Aftermath
Team Coast Guard Responds in the Wake of Super-Storm Sandy

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INSIDE: COMPETENCY CODES COME INTO FOCUS

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ON THE COVER:

Photo by Mass Communication Specialist Sean Furey
**From the Editor**

**SUPER-STORMS & COMPETENCIES**

As we settle into our second full year as a quarterly – four times a year – publication you will find this issue of the Reservist loaded with content; some timely and some timeless. Our editorial formulation is straight forward: provide interesting and informative stories about issues and events impacting the Coast Guard Reserve program, the reservists it supports, and, more broadly, the Coast Guard writ large.

In this issue, for example, the cover story is on the impact, response and aftermath left in the wake of Super-Storm Sandy. We also have an extended feature on Reserve-focused competencies, which support the strategic guidance found in the Commandant’s Reserve Policy Statement. Rear Adm. Dean Lee writes The View in which he sets out the Deputy Commandant for Operations (DCO) vision for how and where reservists fit within DCO’s world of work.

We are also please to have the Coast Guard’s Ancient Keeper, Senior Chief James Clemens offer sage wisdom in Deckplate Soundings about the value and importance of effectively building proficiency through focused training.

In addition, the Office of Boat Forces addresses a number of Reserve workforce initiatives it is currently pursuing. There are numerous competency related stories including how small boat stations are training and utilizing their reservists to accomplish their missions. We refer to these stories as the “human-face” of policy: where the decisions made by senior leaders and program managers intersect with the reality of day-to-day operations.

You will find valuable information of available training opportunities at the Maritime Law Enforcement Academy as well as how to ensure you receive credit for competencies and qualifications earned.

For sure, there is much technical jargon to be found as you peruse the magazine’s content, but you will also discover a number of stories about your Coast Guard in action. You will read about a joint FBI-CG case in California, new Title 14 recall entitlements, how training played a key role in a reservist’s survival during a line-of-duty shooting, as well as a smattering of what’s happening Around the Reserve.

As always, thanks for reading.

*Anima est Bonus!*

*Jeff Smith*

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**From Our Readers**

**CENTRALIZED ASSIGNMENTS**

**WHAT ABOUT THE SUPPORT RATES?**

No disrespect to the Admiral, but centralized assignments is a bad idea in concept as well as policy.

The concept may work well for the more traditional ratings like BM, MK, and PS but it becomes problematic for the non-traditional Reserve ratings like SK, HS, YN and SS (now FS). These ratings are quite often overlooked until needed.

In the total force structure their number is small by comparison but they are still part of our Coast Guard family and perform a vital function when surge capacity of the Active or Reserve force is called upon.

If there are only one or two billet locations in a state where this reservist lives, you are creating an undue financial burden because of travel costs. This is of course if these members wish to continue their careers.

As a 30 plus year member of the Active and Reserve forces, I chose billets at several points in my career out of reasonable comminuting distance (RCD) because I wanted to acquire a skill set. I chose many of these types billets as an E-5 and suffered the additional financial burden by choice.

To have a mandatory assignment policy for the entire Reserve force will cause damage to the non-traditional ratings. This policy may also force highly trained individuals to leave the service or transfer to the National Guard service to continue their military careers.

If we are trying to eliminate non-traditional Reserve ratings from Reserve service then close those ratings and force lateral rating transfers. Then when these individuals are needed for the next, 9/11, Katarina, Deep Water Horizon or Sandy they will no longer be there.

**HSCS O. Mitchell Smyekal**

USCG (ret.)

**Note:** Senior Chief, thanks for your letter. The following is additional information regarding the assignment process from the staff at PSC-rpm.

Centralized assignments provide the Coast Guard with a singular focus on the multitude of assignment challenges that must be addressed for the Coast Guard Reserve to maintain optimal readiness and mission capability.

The primary difference between Reserve assignments now compared to before centralized assignments, is the increased ability to consider issues across geographical boundaries. By pooling all Reserve assignment functions under one location, the Personnel Service Center (PSC) has
a greater ability to provide more alternatives to more Selected Reserve (SELRES) members. For example, a member living west of Harrisburg, PA could be within a reasonable commuting distance (RCD) of Pittsburg, PA (located in D8), Philadelphia, PA (located in D5) and Staten Island, NY (located in D1). Prior to centralized assignments, a member in this situation would be required to speak with three different assignment officers (AOs) in multiple locations and time zones in an attempt to secure a SELRES assignment. With the current arrangement of AOs, centrally located at PSC, today that same member would only contact one AO (in this case the D5 AO) who would work with his fellow AOs in D1 and D8 to get the member the best possible assignment.

HSCS Smeykal’s letter highlights the long-standing challenge of members traveling beyond RCD as he testifies doing so himself even before the advent of centralized assignments. As a result of the singular focus across the entire Reserve enterprise, PSC-rpm has worked with CG-1312 and identified more than 200 vacant billets for reprogramming to areas where members are currently living in an effort to minimize inactive duty for training (drill) travel beyond RCD. This effort involved the movement of billets across district boundaries and was unimpeded by the concerns of any one district or AO possibly executing assignment policy very differently from other AOs in other districts.

Finally, the current Reserve Workforce Structure Board is looking at the issue of scarce billets in certain geographically remote locations. Their efforts will include a focus on eliminating situations where members could potentially advance and have no assignment options within RCD at the next pay grade.

Thanks for your concern. Be assured PSC-rpm remains steadfast in our commitment to ensure the development of every reservist in a manner that minimizes the negative impact to members and the Reserve Component at large.

Lt. Cmdr. Rick A. Howell
Chief, Reserve Assignments Branch
Coast Guard Personnel Service Center
(PSC-rpm-2)

REMEMBERING INAUGURALS PAST...

I read with special interest the article in the Reservist concerning the Presidential Inauguration. I say special interest because I participated in three inaugurations as both Coast Guard active duty and as a reservist.

My first inauguration was a frigid January 1969 for President Nixon. I was a recruit at Cape May and also a member of the “Recruit Band.” The bands, along with most of the recruit classes, were part of the Coast Guard contingent to march in the parade. It was so cold that year that the valves on my baritone froze!

My second inauguration came as a reservist in 2001 for President Bush’s first term. I served as one of the Coast Guard members in the Ceremonial Division and I was assigned to coordinate the floats that participated in the parade. This job lasted from October until January. Parade day began at 0130 and didn’t end until 2230. During parade day, I met numerous celebrities who rode on the floats. One notable celebrity, Wayne Newton, came into our command post to personally thank everyone for our service. The downside this day, it rained during most of the day.

My third and final inauguration came in 2005 for President Bush’s second term. I served as one of the Coast Guard representatives at the Military District of Washington command post at Ft McNair. This job kept me busy because on every watch I stood, we had a “Coast Guard incident” that needed resolving.

By working on these three inauguration parades, I experienced working with all branches of the military and made some lasting friendships. But, the best experience was wearing my uniform and representing the Coast Guard.

MSTCM Skip Isaacs
USCG (ret.)

CORRECTIONS...

Looking through the latest edition of the Reservist, I noted on page 46 “Sector Baltimore Advancement” the advancement of MSTCS Heather "HANDHERR". The Senior Chief’s correct last name is LANDHERR.

Also, on page 49, top right photo under “Parting Shots” it seems the photo may be misidentified.

Daniel V. Brinegar
CWO4, USCG (ret.)

Note: Sir, thanks for correcting the record on Senior Chief’s name. Also, we received a few notes about the “Parting Shots” photo. The correct caption is: A crew from Aids to Navigation Team (ANT) Cape May works with a helicopter crew from Air Station Elizabeth City to replace the navigation tower on the north jetty of Shark River Inlet, NJ. The original tower was destroyed on October 29, 2012 by Super-Storm Sandy.

BMCS Jeff Lucas, USCG
Reserve Command Senior Chief
Sector Mobile, AL
Up Front

Underway Training
Active and Reserve crews from Station Eatons Neck get underway for training on the station’s 45’ Response Boat – Medium and 41’ Utility Boat. See full story on page 33.
I’d like to thank Rear Adm. Day for the opportunity to author “The View” for this edition of the Reservist, which focuses on the competency and proficiency of our Reserve force. Being asked to contribute demonstrates the high level of collaboration that exists between the Deputy Commandant for Operations (DCO) and Director of Reserve and Military Personnel (CG-13) here at Headquarters; as well the ongoing teamwork of the Active and Reserve components right down to field-level commands.

My previous assignments as Deployable Operations Group Commander, District Commander, Sector Commander, and Station CO have provided me the opportunity to work with a broad cross-section of reservists. Along the way I have gained an astute appreciation for the capabilities and surge capacity they bring to bear. Clearly, the past decade has shown that—whether at home or abroad—the Reserve is critical to mission success.

Currently, the DCO programmatic portfolio has nearly 6,800 Reserve billets embedded within sectors, stations, Marine Safety Units, Port Security Units, and Maritime Safety and Security Teams. With active duty personnel focused on meeting day-to-day missions, the Reserve is our “force in-garrison.” It is vital that we continually evaluate and identify the most effective manner by which to train and maintain this proven surge capacity.

In his FY2013 Strategic Planning Direction, VADM Neffenger (DCO) noted, “The focus of Reserve augmentation and training should be on building critical competencies in boat operations, contingency planning and response, expeditionary warfare, marine safety, port security, law enforcement, and mission support. Reservists should be assigned responsibilities that clearly link to contingency and surge requirements and the member’s expected role in contingency operations.”

In recent months several developments with regard to management of the Reserve force have occurred. One of the more significant was a Memorandum of Understanding signed by Rear Adm. Day outlining the roles and responsibilities between the Office of Reserve Affairs (CG-131) and the Office of Boat Forces (CG-731). This delineation of roles and responsibilities is key to facilitating the organizational changes that will, over time, improve competency and proficiency through increased training efficiency.

In this issue, you will read about Boat Forces initiatives that incorporate the Commandant’s Reserve Policy Statement with the Concept of Reserve Employment and represent a more focused method of conducting business. These concepts may well serve as models for developing Reserve force competency training in other areas.

The Commandant’s Reserve Policy Statement declares that, “The Coast Guard depends on the Reserve to be always ready to mobilize with critical competencies...” Let me take a moment to focus on the phrase “with critical competencies.” Competency is defined as: “A collection of tasks with the associated skills, knowledge, abilities, and wherewithal needed to perform the tasks to a predetermined, measurable, performance standard. The tasks are...in support of or contributing to the goals of the organization...”

Simply put, achieving a competency demonstrates proficiency in tasks that contribute to accomplishing a mission. Clearly, for the Reserve, the objective is being ready with those “critical competencies” necessary to support the CG’s maritime homeland security, national defense, and domestic disaster operations.

From the Deputy Director of Operational Capability perspective, operational readiness entails being able to perform the functions expected of your position. It includes the knowledge, skills, and abilities to meet the mission. It means you are trained, qualified, and certified or working toward the qualifications expected of your rank, rate or billet. It implies you are in good physical condition and able to perform the functions associated with your job. Operational readiness also means you are ready and able to mobilize when needed. As you can see, competency proficiency and operational readiness are two sides of the same coin.

Getting reservists ready is an all-hands evolution. Deck-plate leadership, both active and reserve, must strive to ensure focused training is a priority. In my experience, long-range planning generates positive results and is the hallmark of a good command. Acquiring and maintaining new skills requires significant effort by the member and the unit. Training plans that take into account individual development plans and unit workload stand the best chance of attaining success.

Our former Commandant, Admiral Jim Loy, coined the phrase, “Preparation equals performance.” Admiral Papp has expanded this theme even further in Shipmates 23: Focus on Proficiency. I ask that each of you reflect on your individual and collective roles in ensuring that the Reserve force is properly trained and truly proficient to provide the surge capacity upon which we have come to rely and as Admiral Papp states will be able to “…hold fast in the uncertain and stormy seas we are facing.”

Recognizing that no one person has a monopoly on the best ideas, I strongly encourage you to read and learn more about the various Reserve force competency and proficiency initiatives. Discuss them with your shipmates and where appropriate provide feedback through your chain of command. After all, we all have a dog in this fight.

Finally, I wish to convey the admiration and respect I have for each of you. You are the “Ace in the Hole” upon which we rely – to serve and train with us and to be at our side when natural or man-made disasters necessitate an operational surge. To that end, you have continually risen to the occasion, and for that we thank you. It is indeed an honor to call you shipmate.
I am extremely excited and honored to be asked to write this month’s Deckplate Soundings article. Having my words share the same pages with such a respected senior leader and profound speaker as Rear Adm. Dean Lee makes it even more rewarding.

I was given a tremendous amount of latitude (apologies for this, and any future puns) in writing this article, and my original ramblings of the state of our proficiency 10 years ago compared to today, soon morphed into a sort of a pep talk for ramping up to meet the challenges for the next decade.

During my 28 year career, I have observed many different levels and concepts of Reserve utilization. Fifteen years ago, my unit’s use of Reserve members, was much the same as it was at my first unit almost 30 years prior. It was characterized by a Reserve boat crew and perhaps a Damage Controlman or Food Service Specialist augmenting our duty crews. The training that was conducted was very often facilitated and performed by the reserve personnel in an effort to maintain currency rather than learn new skills.

Ten years ago, in 2003, we were still in a reactionary mode from the horrendous events of September 11, 2001. The days of handing over the station keys to a Reserve boat crew and granting stand-by duty for active duty boat crews had been replaced by perhaps the biggest shift in concept of Reserve utilization in our organization’s history. Reserve members were now employed in roles that were foreign to them just 24 months earlier. With the benefit of hindsight, a strong argument could be made that prior to 9-11 we were organizationally at a low water mark in regard to Reserve proficiency. Still our crews performed exceptionally well even though they were handicapped by the lack of proactive and strategic training. We realized that using our Reserve personnel solely for augmentation, without fully training them for contingency operations was an organizational inadequacy and a huge mistake.

How do we keep the saw sharp for the next big challenge? We must stay vigilant and conscious of what a proficient Reserve force looks like. As a senior member of the boat forces community I have learned that, while augmentation of missions is a nice perk provided by reservists, the real “Bang for the Buck” comes from the tremendous surge capacity provided by an efficiently trained Reserve force.

If I could ask for just one take away from this article, it is that the burden and responsibility for maintaining a proficient Reserve force does not solely lie with our reservists. It is only through the dedicated and proactive training by our active duty commands, in addition to Reserve force facilitated training, that we can obtain and maintain proficiency of this critical surge force.

Our leadership has made, and continues to make, strategic decisions regarding training and staging of our Reserve resources. Even with this forward thinking approach, focused deck plate training will always be the linchpin of a strong and ready Reserve force. Thank you and Semper Paratus, shipmates.

Editor’s Note: Established in 2002 the Joshua James Ancient Keeper Award honors longevity and outstanding performance in Coast Guard boat operations. The award’s namesake, ‘Captain Joshua James’, is the most celebrated lifesaver in Coast Guard history with 626 lives saved. Only those who exemplified the finest traits of maritime professionalism and leadership, like Joshua James, were appointed as station keepers. Master Chief Clemens is the fourth Joshua James Ancient Keeper Award recipient.
Reservists support Inauguration 2013

Coast Guard port security unit trades in boots for blazers to march in inaugural parade

People are always surprised when they hear about a Coast Guard unit deploying overseas. For Port Security Unit (PSU) 305, a cruise across the pond is nothing new and no surprise at all.

PSU 305, a Fort Eustis, Va., based Coast Guard unit staffed primarily by reservists, returned home in July from a six-month deployment to the Middle East in support of Operation Enduring Freedom just in time to hang up that combat gear and dust off their sharpest dress uniforms, as the unit participated in the 57th Presidential Inaugural Parade, January 21, 2013.

“This is an absolutely amazing opportunity to showcase the unit, the individual reservists and the Coast Guard,” said Cmdr. Michael Ferullo, commanding officer of PSU 305. “This unit spent 14 months on active duty for deployment. They are coming from all across the country to Fort Eustis to drill and train. These folks work really, really hard and they don’t always get the recognition they deserve.”

PSUs are a component of the Deployable Operations Group (DOG). The DOG provides properly equipped, trained, and organized deployable specialized forces to Coast Guard, Department of Homeland Security, Department of Defense and interagency operational and tactical commanders.

Established May 1999, PSU 305 provides security and protects personnel and facilities from terrorism, sabotage, espionage, subversion, and attack. Comprised of 142 reservists and six active duty members, the unit has a proud operational heritage, including recent security and humanitarian support to Haiti after the devastating island earthquake, January 2010; and, in support of Operations’ Enduring Freedom, Desert Storm, Noble Eagle and Uphold Democracy.

“Being selected to participate in this event validates what they do as a unit,” said Ferullo. “They can see firsthand that people appreciate them and what they do, which is a huge deal. Their families, their parents, their children are all so proud of them.”

— Story by PA1 Elizabeth H. Bordelon

Joint Task Force – National Capital Region Public Affairs
Reservist Adapts to Pace of Big City Living

Yeoman 1st Class Jeremy Bloom had a front row seat to history during his last deployment. Bloom was selected in early 2012 to serve on the Joint Task Force – National Capital Region, a joint service command charged with coordinating all military ceremonial support for the 57th Presidential Inauguration. Bloom, who is permanently assigned to Marine Safety Unit (MSU) Huntington, W. Va., reported to Washington, DC, for duty in August. Upon arrival, he was assigned to be the Coast Guard Personnel Service Liaison. With close to 600 Coast Guardsmen participating in the historic event, Bloom had his hands full.

"My initial perception of the event was 'overwhelming,'" said Bloom. "With millions of people watching throughout the world, in addition to the 800,000 or so that watched the event in person, a lot of pressure is placed on the planners to deliver a world class event. Though the pressure to deliver was intense at times, the event went off with flying colors. I take enormous pride in having had a significant role in the Presidential Inauguration. Though there were numerous issues behind the scenes, the team was able to rise to the occasion with quick and efficient solutions. This allowed for those watching on television to witness an event that looked flawless."

Busy deployments are nothing new to Bloom. At his home unit in West Virginia, he is a member of the Disaster Assistance Response Team (DART) and has responded to several natural disaster events. However, it was adjusting to life in the big city that was the challenge for Bloom during this deployment.

"I'm a bit of a country guy from West Virginia, so being away from my family coupled with living in an enormous city was a challenge for me," said Bloom. "I'm also a distance runner, and I am spoiled rotten with dirt roads, trails, and hills at home. That said, if I had to live in a large city, it couldn't have been better to be in Washington. There aren't too many places where you can go out on a typical daily run and come across the Lincoln Memorial, Capital Building, White House, and Washington Monument."

Although the inauguration has come and gone, Bloom's time in DC is not over yet.

"Working on the Inaugural has given me the opportunity to work on another high profile assignment. I have follow-on orders to stay at Coast Guard Headquarters working on the Outlook Vision Team (OVT), a project that reports directly to the Vice Commandant. Upon completion of my work on the OVT later this year, I'll return to MSU Huntington and make sure I'm ready to deploy with the DART when called upon."

— Story and photo by PA1 Elizabeth Bordelon
Joint Task Force – National Capital Region Public Affairs
Reservists in the Coast Guard Investigative Service

New York Field office combines military and civilian agents to maximize manpower efforts

Reservists assigned to the Coast Guard Investigative Service's (CGIS) New York Field Office (NYFO) assist in many of the Protective Service Operations (PSO) conducted in its area of operation. PSO included providing security escorts for the Commandant and Vice Commandant when attending meetings and high profile events such as the annual Coast Guard Foundation Dinner, held this year in Manhattan and hosted by Coast Guard Alaska and Coast Guard Florida producer Al Roker.

A special guest at this year’s event was New York City Police Commissioner, Ray Kelly, requiring members of the PSO detail to coordinate seamlessly with the Commissioner’s security detail. This coordination was facilitated by the fact that several of the Coast Guard Reserve members are current or former New York Police Department (NYPD) members.

The reservists assigned to the NYFO are members of the Investigator (IV) rating. To be eligible for the rating a member must be a graduate of a recognized police academy/training program and have at least three years of law enforcement experience. After selection the member receives training at Federal Law Enforcement Training Center, Glynco, GA. Among the numerous law enforcement agencies represented by NYFO reservists are the NYPD, U.S. Marshall Service, Federal Air Marshalls, investigators from local prosecutor’s offices and other local police departments.

In addition to their PSO duties, Reserve agents provide assistance to criminal investigations, internal investigations, intelligence gathering, human trafficking, UCMJ investigations as well as rape and sexual assault cases.

A recent example of the types of cases with which the NYFO can find itself tasked was a mayday hoax which saw Sector New York launch a five hour, 638 square mile search and rescue effort, which found nothing and left taxpayers with a $318,000.00 bill. The response effort began when a male caller on channel 16 stated that the M/V Blind Date with 21 people on board had exploded 17.5 miles off the coast of Sandy Hook, N.J. After it was concluded that the call was a hoax the NYFO opened a criminal investigation to identify and bring the “hoax caller” to justice.

Given the NYFO location and the many government agencies which it interacts with, its surge capacity, wealth of law enforcement experience and contacts that each reservist brings to the job adds significant value to the investigations and assignments that the office is charged with carrying out.

— Story by S/A John Keeley, USCGR

Reservists Gather for All-Hands at Sector New York

Coast Guard Reserve personnel gathered for an All-Hands event at Sector New York, at Ft. Wadsworth, Staten Island, N.Y., on March 2, 2013. Members of all ranks attended workshops and breakout sessions discussing current and up-coming issues and best practices of the Coast Guard Reserve.

Keynote speaker Rear Adm. John S. Welch, Senior Reserve Officer, Coast Guard Atlantic Area, stressed the importance of the Coast Guard Reserve Policy Statement and mobilization readiness at all levels. Welch also cited logistical efficiency and clarifying the qualifications and training necessary for specific mobilization roles as a key area of focus during his tenure.

Welch had high praised for Sector New York reservists response to Super-Storm Sandy despite the personal impact experienced by many members who live and work in the disaster area. He noted that their efforts, “serve as a model for Reserve mobilization and individual devotion to duty.”

— Story by PA3 Michael Himes, 1st District PA Detachment New York
“Battle of the Bay” Boosts Teamwork and Morale

The first Coast Guard Sector Baltimore Olympics was held February 16, at the Coast Guard Yard in Baltimore. Teams made up from more than 40 Coast Guard Reserve members from Station Washington, D.C., Curtis Bay, Md., and Station St. Inigoes, Md., as well as Sector Baltimore’s Vessel Boarding and Security Team, Incident Management Department, Prevention Department and Servicing Personnel Office, gathered to participate in a variety of events to earn the newly coveted “Battle of the Bay” award plaque.

“We started the Sector Baltimore Olympics for several reasons,” said MEC David Donohue, event coordinator. “We want to encourage morale through team-building exercises, as well as promote strength and fitness with Coast Guard-oriented activities.”

Cooperation was paramount in completing all of the events. Each team had to collectively complete 500 push-ups and 750 sit-ups, as well as help carry a loaded stokes litter that weighed about 150 pounds during a sprint race. Other competitions included a volleyball game, a tug-of-war, a life-ring toss and a 5k relay race. Most events were held indoors at the Columbus Recreation Center on base, while some were held on the Yard campus.

“Events like this have a direct impact on our group dynamics at the station because it helps us learn each others strengths and weaknesses and how we can help each other on our missions,” said MK2 Jeff Kelnberger, the Reserve Fitness Coordinator at Station St. Inigoes. “Our goal here today is to win, of course, but it is also nice to meet fellow reservists from the area and develop camaraderie with other units.”

The teams earned points for each contest and after the scores were tallied first place was awarded to BM1 John Stephanos, BM2 Scott Slingland, MK2 Jeff Kelnberger, BM3 Cameron Buckingham and BM3 Gregory Schappell of Station St. Inigoes. Second and third place went to members of Station Curtis Bay and the Sector Baltimore Vessel Boarding and Security Team respectively.

“I hope it’s a good team-building effort,” added Donohue. “I would like to see this continue on as an annual event and improve the health and well-being of our members.”

— Story by PA2 Jon Lindberg

Teams of Coast Guard reservists from Station Curtis Bay and from Sector Baltimore’s Incident Management Division struggle to win the tug-of-war competition during Sector Baltimore’s “Battle of the Bay” held at the Coast Guard Yard in Baltimore, Feb. 16. The inaugural Olympic-style competition is intended to promote teamwork and morale among the Sector Baltimore-area reservists with a series of seven team-oriented challenges.

Photo by PA3 Matthew S. Massachi.
Yellow Ribbon Program:
Taking care of Reservists during all phases of deployment

Coast Guard reservists who recently returned from deployment came together at a Yellow Ribbon Program (YRP) event in New Orleans for a special weekend of activities, reuniting with shipmates, bonding with family and learning about the assistance available to them as they transition back to civilian life.

The Coast Guard YRP is part of a Department of Defense initiative that provides a solid support system for reservists, connecting them with resources and deployment related services.

“Yellow Ribbon is designed to give you the resources, tools and help you may need to successfully transit through this long-term reintegration,” Capt. Karl Leonard, the program manager for the YRP, told more than 200 attendees who gathered for the post-deployment event in January.

“We know the reintegrations is the most stressful part of any deployment. That is why we are here for you,” said Leonard.

The YRP hosts events for Coast Guardsmen who deploy for a minimum of 90 days outside the United States under Title 10 orders. The events are held prior to, during and after deployment. The program funds the travel and lodging for members and their families or up to two designated guests.

The program recognizes the unique stresses Reserve members face as they serve their country.

Besides being separated from their home, family and friends, reservists have additional worries of being absent from civilian jobs and some may not live close to members of their unit for support or near military installations to get access to resources and benefits.

The YRP stresses the importance of friends and families, and promotes strong relationships.

“You all are a big part of this event,” Rear Adm. Kurt Hinrichs, Senior Reserve Officer, Pacific Area, told the spouses, guests and family members. “We really appreciate you and all that you've done so that the Coast Guard can do its job.”

Children enjoyed a special daycare program during the weekend. In a highlight that brought smiles all around, the children were each presented a certificate showing just how important their service is to the country.

“It is so meaningful that you are here, more so than I can adequately convey,” Coast Guard Reserve Force Master Chief Mark Allen told the attendees. “I just want to thank all of you very much for being here, and especially thank all of you for your service -- not only for the service of the members who deployed but also the service of those who stayed back home and carried the banner.”

The program emphasizes that help and resources are available if members have having problems, experiencing post-traumatic stress disorder or are at risk for suicide.

“We need to look to one another,” said Capt. David Martin, Senior Reserve Officer at the Deployable Operations Group. “Don’t be afraid to reach out to your shipmates to help with whatever the issue is.”

During the weekend, participants had the chance to speak with service providers on a wide range of topics: veterans' benefits, family assistance, personal finance, health and educational benefits, legal and employment services, suicide prevention, post-traumatic stress disorder and mental health services. Sessions also included managing stress, strengthening relationships, and confronting the challenges as members return to their families, homes and jobs after a long separation.

OS3 Lancaster Clark said, "the Yellow Ribbon Program has provided tremendous support and valuable information to him and his family. The event gave him and his family the chance to spend quality time together and catch up with Coast Guard friends.

“The location was beautiful, the program was interactive, and it allowed me once again to be surrounded by the shipmates I became close to during this deployment,” said Clark.

Retired Coast Guardsmen talked to participants about support and benefits for veterans, and representatives from the Employer Support of the Guard and Reserve were on hand to discuss job-related issues.

A Hero2Hired (H2H) mobile job store that travels the country brought a vast array of employment services. H2H connects reservists with job listings, military-friendly companies and resources to explore new careers, training and education, and see how military skills translate in the civilian world.

BM1 Alfred Jurison traveled from Hawaii with his wife and children to be a part of the Yellow Ribbon event. “There was a lot of useful knowledge, and I think it applies whether you’re single, or if you have a spouse,” said Jurison. “You take what you need from it and it’s all in one place, instead of trying to do all the research yourself, it’s all available and you’re talking to the experts in their field.”

The YRP holds events throughout the year for all the phases of deployment. To learn more about the program and the many resources available to reservists, check out the program’s website: www.uscg.mil/reserve/yellowribbon/

— Story and photo by PA3 Lisa Ferdinando, USCGR
At the Naval War College

Reservists build joint operations leadership skills

Ten Coast Guard reservists were among the latest class of seventy-two members of the Armed Force’s National Guard and Reserve to graduate from the U.S. Naval War College’s Operational Support Joint Maritime Operations (OS/JMO) class. Established in 1884, the prestigious Naval War College in Newport, Rhode Island is the oldest institution of its kind in the world. The college prepares leaders for the challenges of operational and/or strategic level leadership over the remainder of their careers as decision makers and problem solvers. OS/JMO is a graduate-level seminar devoted to the study of current military issues from the perspective of a Joint Task Force Commander. Topics include the operational level of war, challenges of joint warfare, use of military force in support of national security strategy in crisis and war, and the operational military planning process. The course includes a multi-day exercise where students are required to demonstrate familiarity with aspects of the Joint Operational Planning Process (JOPP).

OS/JMO is one of three Reserve component courses the Naval War College offers that collectively address the majority of requirements for Joint Professional Military Education - 1 (JPME) certification. The other JPME courses are Operational Support Theater Security Decision Making (OS/TSDM) and Operational Support Strategy and War (OS/S&W). These intensive seminars require a significant investment of student time connected with outside reading, research, and exam requirements both prior to attending and while in residence. The Coast Guard well-utilizes the National Incident Management System’s Incident Command System for use in managing planned events and contingency responses with interagency and non-government organization partners. In situations where the Coast Guard actively partners with the Department of Defense (DoD), such as for Homeland Defense or Defense Support to Civil Authorities missions, it is critically important to speak JOPP and have some understanding of the DoD’s Global Force Management process.

A primary objective of the Goldwater-Nichols Reorganization Act of 1986 was to strengthen combined and joint operations of the various military services. Subsequently, the Chairman of the Joint Chiefs of Staff, established policies, programs, guidelines, and procedures for coordinating, among other things, JPME of members of the U.S. Armed Forces. JPME instills joint core competencies by exposure to a Service-mix of faculty, students, and concepts. This mix is designed to provide a broad scope of the future joint force including interagency and multinational cultures and capabilities. The curriculum focus is on how unified commanders, Joint Staff, and DoD use the instruments of national power to develop and carry out national military strategy, develop joint operational expertise and perspectives, and hone joint war fighting skills. Considering the size of the Coast Guard Reserve in comparison to DoD counterparts, filling 14% of the latest seminar’s available OS/JMO quotas clearly represents a significant organizational commitment to such professional development.

Attendance at these seminars aligns well with supporting the Commandant’s guiding principles of Honoring our Profession and Strengthening our Partnerships. OS/JMO is intended to improve an officer’s ability to plan the employment of U.S. military forces in joint and combined operational environments ranging from peacetime presence to conventional war. To this end, the process of maritime operational decision-making must be considered when making those decisions. For more information on U.S. Naval War College opportunities, visit their website at http://www.usnwc.edu/Departments---Colleges/Reserve-Liaison/Operational-Support-Reserve-Course.aspx and/or refer to ALCGRSV 049/12, Senior Education and Fellowship Program Panel.
CWO3 Bruce Jones (right) and MSTCS Dave Schacher (second from right), both with the U.S. Coast Guard Container Inspection Training and Assistance Team provide specialized hazardous material training to Soldiers with the 1394th Transportation Brigade (TB), Camp Pendleton, Calif. during TRANSWARRIOR 2012 exercise on Fort Hunter Liggett, Calif., August 24, 2012. The Deployment Support Command, Birmingham, Ala., developed TRANSWARRIOR 2012, based upon a concept presented by one of its operational units, the 1394th TB.
Coast Guard Reservists help make Soldiers HAZMAT ready

On a hot August day, students sit in a slightly warm building listening to the motivated instructor discuss numerous aspects of how a transportation specialist must be aware of different signs and characteristics of hazardous materials (HAZMAT). HAZMAT is one phase of the training during the first-ever TRANSWARRIOR exercise on Forward Operating Base (FOB) 8J, at Fort Hunter Liggett, Calif.

The Deployment Support Command (DSC), Birmingham, Ala., developed TRANSWARRIOR 2012, based upon a concept presented by one of its operational units, the 1394th Transportation Brigade (TB) of Camp Pendleton, Calif. The concept was to have their soldiers operate in a real-world type of exercise to provide comprehensive training for all DSC units in their critical deployment and distribution tasks.

In the classroom, one is aware of another noticeable DSC operational characteristic that is part of the overall real world mission -- joint operations in support of the Surface Deployment and Distribution Command (SDDC), Scott Air Force Base (AFB), Ill.

The students, wearing the digitized camouflage pattern of the United States Army, are specialists and reservists from the 1394th TB and its 1395th Deployment Distribution Support Battalion (DDBS) near Joint Base Lewis-McCord, Wash. They are learning skills about properly handling and stowing HAZMAT on or in the ships during port operations.

The instructors, however, are not wearing the Army uniform, but rather the dark blue of the United States Coast Guard (USCG). These reservists are from the Container Inspection Training and Assistance Team (CITAT), Oklahoma City, Okla.

CW02 Eric Gamboa, the Mobility Officer for the 1394th TB and coordinator for TRANSWARRIOR 2012 instructors, arranged for the USCG Reserve instructors to teach. "Historically, we had a relationship (with the Coast Guard) through SDDC, so we brought in the Coast Guard (to assist us with) HAZMAT."

The contribution of the HAZMAT trainers is invaluable. Gamboa added, "...Col. Ronald Lane (Commander of the 1394th TB), was trying to develop specialization in a few areas. We re-established relationships with CITAT." Not only does the transportation specialist need to know how to work within his own organization, but he needs to maintain skills needed to operate in an increasingly joint environment.

The Coast Guard reservists that are assisting the DSC, an Army Reserve command, in this portion of the mission are dedicated to ensuring the safety and the reality of different areas of port operations. "TRANSWARRIOR is a fair representation of a real world mission," said U.S. Coast Guard Lt. Andrew Cooke of Medford, N.J., CITAT instructor during the TRANSWARRIOR 2012 exercise. "We are vested in the Army and helping it to do its job."

CW03 Bruce L. Jones, of Savannah, Ga., another CITAT instructor, and Coast Guard reservist, said more specifically, "we give real world scenarios of real HAZMAT, and how to cope with it."

Marine Science Technician Senior Chief Petty Officer Dave Schacher of Mustang, OK, added to this assessment, "We teach use of the proper documentation in packing to get (materials) to the warfighter safely."

Referring to the HAZMAT course again, Cooke said, "We have a lot of info, and give it in a short, condensed version. Where the Coast Guard fits in, we take away some of the mystery, and make it (the HAZMAT information) more user friendly."

The value added to TRANSWARRIOR is evident. The students from the 1394th TB and the 1395th DDBS sit in the classroom and take notes while Schacher animatedly gives his presentation of the various characteristics and signs of HAZMAT during one of the classes.

Gamboa said that, in addition to HAZMAT training, TRANSWARRIOR is, "another place other than annual training (AT) to get the experience." Normally when units go to an AT run by another unit or command, the other unit has their mission to do, and the focus is not on building up the skills of their military occupational specialties (MOS); therefore the soldiers do not grow, or may not operate in their MOS. TRANSWARRIOR bridges the necessary gap to increase skills and get other necessary training. Gamboa added, "We are teaching skills to re-emphasize skills that they (the soldiers) haven’t had since Advanced Individual Training."

TRANSWARRIOR is the perfect venue to connect soldiers with the realities of what they may face in port operations in future wartime or real world scenarios. And, the Coast Guard Reserve participation and expertise adds real value to the training experience.

— Story by Lt. Col. Earle F. Bluff, Deployment Support Command Assistant Chief of Staff and Public Affairs Officer.

Originally published on Soldier of Fortune Magazine (http://www.sofmag.com), this story has been modified with the author’s consent.
Sunset in the Desert:
Port Security Unit 309 last PSU to deploy to the Middle East

For nearly a decade Port Security Units (PSU) of the United States Coast Guard have been deploying to Kuwait in order to provide both seaward and landside security to the ports of Ash Shuayba and at the Kuwaiti Naval Base (KNB). That mission officially came to a close on September 24, 2012 at 1000 in a ceremony on the KNB MWR stage presided over by Capt. Gene Gray, the Deployable Operations Group Commander.

PSU 309’s journey began in early March 2012 when the majority of the unit came on active duty under Title 10 orders and began a training regimen that saw the unit literally travel from coast-to-coast during the three month ramp up prior to deploying to Kuwait. By mid-April training was in full swing for 95 members who would be deploying including underway training for boat personnel so that the required number of tactical coxswains and tactical crew members for the mission could be attained prior to leaving for theater. Weapons training was also conducted for the Sig P229, M-16, 870 shotgun, M240 machine gun, and M2HB machine guns for the crew at Camp Pendleton Marine Corps Base.

This time provide PSU personnel to interact daily over a seven week period with their Maritime Expeditionary Security Squadron Three (MSRON 3) counterparts. The two units quickly began the process of learning about each other’s capabilities prior to teaming up overseas to conduct operations as part of a Commander Task Group known as ‘CTG 56.5.’ This pre-deployment training facilitated the units seamless integration into one capable force focused on the motto of “One Team, One Fight.”

After the completion of the training evolution in Coronado in early May, PSU 309 personnel head east destined for Fort Dix, N.J. Arriving in Fort Dix, the crew quickly set about the business of completing required US CENTCOM non-standard forces training requirements, commonly referred to as A-14 training. Classes included the combat lifesavers course (CLS), egress training from a simulated mine resistant ambush protected (MRAP) rollover; squad tactics, additional weapons training, hand-to-hand combatives, as well as communications and blue force tracker training. Three weeks of intensive training culminated into one final exercise in which the members were placed at a simulated forward operating base (FOB) for three days and were exposed to a variety of scenarios designed to test their knowledge and reactions to possible threats that could be encountered once overseas.

Upon completion of A-14 Training, PSU 309 headed back to Port Clinton, OH for their Yellow Ribbon sendoff event during which members and their families were offered important information in regard to benefits and resources that could be utilized during the deployment.

On June 15th eight members of PSU 309 and 22 members of MSRON 3 advance teams boarded a plane for Kuwait in order to begin the process of relieving PSU 305 and MSRON 4 in theater. This was quickly followed up by 10 additional Coast Guard personnel that flew in on a C-17 two days later with the unit’s gear. The main body, consisting of 71 personnel, arrived the evening of June 21st and after a day of adjusting to the time change and heat, began the turnover process with PSU 305. On June 29th PSU 309 and MSRON 3 officially relieved their counterparts and took over the mission that would ultimately end the PSU’s participation in providing security to Kuwaiti ports.

While deployed to KNB, PSU 309 participated jointly with the Navy in two major operations which included ammunition and fueling missions at KNB and Ash Shuayba. On July 31st, PSU 309 received word that they would in fact be the last PSU to participate in operations at KNB. Shortly thereafter, the effort began in earnest to eliminate the accumulation of nearly 10 years of worth of Coast Guard property that had slowly built up over the years. The biggest task was the cleanup of the Boat Maintenance Facility (BMF) which saw 9 fully loaded FL80 truck shipments worth an estimated $200K transferred to the Army.

According to PSU 309’s Engineering Officer, Lt. Don Davis, his biggest challenges were environmental conditions and the complexity of the redeployment operations. Davis commented, "due to operational considerations, we had to utilize a blended transportation strategy that utilized both air and maritime modes.
of transportation which required extremely high levels of internal and external coordination and cooperation.” The Engineering department accumulated nearly 5,000 man hours as they diligently worked to close down the Coast Guard’s portion of the BMF.

Although many PSU 309 personnel were pleased to be going home early, some were disappointed that the deployment did not last as long as originally planned. However, the unit was informed that it would remain on active duty once it returned stateside to train on the new Generation IV Transportable Port Security Boats (TPSB) so that the unit would be ready for the next mission.

In 2003, PSU 309 was among some of the first PSU’s to arrive in Kuwait to perform the Port Security mission. Eight PSU 309 members made all three deployments (2003, 2008, and 2012) and some even made more as augmentees with other PSU’s. As the appointed time for departure approached, many PSU 309 members were able to take satisfaction in the fact that they were part of the “Sunset Crew” and would be the last PSU at KNB. With the relief of responsibilities ceremony concluded, focus quickly turned to packing up of personal gear in preparation for the return flight back to the states. After the quick stop in Portsmouth, the members of PSU 309 flew into the Ohio Air National Guard Base in Mansfield and were enthusiastically greeted by family and friends as well as Rear Adm. Welch and Capts. Schnieder and Bingaman.

Although the sun has set on the Port Security mission in the Middle East, the next operation may be just over the horizon. As in the past, PSU 309 will continue to ensure that it lives up to its motto of “Facta non Verba” – Deeds not words.

— Story by Cmdr. Tim Decker, PSU 309
Photo by OS1 Laurie Fletcher, PSU 309

The last PSU Transportable Port Security Boat departs Kuwait.
Go Coast Guard Reserve Day
Putting Future Reservists on Course for Success

One by one, they trickled in like the rain outside the stone building at Marine Safety Unit (MSU) Portland, Ore. Every face that entered the room bore the look of nervousness as they quietly took their seats. Until this point, the only thing most of them knew about the Coast Guard was what they read online or saw on television. However, in several hours, they would all leave knowing more about the Coast Guard and fully equipped to take that big leap into the world of the Coast Guard Reserve.

On Dec. 15, 2012, the Coast Guard recruiting office in Vancouver, Wash., held their first ever Reserve Day. The day’s event gathered approximately 25 future reservists together in an effort for them to meet one another and build relationships before shipping out to the Coast Guard Training Center in Cape May, N.J., for basic training.

“This was an idea I decided to try to see if it would work,” said Petty Officer 1st Class Joanne Cloud, a marine science technician and Coast Guard recruiter. “The goal of Reserve Day is to let the new people joining meet each other and chat since they will be stationed together, shipping out together, and possibly attending ‘A’ School together. I try to ship them in groups to Cape May because the camaraderie they form helps them get through boot camp. Then when they return home, they remain friends and can carpool to drill.”

The retention rate in the Coast Guard remains high these days. With many active duty members electing to stay in, many reserve openings remain open throughout the Coast Guard. Recruiters nationwide focus on filling those vacancies so that when the need arrives, the Coast Guard Reserve is ready to answer the call.

“In an average fiscal year, most districts can see anywhere from one to 25 new reservists,” said Cloud. “Most never see as high a number as D13 (the 13th Coast Guard District) is seeing now. For Fiscal Year 2012, I put in 41 new reservists. We are set to put approximately 56 in by the end of Fiscal Year 2013. And that’s not even including Recruiting Office Seattle-Tacoma. That’s a lot of new reserve members for D13.”

The Coast Guard Reserve was established in February 1941. Originally put into place to help with the efforts of World War II, reservist have played key roles in many Coast Guard missions, one of them being the all women’s reserve group SPAR’s (Semper Paratus Always Ready). Today Coast Guard reservists remain an essential part of the Coast Guard’s work force. While not only maintaining their civilian jobs, Reserve members are trained to take on the same tasks of active duty members. During major Coast Guard responses, like 2005’s Hurricane Katrina and the 2010 Deepwater Horizon spill of national significance, Coast Guard reservists were there to answer the call.

While the future members attending Reserve Day were just beginning their careers, the day’s event gave them a sense of confidence in knowing what they could expect of the Coast Guard and what the Coast Guard would expect of them.

“It was nice to meet other people, especially other reservists,” said Alex Konopka, a future yeoman reservist who will be assigned to Sector Columbia River, in Astoria, Ore. “It was nice to hear from higher ups in the Reserve program and hear their stories. I feel prepared to enter and now I have to focus on getting prepared to get through DEPOT (Direct Entry Petty Officer Training).”

Reserve Day allowed both current and future Reserve members to walk away feeling assured and excited about the future. Future reservists fired off question after question to the senior personnel about what a future in the Coast Guard Reserve would offer.

“This is just an outstanding event,” said Cmdr. Baron Brown, Senior Reserve Officer for MSU Portland, Ore. “I love it. I love seeing all these smiling faces get information on the Coast Guard, coming in as new recruits. This is an excellent resource. Witnessing it and seeing the 25 to 30 people here with spouses, with family members, with their parents, and seeing just the glow and the pride in the parents and spouses, we got to do this more. We got to do this all over the country.”

Never attempted before in the 13th Coast Guard District, Reserve Day set a new bar in the way the Coast Guard usters new reserve members into its family. With the district expecting more than 56 new reserve members this fiscal year, an event like Reserve Day would help anyone prepare for success in their careers.

“To have a master chief here, a senior chief here, to have all the experience helping them connect all the dots, I just wish I had it,” said Brown. “It would have definitely helped with my professional development. For me it’s pretty simple, if mentorship can start at the very beginning, why not?”
**Sector St. Pete Bids Farewell to SRO**

Cmdr. David Burns retired Dec. 15, 2012 at Sector St. Petersburg where he served as the Senior Reserve Officer following an illustrious career that encompassed both active duty and reserve service to the United States Coast Guard (USCG). A 1991 graduate of the Coast Guard Academy, he was assigned to the Cutter Vigilant until 1993. Selected for post graduate education, he attended Georgia Tech, earning a Master's of Science in electrical engineering. After graduate school, Burns became a plank owner of one of the Coast Guard’s first Electronics Support Units (ESU); ESU Portsmouth, VA.

In 2000, he transferred to the Coast Guard Reserve, serving first at ESU Miami and then at Sector St. Petersburg. During 21 years of service to the Coast Guard, he received accolades and numerous awards including the Coast Guard Commendation Medal, Achievement Medal, Humanitarian Service Medal, and the Coast Guard Special Operations Service Ribbon. The well-attended retirement ceremony included the commander’s three children and wife, Tracy. The event was officiated by Capt. Sherri Dickinson, Sector St. Petersburg command officer, who noted, “Cmdr. Dave Burns will leave a lasting legacy because of his exceptional leadership and mentorship of our workforce. His operational expertise contributed to the success of many significant operations within the Tampa Bay region.”

![Image](image-url)

Cmdr. David Burns and his wife, Tracy, depart his retirement ceremony at Sector St. Petersburg, Dec. 15.

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**PSU 312 Visited by PACAREA RMCM**

Master Chief George Williamson, Pacific Area Reserve Command Master Chief (RCMC), recently visited Port Security Unit (PSU) 312 in San Francisco, Calif.

RCMC Williamson updated PSU personnel on numerous issues affecting reservists in general as well as taking questions about the future of PSUs in a post-Deployable Operations Group environment.

Master Chief Williamson also participated in recognizing the achievements of numerous unit personnel. Among the unit members recognized were ME2 Tyler D. Barnes, ME1 Ronald D. Brittain, ME1 Michael J. Canning, ME2 Cesar D. Umali, and ME3 David M. Valdez who received the unit’s Red Legs award. ME1 Steven M. Shook was presented with the permanent PSU Insignia. BM2 Curtis R. Clinton was awarded the Commandant’s Letter of Commendation ribbon. MK1 Christopher Lindstrom and BM1 Tyler A. Dunn received Reserve Enlisted Person of the Year awards and ME2 Sean Ayers was presented with a letter of appreciation.

*— Story and photo submitted by Seaman Jeremy Foreman*
The Looping Coaster sits in the Atlantic ocean after the collapse of the Fun Town Pier in Seaside Heights, N.J., in the aftermath of Super-Storm Sandy.

Photo by U.S. Navy Mass Communication Specialist Sean Furey.
At approximately 2300, EST, on October 30, 2012, Super-Storm Sandy, euphemistically called “Frankenstorm”, made landfall approximately five miles southwest of Atlantic City, New Jersey. At the time of landfall the wind diameter extended over 1,000 nautical miles with highest sustained winds recorded as ninety miles per hour. Sandy was the most powerful storm ever recorded north of Cape Hatteras, NC. At least 131 people in eight states perished, including 53 in New York, 37 in New Jersey, 13 in Pennsylvania, 11 in Maryland, 6 in West Virginia, 6 in Connecticut and 3 each in Virginia and North Carolina making Sandy the deadliest hurricane to hit the United States mainland since Hurricane Katrina in 2005.
While the New Jersey coast would bear the brunt of the storm, due to its geographic shape, southern New York took a major hit. With a storm surge exceeding twenty feet funneling into New York Harbor, Staten Island, Manhattan and parts of Long Island were devastated. Almost immediately members of the Coast Guard (CG) Reserve took action in response to the storm. Over the course of the next few weeks Reserve personnel would undertake numerous roles from responding to distress calls, rebuilding Coast Guard stations to manning Federal Emergency Management Agency (FEMA) Incident Command Posts (ICS) and pollution response.

Overtime, FEMA would deploy approximately eighty six percent of its workforce in the New Jersey–New York area. Early in the FEMA response the Incident Command System (ICS) was established using branch planning to effectively respond to unique requirements throughout the area. FEMA established a Joint Field Office (JFO) in each state with geographic areas within the states designated as branches and individual counties as divisions. While this allowed the most effective system to respond to and recover from the storm, to establish and sustain this system FEMA would tax its pool of qualified personnel and required additional personnel. To meet this challenge and address staffing needs, FEMA JFO in Queens, NY would look across the Verrazano Narrows, to the Coast Guard Sector New York for assistance.

On November 27, 2012 the CG 1st District assigned fifteen Reserve personnel to JFO New York to assist with FEMA’s planning needs. These newly assigned personnel joined a contingent of CG reservists already onboard the JFO fulfilling liaison and emergency support roles. Upon arrival the personnel received just in time training on FEMA structure and operations and issued equipment. Reservists were then assigned to various positions within the JFO structure. Soon the sight of a CG uniform was a common sight within the various branches and divisions. Not unlike a lighthouse, Coast Guardsmen served as a beacon of guidance, expertise and stability during the multi-agency response incorporating numerous disciplines and capabilities.

As of late January 2013, there have been twenty-four reservists assigned to JFO New York since early November. Reservists from as far away as Hawaii and Florida have been mobilized. Out of the original twenty-four, twelve have volunteered for and have been retained beyond their original Title 14 mobilization ensuring continuity and mission completion.

While adjusting to FEMA programs and acronyms, reservists assigned to positions...
Reservists rebuild armory at Station New York

Story by PA3 Sara Romero

Station New York personnel experienced a devastating blow from Super-Storm Sandy with many of their buildings, storage lockers and gear getting destroyed. The damage included the station’s mission critical armory.

The armory was flooded to the point that all of the weapons and ammunition needed to be transferred to Sector New York until further notice. Time and effort was being wasted transferring the weapons and ammunition back and forth from Station New York, located on Staten Island to the Sector New York, about a mile up the road.

Cost estimates to get the armory back into working condition ranged between $17,000 and $20,000. But thanks to some local Coast Guard reservists, who offered up their construction services expertise, Station New York was able to get the armory back online and working within two weekends. And, the total cost was less than a $1,000.

Soon after, a crew of reservists from a variety of duty stations formed and showed up at Station New York ready to work with an eager attitude to complete the job as quickly and efficiently as possible. “As engineering units, we welcome the opportunity to help keep Coast Guard assets operational,” said Chief Petty Officer Joseph R. Donovan, a Damage Controlman at Air Station Cape Cod, Massachusetts.

The crew was able to reuse and recycle much of the old armory’s racks shortening the repair time, saving money and providing much needed relief to Station New York personnel.

“I have always seen the reservists as one of the Coast Guard’s greatest assets; ready to answer the call and carry out Coast Guard missions. This time their mission was different. We needed to recover from Super-Storm Sandy and they helped us get back on track,” said Chief Warrant Officer Emmanuel Zambrana, Operations Officer at Station New York. “We asked for their help, and it was like turning on a switch; we hit the switch, they showed up, and our armory was fixed.”
within the Planning Section worked seamlessly with their FEMA counter parts, often becoming the Lead Planner at the branch or division level.

As the response to the storm continues to progress to a recovery effort FEMA will begin to shift its operational posture. To ensure a smooth transition the planners have undertaken a training role, educating locally-hired personnel in their duties and responsibilities.

This effort to assist FEMA has provided the Coast Guard with an opportunity to demonstrate its wealth of talent and foster stronger inter-agency relationships. Steve Ward, FEMA Branch III Director stated, “I think the Coast Guard really brings expertise and assistance as we develop and modify our doctrine and tactics to accommodate the geographic branches and divisions established to respond to this disaster.” This multiplication of forces has worked to significantly improve the response to SuperStorm Sandy with maximum benefit to the citizens affected by the storm.


A house in Seaside Heights, swallowed by the New Jersey shore in the aftermath of Super-Storm Sandy.
The size and impact of Super-Storm Sandy will be remembered for years to come and the significance of the storm was not lost on the Coast Guard (CG) civilians that were part of the Department of Homeland Security (DHS) Surge Capacity Force (SCF).

A provision in the 2006 Post-Katrina Congressional Act (Public Law 109-295 Section 624) authorized DHS to create a surge capacity force of federal employees to augment a catastrophic disaster response when the scope of the incident exceeded the response capacity of the Federal Emergency Management Agency’s (FEMA’s) existing disaster workforce.

During 2011, CG civilian employees began to apply for selection to serve as DHS SCF volunteers. “Living near the coast like we do in North Carolina and experiencing all the hurricanes and storms that we do, I have seen volunteers and FEMA employees respond to coastal North Carolina and felt the need to return the help and assistance that we were so grateful to receive,” said Donald Plymel, a civilian employed at the Aviation Logistics Command (ALC), Elizabeth City, NC.

Prior to Super-Storm Sandy, FEMA had not activated the SCF. But that all changed in late October of last year. Deployed for up to 45 days, civilians from across the CG set out on a mission to help those impacted by the storm.

Many had no prior military experience and had never mobilized. “The message from FEMA came in Friday afternoon, just as I was leaving for the day. I immediately made the plans to fly in on Sunday and start the SCF adventure. I was part of the first wave of 400 and we were all trained as Community Relations (CR) Specialists,” recalled Annette Ambrosio, Organizational Performance Consultant, at District Eight, “Working for the Coast Guard, civilians don’t often get a chance to work responses. It usually goes to Coast Guard Active Duty and Reserve personnel. I was honored to be part of this effort. I had to cancel travel plans for the weekend I had made with friends but, again, that was insignificant in light of the chance to help others in the aftermath of Super-Storm Sandy.”

Others, such as Tim Sheffler, of the National Maritime Center in Martinsburg, West Virginia, were prior military members. After being ordered to report to a Washington, D.C. airport, “We were met by FEMA personnel and a whole lot of other people looking as lost as I felt. We boarded a bus and were driven to a training site. Ours was Emmitsburg, Md., where the Emergency Management Institute (EMI) is located. After three days of all day training, our group was sent to Fort Dix, N.J., where we were issued a laptop computer, a remote access token, and mobile phone. We were then broken into teams of up to 10 people, assigned vans, and off we drove to NYC,” recalled Sheffler, a retired Coast Guard Master Chief Petty Officer.

Working conditions were challenging, both mentally and physically. Along with civilians from other DHS components, Coast Guard employees reached out as community relations volunteers to provide food, water, and shelter for Sandy survivors. SCF members removed debris from homes and roads, provided assistance to storm victims, and helped restore these communities. “Once we arrived in New York City, we worked a minimum of 12 hours per day for 26 days straight,” Sheffler reported.

Living conditions were modest. SCF personnel were housed on one of two ships: either the United States Training Ship (USTS) Kennedy or the USTS Empire State. Workers slept in narrow bunks in one of several berthing holds that could accommodate dozens of people. They ate breakfast and dinner in an onboard mess.

“I thought the accommodations were fine. But then, I spent summers on Coast Guard Cutter Eagle, so even though it was a long time ago it wasn’t a culture shock, as I am sure was the case for some of my fellow SCFers. I did not want to stay in a hotel if it was needed for folks displaced from the hurricane,” said Brian Goettler, a civilian employee from Civil Engineering Unit Juneau, Alaska. “The Kennedy was in great shape, well maintained, and the crew was polite, professional, and accommodating. The group accommodations allowed teams to bond and network amongst themselves to keep apprised of what was going on in the different arenas...much more so than if everyone was dispersed in individual or group hotel rooms.”

Despite the rustic accommodations, Coast Guard workers, many who missed Thanksgiving with their families, said the stories of Sandy victims humbled them and made them grateful for their own families and the simple pleasures of a warm bed and a hot meal.

Coast Guard Pay and Personnel Center employee Thomas Farr summed up the sentiments of many colleagues, “I found my experience helping the people in Queens and in particular in the Rockaway Beach area to be extremely rewarding. I learned a lot about what is required to assist those in need after a major disaster such as Super-Storm Sandy. I was extremely impressed by how the people of New York pulled together to come back from Sandy. I was fortunate to work with a great team (Surge Capacity Team 1) who had a single goal in mind – do whatever we could to help no matter what the personal sacrifice meant. I wish the folks back there the best and may God watch over them.”
All in a day’s work
Mobile Support Unit Baltimore Response to Super-Storm Sandy

Story by Ens. Brandon Robers
Photos by Lt. Bryan Hazlett,
Mobile Support Unit Baltimore

Shortly after nightfall on the evening of October 29, 2012, one of the largest Atlantic hurricanes on record slammed into the east coast of the United States just south of Atlantic City, New Jersey. As the intense northern bands of the storm lashed coastal New Jersey and New York, Coast Guard Station Manasquan Inlet lost power and began to take on water. At the height of Super-Storm Sandy the station was exposed to straight line winds in excess of 100 mph and a nine foot tidal surge. As the storm passed through, the newly renovated Station Manasquan Inlet had five feet of water in its basement and almost four feet of water covering its first floor. By the time the winds died and the storm surge retreated, the majority of the first floor had been completely destroyed and the station was left all but uninhabitable.

After consultation with the affected commands, Coast Guard (CG) responders requested that Mobile Support Unit (MSU) Baltimore provide immediate support to Station Manasquan Inlet. MSU Baltimore is a Coast Guard Reserve unit organized under the Asset Logistics Division at the Surface Forces Logistics Center (SFLC-ALD) in Baltimore, Maryland. The call for help went out at 1511 on October 31, 2012 and by 0730 the following morning, MSU Baltimore had mobilized with the first assets arriving on site by early afternoon.

The MSU crew brought with them three 32’ trailers, two 300Kw generators, and two 25Kw generators. Two of the trailers provided climate controlled berthing for up to four crew members each, a functioning head, kitchen facilities, map tables, and office spaces, and a third trailer, that contained a washer, dryer and refrigerator and provided a climate controlled space to store and set up equipment.
MSU personnel remained in near constant contact with the Station Manasquan and Sector Delaware Bay commands throughout the event. In the days that followed, the MSU continued to provide logistical support by shuttling supplies from product lines at the Surface Forces Logistics Center (SFLC) in Baltimore to the areas hit hardest by the storm as Coast Guard units on site commenced post-hurricane operations. According to Randall, "having 24/7 access to the support that the MSU can bring to bear was absolutely paramount in Sector Delaware Bay’s successes post-hurricane. Their willingness to quickly engage the Sector Engineering Officer for any clarifications or requests essentially eliminated any delays in getting the Sector what we needed to get things done.”

The MSU is a rapid response unit that is air, land, and sea deployable and is tasked with providing simultaneous support and maintenance of two expeditionary detachments (Forward Operating Bases) designed to respond to CONUS and OCONUS contingency operations. Teams prepare to deploy to OCONUS defense contingencies and CONUS emergencies no more than four days after being recalled to active duty. The unit can also deploy to support other types of operations within 25 days. As originally conceived, the MSU was meant to support the operations of the Coast Guard’s 110’ patrol boats (WPB). For operations in support of WPBs, the MSU can provide repair parts support for hull, mechanical and electrical (HM&E) and electronic systems using spare parts trailers and can provide mobile repair shops for HM&E and electronics for use by on-site support personnel. The MSU is capable of supporting two squadrons of up to 12 cutters in two separate locations by providing parts, tools, shore power, and limited engineering assistance.

While the traditional focus of the MSU has been support of WPB operations, the unit is now capable of supporting a much wider range of Coast Guard operations. In recent years, particularly since Hurricane Katrina, the MSU has worked aggressively to expand its ability to support contingency operations. “Our goal,” says Asset Logistics Division (ALD) Chief Mr. Michael Leonard, “is to show the CG that this MSU can provide the same level of support for any operation involving other cutters or small boats.”

The MSU now maintains a fleet of 20 deployable trailers and support equipment capable of providing a wide range of services to requesting commands. In addition to the admin and spare parts trailers deployed to Station Manasquan, the MSU maintains “MK Trailers” that house mobile workshops complete with a drill press, air compressor, hand tool sets, lathe, 20Kw generator and other miscellaneous machine tools used by crews from the MSU.

As Cmdr. Dave Wilhelm, the ALD Deputy, described, "When the nation mobilized to combat the Deepwater Horizon oil spill, the MSU quickly deployed trailers and other equipment to vessel support teams stood up in Pensacola and Key West to support the huge influx of surface assets sent to help with the response. Once the trailers and equipment were on scene, several members of the MSU then volunteered to serve on Title 14 orders to aid in the response.”

Of the 37 members of the MSU crew, 29 are drilling reservists and support the unit’s deployable operations. The remaining eight members serve on Title 10 in support of more than 270 CG personnel and six WPB’s forward deployed at Patrol Forces Southwest Asia (PATFORSWA) as well as the Redeployment Assistance and Inspection Detachments (RAID) in Kuwait and Afghanistan and the Middle East Training Team (METT). The Title 10 crew, led by CWO2 Kevin Hurst, receives all equipment and supplies ordered by PATFORSWA from retailers, suppliers, and vendors at the MSU’s facility in Baltimore. The MSU then works closely with the Department of Defense (DoD), Army, Navy, and Air Force to deliver the supplies overseas. The MSU coordinates the delivery of over 600,000 lbs of supplies annually via military and sea modes of transportation, which saves the Coast Guard approximately $7 million each year through the use of DoD transportation account codes.

As the MSU continues to evolve, the breadth of its support capabilities will expand. According to Mr. Leonard, “The SFLC is now working with the operational (CG-7) and acquisition (CG-9) offices to introduce additional CG assets that the MSU can support.” The goal is to use acquisition funds to provide initial seed stock to create an inventory of maintenance parts for the Fast Response Cutter within the MSU trailers. In the future, the MSU hopes to extend this support concept to other assets, including the support of CG small boats.

Whether in response to natural or environmental disasters, defense contingencies, or support for operations afloat, today’s MSU is capable of providing a broad range of support services to operational units. Whatever the need, the MSU stands ready to provide rapid and professional support to their shipmates worldwide.

Request for support must be submitted through SFLC-ALD. Interested commands may contact the MSU at 410-762-6140 for more information.
What Lies Ahead: Coast Guard Sharpens Focus on Reserve Competencies

In 2009 the Coast Guard launched an effort to re-calibrate the management, training and readiness of the Reserve force with the multi-year implementation of the Reserve Force Readiness System (RFRS). RFRS created a vertically integrated system of direct support from headquarters to sectors and mission support units.

The creation and existence of RFRS has facilitated the service’s ability to more effectively train and track the critical competencies necessary to support the Commandant’s Coast Guard Reserve Policy Statement.

The policy statement sets forth seven over-arching areas of competency to include: boat operations, expeditionary warfare, marine safety, port security, law enforcement, mission support, and contingency planning and response.

In an effort to meet the Commandant’s

Continued next page
strategic goals, there are a number of inter-related efforts currently underway, at both the deckplate and the program management levels. To ensure individual reservist and their commands have the tools necessary to attain and maintain critical competencies, while building proficiency, the Concept of Reserve Employment (CORE) now in its third year of implementation, continues to work across the organization, with various programs and units, to identify and communicate required programmatic specific competencies to the field. Building on its collaboration with CORE, the Office of Boat Forces has instituted a comprehensive review of how reservists within its programmatic area of responsibility can be more efficiently and effectively trained to meet contingency boat operations requirements.

As the Coast Guard’s focus on Reserve force competency and proficiency continues to evolve and mature, so do the various methods by which reservists can get trained. In the 1st and 7th Districts, Active Duty and reservists are partnering at the unit level to build and maintain competency and capacity while adding value to the support and execution of local operations. In addition to local training efforts, class “C” Schools play in important part in competency training and attainment. The Maritime Law Enforcement Academy, Training Centers Yorktown and Petaluma are just some of the “C” Schools preparing reservists for future contingency requirements. The Deployable Operations Group’s Tactical Boat College is a hybrid of “C” School and localized training models, which delivers hands-on, on-site training tailored to reservists assigned to Port Security Units.

To be successful a reservist needs a clear understanding of what is available and how to best prepare for and take advantage of these formal and in-formal training opportunities. Equally important as training acquired, is understanding how to navigate the plethora of CG competencies, how they are created and assigned, and the systems that record and track them. Whether on-the-job or in a classroom, via formal or informal training, attaining and maintaining competencies is vital to the function of both the Reserve and the Coast Guard.

Reserve Management: Boat Forces Perspective

Story by CWO4 Donald Hartmayer, CG-731

The Office of Boat Forces (CG-731) serves as the Coast Guard’s (CG) program manager for billets at stations and aids to navigation teams to include the Reserve forces assigned to these units. In this role it provides the core capabilities and competencies, based on operational requirements, necessary to safely and effectively operate small boats in the execution of all missions. In addition, CG-731 creates, coordinates, and executes national level policy, resource and budgetary matters, and oversight of the boat program.

Historical Background

This article focuses primarily on the CG-731 initiatives to enhance the management, training, utilization and proficiency of reservists assigned to boat forces units. But first, it might be helpful to provide some background and context as to the current status of Reserve forces which fall under the programmatic control of the Office of Deputy Commandant for Operations (CG-DCO).

The Office of Boat Forces falls under the direction of the Assistant Commandant for Capability (CG-7) Directorate. As the name implies, CG-7 is responsible for identifying and providing capabilities, competencies, and capacity to meet CG mission requirements. It is also responsible for developing standards for the staffing, training, equipping, maintaining, and utilization of CG personnel. CG-7, in turn, reports to the Office of the Deputy Commandant for Operations, which is charged with developing and overseeing the execution of operational planning, policy, and international engagement at the strategic level.

A review of the 8,100 CG Reserve billets shows that nearly 6,800 or 85% are found within DCO’s programmatic portfolio. The billets breakdown as follows:

- Office of Shore Forces – 3,078
- Office of Boat Forces – 2,117
- Deployable Specialized Forces (PSUs, MSSTs) – 1,520
- Combatant Commanders – 77

In FY2011, the CG’s fleet of response boats, ATON boats, cutter boats, and special purpose craft were responsible for 47% of all CG resource hours, 65% of ports, waterways, and coastal security hours, and 58% of search and rescue hours. And, these hours were accomplished utilizing less than 20% of the CG workforce.

We must think and act differently in order to sustain our level of activity. For successful mission execution, we must continue to provide the best trained, most versatile, and most inclusive boat crews that are equipped with the most capable and technologically advanced fleet of multi-mission boats.

Proficiency

“Proficiency is being highly competent at what you do. It is not an end state, but a continuous pursuit toward mastering a specialty. It begins with the individual, and then expands to proficiency of the team, unit, and organization.”


In boat forces this means units will provide the training and education so members have the opportunity to meet the initial qualification and proficiency (currency) requirements. These requirements are met through performance of tasks during normal operations or dedicated training operations. Having attained a boat crew position certification, a member will maintain proficiency in craft by completing currency requirements. Guidance for the qualification and/or certification process can be found in The Boat Operations and Training (BOAT) Manual, Volume 1 (COMDINST M16114.32C) Part 4, Chapter 4
Qualification, and Chapter 5 Certification, respectively. A link to this and other boat forces manuals can be found on CG-731’s website: http://cgweb.comdt.uscg.mil/G-RCB/Manuals.htm.

**Reserve Initiatives**

The Office of Boat Forces is dedicated to addressing Reserve issues within the boat forces community. Creating a system that is repeatable, supportable, and sustainable is the way to effectively manage our resources and maintain a proficient Reserve force: a force that is operationally and administratively ready to deploy.

Over the past two years, the office has been engaged in the support of Reserve mobilization readiness. Areas that have been addressed or are currently under analysis are:

- **Boat crew training for MK’s and ME’s**
- **Concept of Reserve Employment**
- **Alignment of people and resources**
- **Competency and readiness metrics**
- **Boat Crew Training for Reserve MK’s and ME’s**

Standardized training for members of the Reserve is priority. The Office of Boat Forces worked with Force Readiness Command to establish the Reserve RB-S Boat Crew Member course (Course Code 502420) for Reserve MK’s and ME’s assigned to boat forces units. MK’s and ME’s receive training equivalent to that of BM ‘A’ school students. This two-week training at the Boat Forces Center in Yorktown provides standard training with almost 80% of the tasks necessary to qualify as a boat crew member. The course has shortened the amount of time needed for an individual to qualify and then certify as a Contingency Boat Crew member when measured against the typical on-the-job training (OJT) time frame. An updated list of convenings can be found under the “Operations” tab at: www2.tracenpetaluma.com/tqc/cschool.asp.

**Concept of Reserve Employment (CORE)**

**Enlisted ALCOAST 1- Boat Operations**

Capt. John Ancellotti facilitated efforts between the of CG-731 and the Office of Reserve Affairs (CG-131) which resulted in guidance to Reserve boat crew personnel and their commanders on the expectations for skills and competencies that are to be attained and maintained. CORE initiated a review of competencies assigned to positions on the personnel allowance list (PAL) by both Atlantic (LANT) and Pacific (PAC) Areas. LANT and PAC jointly standardized the required competencies in alignment with CORE and Office of Boat Forces business rules for position titles and competencies. These competencies maintain proficiency and are required for operational readiness. Additional information on CORE can be found at: www.uscg.mil/reserve/core/default.asp

**Alignment of People & Resources**

A key area currently under analysis is the alignment of resources: both personnel and boats. The goal is to provide the right mix of people, boats, locations and training to meet the expectations of the Commandant’s Reserve Policy Statement. This effort seeks to align available capabilities and capacity (platforms) with building competencies to meet mission requirements.

**Metrics**

To quote educator and author Peter Drucker, “If you can’t measure something, you can’t manage it.” The Office of Boat Forces believes that if you don’t measure something, you can’t improve it. The Coast Guard Reserve exists to support the service’s role in maritime homeland security, national defense, and domestic disaster operations. CG-731’s metric for operational readiness consists of efficient and effective use of inactive duty (IDT) and active duty (ADT) time toward attaining and maintaining required position-based competencies.

Again quoting Drucker, “Efficiency is doing the thing right; Effectiveness is doing the right thing.” CG-131 has developed a report that provides a picture of the progress reservists are making toward qualification or certification in their position-based required competencies. These metrics demonstrate the positive return on investment the Reserve force provides to the nation – particularly in time of domestic disaster response.

The report will allow operational readiness to be tracked the same way administrative readiness is currently reported. CG-731 will use this tool to monitor training at the individual, unit, sector and district level. Reserve boat crew personnel can review this report to see their position-based required competencies and their current status toward qualification/certification as reported in Training Management Tool and Direct Access. This report can be found on the CG Portal at: https://cgportal2.uscg.mil/communities/reserve/SitePages/Home.aspx

In closing, people and boats are the foundation for successful mission execution. While the high-performance, technologically advanced boats of today bear little resemblance to the open wooden boats operated by the likes of Joshua James and others of yesteryear, the key traits of their operators remain the same: unfailing courage, sound judgment, trained initiative, strong leadership, and dedication to duty. These characteristics remain at the core of successful boat forces operations. And, for the Coast Guard to be ready to answer the call in times of crisis, trained, proficient reservists need to be on the bench prepared to bring their skills to bear whenever and wherever needed.
Command vision, individual dedication:  
A formula for success at Sector Miami Small Boat Units

By Lt. Scott Lilley, Sector Miami RFRS Staff

Individually, we are one drop. Together, we are an ocean.
~ Ryunosuke Satoro

One of the most demanding small boat stations in the Coast Guard, Station Miami Beach relies heavily on its Reserve force to manage its ongoing operational commitments. The station’s active duty personnel have integrated reservists into the execution of more than 292 search and rescue cases, 827 law enforcement boardings and 117 living marine resource boardings. At the same time, Station Miami Beach continues to excel in overall Reserve competency fulfillment score and mission excellence. Why is this working?

According to station commanding officer (CO) Lt. Cmdr. Joseph Abeyta the reason for success is found in senior leadership recognition that it needs to empower its people. He explains how he has to be flexible and know the limitations and potential of each individual. In addition, he offers some advice to new commanding officers and officers-in-charge at small boat stations. “You have to be trusting toward your reservists. Don’t immediately de-certify your Reserve forces based on unknowns.”

Opportunity is what Station Miami Beach offers to its reservists. The onus of taking advantage of the opportunity falls to the individual member.

Realizing the talent of Reserve personnel already assigned and the potential for them to make an even greater contribution, Abeyta requested that the 7th District Reserve Force Readiness System (RFRS) staff help fill what he saw as a major gap – Reserve senior enlisted leadership. Working closely with the assignment officers at Personnel Service Center’s Reserve Personnel Management division an outstanding candidate was identified and assigned. With the subsequent arrival of BMC Eugene Arencibia all the pieces of the puzzle were in place for optimizing Reserve training and utilization.

Recognizing the need to improve qualification levels, BMC Arencibia and Training Petty Officer BM1 Joseph Greely organized a two week boat crew college in 2010. Led by the stations’ Executive Petty Officer BMC Paul Forsyth, using the philosophy “we are all blue,” the training was opened up to Active and Reserve personnel within Sector Miami. As a result, members exceeded the normal contingency qualifications and certified as multi-mission crewman on the Response Boat-Small (RB-S). For the first time in years, Station Miami provided one boat crew manned by Reserve personnel in support of ongoing missions.

Seeing the increased training potential, Sector Miami moved to capitalize on the ability to train reservists at Station Miami Beach. Over the past three years, a cohesive relationship among the 7th District RFRS staff, Sector Miami, and Station Miami Beach has boosted the readiness and esprit de corps of personnel assigned to Sector Miami as they regularly support sector missions including participation in more than 786 mission sorties this year alone.

According to Lt. Cmdr. Abeyta, station personnel hold themselves to a standard about what is required. “It is in their DNA,” he notes with pride. The true secret to the unit’s success is the people. Their dedication and willingness to go the extra mile led the CO to coin the phrase, “The Ultimate Boat Forces Unit,” which is proudly displayed onboard the station.

Leveraging the skills and ability of reservists and linking them with the station command cadre’s vision to train above the minimal requirements has led to significant improvement in both readiness and certification. Over the past three years the following successes have been attained: five coxswains, two tactical coxswains, and fifteen crewmen; all cross-qualified on the RB-S and Special Purpose Craft-LE platforms.

Just a few miles to the north, preparation for contingency operations through structured training and augmentation of “real world” events is the formula for Station Ft. Lauderdale.

“We utilize a combination of focused training efforts and hands-on mission support to build the competency and proficiency of our Reserve personnel,” notes Station Ft. Lauderdale CO, Lt. Paul Turner. “The duties of these young men and women are ever expanding and increasingly demanding as active duty personnel take on ever expanding roles.”

This was most recently evident as Station Ft. Lauderdale conducted a three week Tactical School to qualify and certify twelve reservists on two different platforms. This mission specific training prepared these reservists to augment station personnel in the execution of multiple law enforcement missions including vessel escorts and security zone enforcement.

These qualified members will play an important role in the safety and security of future marine events including Fort Lauderdale’s Winterfest Boat Parade, Air Show, Fleet Week, and VIP visits.

Utilizing this dual approach allows Reserve personnel to continue training and building proficiency during augmentation while allowing active duty personnel to concentrate efforts on recreational boating safety and, counter drug and alien migrant interdiction. It is Lt. Turner’s belief that, “our approach will make our reservists better prepared for contingency operations whether it be in responses to a natural disaster or a military out-load security mission here at home or in some foreign port halfway around the globe.”

Leadership, vision, and dedication; the formula is simple. And, while the work is hard the rewards are great. The examples of Station Miami Beach and Station Ft. Lauderdale remind us of what can be accomplished when everyone from the most junior crewmember to the most senior person are focused on doing what is individually and collectively required to succeed.
Coast Guard rescue members, who head to sea in times of peril, are not only dressed in rescue gear, but stand ready for anything they are faced with. These members are focused, forceful and without fear. Calls come into watchstanders at all hours of the day and night requesting assistance from the Coast Guard. The first on scene are the Coast Guard rescue boat crews coming from the station closest to the distress call. These rescuers are trained to conduct anything from dewatering a vessel to saving the life of a person in need of medical attention.

Among these daily heroes are not only active duty members but members of the Coast Guard’s Reserve force as well. These reservists are skilled and equipped for any challenge at sea. The importance of having trained reservists at a rescue station is highly significant to conducting missions at their maximum efficiency.

“Having trained reservists is critical to any Coast Guard boat station,” notes Chief Warrant Officer, Stephen Pollock, commanding officer of Coast Guard Station Eatons Neck, N.Y. “One reservist can make the difference between one boat in the water versus two, during any rescue mission or event.”

Station Eatons Neck has fifteen reservists onboard. Of that number twelve are qualified not only in the Coast Guard standard requirements but hold additional qualifications as well. They are trained and qualified as coxswains, crewmembers, engineers, boarding officers and boarding team members.

“Myself and Master Chief John Marschhauser, the senior reservist at the station, set the expectation that they (reservists) should be qualified on everything,” said Pollock.

“Master Chief Marschhauser has served more than 20 years in the Coast Guard and has maintained his qualifications and remained current on all standards through all these years,” said Pollock. “He’s like a superman in my eyes.”

For active duty members training and daily operations are constant and rarely leave time for a break in the duty rotation. At Station Eatons Neck, there are two duty sections and the Reserve force has the ability to fall in on one or the other easing the strain on active duty personnel during major events or responses.

“Keeping our reservists’ current on the latest Coast Guard information and keeping them up to date on the latest standards is a major part in keeping this station running,” said Pollock. “The biggest advantage we have with our Reserve members is they do not transfer every three years like active duty, giving us the benefit of long term continuity.”

Most of the Reserve members at Station Eaton’s Neck were once active duty at the station. One of the benefits of this is that they already know the job and have previously qualified in the skills they need in order to support the unit. It takes approximately six months to a year to become fully qualified as an active duty member at the station. As a reservist, it can take even longer. Due to the large number of prior active duty reservists, time that would normally be spent on initial training is now available to spend on the water, conducting operations. Another benefit to keeping these members at the unit is their familiarity with the station’s area of responsibility (AOR), which covers all of western Long Island Sound. Having members who are already familiar with the AOR is beneficial to both the unit and those who may be in distress.

“If we transfer these guys out, we lose qualified boarding team members, coxswains and more,” said Pollock. “It’s critical that our reservists are qualified and stay qualified, one of the best ways to keep this a smooth process, is to not transfer our Reserve members to different units.”

In May, the active duty personnel will be holding a “college” type program specifically for their reservists. This program is designed to educate the Reserve personnel on the Coast Guard 47-foot motor life boat that the station will be receiving.

“We set a standard for our reservists, and that’s what has made our station so successful,” sums up Pollock. “The integration of our active duty members and our reservists make for a great team and successful mission execution.”
MLEA: Maritime Law Enforcement Academy
Doing their part to Support Reserve Force Readiness

Story by Andrew Kiddey, Master Training Specialist, MLEA
and Lt. Cmdr. Susana Lee-Kiddey, CG-1312

The U.S. Coast Guard Reserve force is a necessary component of the Department of Homeland Security (DHS), Coast Guard (CG) and the Department of Defense. To maintain Reserve force readiness that meets the CG’s operational needs, reservists must be able to acquire the necessary training, education, qualifications, and certifications required to meet this goal.

The MLEA was born from the Maritime Law Enforcement School (MLES) originally located at the CG Training Center Yorktown. In September 2004, the school was relocated to the Federal Law Enforcement Training Center in Charleston, SC. Shortly after the move, the MLES became the MLEA and was formally commissioned on December 1, 2004.

Within one year, ALCOAST 647/05 was released announcing the Boarding Officer Qualification Support Program (BOQSP). This course was designed specifically to address the law-enforcement (LE) training needs for the Reserve force. There were many factors that helped create the initial design of the course, but two of the most important factors dealt with reservists’ time. The first factor was the availability of reservists to take time off from their civilian job to attend the five week resident boarding officer course, and the second factor addressed compliance with the time constraints imposed by the inactive duty for training (IDT) drills and the active duty for training (ADT) period.

How does the MLEA enhance Reserve force readiness?
The MLEA was established to prepare CG personnel to perform as Maritime Law Enforcement Officers as boarding officers (BO) and boarding team members (BTM). The MLEA accomplishes this by offering high quality training that provides the knowledge and skills necessary for graduates to perform in a safe, legal, and professional manner. The MLEA also develops, maintains, and makes readily available up-to-date training material that is used by unit law enforcement instructors (LEI) to support the standardization and professionalism of the entire maritime law enforcement training system.

The MLEA provides a pathway for Reserve members to qualify as BOs and BTMs through resident and nonresident courses that work within the unique work schedule of the reserve component. Further, the MLEA provides training that eventually culminates into Reserve personnel certifying as BOs or BTMs in accordance with the law enforcement competency qualification instruction (LECQI). All of the training offered has the potential to be a force multiplier thus enhancing the Reserve force readiness posture within the agency and ultimately DHS.

What courses are offered at the MLEA?
The MLEA has a total of eighteen course offerings. They include the Maritime Enforcement Specialist (ME) class “A” school,
nine "C" schools, one school for international students, two for state and local partner agencies with maritime LE patrol assets, and five Regional Fisheries Training Centers (RFTCs) courses. Most of the courses are open to all Active Duty and Reserve personnel. The course catalog on the MLEA portal site (https://cggportal2.uscg.mil/units/mlea) contains the following information: course description, American Council Education (ACE) credits, course code, qualification code, length, curriculum offered, course chief (POC), number and dates of convenings and most importantly the prerequisites to attend the course. The web page also provides a link to apply for a waiver (if required) and submit an electronic training request (ETR) via Direct Access. It is important to note that failure to meet the prerequisites for any course offered may result in disenrollment from the MLEA.

There are four courses the MLEA offers that provide CG personnel the opportunity to obtain the BO and BTM qualification codes. Two of these courses qualify members as BTM and the other two qualify members as BO. The two courses that qualify members as BTMs are the ME "A" school or the two week resident BTM course. The two courses offered that qualify members as BOs are the resident training portion of the BOQSP titled the Boarding Officer Practical Course (BOPC) or the five week Boarding Officer Course (BOC).

**Effective use of MLEA Courses in Qualifying and Certifying Reserve Members as BTMs**

Effective course attendance is reminiscent of the concept of "pipeline training." The theory behind the qualification and eventual certification of reservists as BTMs/BOs is a logical progression that maximizes training, limits costs, and works within the reservist’s annual ADT/IDT time allocations.

For Reserve enlisted who have graduated from the ME "A" school, will receive a CG memorandum from the MLEA training officer that stipulates, in part, that the BTM training offered during the course satisfies all BTM initial Certification Tasks located in section one of the LECQI. Therefore, a Reserve member that has successfully graduated ME "A" school is a qualified BTM. In accordance with the LECQI, certification is obtained once the member satisfies the unit’s requirements, successfully completes the unit’s Law Enforcement Qualification Board (LEQB), and receives command approval. This training path streamlines the qualification to certification process for ME "A" school graduates and satisfies a large portion of the prerequisites needed to obtain the BO qualification through the BOQSP/BOPC course.

Another option for reservists to obtain the BTM qualification is to attend the MLEA’s two week BTM resident course. The graduate of this course will receive a memorandum similar to that of the ME "A" School graduate. The exception, however, is that the graduate of the BTM course does not complete any of the tasks identified in section one of the LECQI. These requirements must be completed, verified, and documented at the local unit for BTM certification. This option also streamlines the member’s qualification to certification process and also satisfies a large portion of the prerequisites required to enroll and attend the BOQSP/BOPC course.

The final BTM qualification option available to reservists is to receive on-the-job (OJT) training at their unit by command designated law enforcement instructors in accordance with the LECQI. This approach potentially lengthens the amount of time needed to train an individual or group of reservists as a result of the availability of the member; the LEIs, IDT drill dates, and training gear. However, this serves as a valid option if a member is unable to attend the two week MLEA BTM course as a result of civilian job.

**Tips for Training Success**

The MLEA is dedicated to training LE personnel and maximizing success. The following tips are provided to facilitate a favorable training experience for the student while maximizing the return on investment to the unit.

Disenrollment from courses due to the failure of students to pass the physical fitness test (PFT) is a problematic issue for the MLEA, member, member’s unit, and Reserve training funds managers. The PFT is administered the first week of the BOPC, BOC, and BTM courses. ALCOAST 502/12 addresses the changes to the MLEA PFT prerequisites and, among other conditions, requires students reporting to the BO/BTM courses to pass the PFT within two attempts during the first week of training.

A trend that has developed over the years reveals that many students attending the BOPC have required extra instruction in basic principles and nomenclature, which was covered in the e-learning portion of the BOQSP. MLEA surveys identify that this might be due to the time lapse that routinely occurs between the completion of the e-learning training and the attendance of the BOPC practical portion. Data indicates that this does have impact on the student’s ability to recall the fundamentals needed in the accelerated course. This has and continues to create an extra burden on the student (failing written tests and/or performance based exercises) resulting in poor performance. A tip that can promote higher levels of training and promote success is to have the CG member complete, or re-familiarize themselves with the e-learning portion of the BOQSP as close to the class convening date as possible. This will reduce any stress that comes from trying to recall information covered months prior to course attendance and will facilitate the advancement of student knowledge and skills versus retraining. Thoughtful planning for effective use of IDT drills is essential in order to maximize student and unit success. Members and commands are encouraged to coordinate with their RFRS staffs to develop training plans that facilitates reservists completing the e-learning training as close as possible to the course convening date.

Finally, a tip that will help promote a favorable outcome during performance based training lies in the unit’s approach when certifying BTMs slated to attend the BOPC. When possible, unit LEIs should try to recertify the BTM member as close as operationally possible (maintaining certification), to the member’s selected BOPC convening date. This will reinforce the CG member’s e-learning training, refresh the member’s performance in defensive tactics, update weapons handling, and prepare the member for the performance based LE training that begins on the first day of class. These tips are provided to enhance the student’s experience, limit stress, ensure the best use of Reserve training funds, and prevent the unit from losing valuable time in the qualification and certification of its members.
obligations or funding. Once a member meets all of the LECQI IQ-tasks (through graduation from the ME "A" School, successful completion of the MLEA BTM course or OJT sign-offs), the member is then eligible to enroll and attend the BOQSP/BOPC as a graduate of the ME "A" School and MLEA BTM course.

Effective use of MLEA Courses in Qualifying and Certifying Reserve Members as BOS

With the implementation of the LECQI, the MLEA is designated as the sole source for initial qualification for BOS for all CG personnel. There are two courses that offer this training. The first is the five week resident course which targets those members with minimal LE experience. The second is the BOQSP/BOPC that targets experienced LE members.

The BOQSP/BOPC is the best choice for high performing and experienced BTMs who are ready for higher level LE responsibilities. Ideal candidates are individuals that possess a high level of in-house CG and outside law enforcement experience. They must be prior graduates of the MLEA's BTM resident course, ME "A" school graduates, or members who have obtained the BTM certification through OJT. The BOPC is the resident training portion of the BOQSP which is designed to provide a foundation in applicable legal concepts, stressing both self-paced BO e-learning course and practical experience (resident course) in maritime law enforcement operations. The BOQSP is designed as a four stage process specifically addressing the CG LE training needs required for Reserve force readiness. Stage one is a self-paced online e-learning course. Once a member has successfully passed the comprehensive examination at the end of the course, the member is eligible to start phase two. Phase two is attending the two week resident BOPC (performance based). Phase three consists of completing any other mandated training specified by the unit. Finally, phase four consists of successfully completing the LEQB and receiving final certification approval from the unit CO/Oic.

Additional MLEA benefits for Reserve Force Personnel

The MLEA is accredited through the Federal Law Enforcement Training Accreditation (FLETA), which has propelled the MLEA into the spotlight as one of the premier federal law enforcement training academies within DHS.

The American Council on Education (ACE) has assigned college credits for graduates of the ME "A" School and the various advanced courses ("C" Schools) offered at the MLEA. ACE has evaluated the educational experiences and provided ACE recommendations for the formal courses and occupations that provide further education enhancements for the Reserve workforce.

There is a perception that the BOPC is an inferior course to the resident five week BO course, but that is not reality. Both courses are FLETA accredited, receive ACE credits, use the same curriculum with slightly different instructional approaches (based on students' LE experience), taught by the same MLEA instructors, and result in the same qualification. Where they do differ is that the BOQSP/BOPC is substantially less costly in time and money than the BOC. The BOQSP/BOPC recognizes and maximizes a member’s LE experience as a BTM, uses this earned experience to propel the member forward via a shortened resident course, and offers CG units the ability to reduce operational burden by limiting the loss of personnel to the five week course. In theory, if units identify those Reserve members that possess the maturity and aptitude to perform the duties as a CG LE officer (i.e., ME "A" School graduate or experienced outside agency LE officer), they can chart out a training route via a member’s individual training plan that has the potential to qualify and certify these members as BTMs within the first year of reporting to the unit. After obtaining that certification, the member can then begin to work towards attending the BOQSP/BOPC by the completion of their second year at the unit. All of this training can be completed well within the allotted annual ADT/IDT obligations. This process will also maximize the experience and drive of the individual, meet the member’s billet obligations, significantly reduce costs, and, most importantly, enhance Reserve force readiness.

Conclusion

The MLEA is dedicated to the men and women of the CG who are charged with performing the duties of a LE officer for the agency and ultimately DHS. The MLEA staff trains thousands of CG personnel, both Active Duty and Reserve, and provides the knowledge and skills necessary for graduates to perform in a safe, legal, and professional manner. As the nation’s premier maritime law enforcement academy, MLEA is dedicated to providing all LE officers – from entry level to journeyman to master -- with the tools necessary to attain the commandant’s objective for every Coast Guardsman: Proficiency in Craft.

For more information about everything that is available at the MLEA visit their web site at: www.uscg.mil/mlea or if you have access, on the CG Portal at: https://cgportal2.uscg.mil/units/mlea
Boat crew colleges for reservists assigned to small boat stations have been taking place over the last several years. During 2012, this same concept was adopted within the Port Security Unit (PSU) community due to the arrival of the 32-foot Transportable Port Security Boat (TPSB) GEN IV at PSUs, which replaced the 25-foot TPSB GEN III. During 2012, members of the Deployable Operations Group (DOG), DG-7, TPSB Assist Team, provided hands on training at each PSU to ensure reservists rapidly and responsively understood how to operate their new boat platforms – training these reservists the way they would enter into the fight when deployed.

BMC Brian Garrett, TPSB Assist Team member explained, “We are comprised of ten members, with varying backgrounds including maritime law enforcement, ports waterways and coastal security, OCONUS military operations, Special Missions Training Center (SMTC) instructors and administrative/logistics to include course and curriculum design. The TPSB team is comprised of four chiefs and six first class petty officers.” Garrett notes that the TPSB team was designed to relieve the burdens of having a new platform delivered to the PSU community with no assistance or plan on how to get them qualified. According to Garrett, during 2012 the TPSB Assist Team taught at all eight Port Security Units and logged roughly 4000 plus underway man-hours. While similar courses are offered to reservists at Training Center Yorktown, PSU members understand reservists assigned to stations have priority for course placement – thus the extreme value of the hands-on training provided by the TPSB Assist Team.

Last December I had the privilege of attending one day of Tactical Boat College training the TPSB Assist Team was conducting at PSU 305, Ft. Eustis, Va. I witnessed firsthand the eagerness of the reservists to listen and learn from this great team of DOG instructors. MKC Pamela Smith, a PSU 305 reservist related, “We are receiving standardized training. This nature of training ensures all PSU reservists learn what we can and cannot do while operating the TPSB GEN IV. We also know that no matter which PSU a reservist may augment, once we arrive at that PSU the TPSB GEN IV we are assigned to should have the exact same equipment on the vessel, even including what is stowed in each compartment. We are training the way we are going to fight.”

BM1 Michael Sanborn, PSU 305 active duty patrol leader commented, “Reservists are telling me that they have learned and accomplished more during this consolidated training than they have in a year at the PSU.” Sanborn further explained that PSU members, like many station reservists, sometimes lose opportunities to get underway due to other mandatory training requirements – a common problem faced by many a reservist trying to remain current in their billet. Sanborn, as well as many other members of PSU 305, sincerely appreciated the dedication of TPSB team members BMCS Freeman, BMC Garrett, BMC Brown and MKC Ward for the training they provided. “We know very well that members of the TPSB Assist Team have spent many hours away from their families, loved ones, and homes to ensure reservists can safely operate and understand the capability of our new boat platforms; we are truly grateful to them for their dedication,” stated Sanborn.

There’s nothing like an underway classroom. However, with the pending devolution of the DOG, and trainers like BMC Garrett, BMCS Freeman, BMC Brown and MKC Ward completing their active duty tours, PSU personnel are keeping their collective fingers crossed that this valuable and effective training will continue.

Bravo Zulu to the dedication and professionalism of the TPSB Assist Team!
C School Process: How does a reservist get to go to "C" School?

For a member of the Reserve attendance at a class "C" school requires a two-step process. Given the important role "C" school training plays in a reservist’s ability to build competency and proficiency, it is critical that everyone involved understands and follows this two-step process.

As illustrated here, the first step involves identifying what "C" school is appropriate based on the member’s rating (enlisted) or specialty (officer) development and the competencies associated with the billet to which the member is assigned.

While the "C" school quotas are funded directly from the Reserve appropriation, the member’s pay and allowances are not. Upon receiving a "C" school quota, the member must initiate the second step of the process to ensure that all pay and allowances are funded in a timely manner.

Finally, both steps of the process require multiple actions by multiple individuals making clear two-way communication and attention to detail is critical to successfully accessing "C" school training.

DETAILS OF PROCESS
1. TQC Quota process is the same for all CG personnel.
2. Orders processing differs.
3. Active duty receive funded travel orders from TOC via Direct Access.
4. Reservists receive no-cost travel orders from TOC via Direct Access (Unless serving on some type of long term active duty).
5. Reservists then obtain ADT orders for pay, travel & per diem to attend school.

POTENTIAL PITFALLS:
1. Unit must notify reservists that TQC orders have been received in Direct Access.
2. Failure to obtain ADT orders once TOC issues no-cost orders in Direct Access.
3. No edit-check to determine if training requested is a valid requirement based on PAL or CPRL assignment.
Step #2 Obtain ADT-AT/OTD Orders

**MEMBER**

Submit Request for Orders in Direct Access.

**UNIT ADMIN**

Forward request in Direct Access.

**SUPERVISOR**

Certifies funds. Determines appropriate order type (AT or OTD). Approves request in Direct Access.

**DISTRICT DXR**

Generates, prints and signs orders. Issues orders to member and unit.

**SPO YEOMAN**

Reports to "C" School.

**"C" SCHOOL**

Starts Pay.

**UNIT ADMIN**

Completes training. Files travel claim.

**MEMBER**

Record completed training in Direct Access and TMT. Travel claim approved.

**UNIT ADMIN**

Process and fund travel claim.

**PPC**

MEMBER

**$$$$**

DETAILS OF PROCESS
1. Member initiates request for orders after discussion/planning with supervisor.
2. Supervisor approves, forwards to unit admin.
3. Admin/SPO rep completes order notes, entitlements; forwards to District (dxr) for approval.
4. District (dxr) verifies funds availability, appropriate type of orders, approves.
5. SPO completes data entry, issues orders to member and starts pay when member reports for duty.
6. Member completes duty, files travel claim last day (if applicable), returns home.
7. PSG issues pay; travel claim processed,

**POTENTIAL PITFALLS:**
1. Supervisor fails to forward request in Direct Access.
2. Admin fails to complete input/forward orders for approval.
3. Unit SPO fails to initiate pay action
4. Member fails to initiate travel prior to departure from school.
The Office of Reserve Affairs (CG-131) announces the establishment of defined billet competencies and online training courses for members in Reserve Force Readiness System (RFRS) and Senior Enlisted Reserve Advisor (SERA) assignments. RFRS staff and SERAs enable commanding officers and officers-in-charge to achieve the necessary training, qualifications and contingency readiness of their Reserve personnel and guide individual training to fulfill contingency roles.

The Coast Guard currently has 346 billets assigned the RFRS competency and 105 billets assigned the SERA competency. The RFRS competency is assigned to active duty and civilian full-time support (FTS) positions, and the SERA competency is assigned to the SERA positions filled by Selected Reserve members in the rank of E7 to E9. The competencies and training were announced in ALCOAST 079/13.

Who must complete the e-learning training?

Newly appointed Reserve Program Administrators (RPAs), SERAs, and FTS staff whose positions are assigned either the RFRS or SERA competency are expected to complete the respective online course before reporting to a FTS or SERA position. The SERA course code is 502466 and the RFRS course code is 502465.

How do I find out if my billet is assigned the RFRS or SERA competency?

RFRS or SERA competency assignment to a position can be viewed in Direct Access or Coast Guard Business Intelligence (CGBI). To find the competencies assigned to your billet through CGBI, launch CGBI and select Personal View, if not already your GBI. Then select “Competencies” and this will provide you with a list of required competencies assigned to your billet, and if your billet is assigned the RFRS or SERA competency, it will be listed.

What are the requirements to complete the RFRS and SERA competencies?

Currently, the only requirements to satisfy the RFRS competency are a one-time completion of the RFRS course in the Coast Guard Learning Management System (LMS) and assignment to a designated position with the RFRS competency. To fully satisfy the SERA competency, E7 to E9’s must be assigned to a SERA billet, must be a graduate of the Coast Guard Chief Petty Officer Academy, and complete the SERA course in LMS.

How do I update my record to show that I have the competency?

In order for your profile in Direct Access or CGBI to reflect attainment of these competencies, personnel successfully completing the RFRS or SERA online courses must provide a copy of their course completion certificate to their Servicing Personnel Office (SPO). Members who completed the resident training courses provided between 2009-11, and are currently assigned or previously assigned to billets with the RFRS or SERA competencies, meet the training requirement and are not required to take the online courses. Local SPOs are responsible for ensuring members meet the eligibility criteria and entry of the course completion information in Direct Access.

Why is the training required?

COMDTINST 1306.3, Senior Enlisted Reserve Advisor (SERA) Program, established the SERA program and indicates that SERAs must complete required formal training. COMDTINST 5320.3, Full-Time Support (FTS) to the Coast Guard Reserve Component, states that FTS personnel utilized in support of the Reserve Component (RC) are expected to be provided access to appropriate RC readiness training opportunities.

Initially, CG-131 conducted a two-week training seminar held in 2009 for FTS staff in FRS positions. The training was designed to give a one-time consolidated approach to managing the myriad of Reserve-specific processes (e.g. mobilization and readiness requirements). Resident training continued in 2010 and 2011 to include members in SERA billets, with the focus expanded to clearly define the training requirements for both the FTS staffs and SERAs. While the training was highly regarded, the travel costs and the two weeks away from their local unit made resident training unsustainable. On-line training courses provide the next logical step to replace the resident courses.

As a result, CG-131 in collaboration with Forces Command developed online RFRS and SERA training courses, satisfying the readiness training discussed in COMDTINST 5320.3 and 1306.3. The courses standardize the training process for RFRS and SERAs encompassing all major Reserve requirements without being labor intensive or cost-prohibitive, and without detracting from the priority of establishing and maintaining the size, composition, and mobilization readiness of the entire Coast Guard Reserve.

Where can I find a list of all Coast Guard competencies?

A list of all competencies may be found on the CG Portal. To view the complete list of Coast Guard competencies, please visit the CGPortal Communities tab, and select “Competency Management Systems”. Then, select a 2nd link with the same name “Competency Management Systems” in the left-hand menu and you will reach the Competency Dictionary maintained by the Coast Guard’s Human Resources Strategy & Capability Development Office (CG-1B).

Please visit the CG Reserve Member Resources webpage link (http://www.uscg.mil/reserve/member_resources.asp) for further information on RFRS and SERA. Questions regarding the RFRS and SERA competency courses or the Coast Guard positions assigned these competencies, may be directed to the Reserve Policy and Plans Division (CG-1311) via HQS-DG-Ist-CG-1311@uscg.mil.
Creating a New Competency
Leads to Earning More for Myself
By Lt. Cmdr. Shane Robinson, Reserve Policy and Plans Division (CG-1311)

Recently I was tasked with creating the Initial Active Duty for Training (IADT) competency. Part of the process requires submitting a CG-5311A request form to COMDT (CG-1B1) to justify why the IADT competency needed to be created, identify the target audience, and list the qualification and currency requirements. This same form is used to change or inactivate an existing competency. To get an idea of how to draft my request, I decided to look through the Competency Dictionary to see what others had written.

As a Reserve member, I knew I was supposed to train and earn the competencies required for my job, e.g. boat crew member, RFRS; however, I had no idea how many Coast Guard competencies existed. I was surprised to learn the Competency Dictionary lists more than 800 competencies divided into multiple functional categories: Acquisitions, Aids to Navigation, Aviation, Boat Operations, C4IT, Command and Staff, Contingency Operations, Comptrollership, Defense Readiness, Engineering, Health Services, Human Resources, ICS, Intelligence, Law Enforcement, Legal, Marine Safety, Operations Afloat, Operations Ashore, and Weapons.

I scrolled through the massive list and read dozens of entries. When I was done, not only did I have the information needed to complete my request form, but I had a list of several competencies that I met the requirements for based on my civilian experience, skills and certifications.

The IADT competency was approved and the Competency Dictionary contains the following information:

<table>
<thead>
<tr>
<th>Title:</th>
<th>Initial Active Duty Training</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type:</td>
<td>Human Resource</td>
</tr>
<tr>
<td>Code:</td>
<td>IADT</td>
</tr>
<tr>
<td>Purpose:</td>
<td>The competency will be used to verify and track all Reserve members’ completion of statutory requirements for initial training and OCONUS deployment.</td>
</tr>
<tr>
<td>Target Audience:</td>
<td>All Reserve officer and enlisted members</td>
</tr>
<tr>
<td>Qualification Requirements:</td>
<td>Member must complete accession training (i.e. DEPOT, Basic Training or ROCI); enlisted members must be rated; successfully complete ICS 100, 200, 700 and 800; complete e-course (610189) Reserve Mobilization Demobilization; and must complete 84 calendar days of training</td>
</tr>
<tr>
<td>Expiration:</td>
<td>Permanent</td>
</tr>
<tr>
<td>Currency Requirements:</td>
<td>None</td>
</tr>
</tbody>
</table>

After the IADT competency request was approved, added to the Competency Dictionary, and coded in Direct Access (DA), I went back through the dictionary and put together a package listing the competencies I qualified for, their requirements, and documentation showing how I met them. Then I routed the package through my chain of command for approval. After it was endorsed, I took the package to my Servicing Personnel Office and asked one of the yeomen to process it. The Chief reviewed my package and then entered my 13 new competencies into DA. The next day, they were visible in CGBI under Personal – Skills – Competencies or Summary Sheet. Now I have 18 competencies, including the one I created.

A list of all competencies may be found on the CG Portal. To view the complete list of Coast Guard competencies, please visit the CGPortal Communities tab, and select “Competency Management Systems.” Then, select a 2nd link with the same name “Competency Management Systems” in the left-hand menu and you will reach the Competency Dictionary maintained by the Coast Guard’s Human Resources Strategy & Capability Development Office (CG-1B).
The Concept of Reserve Employment (CORE) is a multi-year initiative that equips the Coast Guard Reserve enlisted force with the critical competencies necessary for responding to major surge and contingency operations. This initiative includes the release of a series of informational ALCOASTs pertaining to the seven Reserve force competencies identified in the Commandant’s 2010 U.S. Coast Guard Reserve Policy Statement, (boat operations, contingency planning & response, expeditionary warfare, marine safety, port security, law enforcement and mission support). Each ALCOAST was developed in coordination with the Coast Guard Reserve Force Master Chief (CGRF-MC), the respective Rating Force Master Chiefs (RFMCs), Headquarters’ program managers and input from the areas, districts, Reserve force senior leadership, as well as numerous field units.

While reservists are chiefly responsible for attaining and maintaining their assigned competencies and individual readiness to respond to contingency and surge operations; commands are responsible for monitoring and assisting reservists towards achieving and maintaining the competencies associated with their respective positions. This can be accomplished in a variety of ways including augmentation opportunities, billet related training, and administrative support. It is important that commands review Reserve position-based competencies and the competencies assigned in the Training Management Tool (TMT) to ensure best possible alignment with the CORE ALCOAST series. It is recommended that TMT be updated within 45 days of the issuance of each ALCOAST.

Implementation of CORE has been divided into the following phases:

**Phase 1:** The Coast Guard’s Office of Reserve Affairs (CG-131) and the respective Deputy Commandant for Operations (DCO) entities jointly release the CORE ALCOAST message that informs members and commands of required competencies.

**Phase 2:** Areas and district RFRS staffs ensure that commands enter competencies into TMT and that unit Position Allowance Lists (PALs) are updated accordingly.

**Phase 3:** CG-131 incorporates competencies within Reserve metrics analysis that is released monthly. The transparency of the metrics analysis makes it possible for both the command and individual member to track and monitor the results. It is important to note that since 2010 overall competency attainment and competency alignment with unit PALs have been steadily on the rise and have witnessed a significant uptick following the release of the CORE ALCOAST series.

To date five of the seven CORE ALCOAST have been jointly released by the Assistant Commandant for Response Policy (CG-5R), Assistant Commandant for Responsibilities (CG-7), and Director of Reserve and Military Personnel (CG-13). The table below, while not all inclusive, provides a snapshot of qualifications necessary to obtain the baseline competencies required within each ALCOAST.
<table>
<thead>
<tr>
<th>#</th>
<th>CRITICAL COMPETENCY</th>
<th>SNAPSHOT OF QUALIFICATIONS</th>
<th>ANTICIPATED RELEASE DATE</th>
<th>ALCOAST #</th>
</tr>
</thead>
</table>
| 1 | Boat Operations     | 1. Contingency Boat Coxswain (CNTCXNRB)  
2. Contingency Boat Crew (CNTCRWRB)  
3. Boarding Officer (OPSSBO)  
4. Boarding Team Member (OPSBTM) | 25-Aug-11 | ALCOAST 402/11 |
| 2 | Marine Safety       | 1. Facility Inspector  
2. Port State Control Examiner  
3. Container Inspector  
4. Explosive Handling Team Sup  
5. Waterways Management Rep  
6. Uninspected towing boat examiner | 28-Dec-11 | ALCOAST 582/11 |
| 3 | Law Enforcement     | 1. Boarding Team Member (OPSBTM)  
2. Boarding Officer (OPSSBO)  
3. Coast Guard Police Officer (CGPOFF) | 28-Sep-12 | ALCOAST 431/12 |
| 4 | Expeditionary       | 1. TPSB Tactical COXN (CXNUTTAC)  
2. TPSB Tactical BCM (CRWUBTAC)  
3. PSU Basic Security  
4. PSU Fire Team Leader  
5. TPSB Tactical BCM (CRWUBTAC)  
6. M-203 40 MM Grenade Launcher | 21-Dec-12 | ALCOAST 537/12 |
| 5 | Response & Contingency Preparedness | 1. Division/Group Supervisor (DIVS)  
2. Task Force Leader (TFL) and Strike Team Leader (STL)  
3. Type 4 Incident Commander (ICT4)  
4. Federal On-Scene Coordinator Representative (MARET)  
5. Pollution Responder (MARED) | 7-Feb-13 | ALCOAST 052/13 |
| 6 | Mission Support     | 1 Primary Mission Support ratings include: DC, EM, ET, FS, IT, MK, YN, HS, and SK.  
2. Ratings frequently used by CG within the Mission Support community in response to surge and contingency operations include: GM, IS, IV, ME, and PA. | 15-Apr-13 | TBD |
| 7 | Port Security       | 1. Contingency Boat Coxswain (CNTCXNRB)  
2. Contingency Boat Crew (CNTCRWRB)  
3. Boarding Officer (OPSSBO)  
4. Boarding Team Member (OPSBTM)  
5. RB-S Tactical Coxswain (CXRNTBAC)  
6. RB-S Tactical BCM (CRWUPBTAC)  
7. Facility Inspector (MAREU)  
8. Explosive Handling Team Sup (MAREB)  
9. Container Inspector (CUSEC) | 31-Mar-13 | TBD |

For more detailed information on the required baseline competencies, please review the series of CORE ALCOASTs provided on the Reserve website at: http://www.uscg.mil/reserve/core/alcoasts.asp

In support and alignment with the Commandant’s 2010 U.S. Coast Guard Reserve Policy Statement, DCO via the 2013 Strategic Planning Direction (SPD) has reiterated the role of the Reserve force and has clearly stated, “The focus of Reserve augmentation and training should be on building critical competencies in the seven operational areas. Reservists should be assigned responsibilities that are clearly linked to contingency operations.” CORE has been developed with this in mind and now serves as a strategic shaping tool to building consistent, repeatable systems for contingency capabilities; thereby, meeting the SPD goal.

In an effort to institutionalize the guidance provided within the CORE ALCOAST series, CG-131, working in conjunction with the staffs of CG-5R, CG-7, and the Director of Operational Logistics (DOL-31), will attempt to identify the appropriate CG manuals and directives to permanently incorporate this information. Once identified, guidance will be issued to the field as to where this information will reside. Additional information on the CORE initiative can be found at: http://www.uscg.mil/reserve/core/default.asp
Training for Life Can Save a Life
Story by PA1 Gail E. Dale

Mandatory training – in military life these two words may not always garner the most excitement or entice the most enthusiasm but these same two words may make the difference between life and death. Just ask Petty Officer 2nd Class Jonathan Ley. A reservist with more than 20 years of service, Ley is a tactical coxswain and a law enforcement petty officer at Port Security Unit 301 in Cape Cod, Mass. As a civilian, he has been serving as a Norwich, Conn. police officer for the past 15 years and is now an investigator in the department.

Ley credits his ability to transition from one role to the next, in great part, to his time and experience with the Coast Guard. Early in January of this year his experience was put into practice when a call came into the department about a barricaded, suicidal man in an apartment complex.

Ley said, “I was actually sitting at my desk and because I’m part of our high risk team my lieutenant who is in charge of that team came over and tapped me on the shoulder and said ‘I need you to suit up.’ So I went from one role right into the next.”

As Ley and his fellow officers arrived at the scene, the suspect fired at them. The officers worked together to keep the despondent suspect confined and to try to take away his tactical advantage for the safety of the other residents in the apartment complex. In assessing the situation, Ley saw that not all of the officers there had the same equipment he did. Many of them were responding as patrol officers whereas he had the opportunity to put on extra gear and respond as a tactical officer. With these observations, he drew on the team coordination training (TCT) he received in the Coast Guard.

“When I was standing there I recognized they talk about a ‘Swiss cheese’ model and I recognized all the holes in the Swiss cheese model were lining up for me; that things were not going the proper way,” recalled Ley. “I recognized we needed more people and that I needed better equipment for the people around me because not only was I protecting them, they were protecting me.”

Even though he was in the most vulnerable of positions he would not abandon his teammates. He positioned himself in front of a window where the suspect was and focused on the situation at hand. Without warning, the suspect shot hitting Ley six times through the window; two bullets were stopped by his body armor, one severed a tendon in his knuckle, one became lodged in his shoulder; one went through his leg while another hit his rifle causing it to shatter. Pieces of shrapnel from the rifle entered his neck, lodging in his spine.

Ley focused on his training and breathing and made it down a stairwell. He found another officer who looked big enough to carry him and after making sure he was okay told him he had been hit and needed assistance as he was starting to feel weak.

“This is where a lot of training from the Coast Guard, policing and my martial arts came in. I tried to control my body, control my pain. I simply just went into that mode,” said Ley. ‘All that training, everything that I had done in almost 21 years with the Coast Guard and 15 years as a police officer and many years of martial arts all came to that one moment. So basically, I prepared my entire life for that one moment,” he added.

As his team brought him to safety and protected him, Ley was having trouble breathing. Unaware he was shot in the neck and bleeding internally, Ley used the emergency medical technician training he had taken early in his Coast Guard career and initial combat medical training he received prior to deployment to Kuwait in 2009 to tell the officers around him how to help him.

“I started almost going into a mantra where I started telling the guys around me how to do first aid on me. I focused on telling them where my wounds were, how to treat them and my blood type and just repeated that,” recalled Ley. “They did their job and that allowed me to stay focused,” he added.

Soon, Ley began having problems breathing again so he focused on his 2-year-old son, Jackson. With Jackson’s face at the forefront of his mind he told himself the same thing he had said immediately after being shot “I’m not dying here.”

“I made the conscious decision as soon as I was shot that I refuse to die. Now, me surviving had a lot to do with other people but, I made that conscious choice,” he stated.

Ley reports he passed out, and when he woke up, he was at the same location. He could see he and the other officers were blocked in by patrol cars so the ambulance could not get to him. He told those he was with he could walk with their help, as being upright helped him breath better. After some initial protests, Ley threw his arms around two other
COAST GUARD MUTUAL ASSISTANCE … LOOKING AFTER OUR OWN

CGMA is the Coast Guard’s own financial relief organization and an important avenue for Coast Guard men and women to help one another during times of need.

In 2011 CGMA provided $4.6 million in direct financial assistance to shipmates in need. More than $144,600 went to Reserve members facing emergency situations.

As an example, this summer a Reserve Petty Officer who had just deployed, received word that his grandmother had passed away. Unable to afford the cost of airfare, he turned to CGMA and was given timely assistance. He was able to return home in time to pay his respects on the day of the funeral.

To learn more about CGMA programs and services or to make an end of year contribution, visit www.cgmahq.org or call (800) 881-2462.
officers, and they ran about 200 yards across the apartment complex to an awaiting ambulance.

Even while in the ambulance Ley was recalling his combat medical training and telling others what needed to be done. He recalled the importance of applying a tourniquet specifically to a leg wound. The paramedic, coincidentally having also just received combat medic training, pulled a tourniquet out of his pocket and applied it to Ley’s leg.

“As we got to the hospital, I was getting pretty cold. I told the doctor to tell me when it was ok to go to sleep, because all of my training had told me if you can stay awake, you can stay alive.”

After three days in the hospital Ley was released. His prognosis is good but there are surgeries still to be done and it will take many months for a full recovery. In addition to his physical wounds, he is working through the stages of healing to recover mentally as well, which he states is just as difficult as healing the visible wounds.

“I want others in the Coast Guard to learn from my experiences,” said Ley. “I’m a teacher by nature, so when this happened to me I wanted everyone else to learn from what I’m going through. It’s important to take training seriously because you never know and that mentally it’s okay not to be ok and be able to admit that to yourself. I went through some dark times and sleepless nights. We need to stop being tough guys and just be there for each other. Luckily the Coast Guard has been there for me; they’ve been more than gracious.”

Ley has received support from more than just the Coast Guard. The community and local police departments have also reached out to organize a benefit for him in March at Dodd Stadium in Norwich, Conn. to help with some of the financial burdens associated with his recovery. Always thinking of others, Ley said he would like to use some of the proceeds to buy protective tactical equipment for the officers in his police department.

CG Reservist member of FBI San Francisco’s Crisis Negotiation Team Credited for Peaceful Resolution in Kidnapping

Story by Public Affairs Specialist Peter Lee, FBI San Francisco Public Affairs

When Christopher Maffei abducted his two children from their mother on September 4, 2012, he did not know he would be surrendering to FBI Special Agents from the San Francisco Division three days later.

After abducting his three-year-old daughter and two-year-old son from their mother’s apartment, Maffei stole a sailboat from an Alameda, Calif. harbor before being spotted by the U.S. Coast Guard off the coast of Monterey Bay, Calif.

The Coast Guard requested assistance from FBI San Francisco’s Crisis Negotiation Team (CNT) on Sept. 7. Immediately, a team of special agents were dispatched to the Coast Guard Station Monterey, where the cutter Hawksbill, members of the Coast Guard sector boarding team, special agents from the Coast Guard Investigative Services (CGIS) and South San Francisco Police Department detectives were planning to intercept the stolen vessel. FBI Special Agent Stonie Carlson, a Lt.j.g. in the Coast Guard Reserve, was assigned as the CNT’s primary negotiator.

Although there was enough equipment and provisions to sustain several days of negotiations, CNT raced to establish communication with the subject before nightfall.

Around 7:30 p.m. that evening, FBI CNT, members from tactical Coast Guard teams and CGIS intercepted the stolen sailboat. Using the Hawksbill’s public announcement system, Special Agent (SA) Carlson verbally contacted Maffei, who immediately acknowledged SA Carlson’s commands to comply.

SA Carlson, along with the boarding team, entered a rigid-hulled inflatable boat to arrest Maffei and rescue his two children. What seemed to be a tense kidnapping at-sea was quickly resolved when the boarding team was relieved to find the children unharmed.

“The strategy we were able to establish in a short period of time was important going into a situation like this,” said SA Carlson. “I don’t think we could have been as successful without the support system we have for each other as a team. Having children of my own, I couldn’t have imagined another outcome other than a peaceful one.”

Following the arrest and rescue, the Coast Guard held a press conference, thanking the FBI for its assistance in peacefully resolving the kidnapping. Assistant Special Agent in Charge (ASAC) Craig Fair was invited to represent the FBI. “This is another successful example of how we integrate seamlessly with our law enforcement partners,” said ASAC Fair. “Stories like this remind us how we can directly impact the lives of the people we serve.”

That the coordination between the FBI and Coast Guard was seamless came as no surprise to Carlson. “As federal law enforcement agencies, our training, knowledge-base, and mission focus are aligned; in this case, it was rescuing the two children safely by all necessary means. For me, it was humbling to know I was able to be a value added to this case by furthering both operational and personal relationships between my fellow agents and Coast Guard colleagues.”

Note: Lt.j.g. Carlson is assigned to Personnel Services Center-Personnel Support Detachment-Surge Staffing Branch, Coast Guard Base Alameda, CA.
For This Immigrant: Country, Family and Service Inexorably Linked

Story and photograph by Army Sgt. Trisha Pinczes,
Joint Task Force – Guantanamo – Public Affairs Office

Born in Jalisco, Mexico, U.S. Coast Guard Petty Officer 2nd Class Humberto Medina came to America in 1989 in order to find a better, and more importantly, a safer life with his family.

“It was not by choice, but during the mid 80’s, Mexico saw a spike of the drug cartels and it began to affect my father’s business,” Medina said. “For security reasons for him and our family, we had to leave.”

Staying until the safety of their own family was at risk, they moved to the United States.

“My father was contacted a couple of times by these people and it didn’t go very well so we were forced to move,” he said. “The reason for our migration was simply it was no longer worth it to live there knowing what could happen.”

Having grown up in Mexico, the Medina family held a large sense of loyalty to their home and country only to be let down by those who had once been respected.

“It was really hard for my father,” Medina said. “He was very disappointed in the government, in Mexico, the infrastructure, the corruption, the lack of leadership.”

Staying with your family is usually assumed while growing up; however, when it means leaving everything you’ve known, the decision can be harder than one might think.

“I wanted to stay in Mexico but when I saw the level of corruption that was going on and is still going on, it kind of disappointed me as well,” he said. “With America, I had seen that if you work really hard and you do the right thing, you could have a chance to make something of yourself.”

Deciding to come to America and leaving your childhood behind can be quite an adjustment, but Medina had a leg up on adjusting to a new culture.

“Luckily I lived close to an area where there are a lot of Americans,” Medina said. “At a young age I was exposed to the language, culture, how people think, and even the food, so it wasn’t that hard.”

As a teenager, Medina was able to learn some of the language before arriving in America.

“I lived on the ocean and surfers would come in their VW buses and surf for a month or two and then move on,” he said. “During that time I would continue to learn more and more English so when I got to the states, I had a basic understanding of how to speak it.”

Years after coming to America, Medina decided to further make this his home by serving his country when he joined the U.S. Coast Guard.

“I’ve been in since 2004. I can honestly say at the end of the day when I go home that I feel like I did a good job,” he said.

How he came to serve his country is a testament to his commitment to serving as well.

“I remember waking up on the morning of 9/11 and I wasn’t sure if it was a movie or what it was,” he said. “I was watching and the whole day I went to work but I wasn’t really working, my mind was somewhere else.”

A day we will all remember convinced him to enlist.

“It hit me, I came to this country and I’ve been here for a decade. I’ve gone to school, had a job and I was in the process of becoming a naturalized citizen at the time,” he said. “I said to myself the hardest part is going to be leaving but I realized that just watching CNN and voicing my opinion wasn’t going to do anything.”

Deciding to join the military, Medina looked at all of the services before deciding.

“The Coast Guard just fit me,” he said.

Being in the country and being a part of the country are two different things he explained.

“I can honestly say that it’s different when you hear the national anthem and you wear the uniform, you feel proud,” Medina said. “I was given an opportunity when I came to this country when I didn’t have anything and now I would like to think that in a small way I’m now a part of it.”

Being away from family is something Medina has done before joining the Coast Guard.

“This is my third deployment and obviously the separation is the hardest thing,” he said. “They understand it though and they’re proud of what I do.”

Being in Kuwait for his two previous deployments, this tour of nine months here is somewhat different than the first two.

“Coming here to Cuba is kind of like coming home for me,” Medina said. “It’s humid, it’s hot, the water is great, there are lots of iguanas, and it’s a similar environment to where I grew up so I reminisce back to when I was a kid, especially with the mosquitos.”

While he may not enjoy being away from his family, Medina is proud of his work and why he is serving.

“Growing up at a young age, we left our country, we left our culture, our environment, the people we like to be with,” he said. “You understand that at one point in your life you are going to be separated from those that you love so you have to make the most of it when you are with them.”

Editor’s Note: Since this article was originally published in The Wire, Medina has advanced to Machinery Technician 1st Class. Medina is assigned to Port Security Unit 311, which is deployed to JTF-GTMO in support of the Department of Defense.
In the yard of a Kuwaiti Naval Base, members of the U.S. Coast Guard’s Redeployment Assistance Inspection Detachment (RAID), accompanied by a lieutenant from the U.S. Army and members of a U.S. Navy Customs team, opened a shipping container, discovering some surprising cargo hidden in theater for two years. It included numerous weapons and other sensitive equipment. Senior Chief Food Service Specialist Anthony Padavan, 43, a native of Dade City, Fla. and a longtime Coast Guard (CG) reservist, was a member of RAID when they discovered the cargo.

Created in 2003 by an agreement between U.S. Coast Guard Atlantic Area and the U.S. Army’s Military Surface Deployment and Distribution Command (SDDC), RAID teams ensure hazardous materials are properly prepared for shipment and re-entry into the United States. Marine Science Technician 2nd Class Brian Mangum, 39, of Lithia, Fla., was also called to active duty in 2011. The duo served on the joint services team for one year.

Their exhaustive training included a one-month stint at Portsmouth, Va., and an additional four weeks at Fort. Dix, N.J. At Portsmouth, training focused mostly on container law and inspection; along with transitional weapons training, a method for ensuring the smooth shift from firing an assault rifle to a sidearm. Then they moved to Fort Dix for Humvee and Mine-Resistant Ambush Protected Vehicle and rollover training in which, vehicles are flipped over as crews practice safe exiting techniques. The specialized course also included nighttime driver training, aircraft entrance and exiting techniques, and emergency combat lifesaving techniques. In addition, U.S. Customs provided Customs Border Clearance Agent instruction allowing RAID to act as Customs inspectors for the military. The training, said Padavan, was thorough.

“That was some of the best training I’ve ever been through,” he said. “The idea is to learn all these different systems…it’s pretty intense.”

Padavan, a Sector Miami reservist and Mangum, a Sector St. Petersburg reservist were then deployed to the Army’s 595 Transportation Brigade, in Camp Arifjan, Kuwait, before heading to Afghanistan. They said fewer than 100 Coast Guardsmen have set foot inside the mountainous country of Afghanistan. As a result, life on deployment presented some new challenges.

“Day-to-day life was weird,” says Mangum. “We lived in containers, we worked in containers and we inspected containers.”

Teams lived in two side-by-side 40-foot containers with three separate bedrooms. At Camp Leatherneck in Afghanistan, Padavan lived in a slightly smaller, 20-foot container. The pair traded dark blue Operational Dress Uniforms for desert camouflage and their operationally-forward deployment carried risks somewhat foreign to most Seventh District reservists.
"It was kind of surreal when you think of it," said Mangum. "We were constantly under threat of attack."

Yet by all accounts, they adapted well. Padavan passed the time reading and working on his college degree. Although he did not work within his rate while deployed, on one occasion when the unit had a delivery of rib eye steaks, he crafted a concoction of spices and organized a cookout for the 831st Deployment and Distribution Support Team. While his job was mostly unrelated to his official rate, he discovered some parallels.

"Both require thinking on your feet," Padavan said. "Being in the heat all day is like working in a hot kitchen," he said. "And just like in a kitchen, when it’s busy, it’s very busy."

Mangum, who has been running since his wife took up the sport during his Deepwater Horizon Oil Spill deployment in 2010, logged 1,400 miles while on the RAID deployment.

"When you run, it helps clear your mind," he said. "I found that running in the morning was the best because it put me in a good mood for the whole day."

Mangum also credits the friendships he made with Coast Guardsmen and those in other armed services with making the deployment a smooth one. He and Padavan acknowledge sometimes their colleagues were surprised to see the Coast Guard in land-locked Afghanistan. However, the duo explained their training with container inspections was uniquely suited to the mission.

Padavan’s smooth transition from Food Service Specialist to RAID member grew from the broad-based training he said he received when assigned to Port Security Unit (PSU) 307 in St. Petersburg, Fla.

"...I learned to be flexible and open to different things outside my rate," he said.

At the PSU, Padavan underwent boat crew member training, extensive weapons training, logistics training and basic medical training, developing a breadth of knowledge about various rates. He said the rigorous training out of rate taught him the versatility required by deployments outside the United States. He cites his willingness to learn new things, and his interest in being a team player as valuable deployment skills. A college Chef Instructor at the Art Institute of Tampa in his civilian life, Padavan seems to take everything in stride and is well known for his adaptability.

Both Mangum and Padavan have seemingly mastered the art of balancing service with their personal lives.

"Me and my wife really form a good team," Mangum said. "It’s never been hard ...it’s about trust and confidence as a couple and as individuals, I guess."

Yet there are trade-offs.

"I had to sacrifice time away from my family, my civilian job and basically my entire life as it was put on hold," said Padavan.

Yet both are appreciative of the opportunity to serve overseas.

"It’s always been something I wanted to do," Mangum said.

A reservist in the Coast Guard for the past 12 years, Padavan also served a three-year stint on active duty in the Army, plus eight years in the National Guard.

A reservist for four years, Mangum shares that passion for service. Before joining the Coast Guard Reserve, he served in the Peace Corps in Nicaragua. In his civilian life, he works as an Environmental Specialist for Sarasota County, as an Asbestos Coordinator and an Operations and Maintenance Inspector. He acknowledges being deployed with RAID was an important assignment, highlighting the opportunity it gave him to work with other services. Mangum also acknowledges a sense of pride at seeing the Coast Guard get some well-deserved visibility.

"Being in a combat zone allowed others to see we are definitely one of the five armed services, Mangum said, “I think they really appreciated the job we did."

Padavan concurs.

"I feel like when we’re deployed we’re doing something bigger than ourselves," he said.

For Padavan, working with RAID was the ideal way to cap off a career spanning two-and-a-half decades and every major contingency operation since September 11, 2001.

“This deployment put the icing on the cake,” he said. "It is my capstone deployment and probably my last. It was like being an eyewitness of history.”
The USCG Psychological Health & Traumatic Brain Injury Program

Do you have trouble remembering things, recent events, activities, places and familiar faces? Do you find yourself processing information slower, talking slower, having a harder time understanding words, or asking for others to repeat or rephrase so you can understand? These are some of the many symptoms experienced by those suffering from a traumatic brain injury (TBI). A TBI can cause a wide range of functional changes which can affect thinking, sensation, movement, language, and/or emotions. A TBI is a blow or jolt to the head or a penetrating head injury that disrupts the function of the brain. Concussions, also called closed head injuries, are a type of TBI. Not all blows or jolts to the head result in a TBI. Most TBIs that occur are mild TBI (mTBI). mTBIs are present in both civilians and military personnel. mTBI has been labeled the “signature injury” of the wars in Iraq and Afghanistan. However, the epidemiology of both deployment and non-deployment related mTBI remains poorly understood despite the potential deleterious effects for service members.

The U.S. Coast Guard (USCG) has recently established a Psychological Health (PH) & TBI Program to tackle the complex problem related to mTBI. Despite having a smaller footprint than the other military services, the USCG is faced with similar head injuries whether on the battlefield, in garrison or on any deployment mission either CONUS or OCONUS. These injuries can occur to anyone at anytime. By establishing the USCG comprehensive PH-TBI Program, the USCG will hopefully reduce the number of mTBI cases in the USCG with a resultant decrease in morbidity and increase in cost savings.

All USCG healthcare providers are required to receive training on mTBI and concussion management. Rear Adm. Maura Dollymore, Director of Health, Safety and Work-Life, emphasized, “We must ensure all Coast Guard personnel, especially our healthcare providers, understand the importance of proper concussive management. The intent of the USCG’s TBI-401 TBI Providers in a Non-Deployed Setting course is to take a strategic approach to the early identification of concussion in order to reduce long-term effects of injury. This plan is a comprehensive, inter-disciplinary approach focusing on education/prevention, training, treatment, and tracking of concussion in the USCG and promoting total health across the force. The foundation of the USCG’s PH-TBI Program focuses on patient-centered care, which will help to ensure the best clinical outcomes for our personnel. Implementation of the USCG PH-TBI Program will help to reduce the impacts of concussion and improve the health and well-being of our USCG Force.”

As the USCG’s PH-TBI program matures, Coast Guard leadership, healthcare providers and personnel will be armed with the appropriate tools to identify and recognize mTBI.

Tax break for travel beyond RCD

The last issue of the Reservist (Volume LIX, Issue 4) discussed centralized assignments for all SELRES members and the possibility of being assigned to a billet beyond your reasonable commuting distance (RCD). Section 5.A.2 of the Reserve Policy Manual, COMDTINST M1001.28A, has two definitions for RCD. The definition we are interested in is:

“100 miles from the drill site or a distance that may be traveled by automobile under average conditions of traffic, weather, and roads in three hours. This applies only to those units that normally schedule four IDT sessions on two consecutive days and where government meals and quarters are provided at the unit IDT site.”

The IRS is willing to help you if your travel is more than 100 miles and requires an overnight stay. We are allowed to claim a deduction that reduces adjusted gross income for unreimbursed travel expenses paid in connection with the performance of services as a reservist. This is better than a deduction you claim on Form 1040, Schedule A because it will reduce the amount of income on which you owe taxes, rather than reduce the amount of taxes you pay.

This topic is discussed in detail in IRS Tax Topic 511, Business Travel Expenses. For those of you reading this issue online, the web site address is http://www.irs.gov/taxtopics/tc511.html. If you are reading a hardcopy issue, type the address into your browser, or search for “tax topic 511”. The pertinent section of the tax topic states:

“If you are a member of the National Guard or military reserve you may be able to claim a deduction that reduces adjusted gross income rather than an itemized deduction on Form 1040, Schedule A, for unreimbursed travel expenses paid in connection with the performance of services as a reservist. To qualify, the travel must be overnight and more than 100 miles from your home. Expenses must be ordinary and necessary. This deduction is limited to the regular federal per diem rate (for lodging, meals, and incidental expenses) and the standard mileage rate (for car expenses) plus any
parking fees, ferry fees, and tolls. These expenses are claimed on Form 2106, or Form 2106-EZ and carried to the appropriate line on Form 1040. Expenses in excess of the limit can be claimed only as an itemized deduction on Form 1040, Schedule A.”

There are instructions on Forms 2106 and 2106-EZ on how to claim these travel expenses. Most tax preparation software packages should be able to handle your reserve related travel expenses. If you want to get all of the details, read IRS Publication 463, Travel, Entertainment, Gift, and Car Expenses.

Yes, you have to pay your travel expenses up front and reimbursement comes in the form of reduced income subject to taxes, but don’t let your drill pay get eaten up by travel expenses; take advantage of all the benefits and breaks to which we are entitled. Also, consider filing amended tax returns for those years in which you were billeted over 100 miles from your home.

CG Reservists gain additional benefits for Title 14 recalls

Article by Grafton Chase, CG-131

On January 3, 2013, President Obama signed the Fiscal Year (FY) 2013 National Defense Authorization Act (NDAA), which contains section 681 titled “Equal Treatment for Members of Coast Guard Reserve Called to Active Duty Under Title 14, United States Code.” Long in the making, this change does three essential things and may provide qualified reservists additional benefits depending on their individual circumstances.

First and foremost, it classifies incidents that warrant a Title 14 United States Code (U.S.C.) recall of Coast Guard Reservists in response to a domestic incident as a “contingency” as in Title 10 U.S.C. This authorizes CG reservist the same benefits provided DoD reservists responding to the same event under other authorities. This may include, but is not limited to, benefits such as issuance of a form DD-214 regardless of the duration of the event and differential pay for federal civilian employees.

The change in law also gives credit for service under Title 14 U.S.C. recall for Reserve early retirement benefits. The amendment does not change the criteria for Reserve early retirement — 3 months early retirement for every 90 days within a fiscal year (FY) -- however, the service under Title 14 is credited toward early retirement as long as the member performs other qualifying (either Title 14 or Title 10) duty during the FY equaling a cumulative total of 90 days of active duty.

Finally, this change authorizes credit toward qualifying active duty service for receipt of Post 9/11 G.I. Bill benefits. Prior to enactment, time served for domestic response under Title 14 U.S.C. recall did not count toward this education benefit. Now time recalled does counts toward achieving benefits.

The statute change is effective for any Title 14 U.S.C. recall order dated on or after 31 December 2011. Though the amendment was not backdated to include service in support of the Deepwater Horizon oil spill, it does include credit for those responding to Super-Storm Sandy prior to the signing of the FY13 NDAA.

This well deserved change recognizes the great service our reservists have done, working side-by-side with our DoD partners responding to the same domestic incident.

The actual statue as it appears in the FY13 NDAA is shown below:

FY13 NDAA SEC. 681. EQUAL TREATMENT FOR MEMBERS OF COAST GUARD RESERVE CALLED TO ACTIVE DUTY UNDER TITLE 14, UNITED STATES CODE.

(a) INCLUSION IN DEFINITION OF CONTINGENCY OPERATION.—Section 101(a)(13)(B) of Title 10, United States Code, is amended by inserting “section 712 of Title 14,” after “chapter 15 of this Title.”

(b) CREDIT OF SERVICE TOWARDS REDUCTION OF ELIGIBILITY AGE FOR RECEIPT OF RETIRED PAY FOR NON-REGULAR SERVICE.

Section 12731(f)(2)(B) of Title 10, United States Code, is amended by adding at the end the following new clause: “(iv) Service on active duty described in this subparagraph is also service on active duty pursuant to a call or order to active duty authorized by the Secretary of Homeland Security under section 712 of Title 14 for purposes of emergency augmentation of the Regular Coast Guard forces.”

(c) POST 9/11 EDUCATIONAL ASSISTANCE.—Section 3301(1)(B) of Title 38, United States Code, is amended by inserting “or section 712 of Title 14” after “Title 10”.

(d) INCLUSION OF PRIOR ORDERS.—The amendments made by this section shall apply to any call or order to active duty authorized under section 712 of Title 14, United States Code, on or after December 31, 2011, by the Secretary of the executive department in which the Coast Guard is operating.

(2) CREDIT FOR PRIOR SERVICE.—The amendments made by this section shall be deemed to have been enacted on December 31, 2011, for purposes of applying the amendments to the following provisions of law:

(A) Section 5538 of Title 5, United States Code, relating to nonreduction in pay.

(B) Section 701 of Title 10, United States Code, relating to the accumulation and retention of leave.

(C) Section 12731 of Title 10, United States Code, relating to age and service requirements for receipt of retired pay for nonregular service.) RETROACTIVE APPLICATION OF AMENDMENTS.
Personal Safety Readiness requires planning and awareness

Submitted by BMCM Timothy M. Jasina, Sector Detroit Reserve Command Master Chief

Personal safety readiness isn’t tracked in CGBI or brought to your attention if you go ‘red’. But before you can perform your weekend drill (IDT) or attend annual training (ADT) and ‘remain in the green’, you must travel to your unit. A young petty officer travelling to a 9th District small boat station early one Saturday morning in January was doing just that when he stopped for fuel along the way. While standing there, he was approached by a gunman who robbed him of his wallet and cell phone. Fortunately, the petty officer was physically unharmed. But he was forced to deal with the effort and time required to contact every credit card issuer, protect against identity theft, and travel to one of the few locations available to replace his military ID card.

The personal safety readiness lessons we all can take from this PO’s experience are:

• Preparation for IDT and ADT drills includes assuring your transportation is squared away before leaving the safety of your neighborhood.
• Check and fill up all fluids as if you were driving 300 miles, before you leave the safety of your neighborhood.
• Plan your trip selecting a route using expressways thru safe areas, even if it increases the travel time.
• To aid in understanding the areas of concern en route, refer to www.crimemapping.com for maps detailing crimes along your travel route.
• If travelling to a new assignment, contact the unit for the safest route and areas to avoid. Use you shipmates’ local knowledge to your benefit!
• Do not be complacent when fueling your vehicle! Be aware of your surroundings at all times. Don’t just watch the numbers increase on the gas pump - keep your eyes on everything around you.
• Gas stations and party stores are the two most likely places for a robbery to occur (as stated by a fellow reservist/local large city police officer). Avoid them in the city.
• If approached for a robbery, police recommend complying. Nothing on your person is more important than YOU - credit cards, money, jewelry, and ID’s can be replaced.
• If a victim of criminal activity, report it to your command.
• Keep copies of all documents carried on your person. Each item should have emergency phone numbers to contact the issuer in case they are lost or stolen.

• Lastly, make sure your drills are in Direct Access and in a pending status. Your orders and the legal protection they provide cover you from home to drill location and back.

Do everything in your power to travel safely. Don’t be complacent. Readiness preparedness starts when you leave home. When you’ve reached the unit safely you can then carry out the plan of the day. Think ahead and act as if your life depends on it, because it does.

Sailors Find a Safe Harbor

Story by Alfred C. Jurison, Safe Harbor Foundation

Sailors and Coast Guardsman have lacked a comprehensive service and support agency, similar to the Army’s Wounded Warrior and Marines’ Semper Fi organizations, which can provide assistance to seriously wounded, ill and injured active-duty and medically retired service members. The Safe Harbor Program is also available to reservists being treated at a military treatment facility and who are enrolled in the program.

With the formation of the Safe Harbor Foundation, Sailors and Coast Guardsman and their families can now find a support agency that fills the gaps between government agencies and local community services. The foundation provides personalized assistance throughout all phases of the service member’s recovery, rehabilitation and return to duty or, upon separation, reintegration into civilian life.

There are so many organizations that exist to help injured service members that it can be overwhelming for young sailors and their families to navigate the various services available and the requirements to access the help. Safe Harbor intends to breach this problem by providing a comprehensive approach to the injured individual and his/her families needs. The intent of the Foundation is to identify all the requirements necessary to return the service member to duty or to provide a seamless transition to civilian life.

The Foundation supports all seriously wounded, ill or injured Sailors, Coast Guardsman and their families. Sailors and Coast Guard personnel who served in Operation Enduring Freedom (OEF) and “Operation Iraqi Freedom” (OIF) as well as shipboard casualties are also welcome. Individual injured in Liberty accidents (car crashes, etc) and those with serious medical and psychological conditions such as cancer or severe Post Traumatic Stress (PTSD) as well as high risk seriously wounded, ill or injured members are accepted on a case by case basis.

The Foundations’ support services begin with a comprehensive recovery plan. The plan identifies the complex issues that may face the Sailor and the family and include such
daunting issues as resolving pay and personnel issues, invitational travel orders, and financial/legal support. Child and youth care are provided in the form of legal and guardianship issues, family camps and Christmas gifts.

Housing support includes identifying potential housing and rental support and, in some cases, finding assistance for adapting homes for the mobility and sight impaired. This might include installing ramps, lowering light switches and widening doorways as well as providing handicapped bathrooms. Stair elevators can also be installed to overcome climbing steps.

Transportation assistance may include travel vouchers, or in some cases a Segway to enable a disabled Sailor to attend classes. Vehicle modifications may be arranged to allow the Sailor to drive his/her own vehicle. Specialized equipment can be provided such as wheelchairs, power wheelchairs and scooters.

The plan also identifies education and training benefits available to the individual. These benefits vary by state and locality so having an organization familiar with the options helps the individual and their family avail themselves of often overlooked education and training opportunities. Additionally, some benefits are provided free or at a reduced rate for veterans and/or disabled veterans.

In some cases the Foundation can obtain Post Exchange (PX) and Commissary benefits for the family. This is on a case-by-case basis and depends on the condition of the wounded, ill or injured service member. Likewise, the Foundation can identify where the family can obtain the ID cards necessary to access the PX and Commissary.

The Foundation can identify respite care that gives a temporary break to those who are caring for family members who might otherwise require permanent placement in a facility outside the home. The foundation can identify the best respite care for the particular situation and examples include:

- In home respite. In this model the temporary caregiver comes to the regular caregiver’s home, and gets to know the care receiver in his or her normal environment. The temporary caregiver stays at the home and learns the family routine and where and when to administer medicine or physical therapy. Depending on the state, Medicaid or Medicare may be used to help cover costs.

- Specialized facility. This is a local facility where the Sailor may stay for a few days or a few weeks. The advantage of this model is that the specialized facility will have better access to emergency facilities and professional assistance if needed.

- Sitter-companion services. Local civic groups, the faith community and other community organizations usually provide this service. A regular sitter-companion can provide friendly respite care for a few hours, once or twice a week.

- Therapeutic adult day care. This option provides respite care during business hours five days a week. However, in some instances, this care may also be provided 24 hours a day. This service allows family members to work while ensuring the wounded Sailor is properly cared for.

These are just a sampling of the services provided by the Safe Harbor Foundation. For more information or, to request assistance, please call the Foundation at 877-746-8563 or send an inquiry to http://safeharborfoundation.org.

Coast Guard Mutual Assistance
Supporting the people…Supporting the mission

Coast Guard Mutual Assistance (CGMA) is the Coast Guard’s own financial relief organization. For well over 85 years, CGMA has been there to support the people who, through personal readiness and devotion to duty, support the readiness of the Coast Guard and execute the Coast Guard mission.

Whether responding to a natural disaster like Super-Storm Sandy or meeting the many individual needs that arise on a daily basis throughout the Coast Guard, CGMA stands ready to provide essential financial assistance when times get tough.

Last year, CGMA provided more than 5,900 loans and grants totaling over $4.27 million to Coast Guard families in need. Coast Guard Reserve members received over $155,900 in assistance. Victims of Super-Storm Sandy received a little over $115,800 in grants and interest-free loans.

“You have the potential to make this sort of difference in the lives of your fellow reservists.”
-Rear Adm. S. E. Day

CGMA needs your support. As an independent non-profit organization, CGMA receives no government funds. All support comes from the voluntary contributions of people like you. And without a steady infusion of funds, CGMA would not be able to continue performing its vital role within the Coast Guard community.

Please consider giving to help support the people who perform the mission. The future of CGMA is in your hands. Your tax deductible contribution will help ensure that when the needs arise, CGMA will be there to help.

To make a secure online credit card donation, visit www.cgmahq.org and click on “Donate Now.”

Contributions by check may be mailed to:

Coast Guard Mutual Assistance
US Coast Guard Stop 7180
4200 Wilson Blvd., Suite 610
Arlington, VA 20598-7180

For more information about CGMA, including programs, resources and assistance available, visit www.cgmahq.org or call (800) 881-2462.
FREE COPING WITH DEPLOYMENT COURSE

The American Red Cross now offers an online version of its Coping with Deployments course, which is designed to promote resilience in families supporting the military deployment of a loved one. Like its instructor-led counterpart, the free online course aims to help military families handle the challenges and opportunities that come with a family member’s deployment. Participants learn how to offer emotional support to those in need and how to build resiliency within themselves and in others, including children. These are skills that people can use in many life situations.

For more information please visit www.uscg.mil/reserve/yellowribbon/arc.asp

YELLOW RIBBON PROGRAM
LONG-TERM SURVEY REQUEST

The Coast Guard Yellow Ribbon Program is tailored to members who deployed outside the United States and their families or designated representatives who “kept the fires burning back home” with the goal of building strong, resilient Coast Guard members and families. The program is now launching a process to measure its long term effectiveness and satisfaction.

If you, your spouse, family, friends or designated others have participated in the Yellow Ribbon Program, specifically the post-deployment events, we ask that you take a few minutes to complete a very short on-line survey.

It is crucial for a program such as the Yellow Ribbon Program to conduct surveys such as this to ensure we are meeting the needs of our Coast Guard members and families by providing relevant and helpful information and resources. We are reliant on your responses to help shape the program so it can remain a vital resource for those facing the challenges of deployment.

The survey, which does not collect personal information, can be accessed at:

www.uscg.mil/reserve/yellowribbon/survey

If you have any questions or concerns about completing this survey, or the Coast Guard Yellow Ribbon Program, in general, please contact the Yellow Ribbon Program team via e-mail at: yellowribbon@uscg.mil.

FORMER RESERVIST RETIRES FROM ESGR

CGRF-MC Mark H. Allen recognizes Mr. Ron White, Capt., USCGR, (ret.) during a ceremony to honor his retirement from the Employer Support of the Guard and Reserve National Staff.
PSU 305 wins Reserve Family Readiness Award

PSU 305 wins Reserve Family Readiness Award

MSU Texas City spreads the warmth

In January 2013 volunteers from USCG Marine Safety Unit Texas City joined United States Army Corps of Engineers (USACE) Galveston District, R.J. Wollam Elementary, Clear Lake University Baptist Church, Clear Lake Chinese Church, and Ryan Johnson for "Operation Warmth." Together they collected over 1,000 articles of cold weather gear including jackets, hats and gloves; and sent them to women and children in Afghanistan. Approximately 500 jackets were provided by MSU Texas City. Pictured here (L-R) Ms. Colleen Chamberlin, Mr. Luis Lopez and Mr. Frank Mendez (USACE civilian employees deployed to Afghanistan).

Selected Reservists: Please use Direct Access www.uscg.mil/ppc/ps/, or send your address change to your unit Servicing Personnel Office (SPO).

Individual Ready Reservists (IRR):
Please contact the IRR Personnel Support Unit via email at:
ARL-DG-CGPSCIRR@uscg.mil or at:
Commander (rpm-3)
Personnel Service Center
U.S. Coast Guard Stop 7200
4200 Wilson Blvd
Ste. 1100
Arlington, Va 20598-7200

Retired Reservists:
Please send e-mail to Personnel Service Center (ras) at:
ppc-dg-ras@uscg.mil or use Direct Access www.uscg.mil/ppc/ps/, or use self-service at www.uscg.mil/ppc/ras/
directoryassistance.asp#one or call 1-800-772-8724.
Reserve Family Readiness Award

On March 1, 2013, the Military Officers Association of America (MOAA) joined the Office of the Secretary of Defense (Reserve Affairs) and Chiefs of the National Guard and Reserve in honoring seven outstanding military family readiness organizations during the 2012 Department of Defense (DoD) Reserve Family Readiness Awards program in the Hall of Heroes at the Pentagon.

The DoD Reserve Family Readiness Awards program was established in 2000 to recognize the top unit in each of the seven Reserve components. Robust family readiness programs have enhanced the ability of Guard and Reserve units to deploy and represent a vital link in the support networks for Reserve families.

The 2012 DoD Reserve Family Readiness Award recipients are:

**Army National Guard** - 842nd Engineer Company, Spearfish, S.D.


**Marine Corps Forces Reserve** - 2nd Battalion, 23rd Marines, 4th Marine Division, Pasadena, Calif.

**Navy Reserve** - Navy Operational Support Center Tucson, Ariz.

**Air National Guard** - 147th Reconnaissance Wing, Houston, Texas


**Coast Guard Reserve** - Port Security Unit 305, Fort Eustis, Va.

Each unit was presented an engraved commemorative plaque by the Office of the Secretary of Defense (Reserve Affairs). MOAA presented signed certificates of appreciation and a cash award intended to assist with enhancement of family support programs.

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Reservists Use CG Tuition Assistance and GI Bill Benefits to Graduate

Congratulations to eleven Coast Guard (CG) personnel who recently completed Southern Illinois University Carbondale’s Workforce Education and Development off campus degree program at Joint Base Charleston, SC. The commencement was held on 8 December 2012 and the guest speaker was Cmdr. Tom Walsh, the Commanding Officer of the Coast Guard Maritime Law Enforcement Academy. These graduates are prime examples of how service members, veterans, and civilian employees are using CG tuition assistance and GI Bill benefits to reach their academic goals. Cmdr. Walsh is pictured here with the following six of the graduates: GMC Thomas Coger, USCGR, ret., MKC Michael Hemphill, USCG, ret., BMC Mark Ockuly, USCG, ret., MSSD David Beasley, USCGR, ret., Sheila Thompson, CG civilian, and Theresa Roberts, CG civilian.

Submitted by Theresa Roberts.

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Sector Baltimore Hosts Sea Cadets

The Navy Sea Cadet Corps (NSCC) is the primary youth program that the Coast Guard (CG) supports. It is a volunteer organization, run by adult leaders with a combination of active duty, reserve, and retired military experience. The cadets wear US Navy uniforms, modified with official NSCC insignia. The program is run like a “mini” military reserve unit. During the February drill weekend, CG Sector Baltimore’s Vessel Boarding Security Team (VBST) hosted the Annapolis, Maryland NSCC unit T/S REINA MERCEDES. Lt. Miguel Bosch, Chief of the Reserve VBST, filled the cadets’ day with a Sector 101 power point brief, followed by a hands-on show-and-tell of gun belts and body armor. After lunch at the galley, the cadets observed a mock search and rescue case in the Sector’s communications center, and wrapped up the day’s events with a tour of the Coast Guard Cutter James Rankin.
Remembering the SERPENS

Mr. Deafenbaugh playing TAPS at the 68th Anniversary Commemoration of the USCG’s largest single casualty suffered in WWII. For the past 12 years Coast Guard’s Flags Across America has laid wreaths in honor of our shipmates who perished on that day. The commemoration was held January 26, 2013 at the USS SERPENS Memorial at Arlington National Cemetery.

Father & Son Coast Guardsmen Meet in GTMO

Cmdr. John M. Caraballo, commanding officer, Maritime Security Detachment - PSU 311, Joint Task Force Guantanamo met up with his son AST3 Spencer Caraballo when the younger Caraballo’s flight crew stopped by GTMO to refuel during an area familiarization run.

CGRF-MC Allen Speaks at CG Auxiliary Change of Watch

Coast Guard Auxiliary members Jim DeLeon (DSO-DV, 5NR) and Darryl Stevenson (SO-CS, 02-5NR) join CGRF-MC Mark H. Allen at the Auxiliary Division 02-5NR Change of Watch ceremony in Warminster, PA, Sunday, December 9, 2012 where CGRF-MC Allen was the guest speaker.

PSU 308 Sponsors Local Soccer Team

Working with the Coast Guard Recruiting Command (CGRC), Port Security Unit 308, Gulfport, MS, selected the Hancock High School (Kiln, MS) girls’ soccer team to sponsor during 2013. Hancock High School is one of the largest schools in the county and ranked #8 in academics in MS. The CGRC Girls Sports Sponsorship Program is a five step program to help increase recruiting amongst young women. The program provides soccer balls, practice jerseys, shirts for the coaches, and other items for the team.

Reserve Component Chiefs meet with the COMDT

Admiral Robert Papp, Jr., joins the Reserve Component Chiefs for a photo following a breakfast hosted by Rear Adm. Steven Day at CG Headquarters in Washington, DC, on January 8.

Father and son continue family traditions with NYPD and USCGR

MST2 Christopher J. Villaverde, a Coast Guard reservist, recently graduated the NYPD academy. He is pictured with his father, Sergio Villaverde, NYPD (retired).

MST2 Villaverde, who is assigned to Sector New York, is following in his father’s footsteps a second time, as Cmdr. Sergio Villaverde continues to serve in the Reserve as Base Miami Beach Senior Reserve Officer.

Webb gets second “star”

DCCM Mark Webb, with 24 years of service, was advanced to Master Chief in January. Cmdr. Vincent Skwarek, Commanding Officer, NESU New Orleans presented the advancement certificate during a ceremony at the Industrial Production Detachment in St. Louis where Master Chief Webb is assigned. Pictured here following the ceremony are Master Chief Webb’s sons Kyle (left) and Justin as well as MKCM Randy Sheehy (far left), Cmdr. Skwarek, DCCM Webb, his wife Donna as well as DCCM Webb’s mother-in-law Arlene Report.

Long serving 9th District reservist retires

Deputy Sector Commander Jerry Davenport presides over the retirement ceremony of MKC Fred Gehrke on December 16th, 2012 at Sector Lake Michigan in Milwaukee, WI. MKC Gehrke retired with more than 30 years of service at seven different units and four deployments including: Operation Desert Storm with PSU 303, 9-11, Hurricane Katrina, and the Deepwater Horizon Oil Spill Response. He was also presented the Coast Guard Achievement Medal for his leadership of the Maintenance & Repair Team, a talented and skilled group of Reserve tradesmen that completed numerous self help projects saving the Coast Guard thousands of dollars in contractor costs.
Advancements

To Chief Petty Officer
MEC Richard Shafer

To Petty Officer
First Class
BM1 JT Anderson
BM1 Clint Cortright
BM1 Gabe Gibbons
HS1 Brian Keith
ME1 Joe Hay
ME1 Scott Weatherholt
ME1 George Arcilla
ME1 Mike Fink
MK1 Shawn Spicer
MK1 Rob Reed
MK1 Jason Young
MK1 Matt Harding

To Petty Officer
Second Class
BM2 Greg Sullivan
BM2 Pablo Maldonado
BM2 John Linhart
ME2 Jorge Arias
ME2 Thomas Dalton
MK2 John Cole

Bravo Advances to SK1
SK2 Mario Bravo a member of the PACAREA-1 Reserve Incident Management Staff in Alameda CA, was advanced to SK1 during a January advancement ceremony. Participating in the ceremony were Capt. Gary Martin-Ranft and Capt. Curtis Shaw on the right.

Kee Advances to YN1
Petty Officer Dana Kee is advance to YN1 by Cmdr. Craig Henzel and MECM William Gillis during a ceremony at Sector Baltimore in January. Photo tby YN3 Kohner.

Cooper Advances to SK1
Petty Officer Doug Cooper is advance to SK1 by Cmdr. Craig Henzel and MECM William Gillis during a ceremony at Sector Baltimore in January. Photo tby YN3 Kohner.

Awards

Coast Guard Commendation Medal
Lt. Cmdr. Juan Torres

Coast Guard Achievement Medal
Lt. Cmdr. Kirk Jorgenson
Lt. Stephen Walters
Lt. Stuart Ambrose
IVC Richard R. D’Agostino
ME1 John Russo
MK1 Scott Barschig
MK2 Edgardo Leon
MK2 Humberto Medina
OS1 Carlos Evans
OS3 Eric Gavin

Commandant’s Letter of Commendation
Ens. Justin Brown
GMC Joel Burkhartd
BM1 Jeremy Collis
FS1 Jose Paz
MST1 Johnathan VanDusen
SK1 Erik Agueros
BM2 Michael Hawley
MK2 Ulysses Aceves
YN2 Stepheni Norton
BM2 Curtis R. Clinton
ME3 Christian Bueno
ME3 James Moore

Coast Guard Meritorious Team Commendation
Cmdr. Daniel Clark
Cmdr. David Menchaca
Cmdr. Johna Caraballo
Lt. Cmdr. Todd Boze
Lt. David Cripe
Lt. Erin Bennett
Lt. Gregory S. Carr
Lt. Kiley Hoppe
Lt. Omar Barajas
Lt. Robert Bowen
Lt. Ruben Oroscio
Lt. Steven Walters
Lt. Stuart Ambrose
CW02 John Hollins
CW02 Windsor Jones
EMCM Andreas Apenburg
MSTCS Randall Wagner
GMC Joel Burkhartd
BM1 Michael Mims
BM1 Michael Underdahl
ET1 Josh Green
GM1 Ryan Isaacson
GM1 Nicholas Koelfgen
GM1 Ryan Isaacson
MK1 Carl Sette
MK1 Christopher Lindstrom
MK1 Scott Barschig
OS1 Brian Robey
OS1 Carlos Evans
OS1 Jessie Kenyon
SK1 Erik Agueros
YN1 Carnicia Collins
MK2 Edgar Leon
MK2 Francesco Rinaudo
MK2 Humberto Medina
MK2 Jeremiah Mason
MK2 Ulysses Aceves
PA2 Michael Anderson
ET2 Reuben Contreras
YN2 Stepheni Norton
FS3 Andrew Donadio

Port Security Unit Insignia
OFFICER (Gold)
Lt. Cmdr. Kirk Jorgenson
Lt.j.g. Stuart Ambrose
Ens. Justin Brown

Port Security Unit Insignia
ENLISTED (Silver)
MSTCS Randall Wagner
BMC Ross Larson
OS1 Carlos Evans
ME2 Nikolas Pilato
ME2 Charles Rehfeld
ME2 William Bradley
GM3 Troska, Andrew
MK3 Filomeno Pumaren
PSCM Alfred Joe Hayes, Sr., USCGR (Ret.), July 1, 1940 - January 29, 2013. Alfred passed away peacefully at home in Salem, Ore., after a long battle with cancer. He was born in Woodson, Ill., to Howard and Emily Hayes, the youngest of seven children. He joined the U.S. Navy in 1957, serving for four years and another 30 years in the Coast Guard Reserve. In the late 1990s, he served as the first Port Security Specialist (PS) to hold the duties of Rating Force Master Chief for the PS rating. In 1959, Alfred rescued Rose Ida Poole from drowning off the coastal shores of Oxnard, Calif., pledging her everlasting gratitude the two were married seven months later on January 23, 1960. He worked in law enforcement for most of his life. This began as a police officer for the city of Ashland, Ore., then in stints for the U.S. Justice Department, in Washington, D.C., and all levels of public law enforcement in the state of Oregon. He retired in July, 1995. In his free time, Alfred enjoyed golfing, traveling and reading.

Alfred is survived by his loving wife of 53 years, Rose; sisters Annabelle Craig and husband James, Donna Mason and husband Reg, and Bonnie Reynolds; brother Howard Hayes and wife Phillip; sons Alfred Hayes Jr., and David Hayes and wife Michelle; daughters Lynnette Hayes, and Leanne Barnhill and husband Rob; eight grandchildren; and one great-grandchild.

Per his request, no services were held and his ashes were released into the Willamette River, where he could return to the Pacific Ocean, where he first met Rose.

Reprinted, in part, from the Statesman Journal on February 3, 2013

Dorothey Phillis Hall DeGreee, or as she insisted to all who met her, just "Kitty", passed away on October 25, 2012 at her home in West Monroe, LA. Kitty was born July 29, 1922 in South Sutton, New Hampshire to her mother Helen Crampton Hall and her father Richard Elmer Hall. She was one of 6 children, having 3 brothers and 2 sisters.

She is preceded in death by her parents, her husband Joseph Alex Napoleon (J.A.N.), and all her siblings. Her surviving family includes a nephew, Richard Hall, a niece Charlotte Lindsey as well as a sister in law, Esther Hall; all of Florida.

In WW II Kitty served in the United States Coast Reserve as Yeoman 1st Class from 1942-1945, while her husband served in the Navy. For the remainder of her life she was a dedicated veteran, believing life in America is a privilege. She exhibited an unmistakable pride for her country and to all those who served.

In her patriotism she dedicated much of her time and resources to veteran affairs and was instrumental in establishing the V.A. Clinic and the War Veteran’s Home in Monroe. She was also proud to be an affiliated contributor to the Chennault Aviation and Military Museum and personally funded the Selman Field memorial monument displayed at the Monroe Regional Airport.

In the 1970’s Kitty decided she wanted to start her own personal business and she often laughed as she told the story about how many banks she visited before finding one who would invest in her business plan without her husband’s signature. She said, "I wanted to prove myself as a business woman, be accountable to myself and I was willing to take the risk, finding a bank to take the risk with me was the hard part."

Kitty had over 60 years of a broad and diverse engagement in services and programs she considered critical to the betterment of this community. Her interest in health, military, law enforcement, education, elderly, children, and families has established her presence for so many organizations it would be a disservice to try to name them all. Many have referred to her as a Louisiana treasure, valued and admired not only for the millions of dollars she has contributed throughout N.E. Louisiana, but for her exemplary life of service over self.

Reprinted, in part, from thenewestar.com

Elizabeth ("Libby") Lipstreu, of Boulder, Colorado died peacefully at the Balfour Nursing Facility. Libby was almost 94 years old. She was born in Cambridge, Ohio, to Alice and Martin Barmes. She graduated from Purdue University with a major in Clothing and Textiles from the Home Economics Department. Following graduation, she worked for the Girl Scouts as a Field Secretary. During World War II, she served in the U.S. Coast Guard Reserve (SPARS) in Hawaii where she met her future husband, Otis ("Tex") Lipstreu. She and Tex moved to Boulder in 1946, where he was on the faculty of the School of Business at the University of Colorado. She is survived by her daughters, and Mary Lou’s family: granddaughter, Kristen Acimovic of New York City and grandson, Ben Acimovic, his wife, Lisa, and great-granddaughter, Jillian of Highland’s Ranch, Colorado.

Reprinted, in part, from The Boulder Daily Camera

Captain William L. Giles, 68, U.S. Coast Guard Reserve (Ret.) of Louisville passed away peacefully on Saturday, January 26, 2013 with loved ones by his side. He was born September 7, 1944 in Pasadena, CA, the son of the late William James Giles and Dorothy Lillian Finch Giles. William received his Undergraduate degree in Journalism from San Diego State University, and a Masters degree in Public Administration from George Washington University while in the U.S. Coast Guard where he made a career as a Reserve Program Administrator (RPA) rising to the rank of Captain. Fellow RPA Captain Douglas Clapp (Ret) offered the following remembrance. “To me, Captain Giles was a great leader -- proactive and unquestionably competent. A compassionate mentor and careful listener, his door was always open to all.” He was a loving husband, father, grandfather, brother, and friend. He loved to travel with his wife in their RV and see the beauty of the country and all it had to offer.

He is survived by his wife of 30 years, Janice (Blankenship) Giles; children, Robin L. Woodward (Matthew), Andrew G. Giles, and Alexander M. Giles (Danielle); two grandchildren, Ainsley and Timothy; sister, Mary L. Heinen (Denny); special friend and neighbor, Stephen Straub, and numerous nieces and nephews.
Parting Shots

Tactical Boat Crew from Port Security Unit 311, attached to JTF-GTMO Maritime Security Detachment, conducting Anti-Terrorism-Force Protection patrol in Guantanamo Bay, Cuba

Photo courtesy PSU 311

CGC Chock prepares to launch its small boat for some aids to navigation work on the Potomac River near Washington, DC.

Photo by Isaac D. Pacheco
After suffering a flat tire, MK3 Tyler Kuhn of PSU 311, carries his bike the final two miles of the 11 mile bike portion of the SOUTHCOM MWR triathlon. Photo courtesy MCPO Wayne North

The Coast Guard Cutter Vigorous stands by to assist the cruise ship Carnival Triumph in the Gulf of Mexico, Feb. 11, 2013. The Carnival Triumph lost propulsion power after an engine room fire Feb. 10. Photo by Lt. Cmdr. Paul McConnell
U.S. Coast Guard Reserve

Always There When Needed Most