitment to a formal program had not yet been made, but the commander of the Ninth District, still being the repository of PSU equipment and the experienced personnel, announced that Coast Guard Reserve Unit Cleveland would be reorganized into a PSU, assuring that, should a contingency arise, the Coast Guard would be in a better position to provide a deployment-ready unit and assist in the stand-up of others as needed. Coast Guard Operation Order 01-94, dated Feb. 4, 1994, formalized this reorganization and directed the commander of Reserve Group Detroit to certify the readiness of Cleveland on a “deployable-not deployable” standard by July 18.

With a transfer from the Naval Reserve Center in Cleveland to Camp Perry, CGRU Cleveland was now officially designated PSU 302, becoming the only CGRU drilling exclusively as a PSU. As such, it was the first CGRU to maintain its own operational equipment, the first to feed and house its members, and the first to have active duty Coast Guard personnel assigned to it (other than in a station keeper status.) Further, it assumed responsibility for all port security mobilization equipment, including those inventories formerly assigned to fellow notional PSUs 301 and 303. The crew of PSU 302 developed operational, tactical, and qualification manuals along with equipment lists.

Even as the development of PSU training expanded, the Coast Guard’s commitment to the program remained unclear. However, operational events would add immediate urgency to

the decision. Operation Uphold Democracy arose in early autumn 1994 in the Republic of Haiti, providing an opportunity to implement and refine the PSU’s lessons learned from Operations Desert Shield and Desert Storm.

As a result of strategic and tactical experimentation during the late 1980s and early 1990s, the role and importance of PSUs were defined and subsequently affirmed with commissioning as Coast Guard Reserve commands. Because PSUs are defined as rapid deployment units, it became vital to develop and support a defined course of study and a rigorous qualification system to ensure mobilization readiness. Today, that training protocol is recognized as an approved qualification system for the Coast Guard’s port security and harbor defense operations.

Editor’s note: PSUs are a cornerstone of the Coast Guard Reserve today. These eight units comprise more than a thousand members who are ready to deploy worldwide, just like the original three. The PSU is

still the Coast Guard’s only deployable unit with the ability to deploy within 96 hours of a crisis and establish operations within 24 hours of arrival.

The work done by the trailblazing PSU forerunners from 30 years ago shaped the opportunity for many members to serve in the Coast Guard’s deployable specialized forces today, and for that, we owe them a debt of gratitude. ≈





In the 30 years since the first deployment, the port security unit's role and utilization continues to expand. Their flexibility and adaptability to any crisis has allowed them to be deployed, not just for combat and military security, but for humanitarian crises and natural and man-made disasters anywhere in the world. Whether assisting in the aftermath of hurricanes like Katrina, rebuilding schools and hospitals in Iraq, providing safety and security in the aftermath of the earthquake in Haiti, or building extra treatment space for the those affected by a global pandemic, PSUs are always ready and more than capable to handle whatever they are assigned.





Maritime archaeologist Joshua Marano examines a large anchor in the Dry Tortugas with Fort Jefferson in the background. Photo courtesy of Susanna Pershern/NPS.

The (water)link to the past

Story by Anastasia Devlin, Editor, *Reservist*

Petty Officer 1st Class Josh Marano's day is never the same. Some days, it's driving boats on the bay, some days, he's processing artifacts in the laboratory, some days he's hiking in the jungle.

"There is no such thing as an 'average day' for me," he said. "I could be diving on a shipwreck, visiting sites in the Everglades via helicopter or airboat, meeting with tribal partners, or doing a public outreach event, all in the same week. I tell people it's kind of like Indiana Jones, but underwater."

For a marine archeologist, variety is the sea salt of life.

He first got a glimpse of the work he wanted to do when he was a child. On a trip to the shore, he spotted a poster for "the graveyard of the Atlantic," and he knew he wanted to be a part of it one day. He began reading voraciously about shipwrecks, and learned that the State of North Carolina had located the remains of the pirate Blackbeard's flagship, the *Queen Anne's Revenge* off the coast of NC.

"It was just one of those cheesy, tourist shipwreck posters, but I wrote a letter to the state underwater archeologist at East Carolina University; he was the head of their maritime studies program. I asked him how I could be a part of this one day. He told me to get good grades, then come to East Carolina

[University], so that's what I did."

During college, Marano volunteered on the *Queen Anne's Revenge* project. There, he ran into the archeologist he'd written to as a kid, Dr. Larry Babits.

"It's like it came full circle," said Marano. "I worked everything in my life to make that [dream] a reality."

Concurrently, Marano began work on another career—one serving his country in the Coast Guard Reserve. He needed the help with college costs, but with a career in the maritime field, he also wanted to gain experience on the water.

He'd been recruited through a program that trains college students during their summer break, and in 2006, between semesters, Marano attended boot camp. The following year, he went to Port Security Specialist A-school, again between semesters.

Staying close to home and school, he eventually became part of a Port Security Unit, where he found he really enjoyed driving the response boats. He was good at it, and he put in a package to lateral to the boatswain mate rating. At his next unit, Station Wrightsville Beach, N.C., he worked his way up to coxswain.

His two careers began weaving around each other. While at Wrightsville Beach and finishing his masters in maritime history

and nautical archaeology at ECU, Marano spent time excavating and documenting the remains of the *Queen Anne's Revenge*. He also spent time working on other shipwrecks, including the Swedish warship *Vasa*, which sank on its maiden voyage in Stockholm Harbor in 1628, and the British warship *HMS Fowey* in the Florida Keys, which struck a reef and sank in 1744.

"Because they are often lost in catastrophic events, ships are like time capsules; it's a snapshot of what life was like at different points in history," Marano said. "The crews of vessels often represent a microcosm of society. Just like our cutters underway now, you have everything you need on the boat, and sometimes three or four sets of it."

He said that maritime archeology was different from that on land. When archeologists find artifacts on land, it's usually at old home sites, and anything people may have left behind that could have been studied has been beaten down and buried.

"But underwater, [the preservation means] you can get some insight to the past," he said.

In 2012, Marano took a full-time civilian job in Florida and transferred to Coast Guard Station Miami Beach. He spends much of his time driving boats, either as the maritime archaeologist for South Florida National Parks (Biscayne, Everglades, and Dry Tortugas National Parks, as well as Big Cypress National Preserve), or on his reserve weekends at the station. The scientist laughed at the thought of owning a pleasure craft himself.

"The government gives me plenty of boats to drive," he joked.

As a 45-foot response boat medium (RBM) coxswain, Marano has a rare skill. It takes years to qualify as a crewmember, then 29-foot response boat small (RBS) coxswain, then RBM coxswain, and that's for an active duty member. It's even more challenging for reservists.

Marano was recently called to active duty to support the response to the pandemic, but not because of his boat handling abilities. He volunteered to take orders, thinking he'd be asked to support Station Miami Beach as a coxswain or as part of the boarding team, but was instead sent to Baltimore to assist the Surface Forces Logistics Center's inventory control point with just-in-time shipping delays.

In May, he hit the ground running and, with a dozen new shipmates, learned how to drive a forklift, communicated with units around the globe, and cleared a three-month backlog of parts for vessels around the country.

Not the variety the archeologist was used to, but still, no such thing as an average day in Marano's life. By late fall, he'll be back with his family and out on his boats, enjoying the warm Florida waters. ≈



ABOVE: Maritime archaeologist Joshua Marano examines the exposed framing and hull of a 19th century merchant vessel in Biscayne National Park, Fla.

BELOW: Petty Officer 1st Class Joshua Marano maneuvers a Station Miami Beach 45-foot response boat during helicopter operations.





Company Commander Petty Officer 1st Class Dan Pleskonko salutes during the graduation ceremony for his company, India-198, as they graduate basic training from U.S. Coast Guard Training Center Cape May in February 2020.

Reserve company commander overcomes CC school and thrives as a leader

Story and photos by Petty Officer 1st Class Richard Brahm, Training Center Cape May, N.J.

Twenty years. That's how long he was on the force. He worked the streets, was promoted to detective, and eventually made sergeant, but that wasn't enough. He wanted more. He got assigned to a patrol division, the Narcotics and High-Intensity Drug Trafficking Area unit, Special Weapons and Tactics team, dive team, detective bureau, and was a task force officer with Alcohol Tobacco and Firearms Bureau of Investigations, and somewhere along the way, he signed up to be a Coast Guard Reservist.

But throughout his self-growth, he realized that something was missing. He couldn't quite put his finger on what it was, and it wasn't until he found out about a solicitation from the Coast Guard that he realized what he was missing. They were looking for more "Drill Sergeants," and he knew that was it. That was the key. It was the thing that could really help balance his skillset and he was looking forward to training the future of the military.

It was December of 2010 when Dan Pleskonko decided to join the Coast Guard Reserve. His first step in joining the service was going through the Direct Entry Petty Officer Training Program (DEPOT), basically the full 8-week boot camp condensed into 3-weeks for prior service members. At the time, Pleskonko was working for the city of Camden, New Jersey, as a police officer. After graduating from DEPOT he earned his rating of Maritime Enforcement Specialist.

"The Coast Guard saved me almost immediately. Right around the time that I completed my Coast Guard basic training, the Camden City Police Department was forced to lay off officers. I was initially included in that group, but because I joined the service I was entitled to certain rights," said Pleskonko. "Because of joining the service, I was able to continue my career as a police officer. I immediately fell in love with the Coast Guard. The song 'On my way to Cape May, I fell in love with you' rings so true to me."

For years his love for the nation and his local community kept him bouncing between the Coast Guard Reserve and his full-time police officer job. It wasn't until later in his career that he felt the call to become a company commander.

"I went to Company Commander (CC) School in March 2019, but I was the worst CC student ever. I thought my years of police and law enforcement experience would prepare me for the training to be a company commander, but I was wrong and ended up not making it," said Pleskonko. "I tried again in August 2019 and it was the hardest thing I have ever done. It humbled me in so many ways. I completed the training and met the standards, and because of this, I strive to grow and be better than the day before."

"Out of 14 Company Commander Schools that I have been assigned to instruct, Pleskonko has been without a doubt the student that comes to my mind that persevered the most under my watch," said Chief Petty Officer Milton "Gus" Casey, the Company Commander School chief. "His no-quit attitude when times are tough got him to the finish line. There are no free passes in Company Commander School. You need to meet a standard and Pleskonko did."



Recruits from forming company India-198 meet their company commanders during an indoctrination ceremony at U.S. Coast Guard Training Center Cape May, Jan. 10, 2020.

"There not many people that come to my mind that would do this program once, but he did it twice," said Casey. "To me that says a lot about someone's character. There is a saying that we say here as Company Commanders - We need to set the example and be the example. Pleskonko is the example!"

And grow Pleskonko did. He took his role of being a company commander seriously. He worked hard on his CC qualifications and tried to set the example as to what a reservist could be for both his fellow CC's and his recruits.

At times, Training Center Cape May, the starting point of the Coast Guard's enlisted corps, can seem like an isolated place. It's located on Cape May Island at the end of the Cape May peninsula in New Jersey. There are roughly 50 company commanders at any given time on the base and they are hyper-focused on completing their mission of ensuring the Coast Guard's newest members are physically fit, smartly disciplined, and basically trained. While Pleskonko was working hard to



Pleskonko provides enthusiastic motivation to a recruit during basic training from U.S. Coast Guard Training Center Cape May.

train the future men and women of the Coast Guard, COVID-19 was rapidly spreading around the globe and changing everything.

"When COVID-19 hit I was in a 'break-in status' with DEPOT 03-20 and the lead company commander was Chief Vanderjack and the assistant company commanders were Chief Lakose and Chief Repasi," said Pleskonko. "COVID-19 cut the three-week program down to two and a half weeks; essentially cutting a portion of my break-in time off, but I was lucky to have an amazing team. They worked to train me while simultaneously training the recruits of DEPOT 03-20."

During the initial stages of COVID-19, the regiment didn't even really slow down. In fact, it was the exact opposite. The command wanted to ensure that the Coast Guard's newest members could get to their units safely and on time – lives and mission success depended on them. So with their course set, they called for full speed ahead.

"The Regiment took the ball and ran with it, responding to COVID-19 like Super Bowl champions. Each day things changed and all the company commanders embraced it and made it work to the best of our ability," Pleskonko said. "At the time, everyone had a different view of the pandemic. Be as safe as possible, wash your hands, and wear a face mask, but most CCs had the mindset of 'we can conquer anything.'"

For Pleskonko, his years of police experience provided him a little bit of a different perspective.

"Being a police officer, you deal with blood, gore, disease, and death. You name it and I've probably dealt with it," said Pleskonko. "When the pandemic first started, I had this mindset that if I didn't catch it in the streets of Camden, I wasn't catching it now."

But after being in the COVID-19 environment and seeing the impact the virus was having on people all over the world his thinking changed.

"The thought of an infected recruit coming to the TRACEN and infecting others is hard to digest, but we are all professionals and the risk is part of our job," Pleskonko said. "Turning recruits into working members of the Coast Guard is an awesome feeling. The risk to myself was definitely worth it. We just always washed our hands, tried to not touch our face, and we disinfected and sanitized absolutely everything, as often as possible."

With a little bit of patience and a lot of adapting, Pleskonko and the other company commanders successfully graduated their DEPOT recruits.

For Pleskonko though, he would soon face a new, even tougher challenge; being assigned as the lead company commander for the newest batch of DEPOT recruits. But a few things were different this time.

The Training Center had instituted a new 'restriction of movement' period into the new recruit training schedule. This ROM ensured that newly arrived recruits didn't potentially infect other new arrivals, or the recruits currently in training. Also, due to the changes that were happening at the Training Center, multiple DEPOT classes were rescheduled and combined.

"For me, running DEPOT 04-20 was a challenging experience. Not only had COVID-19 changed all of the normal procedures and schedules, but this was also my first company as a lead CC," Pleskonko said. "The April and May classes were combined to create a special COVID-19 version of DEPOT. The program was expanded to four weeks, consisting of a two-week ROM and two weeks of boot camp."

"DEPOT 04-20 was a success because of all of the help I received from my assistant company commanders, BM1 Curry



Petty Officer 1st Class Dan Pleskonko, far right, with shipmates Chief Petty Officer Jonathan LaKose, left, and Petty Officer 1st Class Mike Heller, from Sector Delaware Bay, center, at Heller's graduation from company commander school June 20, 2020. Pleskonko graduated CC school in August 2020.
Photo courtesy of Chief Petty Officer Jonathan LaKose.

and HS2 Chatterjee. I lovingly nicknamed them 'the Crew,'" Pleskonko said. "Every day was a challenge, the Recruit Training Schedule was fluid and always changing, but with great teamwork of 'the Crew,' the standard was met and DEPOT 04-20 was a success."

"Petty Officer Pleskonko is by far one of the most selfless individuals I've had the pleasure of meeting or working alongside of," said Master Chief Petty Officer Randall Lawrence, the battalion commander at Training Center Cape May. "Throughout our time spent together in Company Commander School and every day since, he's provided an unparalleled level of support to his shipmates and has served as an integral part of our team effort here at Training Center Cape May. His humility, compassion, and ability to be an effective teammate, follower, and leader have exemplified the traits and skills necessary to successfully serve as a company commander," he said.

The American public and the Coast Guard rely on the recruits that complete training here. That critical job requires both active duty and reservists working side by side to accomplish the mission. Once the recruits finish their training, they will disperse across the globe to help complete front line Coast Guard operations.

"I'm proud of the fact that I can bring my diverse perspective as a reservist and my years of real world experience to the recruits in training and show them by my actions that all members of the Coast Guard matter and can make a difference," said Pleskonko. ≈

Shipping up to Boston

Story by Anastasia Devlin, Editor, *Reservist*

Lt. Cmdr. Diana Gertsch has a storied career as a reservist. As a mustang officer, she built up 10 years of experience in the prevention and incident management world, before switching to the response side two years ago as a law enforcement officer at Sector Northern New England. Last year, she deployed to the southwest border as a safety officer with the first wave of reservists in support of the Customs and Border Protection's response to the migrant surge.

But as a civilian, Gertsch brings to the table 13 years of experience in an entirely different specialty. She is a board-certified family nurse practitioner—an advanced practice registered nurse with a master's degree in medicine.

She was just making plans to come back from El Paso, Texas, when she heard about a Coast Guard unit less than 20 minutes from her, Base Boston Medical Clinic, was in need of a physician's assistant to replace one that had recently retired. They were down to one medical officer to support the entire clinic.

"I was contacted by the First District's senior reserve officer who had heard about my work at the border," said Gertsch. "He notified me of a rare opportunity to come on active duty to support the Base Boston Medical Clinic."

Capt. Mike Barton, the D1 SRO, recognized the opportunity to solve a problem by leveraging an asset. Though the clinic initially sought a PA, Gertsch applied anyway, given that the two positions have the same level of training, and the proximity of the location—it was practically in her backyard.

"I thought, 'What's the harm of [applying] as a nurse practitioner?'" she said. "It was always something I wanted to do, I always wanted to blend my civilian world with my Coast Guard world."

She was delighted when she got a call back that the Coast Guard would be making an exception to policy based on the needs of the service, and she notified her civilian job that she'd be taking active duty orders for a year.

"I'm not a military trained nurse practitioner or a physician's assistant, but rather, a Coast Guard Reserve officer who happens to be a nurse practitioner," said Gertsch. "It's great that they were willing to take someone with civilian experience and train them on how the Coast Guard does medicine."

The Base Boston clinic welcomed her with open arms. They were extremely supportive as she caught up to speed with the clinic pace and with medical manual policy. "My Supervising Medical Officer became my mentor." Gertsch found she had the autonomy to do her job the way she would at her civilian job. She spent the year the same way she would have at her civilian job—seeing patients, ordering labs, writing prescriptions, submitting referrals to specialty care, overseeing plans for medical care. The only difference? Some days she wore her uniform.



Lt. Cmdr. Diana Gertsch stands in front of the staff directory at Base Boston Medical Clinic.

With the event of the pandemic, Gertsch helped the clinic through the process of converting some of its routine care to telemedicine, and she continued to see patients both over the phone and through a secure online platform. She even helped the local area get access to more CG medical care, and connected with senior reserve leaders looking to organize future group events like PHAs.

"I have felt the pain of trying to get medical readiness done myself," she said. "I was in a position where I was supported by the clinic to help the Reserve—a position where I could make a change and a difference."

In August, the clinic was finally able to get another physician's assistant, and Gertsch will off orders at the end of October. She said she loved the opportunity to serve in her alternate capacity, and would welcome the chance to do it again.

"I know there are other nurses and nurse practitioners, reservists who have medical training, who'd like to do a position like this," she said.

There are, indeed, many people serving in the Reserve who have the capacity to help the Coast Guard through their civilian talents, and the Reserve continues to open opportunities for them when the positions and talent align. Even so, those opportunities in the medical field are limited.

Gertsch, now the D1 assistant senior reserve officer, welcomed the opportunity to help the Coast Guard again.

"It was great to come in when there was a need," she said. "That's what the reservists are for—this is what we do. We come in in critical moments, help fill the void, do the job we're there to do and leave the response in a better place than before. Then, when we demob, we get ready for the next call and do it all again." ≈



Plotting a course: a reserve officer takes an unconventional path to sea

Story by Anastasia Devlin, Editor, Reservist

There are many Coast Guard reservists who began their careers on ships, but it's rare to find one who joined the afloat community as a reservist.

As a reservist who's spent time as command afloat, there's no doubt that Lt. Kevin Lowery, is unique.

Decades ago, during wartime, it was common to see reservists in command of military ships, especially during World War II, when 92 percent of the Coast Guard was in the Reserve. They not only commanded cutters but also vessels from the Army and Navy.

But the last reservists attached to ships were transferred in the early 2000s when the Coast Guard sought a more sustainable billet structure for training its part-time crew.

Lowery joined the Coast Guard seven years ago, but ships and sea life have been part of his life for more than a decade. A New Jersey native, Lowery grew up visiting his grandfather, a Navy veteran, in Cape May, and he finished four years in the Naval Sea Cadets before attending college at Massachusetts Maritime Academy.

As the nation's second oldest maritime academy, Mass Maritime prepares its cadets to serve in and around the maritime industry, namely as future cargo ship officers who receive a deep background in navigation and ship handling. While there, Lowery spent months at sea, sailing down the east coast and all over the Caribbean, transiting the Panama Canal and into the Pacific Ocean to cross the equator.

He seemed born to be a sailor. However, after working two summers as a special police officer and completing an internship with the Naval Criminal Investigative Service, Lowery found himself drawn to a career in law enforcement. Just before graduating, he left Mass Maritime to return to New Jersey and become a member of the Plainsboro Township Police Department.

"It's a rare opportunity to be a police officer, and those who get to do it are very lucky," said Lowery in reference to his choice to leave school.

Lowery eventually became an alumnus of Mass Maritime when he attended the school to finish his second master's degree in emergency management. While there, he met many fellow students who were also military members, all with stories of their careers and challenging operations, but he related most to the Coast Guard's missions and the professionalism of its members.

After eight years as a police officer, he joined the Coast Guard Reserve as a maritime enforcement specialist. Even though he was driving 300 miles from his home to drill weekends at his new unit, Port Security Unit 301, he found himself stationed less than 10 miles from his alma mater, Mass Maritime. But now, he was part of a Coast Guard unit packed with people just like him.

"[PSU 301] was a great place for police networking," said Lowery, "because I was meeting troopers from Massachusetts, a

couple of troopers from New Jersey, Connecticut troopers, Boston cops, New York City cops, and officers from all these other small towns around Rhode Island and Southeastern Massachusetts, just going for a weekend and doing our thing.”

While he liked the camaraderie and the mission of the PSU, Lowery had been on a deeply-rooted track to become a ship’s officer while at Mass Maritime and he continued to feel the reemergence of that calling as he commuted past his former school. Answering this call, he applied for the Select Reserve Direct Commission program and was accepted. Meanwhile, as he was waiting for the start of the Reserve Officer Candidate Indoctrination course, he kept busy with active duty assignments.

“I would jump on any active duty thing that was floating up,” he said. “If I had to drive up for one day of active duty for a security detail, I would.”

He took logistics assignments, special schools, short notice security details—anything that would give him adventure and job experience. Eventually he found an active duty assignment in support of Operation Enduring Freedom, running a crew working range support at the Special Missions Training Center in Camp Lejeune, N.C. He spent long days working with students and instructors, sharing stories, and picking up new tips and techniques.

“I was enjoying being on active duty; it was a great pause from the police department,” said Lowery. “At that point, I was 11 and a half years into my police career; it’s basically the midway point. It’s like you’re getting burned out doing the same thing every day. I needed a change of pace [from the police department], and active duty was giving me that change of pace, that space, to reflect on everything.”

Just before he left for ROCI, a message came out soliciting junior officers for active duty contracts.

“The lesson I learned throughout my career is that if you want to do something in the Coast Guard, and you call the right people, and you ask the right questions, and lay out what you’re trying to do, most of the time people are supportive of the goal. We’re an organization that focuses on getting the mission done.”

Even though he’d applied as a second class petty officer, Lowery was accepted for an officer position, pending his completion of ROCI, as a watch-stander at the Atlantic Area Command Center. Once out of school and into the job, he was impressed with the range of missions and cases Atlantic Area handled. He was really enjoying the work, but his maritime background still called to him.



First salute after ROCI with fellow Plainsboro Township Police Officer and Navy reservist (also a former Coast Guard reservist) Jason Mandato.



Lowery sports his PSU 301 hoodie while hove to in the ice on Coast Guard Cutter *Sturgeon Bay* on the Hudson river.

“I knew if I stayed on active duty, I wanted to sail. For me, I went to college to be a marine transportation major, and I joined a sea-going service, so I need to learn how to drive a boat and get out there. To me there was no other option—if you’re in the Coast Guard, you go to sea.”

He started working on his boat crew qualification at stations near his home in New Jersey—no small feat for a reservist who had served mostly in the PSU community learning to drive Humvees instead of boats. After a few months of work, he’d completed his boat crew qualification at Station Sandy Hook.

But he still wanted to get on a cutter.

He started researching units close to New Jersey. Lowery said he’d had a picture of the Coast Guard Cutter *Sturgeon Bay*, homeported in Bayonne, N.J., on his computer when a shipmate noticed it.

“The chief sitting behind me said, ‘I know that boat! I know the [executive officer] of that boat. You want to drive that boat?’” said Lowery, “and this is where having a good chief comes in. If you have a good chief supporting you, anything can happen.”

The chief made a phone call to the XO of the *Sturgeon Bay*, Lt. Stu Carley, an Academy grad with a career afloat. Carley had never worked with reservists before, but he recognized Lowery’s determination and commitment.

“I wasn’t going to turn someone away who showed an interest in the afloat community when we’re currently struggling to retain [junior officers],” said Carley. “Part of being a good leader is being open to new ideas.”

Lt. Cmdr. John Forster, who was the commanding officer of the *Sturgeon Bay* at the time, knew Lowery was doubling up on jobs to get a qualification that took anywhere from three to six months depending on the platform. They worked out an arrangement; Carley would call Lowery with the underway schedule, and Lowery would work with his watch scheduler at LANT to find time to do both jobs, plus account for the six-hour drive to New Jersey.

He certainly had his work cut out for him breaking-in on the *Sturgeon Bay*, a 140-foot ice-breaking tug with a single screw that was tricky to maneuver, especially in a current. On top of that, it was homeported in New York City Harbor, which is one of the most heavily trafficked waterways in the U.S.

Carley said, “You’re having to dodge traffic all the time. It’s like driving your car through DC metro area compared to driving on a country road in Nebraska. Kevin jumping into that was big, but being a little older and more mature, plus his experience from Mass Maritime, he was able to handle that right off the bat.”

Forster and Carley said Lowery became a part of the crew, fitting in as another junior officer aboard. While there, he was promoted to lieutenant junior grade, and began taking on additional small projects for the ship.

After many sets of no-cost orders and many long drives, Lowery racked up over more than 90 days underway on the *Sturgeon Bay* and now possessed a deck watch officer qualification. Along the way he also completed his helmsman/lookout, quartermaster of the watch, and damage control qualifications. He’d also spent so much time breaking ice on the cutter that he’d earned an ice-breaking officer specialty code.

“He’s not just contributing to the overall readiness of the cutter [fleet], but specifically the ice-breaking community,” said Forster. “With six new ice breakers coming online, he’s another body that could fill one of those billets.”

Carley agreed. “Because of his willingness to be an afloat officer, it benefits the Coast Guard in general, especially with all the FRCs and NSCs; there’s a shortage of people willing and motivated to do those jobs.”

Lowery began looking at his options to get a shipboard job, but couldn’t find much support.

“They told me reservists never get put on cutters,” he said, “but I wouldn’t take no for an answer.”

Undeterred, Lowery knew he had a good chance, given the shortage of JOs who wanted afloat tours. He got support from his command and began having conversations with the detailer about afloat billets, but he encouraged the assignment officers to look past his lack of prior sea tours and his status as a reservist.

“I had a whole career in the police world where you’re making different types of decisions [than active duty Coast Guardsmen], but you’re making some pretty serious decisions,” said Lowery. “I was a [police] union leader for a while, so I understand policy and how to read it, interpret it, and get the spirit of it versus the letter of it, and see what’s the right thing to do. I had all these other types of traits that I was trying to bring to the active duty world. When a reservist is on orders, the active duty forgets about the other half of their life—what they do for a living, and how to tap into that professional experience to help the Coast Guard, that’s something we need to get better at doing.”

Eventually, after many policy discussions and phone calls, the Coast Guard ruled that Lowery could apply for sea duty billets. He was eventually offered the job as the executive officer of a pre-commissioned cutter, the Coast Guard Cutter *Angela McShan*, slated to be homeported in Cape May. Lowery was elated, and he understood the significance of the opportunity.

“There’s a little pressure to perform even better than normal,” said Lowery. “I’m trying to do the best job I can so that other [reservists] who are interested can have a path to get there, too.”

However, having found a love for ice breaking and the black hull fleet, Lowery continued to remain on the lookout for jobs that could keep him in those communities. After a year aboard the *McShan*, Lowery promoted to lieutenant, and he accepted a two-year billet as the assistant operations officer aboard the Coast Guard Cutter *Healy*.

“Seeing the polar security cutter fleet on the horizon, I wanted



Lowery, coffee in hand, stands front of the *Sturgeon Bay* as the vessel is hove to in the ice on the Hudson River during the winter of 2019.

a future serving on those boats,” said Lowery, “so I took an opportunity to serve on the only polar security cutter we have right now.”

Again, Lowery’s path was rare. The logistics of assigning reservists to ships may be complicated, but it’s not untried, as billet maps from 20 years ago show. Currently, the afloat community assumes it’s training a dedicated individual who doesn’t belong to another command or civilian job. That’s difficult to maintain under the current Reserve training model, but the Reserve is full of members with civilian qualifications like Lowery—an untapped resource that detailers can’t access.

Smaller platforms like the *Sturgeon Bay* have more trips back to port, shorter stints underway, and smaller engineering systems to learn, leading to an easier qualification path than the larger white hulls. However, for a program like this to be successful, training needs to meet the needs of the reservist, the unit, and the service.

Lowery leads the way, and he knows others are watching his path. He said he’ll push his afloat experience as far as the Coast Guard will let him, but he’s thankful to his police department for allowing him the opportunity to pursue command opportunities in the military.

“Too few people realize the Coast Guard Reserve can be a career planning tool,” said Lowery. “They forget they can stay Reserve and have service options and healthcare options while they pursue civilian opportunities.”

He even hopes to return to the police one day to finish out his career there as well.

“I tell my friends I’m stuck between a sponge and a soft place,” he joked. “Both jobs [police and Coast Guard] are good pay with good experiences and good people.” ≈

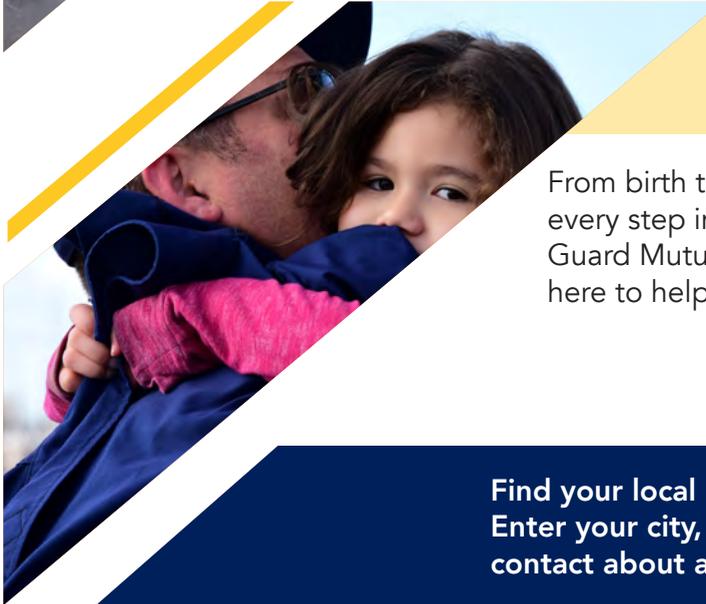
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- Non-Rate A School Uniforms
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- Welcome Baby Supply

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You're a Part of the CG Family Too – Suicide Prevention Efforts at the Coast Guard

Story by Shana Brouder, MyCG

Life in a military family can be challenging for each family member, not just the member. Upheavals like permanent change of station moves, school changes, and deployments can increase feelings of isolation, loss, and hopelessness—and they are all risk factors associated with suicide.

September is National Suicide Prevention Awareness Month, and we want to share some of the resources available to help you and your children during stressful times.

“‘Connect to Protect’ is the 2020 National Suicide Prevention month theme, with the tagline ‘Make it your Mission to Be There,’” said Christiana Montminy, the Coast Guard’s employee assistance program manager.

She knows firsthand that the research around suicide prevention indicates that connectedness is a factor that can reduce the likelihood someone will consider or attempt suicide. “Having social connections you can count on and a sense you belong can be a protective factor against suicide,” said Montminy. “While loneliness and feeling like a burden can increase the risk for suicide for some individuals.”

According to the Department of Defense’s inaugural 2018 Annual Suicide Report, an estimated 123 military spouses and

63 military dependents lost their lives due to suicide in calendar year 2017. While these suicide rates for military spouses and dependents are proportional to that of the United States as a whole, suicide is a tragedy that can be prevented, but when it occurs it impacts unit readiness, morale, and mission effectiveness.

When it’s time to ask for help

There are some specific warning signs if you’re concerned about someone you know or love. According to the Center for Disease Control (CDC), these include:

- **Feeling like a burden**
- **Being isolated**
- **Increased anxiety**
- **Feeling trapped or in unbearable pain**
- **Increased substance use**
- **Looking for a way to access lethal means**
- **Increased anger or rage**
- **Extreme mood swings**

- **Expressing hopelessness**
- **Sleeping too little or too much**
- **Talking or posting about wanting to die**
- **Making plans for suicide**

When you need help starting that conversation with your loved one, turn to the Ask, Care, Escort (ACE) card, designed by experts to help you through every step.

If you are concerned about your children, but are unsure of what to do, talk to them. A common myth about suicide is that talking to someone about suicide will make them suicidal. This is not true. In fact, a protective factor for suicide prevention is the depth of family connection and support.

And most importantly, if you or your child are considering committing suicide, please do not keep it a secret. The Coast Guard is here to help you, as a family member of our workforce, stay healthy and safe. We know our members rely on their families for support – that’s why we want to support you as much as possible. Remember, there is no shame in asking for help.

Where USCG family members can find help

Family members are eligible to participate in suicide prevention initiatives unique to the Coast Guard. This includes using our emergency suicide crisis hotline, which is toll free and available 24/7 – 855-CGSUPRT (247-8778). You can also learn more about the Office of Work-Life’s Suicide Prevention Program by visiting their website or visit CG-SUPRT’s website directly. ≈

Since its launch in 2007, according to its site, the Veterans Crisis Line has answered more than 650,000 calls and made more than 23,000 life-saving rescues. There are many resources for you to get help.

In addition to the Employee Assistance Program Coordinator (EAPC) in your regional Health, Safety, and Work-Life (HSWL) office and the CG-SUPRT hotline, 855-CGSUPRT (247-8778), other suicide prevention resources available to family members can be found below.

- **CG-SUPRT Program:**
855-CGSUPRT (247-8778)
- **Coast Guard Chaplains:**
(855) 872-4242
- **Coast Guard National Command Center:**
1-800-DAD-SAFE (323-7233)
- **National Hopeline Network:**
1-800-SUICIDE (784-2433)
- **The National Suicide Prevention Lifeline:**
1-800-273-TALK (8255)
- **The National Suicide Prevention Lifeline (For Deaf and Hard of Hearing):**
1-800-799-4TTY(4889)
- **The Trevor Project (Specific to LBGTQ+ Youth):**
1-866-488-7386

PCS Assist Team Facilitated Transfers

As the nation confronted the challenges associated with the COVID-19 pandemic, the Coast Guard modified the Permanent Change of Station (PCS) process in an effort to balance risk-to-mission with risk-to-military members and their families. In an effort to prevent, prepare for, and respond to the pandemic; the Director of Operational Logistics (DOL) mobilized 61 reservists and established a centralized PCS Assist Team in Norfolk, VA, along with 17 satellite teams throughout the nation.

The 24/7 centralized PCS assistance help-line was stood up with the support of ten reserve members. The centralized team aggressively worked toward widespread socialization of rapidly changing COVID response policy, entitlement updates, and policy determinations in direct coordination with CG-132. The team was critical in responding to more than 2,400 phone calls and 800 emails regarding complex policy inquiries during the 2020 PCS season.

Seventeen satellite teams were established coast-to-coast to provide frontline assistance and technical expertise to ease the strain on transferring service members during the pandemic. Teams across the organization were instrumental in assisting more than 750 members and their families traveling from Activities Europe, Guam, Patrol Forces Southwest Asia,



Hawaii, Puerto Rico, and Alaska, who were directly impacted by changing OCONUS quarantine requirements. Serving during a period of dramatic change, the 61 member all-Reserve PCS Assist Team successfully supported the safe transit of more than 14,000 active duty service members and their families during the challenging 2020 transfer season.

Coast Guard revitalizes 'Everyone is a Recruiter' incentive program

Story by Petty Officer 2nd Class Diana Sherbs, CGRC

"The Coast Guard is hiring, and we need your help," said Master Chief Petty Officer of the Coast Guard Jason Vanderhaden. Coast Guard Recruiting Command (CGRC) is breathing new life into the "Everyone is a Recruiter" incentive program that recognizes current active duty, Reserve, civilian and Auxiliary personnel who bring in new members. The program has been around for years, but it is getting a makeover with a few changes that make getting recognition easier.

Some of the big changes to the program include recognizing members who bring in a new applicant even if he or she does not make it through basic training. (Prior versions of the incentive program required recruits to graduate from basic training.) Additionally, new recognition incentives for civilians have been enacted to include recommendations for a 19-hour time off award, and recognition for Department of Defense members who may earn the Commandant's Letter of Commendation Ribbon Bar.

"Fantastic opportunities exist for those members looking to depart active duty but still stay in the Coast Guard," said Master Chief Petty Officer of the Coast Guard Reserve Gee Williamson. "Active duty members have worked hard for their qualifications and competencies, and those qualifications and competencies can remain active when a member joins the Reserve Component.

"In the Reserve Component, we can offer competitive wages for part-time work, extremely affordable health care benefits, tuition assistance, patriotism, camaraderie, and the chance to work with some of the most talented and inspiring Coast Guard members," he added.

The Reserve has approximately 1,000 open positions. The Coast Guard's In-Service Transfer Team is available to assist active duty members who are thinking about transitioning to Coast Guard Selected Reserve. Applicants may contact the In-Service Transfer Team at CGR-SMB-ISTT@uscg.mil.

"Everyone is a Recruiter" is a simple concept. The professional recruiting workforce is small at 315 recruiters serving at 56 recruiting offices across the nation. They cannot

be at every high school career day or college job fair, which is why members of the Coast Guard family can help. The program acts as an extra hand for recruiters to reach people who are genuinely interested in joining the service based on communication with other members of the Coast Guard.

Referring members can recruit new applicants by building interest, listening to what they want and relating with positive stories. To begin the process, the referring member should connect the applicant to the nearest recruiting office, live chat with a recruiter at GoCoastGuard.com, or email a Coast Guard virtual recruiter at HQS-DG-CGR-C-VirtualRecruiter@uscg.mil. To receive credit for a referral, the recruited applicant must submit the "Everyone is a Recruiter Referral Contact Sheet" with the referring member's information to the recruiter. This form is available through the applicant's recruiting office. Requests for recognition must be received within one year of the referred applicant joining.

To be eligible to receive recognition, potential members would need to be applicable to the following programs: active duty enlisted; Reserve enlisted; all Direct Commission Officer programs; or Officer Candidate School.

CGRC has developed an easy-to-use guide with great tips on how to get involved. Some of these tips include: being involved in the community; knowing the GoCoastGuard.com website and social media sites; knowing the local recruiters; being ready to answer questions; being proud to serve; being available to make presentations; knowing bounds; unit involvement; and knowing recruiting needs. Interested personnel can also register as a Coast Guard Recruiting Command "Ambassador" to assist with organized recruiting efforts.

"I represent a highly trained, dynamic force, and I want to ensure that we continue to recruit and retain our talented workforce," said Williamson. "Remember, in all you do, our people—you—are our greatest asset and our most powerful voice as we build our workforce of the future." ≈



WANT A CHALLENGE? RECRUIT YOUR NEXT SHIPMATE.

TIPS TO BEING AN EFFECTIVE RECRUITER

Build Interest

Make a connection between your personal stories and the candidate's desires.

Check Eligibility

Estimate the candidate's eligibility by using the following guidelines. Leave the details to a recruiter.

ENLISTED

Age: Min 17; Max 31 (Active Duty), 39 (Reserve)

Education: HS Diploma or GED

Criminal History: No felony convictions

Citizenship: U.S. Citizen or Resident Alien

OFFICER (same as Enlisted except...)

Age: Min 21; Max varies by program, up to 39

Education: additional requirements vary by program

Citizenship: U.S. citizen only

Vision: Normal color vision required

Entice with Incentives

Certain hiring incentives may be in effect.
Leave the details to a recruiter, and don't overpromise.

Recruiting incentives may include:

Enlistment Bonuses • Guaranteed A-school • Advanced Paygrade (automatic E3)
Guaranteed District Assignment • Boot Camp with a Buddy

Referral



**Their closest
Recruiting Office**



**Live chat
with a recruiter**



**Email HQS-DG-CGRC-
VirtualRecruiter@uscg.mil**



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The 7 Deadly Sins of Retirement Planning, Coast Guard edition

Story by Tim Porter

Editor's note: *Tim Porter is a reserve coxswain at Station Yaquina Bay, but in his civilian career, he's a certified financial planner who's helped many of his shipmates put their financial lives in order. Looking out for his fellow Coast Guard men and women at the station led Porter to be chosen as the 13th Coast Guard District's Enlisted Person of the Year in 2018. Below is an article he put together for his unit. While we list it here for informational purposes, consult a financial planner for your specific situation.*

Let's be honest, retirement planning sounds about as exciting as replacing non-skid on a boat. As much as you may hate the idea of budgets and financial planning, you need to get your financial life in order, and the sooner the better.

As a Certified Financial Planner, I see people make mistakes all the time when preparing for the future. You'll make them too. I've compiled the most important ones to avoid while in the Coast Guard.

Maybe more important though is my work in the Coast Guard. I'm a BM2 reservist, coxswain on the RBS, crew on the MLB, and qualified BTM at the great surf station in Newport, OR, Station Yaquina Bay!

1. Ignoring the Pension

Pensions that pay for life and start well before age 65 are like boats that don't break down—they don't exist!

Even after moving to the new Blended Retirement System (BRS), the Coast Guard still retained the pension for those of us who make 20 years of service. For active duty, this pension starts as soon as you retire (potentially in your 30s or 40s) and continues for your lifetime. For reservists, the pension starts at 60 (or earlier), depending on how much active duty you've done as a reservist. This is an exceptional benefit, but unfortunately, most ignore this great benefit because they don't know how much it's worth or how great it is compared with benefits being offered elsewhere.

In case you think this is normal, it's not. The few companies

and government organizations still offering pensions typically don't payout until closer to 65.

Allow me to run the numbers for you. I'll compare a military pension example with a pension of a person retiring from a health-care company, with great benefits (see the chart below).

Where else can you get a job without any experience or schooling, "retire" in your 30s or 40s, and get a pension worth hundreds of thousands of dollars paid to you for the rest of your life? I don't know.

Most ignore this benefit because they don't know how much it's worth.

2. Not Making 66% - TSP

Making 66% on your money is a great return, but it's usually hard to do. Fortunately, for those in the BRS, you're guaranteed to get this return on the first 6% of your contributions because of the match.

If you're contributing less than 6% into your TSP, you're leaving money on the table, but before you login to Direct Access to change your contribution, consider something else.

The rule of thumb I tell people to save is 15% of their income. If you contribute 6%, then the Coast Guard will match you 4%, for a total of 10% of your income (see chart below from militarypay.defense.gov).

If you want to be on track for retirement, consider upping your contribution to 11% (or more). That will bring the total contribution to 15% and you'll be much better off in retirement.

Pension Estimates					
	Active Duty	Active Duty (BRS)	Reserve	Reserve (BRS)	Comparison w/Health Care Co.
Assumptions	Member makes E7, retires at age 42 with 20 years of service	Member makes E7, retires at age 42 with 20 years of service	Member makes E7, gets 71 points/yr for 20 years, 6 months active, total 1600 points	Member makes E7, gets 71 points/yr for 20 years, 6 months active, total 1600 points	Physical Therapist, 7 years of schooling, retiring in 2021 at age 65
Years of Service (YOS)	20	20	1600 points/360 = 4.44 years	1600 points/360 = 4.44 years	19
Avg. High Three Base Pay (E7 in 2020)	\$4,946.40/mo	\$4,946.40/mo	\$4,946.40/mo	\$4,946.40/mo	\$9,115.25
Formula	2.5% x 20(YOS) x \$4,946.40	2% x 20(YOS) x \$4,946.41	2.5% x 4.44(YOS) x \$4,946.40	2% x 4.44(YOS) x \$4,946.41	
Monthly Payout For Life	\$2,473/mo for 45 years (age 42-87)	\$1,979/mo for 45 years (age 42-87)	\$549/mo for 27 years (age 60-87)	\$440/mo for 27 years (age 60-87)	\$2,589/mo for 22 years (age 65-87)
Present Value Equivalent**	\$891,164	\$705,445	\$137,585	\$110,268	\$553,506

**This is how much someone would have to save to be equal to the lifetime monthly payout. The larger, the better!

Service Contributions to Your Account

You put in:	Your Service puts In:		And the total contribution is:
	Automatic (1%) Contribution	Service Matching Contribution	
0%	1%	0%	1%
1%	1%	1%	3%
2%	1%	2%	5%
3%	1%	3%	7%
4%	1%	4%	9%
5%	1%	4%	10%
More than 5%	1%	4%	Your contribution +5%

3. Paying Too Many Taxes - TSP

Like setting up a tow for a broken-down fishing vessel offshore, you've got options. Should you use a pendant or bridle? Both could accomplish the task of safely getting the boat into the bay, but the bridle probably offers more advantages: better control, more attachment points...

When you're saving for retirement, you have the option of Traditional or Roth. Both could work, but the Roth is typically a better option to pay less taxes in the long run. Making your TSP contributions "Roth" means you'll be paying taxes now.

As long as you wait until retirement to pull the money out, you won't pay taxes on the growth from those investments.

The other option is the "Traditional" route where you can delay paying taxes now, but you'll pay taxes later in retirement. This is ok, but the Roth option will likely be better for you long-term.

I can't say what's right for everyone, but if it was me, I would login to Direct Access, choose "Roth TSP Base Pay," and put the highest percentage you can stomach in the box.

4. Avoiding Risk - TSP

The Coast Guard talks a lot about risk. Sometimes it's appropriate to take risk and sometimes not. Risking the boat to save a life? No problem. Risking a life to save a boat? Not cool!

Taking risk in investments is similar. Putting the majority of your money in stocks when you're in retirement is like driving into surf in the 29' RBS. Not cool!

But putting the majority of your money in stocks when you're under 40 years old is like driving into surf in the 47' MLB. The MLB is designed to withstand wave breaks, a knockdown, or even a rollover. Younger investors can also withstand knockdowns in the stock market because they have time to outlive them. Compound interest is a powerful force you will miss out on if you try to be too safe.

"Lifecycle Funds" are what most people invest in. These are set-it-and-forget-it options that get safer the older you get. You can select an L fund that corresponds to the year you will turn 65, or choose from the individual funds for a portfolio of stocks.

5. Buying Toys, Not Investments

Driving onto a Coast Guard base or station is like going to a car show. The shiny new vehicles are a dream for most people, but don't forget about the \$1,000 car payment!

Instead of shiny toys that are guaranteed to lose value, consider a purchase that will grow in value, like buying a house or making investments. Talk with a financial planner who can advise your decision based on your goals in life.

6. Budget That Takes on Water

Budgeting isn't rocket science; even a BM can do it! Ha! All you have to do is spend less than you make. If you do that for a long time, you'll be in great shape. Simple, right? Not for most of us.

All it takes is for the car to break down, a medical or dental bill to show up, or even something innocent like doing something nice for your significant other, and the budget is blown. Don't feel bad, it happens to all of us.

But if this happens too often, and you don't have an emergency fund to cover the extra costs, the credit cards end up as the solution.

I recommend creating an emergency fund with 1-3 months' worth of expenses. Next, keep track of your spending. Lucky for us, there's an app for that! A few years ago, my wife and I downloaded a free budgeting app so both of us can see where the money is going. We built a budget, and we hassle each other anytime someone goes over the limit. It's a helpful tool to keep us accountable.

There's quite a few out there—find one that works for you.

7. Creating a Financial Hot Mess

Just like a break-in needs to start putting notebooks together of PQSs, EPMs, RPQs, and every other qualification they're trying to obtain, you need to get your financial life organized.

I'm constantly recommending people put together a notebook of important financial information to help keep things organized and on track. Then, if something happens to you, your beneficiaries will know where your financial stuff is. There is a downside to this: notebooks can be destroyed. After you put one together, make sure you duplicate all the info in cloud storage and tell your spouse or family where to find it.

Some sections I recommend when I do financial planning are: financial plan, important contacts, accounts, life insurance, will, taxes, real estate, and other (important documents, passwords, keys, etc.).

That's it! Don't forget, this presentation is for educational purposes only. Account values can go down and principal can be lost. Not every investment is appropriate for every investor. Do your homework, find your financial planner, and only take on the risk you're comfortable with. And most of all, look out for your shipmates! ≈



Staying on the Ethical Side of a Slippery Slope: Understanding conflicts of interest and employment technicalities

Story by Capt. Mike Barton and Lt. Cmdr. Brianna Neasham

As we discussed in the previous issue, military service may create certain conflict of interest restrictions on a military member's ability to pursue non-federal employment or in their ability to represent their non-federal employer back to the Government. Even in those circumstances where sufficient time has passed to remove these restrictions, federal law and regulations prohibits Reserve Component (RC) members from engaging in any activity in which they have a personal financial interest, may have an actual or apparent impartiality concern or may be perceived as misusing their official position.

Conflict of Interest Provisions of 18 U.S.C § 208 – Officers and Enlisted Personnel

Reserve officers (by statute) and enlisted members (by Coast Guard regulation) must avoid conflicts of interest. This occurs when you are personally and substantially participating in a particular matter that could have a direct and predictable effect upon your own financial interests or the financial interests of your spouse, minor child, general partner, organization in which you are serving as officer, director, trustee, or employee, or any person or organization with whom you are negotiating for employment or with whom you have an employment arrangement or agreement.

Similar to 18 U.S.C. § 203, the terms "personal and substantial" participation in a "particular matter" is viewed broadly to include your acting through decision, approval, disapproval, recommendation, the rendering of advice, investigation, or otherwise, in a judicial or other proceeding, application, request for a ruling or other determination, contract, claim, controversy, charge, accusation, arrest, or other particular matter either directly or through the actions of a subordinate that you direct.

In reality, the application of this federal felony conflict of interest law is intuitive; you simply should not have responsibilities as a reservist that can have any positive or negative financial effect (the actual amount is inconsequential)

upon you, (or a business or other non-federal entity owned by you, directed by you, or where you serve on the board), your spouse, your minor child, your employer or a potential employer. Further, if your reserve responsibilities could affect the financial interests of someone close to you (e.g. parent, dependent child, sibling, member of your household, close relative etc.) than you may have an impartiality concern under the Standards of Ethical Conduct even if you don't have a federal felony conflict of interest concern, accordingly you should always seek ethics advice if you have any uncertainty.

Most reservists already have full time non-government employment prior to beginning reserve duty. Unlike other government employees who usually seek ethics advice as they transition out of the Service, reservists often seek ethics advice in anticipation of starting government employment (i.e. in anticipation of reserve duty) in addition to seeking advice at the end of their tour of duty. Doing so allows them to avoid conflict of interest concerns relating to their civilian employment while they serve on active duty and also allows them to avoid the post-government restrictions described below that apply to reserve officers after they leave any period of active duty.

It's not hard to envision situations where a reservist might

develop a conflict of interest concern and the negative impact that conflict could have, not just on the member, but also on the reputation of the Coast Guard. Just imagine the public outcry, for example, if during the Deepwater Horizon incident, the media reported that a reservist assigned as a Coast Guard FOSCR in a local parish was a BP employee in their civilian capacity.

It is also easy to envision scenarios where a reservist could develop a conflict of interest concern in the course of carrying out our regulatory responsibilities. For example, if you're assigned as a reservist at a sector and work as an employee for a local maritime company, you cannot perform inspections on your own company's vessels or facilities. Similarly, you may be banned from performing inspections on the vessels or facilities of a competitor company if your actions could affect the

competitor's financial interests and, thereby, also affect the financial interests of your own company. Another example could be where your spouse works for an oil company or owns stock in that company valued in excess of \$15,000, you cannot inspect that company's facilities, and you may not be able to respond to a pollution incident involving that company. Additionally, conflicts of interest can arise during EAD or while a member is on ADOS. For example, a conflict could arise if you are on active duty and supervise a contract or are otherwise involved in procurement, and you apply for a position with a company involved in that procurement.

Pursuant to the Coast Guard standards of ethical conduct, the conflict of interest rule described above applies to officers at all times and to enlisted personnel whether performing active duty or drilling.

Representation Before Federal Forum 18 U.S.C. § 205 – Officers Only

Section 205 of 18 U.S.C. prohibits reserve officers from prosecuting any claim against the government and acting as an agent for any individual or group before enumerated federal forums, even if the activity is uncompensated. To a great degree, this section is coextensive with section 203, which prohibits government employees from receiving compensation in exchange for representational services in matters in which the United States has an interest. As in section 203, the prohibition applies to reserve officers but not enlisted members. Further, like section 203, section 205 only applies to special Government employees, or SGEs, if they participated "personally and substantially" in the covered matter while a government employee, or if the covered matter is pending in the department or agency in which the employee is serving. Also, the 60-day and 130-day triggers and timelines that apply in section 203

(no more than 60 days of service in the previous 365 days, or no longer have 130 days in the previous 365) also apply to section 205.

Reserve officers should consult with their servicing legal office if they intend to represent their non-federal employer back to the federal government, including DHS, the Coast Guard, or any other DHS component. While sections 203 and 205 do not apply to enlisted members, the misuse of position regulations described below do and both officers and enlisted members who will be representing their non-federal employers back to the federal government must be careful to avoid the perception that they are misusing their Coast Guard status for their own personal benefit or to benefit a friend or non-federal entity such as their employer.

Misuse or the Appearance of Misuse of Position 5 C.F.R. § 2635.702 – Officers and Enlisted Personnel

Even where the narrow restrictions of section 203 and section 205 described above are inapplicable, reserve officers

(at all times) and enlisted members (while on active duty or drilling) should be aware that certain representational activities



"It is also easy to envision scenarios where a reservist could develop a conflict of interest concern in the course of carrying out our regulatory responsibilities. For example, if you're assigned as a reservist at a sector and work as an employee for a local maritime company, you cannot perform inspections on your own company's vessels or facilities."

may implicate the standards of conduct regulations relating to misuse of position (5 C.F.R. Subpart G; specifically, section 2635.702). The misuse of position regulations prohibit the use of public office for private gain. In some circumstances, private representational activity by reserve members can raise at least the appearance that they are using their official position to gain special access or attention from government decision makers, which would be unavailable to the general public. Such concerns are more likely to arise when the subject matter of the private representation is related to the subject matter of the RC member's official duties and the representational contacts are

made to the RC member's own agency, especially to the same agency personnel the RC member works with in an official capacity (within the same or closely related chain of command). Particularly important from a misuse perspective is that military members frequently have access to information that is not publicly available. Reserve members are prohibited from using non-public information to benefit themselves or any non-federal entity. These issues must be addressed on a case-by-case basis with support of the servicing legal office with adequate consideration of the legitimate interests and demands of each reservist's outside professional life.

Receiving Income from a Non-Federal Source – 18 U.S.C. § 209- Officers (but not SGEs) Only

Frequently, reservists on active duty orders will receive a supplementation of salary or other income derived from their civilian employment. Ordinarily, officers and civilian employees are prohibited from receiving pay or allowances or supplements of pay or benefits from any source other than the United States for the performance of official service or duties unless specifically authorized by law. Note that a task or job that is performed outside normal working hours does not necessarily allow acceptance of payment for performing it. If the undertaking is part of one's official duties, pay for its performance may not be accepted from any source other than the United States regardless of when it was performed. However, 18 U.S.C. § 209 does not prohibit a reservist on active duty for a

contingency operation (during a war or during a national emergency declared by the president or Congress) from receiving any part of the salary or wages they would have received from their civilian employer before their employment was interrupted by the recall.

Coast Guard reserve officers who are deemed to be SGEs (serving for less than 131 days during any period of 365 consecutive days) are expressly not covered by Section 209(a). Accordingly, Coast Guard Reserve officers who are deemed to be SGEs can continue to collect their civilian salary and benefits, even for those days on which the Reserve officer is on active duty performing federal duties and not performing any duties for his or her civilian employer.

It is incumbent upon both the RC member and those who manage them to uphold the Coast Guard's stellar reputation for integrity and to protect our members from an inadvertent violation of federal law. This isn't a game of "gotcha." To the contrary, it is leadership and Shipmates looking out for one another to ensure that all of us are doing "right things right." Understanding whether a conflict concern could arise between an RC member's military and civilian employment requires open and transparent dialogue where all of us are on the lookout for potential conflicts. Reserve leaders and managers should proactively engage with their subordinates to ensure that assigned RC members have no potential conflict concerns with their civilian employment. As always, your servicing legal office is Semper Paratus to help commands and members resolve any and all ethics concerns. ≈

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Designed for every individual within the Coast Guard Family!





CGBI monthly notifications become automatic

Dental out of date? ASQ unanswered? Small speedbumps like this could delay orders or, depending on the change and how much time had elapsed, snowball into larger hurdles for drilling reservists and their commands. In the past, SELRES members could go to CGBI and sign up to receive monthly emailed status updates, as well as email alerts when their readiness status changed in more than a dozen categories, including medical, weigh-in, vaccinations, evaluations, mandated training, and more.

This tool has been around since 2006, but many Coast Guard members weren't aware notifications were an option.

Thanks to a new update to the system, these emails will now be automatic for every Coast Guardsman, active duty members included.

The change rolled out in October, and members will begin receiving these monthly notifications at their official Coast Guard email addresses. They can, however, opt for the emails to be sent to a personal email account. ≈

Editor's note: *In our next issue, we'll revisit the CGBI notification tool, as well as other capabilities of the CGBI platform.*

Increasing throughput at Reserve Officer Candidate Indoctrination

Story by Capt. Alexander C. Foos, CG-R5

The missions of the Coast Guard and the jobs that reservists are performing are more vital than ever. Major marine incidents, devastating hurricanes, and increased needs for homeland security have demonstrated the need for a more robust, ready and available reserve force.

Many initiatives are underway as the Coast Guard works towards meeting the goal of a reserve end-strength of 7,000. In particular, the Reserve End Strength Regeneration Action Team (RESAT) looked at ways to restore end-strength and identified a need to increase reserve officer accessions. As a result, of RESAT's analysis the number of seats in Reserve Officer Candidate Indoctrination (ROCI) will grow by more than 50 percent during fiscal year 2021. Policy changes have also allowed those without prior military service to apply which has bolstered the number of eligible candidates.



This increase will mean ROCI class size is growing from 40 to 85 officer candidates. ROCI is a rigorous three-week indoctrination course at the Coast Guard Academy in New London, CT. It is meant to test candidates' physical and mental acuity while developing them as leaders. Candidates will receive a commission in the Coast Guard reserve upon graduation.

This change, in addition to new policies and incentives to entice active duty members to affiliate with the reserve upon completion of their enlistment will help strengthen the reserve workforce. Opportunities will also arise for Extended

Active Duty and Title 10 orders, giving new officer and enlisted members the chance to fill gapped active duty billets and support contingencies. There are exciting new changes on the horizon to support reservists and strengthen the workforce. Keep an eye out for more information on the initiatives that are underway! ≈

Introduction of Deferred Deployment Policy

Story by Lt. Samantha Maxell, CG-R55

One of the toughest decisions active duty personnel make as they set their course to reach personal and professional goals is whether to remain in the Coast Guard or get out. There is a third option that provides the best of both worlds.....Affiliate with the Coast Guard Reserve! The benefits to continuing a military career within the Reserve provides many opportunities; from medical, financial, and educational benefits to specialized training, and the feeling of pride and camaraderie that can only be found in uniform. However, there is always the concern for immediate activation and deployment that could cause a serious disruption to a family still transitioning to a new community and civilian employers at a crucial time with a new position, which can dissuade some active duty members from joining the Reserve.

In recognition of these concerns, the Reserve End Strength Action Team (RESAT) recommended, and the Vice Commandant concurred with, a change in policy to provide a stabilization

period for active duty members affiliating with the Reserve, much like many of the other Services have done. The Deferred Deployment initiative provides Coast Guard members released from active duty (RELAD) a stabilization period of up to one year to allow them to adjust to a new career, spend time supporting family, or pursue academic goals without the risk of involuntary activation.

Any member, enlisted or appointed as a regular active duty person, who has not previously affiliated as a drilling reservist is eligible to take advantage of this policy. Of course, reservists who want to deploy or be activated during their first year after active duty will not be prevented from responding to the call. This is just one more enticing reason for those departing active duty to bring their force multiplying skillset and training to the Reserve. More information can be found in ACN 094/20 or by contacting the in-service transfer team at: CGR-SMB-ISTT@uscg.mil. ≈

"One of the hardest challenges members who RELAD to SELRES can face is trying to reintegrate into civilian life, all while balancing the possibility of deployments. In order to give our members time to grow accustomed to their new norm, the initiative of deferred deployments will give them time to reprioritize their personal life goals for a year, allowing them to return stronger to the mission once they have been given a chance to stabilize their new career and personal life path."

– George Williamson,
Master Chief Petty Officer
of the Coast Guard Reserve.

Federal government deferring payroll taxes for certain members, employees

Story by MyCG Staff

Social Security taxes will be deferred for many federal civilians and uniformed members through the end of this year.

There is no opting-out of the deferral and the taxes will be collected in 2021. This does affect any Federal or State withholding.

Once the payroll offices for civilians and military members program the deferral of payroll taxes certain employees' take-home pay will increase for the remainder of the year. The deferred payments must be collected in early 2021 (spread out in January, February, March, and April 2021), in addition to regular payroll tax withholding for that period.

The tax deferral comes in response to a Presidential Memorandum on Aug. 8. This will affect about about 5,600 Coast Guard civilians and 38,000 active duty members.

What does this mean to you? The federal government will defer the Social Security (Old Age, Survivors, and Disability Insurance or OASDI) employee deductions for:

- **Civilians whose gross Social Security wages are less than \$4,000 in any given pay period**
- **Military members at or below \$8,666 of basic pay only per month (Typically O-5s and below, and E-10s and below)**

The deferral will not impact employees in retirement plans not subject to Social Security withholding (i.e. CSRS).

When will this start? Military paychecks for Sept. 15 and Oct. 1 will not change. The Coast Guard has started the process to update the pay system for military members to account for this unexpected change but it will not be accomplished until mid-October. The mid-October paycheck will begin the payroll tax deferral and include the September monies collected (for those eligible).

We will update civilians as soon as we have clarity about when their first paycheck will be affected.

Employees and members will still be liable for paying their deferred taxes from their final pay should they depart from federal employment or active duty prior to April 30, 2021.

Questions?

- Civilian employees – contact the ASKHR helpdesk (USCG.ASKHR@uscg.mil).
- Military members - contact CG-133 Pay and Compensation Division at (Compensation@uscg.mil).

For additional details, see ALCOAST 329/20. ≈

UNIFORMED SERVICES EMPLOYMENT AND REEMPLOYMENT RIGHTS ACT (USERRA)

Service Members

In general, if the employee is absent from a position of civilian employment by reason of service in the uniformed services, he or she is eligible for reemployment under USERRA by meeting the following criteria:

- The employer was given advance notice of the employee's service
- The employee returns to work in accordance with USERRA guidelines
- The employee has not been separated from service with a disqualifying discharge, or under other than honorable conditions
- The employee was not absent from the employer for more than five cumulative years, minus any time exempted under USERRA

Employers

The law applies to all public and private employers in the United States, including federal, state and local governments, regardless of size. Provided the Service member meets all criteria, USERRA requires employers to do the following:

- Allow employees to participate in military service
- Promptly reinstate employee into appropriate position following military service
- Provide accumulated seniority and benefits, including pension plan benefits
- Reinstate health insurance
- Provide training or retraining of job skills, including accommodations for the disabled
- Protect the employee against discrimination and retaliation



USERRA

USERRA is the federal law that establishes rights and responsibilities for members of the Guard and Reserve and their civilian employers. USERRA provides protections for Service members related to initial hiring, employment, reemployment, retention and employment benefits, when employees serve, apply to serve, or have served in the uniformed services.

USERRA Questions

ESGR's customer service center operates Monday through Friday from 8am to 6pm Eastern Time to provide answers to USERRA questions, or refer cases to a trained ombudsman.

Call our customer service center at 1-800-336-4590 or complete a USERRA Assistance Request Form at www.ESGR.mil.

ESGR & USERRA

ESGR informs and educates Service members and their civilian employers regarding their rights and responsibilities governed by USERRA.

ESGR does not enforce USERRA, but serves as a neutral, free resource for employers and Service members.

ESGR's trained ombudsmen provide informal mediation of employment and reemployment issues related to USERRA implementation.

Department of Labor & USERRA

Congress provided the statutory authority for investigating alleged violations of USERRA to the U.S. Department of Labor (DOL).

If DOL finds that an employer has likely violated USERRA and is unable to secure voluntary compliance, DOL may refer the case to the U.S. Department of Justice or the Office of Special Counsel, as appropriate, for legal action against the employer.



WHAT YOU NEED TO KNOW ABOUT EMPLOYER REQUESTS

Requests for Adjustments to Military Service

Employers may request an adjustment to an employee's period of uniformed service when the Service member's absence imposes an adverse impact on an employer, such as a financial or operational hardship. Commanders are to consider written requests to adjust periods of uniformed service. However, it is at the commander's discretion whether to accommodate a request based on military necessity. If unable to accommodate an employer request, commanders should communicate their decision and justification clearly to the employer (DoDI 1205.12).

Commanders may delegate this responsibility. The designated representative must be someone with the discretion to delay, defer, cancel, or reschedule military service, so long as it does not negatively affect military operations; and to make arrangements, other than adjusting the period of service, when it serves in the best interest of the military and is reasonable to do so (DoDI 1205.12).

Verification of Military Service

DoDI 1205.12 directs the Military Departments to provide employers with verification of an employee's uniformed service upon request, regardless of the duration of the service related absence.

One example of verification of service is an email from a commander or designated military authority certifying the service was, or was not performed on the dates in question. For more information, review the Employer Information and Assistance section of DoDI 1205.12.

For further information about employer requests related to a Service member's uniformed service, contact ESGR at 800-336-4590, option 1.

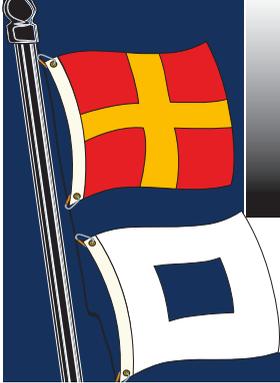
5-Year Service Limit Determination

The DoD has established a process for Service members and their employers to request a determination as to which periods of service count toward, or are exempt from USERRA's five-year service limit. Offices of responsibility for each Reserve Component will evaluate and respond to requests, and if appropriate, will forward requests to the appropriate authority for further consideration.

The authority for certifying an exemption based on a critical mission or requirement cannot be delegated below the Assistant Service Secretary level (DoDI 1205.12).

The office of responsibility for each Reserve Component, links to USERRA, and links to DoD policy guidance related to this fact sheet are listed on the ESGR website at: <https://esgr.mil/Employers/Military-Service-Requirement-Support>.





Retirement List

RET-1 (with pay)

June 2020

CAPT Paul Kosiba
CDR Steven Tarantino
CDR Gerard Jackson
LCDR Michael Crippen
LCDR Catherine Huot
CWO4 Vernon Johnston
MKCM Marco Oquendo
MKCS Gary Deitrich
BMC Thomas Campbell
QM1 Gary Moorhouse
YN1 Leslie Lowrie
PS2 Darryl Lewis

July 2020

CAPT Robert Brady
CAPT Ronald Cadual
CDR Charles Wilcox
LCDR Joseph Fischetti
LCDR Vikki Hanley
LCDR Tammy Rosario
CWO4 Donald Hartmayer
BOSN3 Jon Adams
BMCM Russel Lockey
MKCM Daniel Carroll
MECS James Richardson
BMC Garry Bluhm
ISC Patrick Ganley
BM1 Scott Wheaton
HS1 Christopher McAlear

MK1 Robert Nettleton
MST1 Luther Prather
BM2 Joel Musick
BM2 William Newton
BM2 Kenneth Wells
BM2 Teresa Shortino
MST2 Norval Bratcher
BM3 Matthew Solomon
MK3 Robert Nash
AET1 Elwyn Dudley
MK2 Carl Newton

LT Colin Ryan
ENG3 John Koch
MECM Dale Wood
MECS James Duerer
YNCS Marilyn Dufurat
BMC Joseph Klobus
DCC Donald Reynolds
FSC Ernest Duffy
FSC Joel Gregorio
IVC Patton Patton
MKC Stefan Krzeszowski
SKC Wayne Muller
BM1 James Schaller
MK1 Michael Caliquire
MST2 Walter Watkins

August 2020

CDR Patrick Caylor
LT Roger King
LT Hugh Maney

RET-2 (without pay)

June 2020

CDR Bryan Moore
CDR Kirk Oberlander
CDR Teresa Peace
CDR Jeannette Peters
CDR Georgios Sekeroglou
CDR Marc VanZetta
CWO David Hollmeyer
CWO Roy Montgomery
CWO Robert Stuckey
BMCM Glenn DelMendo
MKCM Kenneth King
BMCS Michael Shove
MSTCS William Nalty
GMC Nicole Cimino
MEC Jason Crum
MKC Kenneth Christensen
BM1 Raymond LeBlanc
EM1 Steven Hyland
ET1 Aaron Hart
OS2 Ricardo Pantoja

July 2020

CAPT George Bamford
CAPT Rachael Bralliar
CAPT Todd Childers
CAPT Timothy Decker
CAPT Stacie Fain
CAPT Colleen Pak
CDR Oscar Blythe
CDR Jeffrey Engel
CDR Christopher Fink
CDR Mark Freymuth
CDR Richard Greenbauer
CDR James Hotchkiss
CDR Byron Inagaki
CDR Eric Martenson
CDR Alessandra Penswater
CDR Teddy Reed
CDR Aaron Reiman
CDR Brad Rosello
CDR Joni Utley
CDR David VonDamm

CDR Kevin Wallace
LCDR Cari Bower
LCDR Bryan Miller
LCDR Kyle Retzlaff
LCDR Wilfred Sa-Onoy
LCDR Joseph Schmidt
LCDR Christopher Schubert
LCDR Michael Sloditskie
LCDR Donald Tremble
LT Kelly Jeffries
BMCM Jonathan Graham
IVCM John Engle
MECM Ryan Hooper
MECM Todd Wimmer
ETCS Daniel Coen
MKCS Phillip Short
BMC Craig Colquitt
ISC Stephanie Miller
MEC Paul Slavik
MEC John Vojnik
MST1 Mary Byrd

August 2020

CDR Donald Cooley
CDR Kenneth Dimitry
CDR Edward Mills
CDR John Rhodes
CDR Gerald Stanek
CDR Frank Stapleton
LT Bryan Hazlett
CWO Darren Root
BMC Charles Lockwood
BMC Brian Steinmuller
MKC Charles McGroary
BM1 Adam Bevier
BM1 Robert Viers
GM1 Matthew Hansbury
ME1 John Clark
BM2 Shannon Hendon
ME2 Jean Jacobi

— *Compiled by*
YNC Joseph R. McGonagle,
USCGR (ret.)



A crew member examines the beached surf boat with the fouled line visible on the prop. The *Martindale* is visible in the distance. (U.S. Coast Guard)

You have to go out: The tragic death of Chief Elias Welch

Written by Petty Officer 1st Class William Bleyer, ANT Philadelphia

Fifty-two years ago this March, Chief Petty Officer Elias Welch died off of Akutan Island, Alaska, when his cutter's smallboat capsized during an attempt to assist a grounded fishing vessel. The tragic story of his death, unknown except to his shipmates, deserves to be remembered, both as a tribute to his service and as a study in risk management and leadership.

The chief was stationed on the Coast Guard Cutter *Staten Island*, a 269-foot icebreaker homeported in Seattle. Born to sharecroppers near Hollandale, Miss., in 1935, Welch had grown up in the Watts neighborhood of Los Angeles and joined the Coast Guard in 1955. He had previously served on the Coast Guard Cutter *Wachusett*, as a recruit company commander at Recruit Training Center Alameda, Calif., and was a plankowner of Station Seattle. Tall and gregarious, he looked the part of a salty, experienced chief boatswain's mate.

On March 8, 1969, the *Staten Island* was underway in the Bering Sea, heading back to Seattle due to problems with one of the ship's generators. They were diverted to assist the

Martindale, a 75-foot Seattle fishing boat that had run aground on Akutan Island.

Akutan Island is very remote and lies east of Unalaska Island (often mistakenly referred to by the name of its main town, Dutch Harbor) in the Aleutian Island chain. Akutan is dominated by Mount Akutan, a 4,275-foot volcano which erupts every few decades. The rest of the craggy, treeless island consists of rugged terrain which slopes down to meet the sea as rocky cliffs or black sand and gravel beaches. It was on one of these beaches that the *Martindale* was stuck fast. Heading towards the fishing grounds of the Bering Sea with four crewmembers onboard, they had transited through the Akun Strait between Akutan and Akun Island, incorrectly estimated their position, and prematurely engaged their autopilot on a course which was not clear of landfall. This miscalculation, combined with a dark night and an unusually high tide, had resulted in their running directly into and far up a beach on the eastern side of the island.

The *Staten Island* arrived off Akutan March 9 and stood

by about a mile offshore as her commanding officer, Capt. Eugene "Red" Walsh, considered what to do. Another fishing boat, the *Dauntless*, was in the vicinity and wanted to pull the *Martindale* back into deep water. The tide was going out but there was no other reason for urgency; while the *Martindale* herself was at real risk of being damaged or broken apart by waves, her four-man crew was in no immediate danger and had no urgent medical problems. The weather was good for the Aleutian Islands in early spring but still far from ideal. While clear and calm, the air temperature was below freezing, snow still covered Mount Akutan and the rest of the island except for the black beaches, and the water temperature was a dangerously cold 38 degrees.

Walsh was a veteran sailor. A mustang officer, he had enlisted in 1941, seen action on a 327-foot cutter in the Battle of the Atlantic, and amassed 16 years of sea service over the course of his long career. Walsh determined that the best course of action was to use one of the *Staten Island's* boats to carry a messenger line from the *Dauntless* to the *Martindale*. The crew on the *Martindale* would then use the lightweight messenger line to pull in the *Dauntless's* heavier towline, enabling the *Dauntless* to tow the *Martindale* into deeper water before she was irreparably damaged by the waves. The boat



Then Boatswain Mate Petty Officer 1st Class Elias Welch, circa 1966. (U.S. Coast Guard)

and prepared to launch.

Welch was overseeing the launching of the surf boat when Walsh intervened and ordered him to replace the assigned coxswain. Unfortunately, standing six-foot-four, there wasn't a wetsuit onboard big enough to fit the chief. The captain also substituted in a different seaman, who also didn't have

delivering the messenger line was *Staten Island's* 26-foot self-bailing motor surf boat. It was an open, single-propeller-driven wooden craft—one of two World War II-vintage boats that had come with the ship when the Coast Guard had taken it over from the Navy in 1966. The *Staten Island's* other boat was a Landing Craft, Vehicle, Personnel (universally called the LCVP), ideal for offloading Marines on a hostile beach but not for salvaging an Alaskan fishing boat.

Lt. Earl Hamilton, the head of *Staten Island's* Deck Division and Salvage and Diving Officer, selected the crew for the mission based on his knowledge of their experience. He picked Ensign John Vitt to be the boat officer and an experienced first class boatswain's mate to be the coxswain. For crew, he selected an third class engineman and a seaman who had experience as a diver. He briefed the boat crew on the plan, and they donned wetsuits



Coast Guard Cutter *Staten Island*, circa 1968. both boats involved in the mishap are visible on the port side. (U.S. Coast Guard)



Taken from the helo following the mishap, the stranded *Martindale* is visible at left and the beached surfboat at right

a wetsuit. The only survival equipment the two substitutes would be wearing would be “work” lifejackets, the kind worn by crewmembers during routine maintenance that were convenient but wouldn't turn an unconscious person floating in the water face up.

Around 9 a.m., the surf boat was launched from the *Staten Island*. They picked up the messenger line, a smaller, lightweight yellow line which would be used to pull the heavier, thicker towline, from the *Dauntless*, and began heading towards the *Martindale*. The crewmen on the *Dauntless* paid out the messenger line, and it trailed behind the surf boat in the calm water.

The water grew shallower as they approached the desolate, unsheltered shore of Akutan Island. The quiescent Bering Sea swells, having traveled for hundreds of miles across the deep ocean, began to grow larger and steeper as they rolled up the island's undersea slope towards the shoreline. Once in sufficiently shallow water the waves began to break, forming a ragged line of crashing white water off the black gravel and sand beach.

The name “Alaska” comes from an Aleut phrase which literally means, “the object to which the action of the sea is directed,” but, more eloquently, “where the sea breaks its back.” The sea was breaking against Akutan Island.

It can be difficult to judge the height of breaking waves from seaward, and as he approached the surf line, Chief Welch encountered problems controlling the boat while towing the messenger line. They were still too far from the *Martindale* to attempt to pass the line, they were being tossed around by the breakers, and then the line slid under the hull and got sucked in by the surf boat's only propeller. The line wrapped around the propeller drive shaft, immobilizing it. The chief turned the helm in an attempt to maintain control, but the boat's rudder post snapped off. Without propulsion or steerage, the breaking

waves quickly pushed the boat beam-to the surf, causing it to capsize.

When the surf boat rolled over, all four crewmembers were suddenly ejected into the Bering Sea, immediately disoriented and shockingly cold. They struggled in the rolling chaos of white water; it was difficult to even see anything.

Vitt was less than a year out of the Coast Guard Academy, but despite the ejection and debilitating cold, he maintained situational awareness. They all needed to get to shore, and fast. Unable to locate their wetsuit-less shipmates, Vitt and the engineer began fighting their way through the breaking waves towards the beach.

Back onboard the *Staten Island*, the crew reacted quickly to the capsizing. The LCVP was readied for launch, and one of the ship's helicopters was airborne within three minutes. Hamilton directed the takeoff as flight deck safety officer, his experience diving in cold water making him acutely aware that time was now critical; an average person wearing only a lifejacket in freezing water can be unconscious in less than 15 minutes and dead in less than 30.

Making it through the breaking waves had been grueling, but Vitt and the engineer made it ashore, only to have their worst fears confirmed: both of their shipmates were missing. They anxiously searched the whitecaps and saw a figure struggling in the surf. Vitt had been on the Academy swim team, but he needed every bit of his skill and endurance as he plunged back into the frigid Bering Sea and began fighting towards the swimmer. As he approached him, he saw that it was the seaman. Making it back through the waves while pulling a survivor was even harder, but he managed.

The helicopter arrived overhead and verified that three of the crew had made it ashore. Chief Welch was still missing; apparently, he had surfaced and swam seaward out of the surf line. The helicopter flew back to the *Staten Island*, picked up



the Public Health Service doctor who was attached to the ship, and began searching.

The helicopter crew located the chief floating face down outside the surf line and hoisted him aboard. The Public Health Service doctor made an exceptionally determined effort to save Welch, beginning in the helicopter and continuing in the *Staten Island's* sickbay. Unfortunately, the combination of hypothermia and drowning proved irreversible.

Despite the loss of Chief Welch, the crew of the *Staten Island* still had a job to do. Vitt and his two surviving crewmembers were picked up by the helicopter—shivering, battered, and shocked, but otherwise unharmed—and returned to the ship. The helicopter simultaneously dropped off a work party led by Hamilton and Lt. j.g. Harold Millan, the ship's assistant damage control officer. They examined the surf boat, which had since washed ashore, and prepared it for retrieval. Then thick fog began arriving, rendering further salvage efforts impossible.

Hamilton was left to spend the night on the *Martindale*. Over the course of the night, waves severely damaged the fishing boat, making it unseaworthy. The next day, the surf boat was righted and recovered by floating a line through the surf using the LCPV. Once the surf boat had been recovered, Hamilton and the crew of the *Martindale* were evacuated by helicopter.

Chief Welch's remains were offloaded at Dutch Harbor, and he was later buried in the Veterans Memorial Cemetery at

Evergreen Washelli Memorial Park in Seattle. Welch, only 34 at the time of his death, left behind his wife Ode and two sons, Lawrence and Elias Edmond. While that tragic day is indelibly etched into the minds of his surviving shipmates, his memory is officially preserved nowhere else; and the debate as to whether Coastguardsmen who died operating cutter boats should be memorialized on the Boat Forces Memorial or planned Cuttermen's Memorial continues.

Ensign Vitt, who courageously swam back out to rescue the wetsuitless seaman, also never received any official recognition.

Mishaps are, by their very definition, unplanned and it is easy to sit in safely and harshly judge the actions and motivations of people who didn't have the luxury of hindsight, especially when those actions took place 50 years ago in a different organizational culture. The crew of the *Staten Island* was well-trained and dedicated, as was their highly experienced captain. An official board of inquiry, which was held onboard the *Staten Island* and presided over by its executive officer, also assigned no fault to Captain Walsh. Welch's death in the line of duty reminds us of the dangers of hubris, the importance of personal protective equipment, and that the Coast Guard's modern doctrine of Risk Management has evolved through decades of tragic incidents and sacrifice. ≈



Chief Welch's gravesite is located in Seattle.
(U.S. Coast Guard)

Bulletin Board



THE WHITE HOUSE
WASHINGTON

The 230th Birthday of the United States Coast Guard

On this day in 1790, Congress authorized Secretary of the Treasury Alexander Hamilton to assemble a group of vessels to protect our newborn Nation's commerce and revenue streams. What started as just a few small cutters has evolved into the world's premier maritime governance, security, and safety service, now known as the United States Coast Guard.

In the 230 years that have passed since the creation of the Coast Guard, our Nation has grown stronger because of the Coast Guard's dedication to its motto *Semper Paratus*—"Always Ready." Each day, the more than 40,000 active duty and civilian and more than 7,000 reserve men and women of the Coast Guard help secure and advance our national preparedness, response, and economic prosperity. These courageous individuals defend our borders, rescue mariners in distress, facilitate the passage of trillions of dollars of commerce safely into and out of our ports, and combat drug smugglers and human traffickers, among a host of other tasks essential to the security of the American people.

Last month, I was proud to visit the United States Southern Command in the great State of Florida. I was heartened by the tremendous work that our Coast Guard and their fellow service members have accomplished through Southern Command's counter narcotics surge operations. Since its launch, this whole-of-government and international operation against transnational organized criminals and their networks has produced more than 1,000 arrests and interdicted 120 metric tons of narcotics—including billions of dollars' worth of fentanyl, heroin, cocaine, and countless other deadly substances. These efforts are keeping the American people safe while advancing our Nation's interests both at home and abroad.

On the 230th birthday of the United States Coast Guard, the First Lady and I send our best wishes to all Coast Guard service members and their families as they celebrate this special occasion. We join a grateful Nation in thanking these brave men and women, along with all of America's service members, for their service and sacrifice to our country.



Protect Yourself and Others from COVID-19

Wear a mask



Stay 6 feet from others



Meet outdoors if possible



[cdc.gov/coronavirus](https://www.cdc.gov/coronavirus)

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Coast Guard Petty Officer Second Class David Whitlock, a Coast Guard Reserve marine science technician, oversees cleanup efforts at Joe Patti Seafood Marina following storm damage caused by Hurricane Sally, Oct. 5, 2020. Whitlock is a pollution responder for the Hurricane Sally response and his home unit is Sector Mobile Prevention.

Photo by Petty Officer 2nd Class Nathan Cox



TO CHANGE YOUR MAILING ADDRESS:

Selected Reservists

Use Direct Access
<https://portal.direct-access.us>
or contact your unit servicing personnel office.

Individual Ready Reservists

Contact IRR Personnel Support Unit

Email:

ARL-PF-CGPSC-rpm-3-Query@uscg.mil

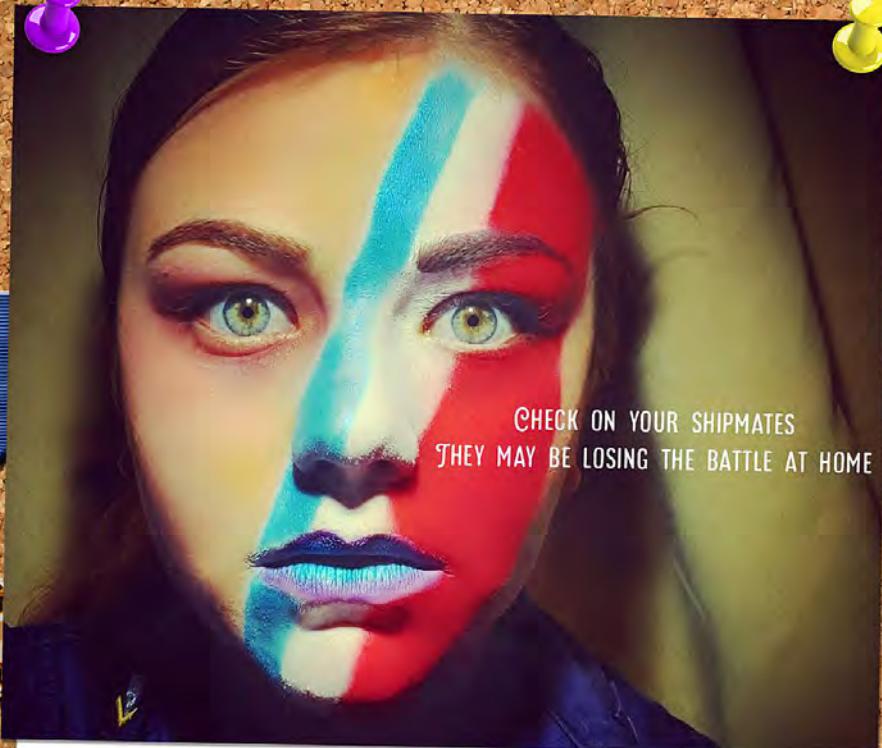
Mail:

Commander (rpm-3)
U.S. Coast Guard
Personnel Service Center
2703 MLK Jr. Ave SE Stop 7200
Washington, DC 20593-7200

Retired Reservists

Use Direct Access
<http://www.dcms.uscg.mil/ppc/ras/>
Email Personnel Service Center at
ppc-dg-ras@uscg.mil
or call 1-800-772-8724

TELL US
YOUR STORY:
thereservist@uscg.mil



The World Health Organization's theme this year for #WorldMentalHealthDay is 'Let's Invest.' The Coast Guard has and will continue to invest in its most important asset - its people. Checkout the Coast Guard's wellness resources at MYCG: <http://ow.ly/kBIL50BK1bk>

Photo Illustration by Petty Officer 3rd Class Jordan LaBouve

The ROA presents their National Awards to the Coast Guard Reserve

Editor's Note: *The Reserve Organization of America (formerly the Reserve Officers Association) presented their annual military awards at the 2020 ROA National Convention in St. Louis, Sept. 18. Due to the ongoing pandemic, in-person attendance was limited and was streamed online. Congratulations to all of the winners.*

Reserve Outstanding Chief Warrant Officer **CWO2 (INV2) Jonathan W. Oakes, LANT-39**

As a subject matter expert for PATFORSWA and Contingency Operational Branch's operational laydown and current events, Chief Warrant Officer Jonathan Oakes was twice hand-selected to represent the Coast Guard and the Department of Homeland Security during Exercise Obangame Express and Operation Junction Rain in support of a multi-national initiative—the African Maritime Law Enforcement Partnership. He deployed ahead of Coast Guard assets, conducted foreign port security assessment and provided pier side force protection support to the Coast Guard Cutter *Thetis* in Lagos, Nigeria, and subject matter expertise on illegal fishing in Accra, Ghana, and Abidjan, Cote d'Ivoire. Oakes was mobilized in support of Operation Inherent Resolve and Operation Resolute Support. In his civilian career, Oakes is an assistant director for the Naval Criminal Investigative Service (NCIS) managing human resources, the leadership development program, recruiting and hiring efforts. Throughout his career, he has deployed for three tours to Iraq, one to Afghanistan, and one tour as a special agent aboard the USS *Theodore Roosevelt*. ≈



RADM Bennett S. "Bud" Sparks Coast Guard Junior Officer of the Year **LT Paul C. Jansen**



Reserve Outstanding Junior Officer **LT Paul C. Jansen, Sector San Francisco**

Following the landfall of Typhoon Yutu, Lt. Paul Jansen deployed to establish an Incident Command Post in Saipan, Commonwealth of the Northern Marianas Islands. Jansen subsequently deployed to Coast Guard District Seven in anticipation of Hurricane Dorian's landfall, again helping establish an ICS structure. He then supported two exercises

in Northern California, signing off over 700 tasks, participated in 10 oral boards, and helped nine reservists complete their ICS qualifications. Additionally, Jansen helped raise \$10,000 for the Red Cross to help those affected by the recent wildfires. ≈

Bud Sparks, Category 1: **Station New York**

During 2019, Station New York personnel supported multiple mobilizations, including several members who assisted the hurricane ravaged island of Puerto Rico, and several more members who volunteered to deploy to Guantanamo Bay, ensuring mission success and amassing more than 1,000 underway hours. Over 10 percent of the station's reservists deployed in support of Southwest Border operations. Most notably, a Portuguese-speaking reservist was praised for assisting local Customs and Border Protection officials with finding a kidnapped 10-year-old girl with ties to Jersey City, N.J. Station reservists also supported Fleet Week, the 74th UN General Assembly, the New York City Marathon, Fourth of July celebrations, and Times Square New Year's Eve Events. Station reservists accumulated over 1,600 underway hours supporting search and rescue, security boardings, special events and more. ≈



Bud Sparks, Category 2: **Sector Jacksonville**

Accounting for 29 percent of the Sector workforce, Sector Jacksonville's 150+ reservists played an active role in a number of the Sector's largest and most visible operations including "Shrimp and Grits," "Lights Out," "Snapper Trapper," the Annual St. Augustine Parade of Lights, Naval Air Station Jacksonville Air Show, St. Augustine's Blessing of the Fleet, and the Golden Ray response. Reservists accumulated an average of 71.3 underway hours each, responding to 15 search and rescue cases, 11 pollution cases, and 268 law enforcement boardings. Seven Sector personnel supported Southwest Border operations, others supported Hurricanes Florence and Dorian responses, contributing 73 days' worth of time on Title 14 orders. ≈



Waesche, Category 1: **Eleventh Coast Guard District**

More than 550 reservists at D11 and subordinate units contributed to a long list of notable accomplishments in 2019. Over 65 reservists from D11 were mobilized to assist with Southwest Border operations. Reservists directly assisted with Fleet Week, Operation Safe Crab and Operation Safe Salmon. Two Reserve boarding team members competed in a multi-agency pistol competition against teams from the Marine Corps, Navy, Boarder Patrol and California Highway Patrol as well as other local law enforcement agencies. The Reserve team claimed first place in the competition. Reservists also provided over 200+ hours over 33 harbor patrols and seven independent incident investigations including 100-gallon JP-5 fuel discharge at Naval Air Station North Island. Reservists also completed over 750 ICS PQS tasks resulting in 16 newly acquired certifications. ≈



Waesche, Category 2: **Fifth Coast Guard District**

More than 600 reservists across the D5 region contributed to a myriad of accomplishments, including over 1,400 underway hours, 12 search and rescue cases, 100 hours of response operations, and provided water- and shore-side support to the 2019 Presidential State of the Union Address, the Defender's Day Commemoration Fireworks, Waterman's Triathlon and National's Ball Park Fireworks. Reservists assisted with more than 20 field intelligence reports and 20 foreign port security surveys as well as a Sector Delaware Bay Reserve intel specialist who assisted federal, state and local law enforcement in 53 targeted container inspections resulting in the seizure of illegal weapons, ammo, and more than 19 tons of cocaine valued at \$1.3 billion from the Gayane. D5 also mobilized 71 reservists in support of CBP's Southwest Border operations. ≈





Athens High School teacher Nick Lusk (right) nominated Principal Lara Dixon for the Patriot Award, presented by the Employer Support of the Guard and Reserve.

Photo courtesy of the Troy School District

Troy Athens High School principal recognized with Patriot Award

Submitted by Patrice McDonald Rowbal

Dr. Lara Dixon, principal of Troy Athens High School, was recently awarded the national Patriot Award.

The Patriot Award is presented by the Employer Support of the Guard and Reserve to an individual who supports citizen warriors through a wide-range of measures including flexible schedules, time off prior to and after deployment, and granting leaves of absence if needed.

Dixon was nominated by Nick Lusk, an Athens physical education teacher and member of the Coast Guard Reserve at Station Belle Isle in Detroit.

On May 20, Lusk was activated to work active duty at the station to support the Belle Isle crew during the COVID-19 pandemic. The station was running on a limited crew due to the regulations of reduced people allowed in the station at one time and personnel being quarantined.

When Lusk informed Dixon that he was being activated, she never doubted that he would still perform his online teaching obligations. She offered her support and thanked him for his service.

Lusk nominated Dixon because he wanted her to be recognized as an example of a supervisor that understands and supports members of the reserve unit. ≈



Active and Reserve members of Sector North Carolina's Incident Management Division conduct boom deployment training at Station Oak Island Sept 12, 2020.

Photo courtesy of Lt. Judee Brandt.

Bravo zulu to four of Port Security Unit 301's newest officers! Ensign Jordan Steverman, Ensign Stephen Lanzi, Ensign Philip Kiley, and Ensign Robert Canham all graduated Reserve Officer Candidate Indoctrination and received commissions as Reserve officers July 2, 2020.



Petty Officer 1st Class Graeme Christie was advanced to storekeeper first class by his family at the Seventh Coast Guard District.

Photo courtesy of Chief Petty Officer Sara Romero.

The reservists in Section Alpha of Coast Guard Station St. Petersburg, Fla., conduct two-boat training in Tampa Bay, Fla., near Amalie Arena Aug. 11, 2020.

Photo courtesy of Petty Officer 1st Class James Ketcham.



Cmdr. Zachary Mathews, Lt. Cmdr. Chris Brock, Petty Officer 3rd Class Niko Parinella, and Lt. Cmdr. Byron Dixon gather with military friends Aug. 7, 2020, at the John Lyon VFW in Arlington, Va., to celebrate the Coast Guard's 230th birthday.



Sector Delaware Bay's senior reserve officer, Cmdr. Earnest Brown, and the reserve command master chief, Master Chief Petty Officer Mike Rosati, visited with Station Atlantic City Reserve personnel during the all hands gathering held Sept. 12, 2020.



Port Security Unit 313 conducted their Change of Command August 15, 2020. Cmdr. Fitzgerald takes command of the PSU after reporting in from Coast Guard Reserve Unit Northern Command. He replaces outgoing commanding officer Cmdr. Todd Boze, who reported to Coast Guard Reserve Unit Indo-Pacom.

Photo courtesy of Master Chief Petty Officer Jeff Wildes.



Chief Petty Officer William Pearson (fourth from left) and Petty Officer 1st Class Christopher Newcomb (third from left) of Station Manasquan Inlet were recently advanced at Station Shark River in Avon, N.J. After nearly 150 years of service, the Station Shark River is scheduled to close in 2021. From left, Cmdr. Richard Knight, Senior Chief Petty Officer James Mendicino, Cmdr. Ernest Brown, Master Chief Petty Officer Michael Rosati and Master Chief Petty Officer Brian Miley.



Capt. Jason Smith, commander of Coast Guard Sector Houston-Galveston, reads and presents a certificate of appreciation to Mrs. Shirley Reagor for her 100th birthday Oct. 3, 2020, in Houston, Texas. Reagor, a WWII Coast Guard SPAR from Franklin, N.C., joined the Coast Guard in 1943 as a seaman with training and station assignments along the Florida Atlantic Coast.

Photo by Petty Officer 2nd Class Ryan Dickinson

The leadership at Sector Sault Sainte Marie highlighted a Summerstock reservist deserving of special recognition. Petty Officer 2nd Class Ross Fenn, a reservist on active duty at Station Charlevoix supporting Summerstock, volunteered to stand duty during his liberty time and conducted more than 18 boardings.



PSU 309 has D9 REPOY

On Sept. 3, 2020, during Port Security Unit 309's annual training and exercise period in Port Clinton, Ohio, the Ninth Coast Guard District's command master chief, Master Chief Petty Officer Jahmal Pereira and PSU 309's command master chief, Master Chief Petty Officer Joseph Katchko, honored Petty Officer 1st Class Joel Babka with the well-earned distinction of the Ninth District's Reserve Enlisted Person of the Year for his dedicated work with PSU 309, with the City of Toledo and within his local community. He was praised for his work as a firefighter and community mentor, as well as a reservist ensuring the readiness, effectiveness and cohesiveness of his unit, crewmembers and leadership.

Photo courtesy of Cmdr. Aaron Wallace.



AWARDS

Editor's note: Send your unit's names and awards (no citation needed) to TheReservist@uscg.mil.



Defense Meritorious Service Medal
 CAPT Ron Catudal
 CDR Jeffrey Engel
 CDR Barton Robinson
 CDR Georgios Sekeroglou
 CDR Samuel Alvord
 LCDR James Collins
 LCDR Jeffery Yoder



Meritorious Service Medal
CDR Thomas Gwilliam
 CDR Todd Boze



Joint Service Commendation Medal
 CAPT Geoffrey Deas
 CDR Jennifer Loth
 CDR James Fitzgerald
 LT Anqi Zhao
 LT Joshua Brandt
 MEC Bradley Miller



Coast Guard Commendation Medal
 LCDR Michael P. Wyosong
LT Bryce Kessler
 HSCM Michelle Foster



Joint Service Achievement Medal
 LCDR Todd Remusat
 LCDR Scott Gondeck
 LT Felix Bustos
 LT Joshua Brandt
 CWO John Simpson
 CS2 Karina Fuentes



Coast Guard Achievement Medal
 LCDR Clay Cromer
 LCDR Bryan Miller
 LCDR Doug Dresnek
 LT Chris LaRocque
 MKC Hauswirth
 BMC Thomas P. Ciarametaro
 BM1 Collin Woods
 BM1 Travis Schade
 BM1 Nicholas Bradford
MST1 Mike Davis
 ME1 Dave Pierce
 ME1 Autumn Majack
 MK3 Jeremy Bunker



Joint Meritorious Unit Award
 CAPT Natalie Murphy
 CAPT Stacie Fain
 CAPT Sharif Adrabbo
 CAPT George Bamford
 CAPT Ronzelle Green

CDR Christina Wenderoth
 CDR Bryan Moore
 CDR Lisa Patricelli
 CDR Scott Ostrowski
 CDR Kevin Wallace
 CDR Kevin Richardson
 CDR Sharon Russell
 CDR James Hotchkiss



Commandant's Letter of Commendation
 LT Dusti Blood
 CWO3 Anthony Slowik
 MKC Hauswirth
 ME2 Tyler Briffett
 BM1 Brown, PSU313
 BM1 James Brown
 MK1 Markle



Reserve Good Conduct
 BM1 Nicholas Bradford



Military Outstanding Volunteer Service Medal
 BM1 Collin Woods



Port Security Insignia
 LCDR Jarod Ross
 LCDR Kyle Higgins



Petty Officer 1st Class Mike Davis was presented with the Coast Guard Achievement Medal Aug. 7, for his outstanding service at MSU Toledo by his commanding officer, Lt. Cmdr. Megan Drewniak.

Photo by Chief Petty Officer Pete Jennings.



Lt. Bryce Kessler received the Coast Guard Commendation Medal in front of his family, after serving on long-term active duty orders as the admiral's aide to the Fifth District Commander. This week, he began a new job in D13 as a Reserve Component Manager.



Cmdr. Tom Gwilliam, a mainstay in Coast Guard Headquarters Assistant Commandant for Reserve, is presented a Meritorious Service Medal from Rear Adm. Todd Wiemers at the conclusion of a four year tour. We wish him fair winds and following seas as he begins his next job in CG-1.

Senior Chief Petty Officer Glenn Hauge, USCGR, 84, passed away Friday, July 10, 2020, at his home in DeForest, Wis., surrounded by friends and family.

Senior Chief Hauge, born in 1936, served his country for 43 years of military service, first in the Wisconsin National Guard, then in the Coast Guard Reserve, until his retirement in 1996. An avid member of his community organizations, he belonged to the Hillside 4-H Club, the Future Farmers of America, and the Boy Scouts of America, and the Lions Club. He served in several leadership positions in the community as well as

his church, and owned many businesses over the course of his life.

He and his wife Arlene Pickarts were married July 2, 1955, in Stoughton, Wis., and after they retired, they enjoyed traveling with the Lions and Lioness Clubs until she passed in 2007.

Senior Chief was survived by his brother Grant, his sister Doris, his children, Russell, Julie, and Bonnie, as well as their spouses and many grandchildren and great-grandchildren.

Thank you for your honorable service, Senior. Fair winds and following seas.



Lt. Cmdr. Paul Ellery Redmond, Jr. 67, of Charlottesville, Va. died peacefully on Friday, August 21, 2020, at home under the care his wife, Antonia "Toni" Bouchard and Hospice of the Piedmont.

Paul was born on July 26, 1953, in Hendersonville, N.C. He was the son of Priscilla Jacquelyn and Paul Ellery Redmond, Sr. He was preceded in death by both parents and an infant sister.

Paul grew up in Hastings, Fla., and in 1971 entered the Coast Guard Academy in New London, Conn. He served in the Coast Guard where he rose to the rank of lieutenant commander while serving on Active Duty and Reserve until his military retirement. He then rejoined the Coast Guard in civilian service. He retired, for real this time, in December 2019 with more than 47 years in the Coast Guard and with numerous awards, including the Distinguished Career Service Award.

Paul's deep love of the Coast Guard and his passion for data-driven decision-making made him the driving force behind the the Coast Guard's Organizational Assessment Survey (OAS). The OAS is a service-wide biennial questionnaire that tells leadership and decision makers what the workforce is thinking and feeling about their work, their lives, their careers, and their relationship with the Coast Guard.

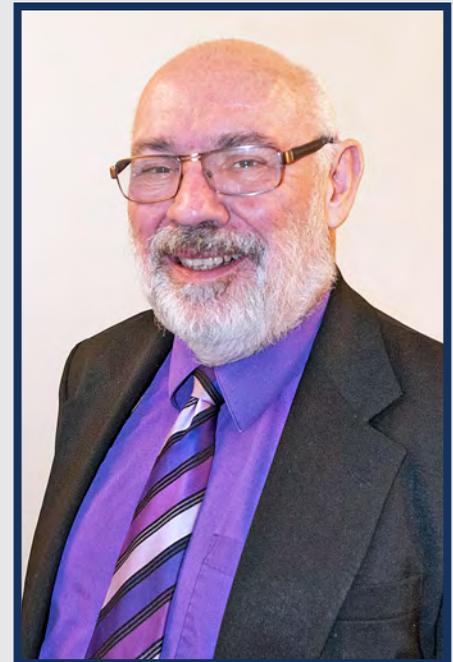
He was an exceptional friend and an acknowledged mentor to many. His neverending quest for self-betterment, discovery and understanding always gave him an interesting perspective and led to educational and spirited conversations.

His favorite holiday was Election Day, and he treated it like his own personal Super Bowl. He was so concerned about the future, he gifted new parents a stuffed globe with one request, "Please teach them: It's their world, please take care of it."

He is survived by his spouse, Antonia Bouchard; his brother, Herbert and sister-in-law Nadine and his daughter, Kate Noel; sons, Paul, Art, Charles, and their spouses and children, as well as his former wife, Dorothy Redmond.

A Celebration of Life service will take place on Constitution Day next year, Sept. 17, 2021, at George Mason University, Carter School for Peace and Conflict Resolution Point of View Retreat Center, 7301 Old Spring Drive, Lorton, Va. 22079.

He will be missed by the many people he influenced and mentored both inside and outside of the Coast Guard.



PARTING SHOTS

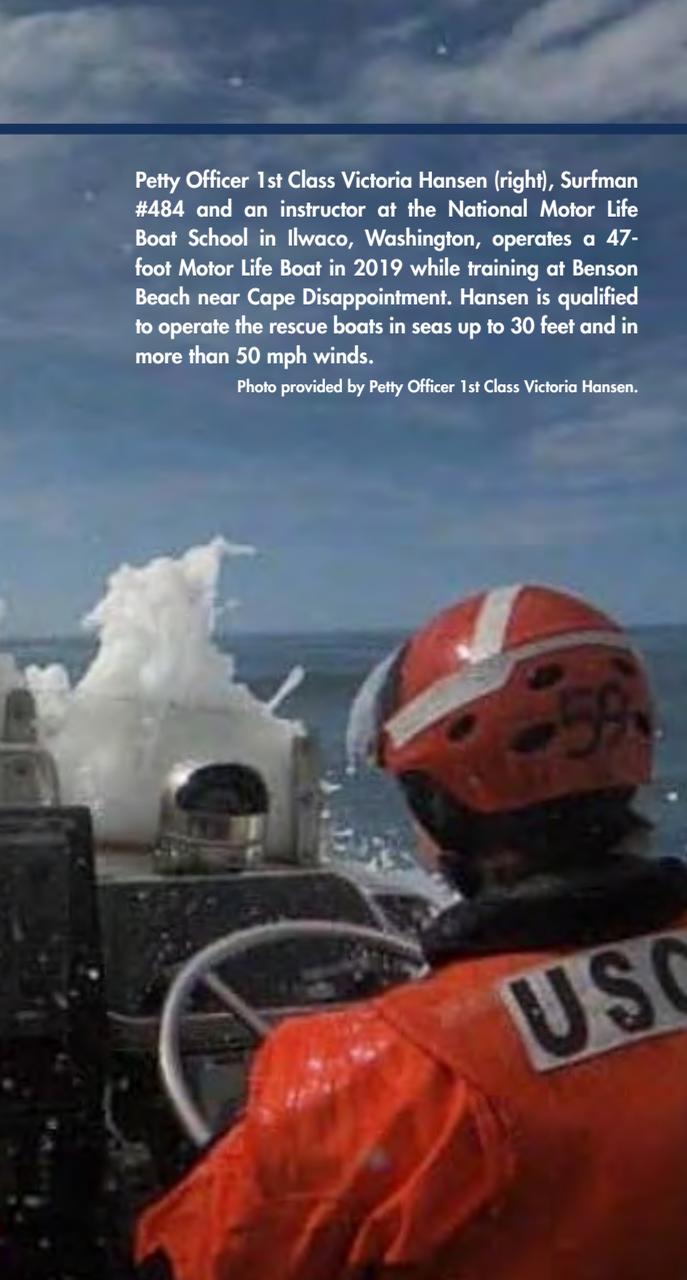


An Armed Forces Body Bearer Team carries the flag-draped casket of Rep. John Lewis at the U.S. Capitol, Washington, D.C., July 27. DoD personnel are honoring the congressman by providing military funeral honors during his congressional funeral events.

Photo by Spc. Zachery Perkins,
U.S. Army

Petty Officer 1st Class Victoria Hansen (right), Surfman #484 and an instructor at the National Motor Life Boat School in Ilwaco, Washington, operates a 47-foot Motor Life Boat in 2019 while training at Benson Beach near Cape Disappointment. Hansen is qualified to operate the rescue boats in seas up to 30 feet and in more than 50 mph winds.

Photo provided by Petty Officer 1st Class Victoria Hansen.



Though it took him a while to recognize the familiar face behind a mask, Petty Officer James Kendall's son James welcomed him home after many months away. Kendall returned from a deployment in September, and James donned his own Coast Guard uniform to celebrate being reunited.

Photo courtesy of Melissa Kendall.

Members of an Armed Forces Body Bearer team carry the flag-draped casket of late Supreme Court Justice Ruth Bader Ginsburg down the stairs of the United States Capitol, Sept. 25. Ginsburg's remains lay in repose for two days at the Supreme Court Building prior to lying in state at the National Statuary Hall of the U.S. Capitol.

Photo by Airman 1st Class Spencer Slocum, U.S. Air Force



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