Amid the pomp and pageantry, reservists from across the country mobilized in San Francisco to provide security for the 2013 America’s Cup.
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In this Issue

From our Readers 2
Up Front 4
The View from the Bridge 6
Deckplate Soundings 7
Around the Reserve 8
Cover Story 22
Feature Story 30
Shipmates in Focus 34
A Light on Yesteryear 38
Bulletin Board 44
Retirements 48
Taps 51
Parting Shots 52

ON THE COVER:
The PACAREA MOBEX for the America’s Cup in San Francisco. See Story on page 22.
Photo by PAC Mike Lutz

RESERVIST
Celebrating Our 60th Year!
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Hello from our digs at the Coast Guard’s new headquarters building located on the historic St. Elizabeth’s Hospital site in the District of Columbia’s Southeast section. St. Es, as it is known locally was the first large-scale, federally run psychiatric care hospital.

Arriving on Monday, August 5th, we at the Reservist, along with the rest of the Office of Reserve Affairs, were among the first “pioneers” to occupy our new home. Our work spaces are open and bright. Each day seems to bring a new discovery – like the American Bald Eagle who also calls St. Elizabeth’s home.

Speaking of new discoveries, in this issue you will find a new section devoted to Coast Guard history. Going forward we plan to run at least one story about our service’s history in each issue. The two stories in this issue are set during the Second World War when over 92% of Coast Guardsmen in uniform were reservists.

In this issue you will also gain insights about the status of Reserve Training Appropriation as seen through the eyes of Rear Adm. Steven Day (View from the Bridge) and guest columnist Master Chief Petty Officer Eric Johnson (Deckplate Soundings).

Our Feature Story showcases Pacific Area’s MOBEX 2013 which used the real world America’s Cup 34 Race event to test and improve on Coast Guard Reserve mobilization readiness. We are extremely grateful to the 11th District Public Affairs staff, particularly PAC Sherri Eng, for coordinating and providing outstanding coverage of the reservists from around the country who supported the MOBEX. Be sure to check out our on-line edition to see the video which captured some of these members in action.

Finally, we are always on the lookout for interesting stories particularly for our Around the Reserve section where we like to recognize reservists and highlight the Reserve contribution to the Coast Guard mission. If you have something you think would be of interest to our readers, feel free to contact us and discuss the possibility of having your story published.

As always, thanks for reading.

Anima est Bonus!
Jeff Smith

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**LETTER OF THE MONTH**

**GREETINGS FELLOW COASTIES.**

With the May drill and 358 Reserve weekends behind me, I only have two left. The end of my 30 years in the Guard is hull up on the horizon and bearing down fast. I’ve been looking back lately on my years in the Guard and decided to write a page for the Reservist and I hope it is found worthy of print. So, without further rambling, some final words of advice from a crusty old Master Chief.

Time flies. Before you know it your first hitch will be over, then your 20 year letter and finally thirty and out. With that in mind, seize the moment when it presents itself and do good things today.

Don’t get discouraged. Yes, the budget’s tight but we’ve been there before. When I enlisted in 1983 we had 12,500 SELRES members. We survived the drawdown to 6,000 in the late 80’s and the lean budget years then as well. I was breaking in as a watch stander at Station Kenosha in ’88 and couldn’t make copies of material to study; no money for paper: It will get better.

Preserve your memories. I regret not having saved photos of past crews and shipmates. While I have stayed in touch with some, most are lost memories. With today’s e-mail and social media there is no excuse for not keeping in touch.

Forge ahead. Take advantage of every opportunity to sign tasks off and get qualified. I made 41’ UTB engineer and had my coxswain book all signed off in the fall of 1995. I was planning on doing the board and check ride the next spring. Instead, I transferred to the Port Security Unit Training Detachment that December and never did get that check ride.

Jump at the opportunities. Yes, the well is a bit dry right now but that will change. The two best summers of my life were sailing as crew onboard the Barque Eagle. Of the nine operational deployments I’ve made, seven were at my request and I don’t regret a one.

Welcome change. Centralized assignments are here to stay and in my opinion that’s a good thing. We all need change to keep our batteries charged and challenge our abilities. I’ve served at an MSO twice, four stations, two PSUs and two departments at a Sector. I’m a better member for it.

Be a mentor. I was talking to a shipmate last week who just made E-6 and she was commenting on all of her new admin duties while all she wants to do is “drive the boat.” With advancement comes responsibility, and if you are unwilling to accept that then leave the slot open for someone who will.

Be proud. Wear your uniform with dignity. If Bravos are too uncomfortable, then you are wearing the wrong size. Trops should not be something to dread. This is even more important for you senior members. I remember looking at those “crusty old chief’s” at Reserve all-hands with the gold service stripes and three rows of ribbons never imagining that one day I would be one. We don’t have that today. Now it’s all ODU’s which, by the way, can be ironed and look sharp. And, shine your boots!

Embrace our traditions. How many of you have ever performed colors, know how to cross a quarterdeck or refer to the parts of our buildings by appropriate nautical terms? Do you change course in the parking lot to avoid saluting an officer or duck inside the building to avoid saluting at colors? Our traditions honor those who have gone before us and if you don’t respect that maybe this isn’t for you.

Have fun! Some of the best days of my life were while on duty and some of my best friends are shipmates. While wearing the uniform is both an honor and a privilege, it should be rewarding as well.

Fair winds and following seas,

Master Chief Pete Vickerman, USCGR
Dear Reservist Staff,

Seventy years ago this month, a long time dream came true. That’s when I joined the Coast Guard SPARs and became part of the crew.

Its heritage steeped in salty lore, I am wishing you Happy August 4th.

Lois Bouton,
The Coast Guard Lady
August 4, 2013

Note: We are always so delighted to hear from Lois Bouton, and we know she would love to hear from you! To learn more about the The Coast Guard Lady see our feature on her in Vol. 54, Issue 02-2007. She can be reached at 1616 S. 16th Street, Rogers, AR 72758-5712

Dear Editor,

Thank you for printing my story about the Deployment Support Command (Reservist Issue 1, 2013, Page 14 & 15) and the USCG involvement in training. I was on your site, and read it. Looks better in the design you placed it in. I am glad the photos worked out.

I believe Staff Sergeant Emily Anderson, 314th Public Affairs Operations Center, Birmingham, AL, took the photos on the bottom of the page. If she can be recognized in a later issue, that would be great.

Lt. Col. Earle E. Bluff,
U.S. Army

Coast Guard Reserve
ENLISTED shipmates:
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BMC Brian Stiles (right) leads an incoming Reserve crew on an area familiarization tour in conjunction with the 2013 Reserve Mobilization Exercise (MOBEX) on San Francisco Bay, Aug. 23. Stiles is a reservist from Station San Francisco that was activated to guide incoming boat crews in support of America's Cup 34 and affiliated races during MOBEX.

Photo by PA1 Rachel Polish
American icon Ralph Waldo Emerson once noted, “Bad times have a scientific value. These are occasions a good learner would not miss.” While today’s national budget environment may not constitute “bad” as much as challenging times, it does make for a time when leaders at every level of our Service will be required to make tough decisions.

By now, I expect you are aware that the President’s budget request represents a reduction of 13% to the Coast Guard’s overall Fiscal Year (FY) 2014 budget. As submitted, the Reserve Training (RT) appropriation will be reduced from $131.4 million to $109.5 million. The proverbial silver lining, from the broader service-wide perspective, is that the $21.9 million dollar difference will remain intra-service to support the Coast Guard’s FY2014 strategic and budget priorities to: Build Essential Coast Guard Capability for the Nation; Strengthen Resource and Operational Stewardship; and, Sustain the Most Critical Front-Line Operations.

As Emerson so clearly articulates, the opportunity to learn and grow from adversity is something to be embraced. It is also an opportunity to refocus and recalibrate priorities to ensure they return value. Without a doubt the reduction to the RT appropriation is significant and will require making tough choices. Trade-offs will be required to mitigate readiness and operational risk. Fortunately, the strategic vision and proactive budget management of my predecessors has created a strong foundation from which to continue the work of prudently managing the resources entrusted to us by the American taxpayer.

The Reserve Force Readiness System (RFRS), in particular, is a prime example of how managing resources with an eye towards the future can lessen the effects of a tightening budget climate. Launched in 2009, RFRS has effectively blended nearly 260 full-time active duty and civilian billets with Selected Reserve billets to improve Reserve Component administration, management, training and readiness. While a reduced budget will have some impact on RFRS, its structural integrity and ability to provide the Coast Guard with ready, reliable surge capability will be maintained.

Working with stakeholders across the Coast Guard, the Concept of Reserve Employment (CORE) initiative has made significant progress in identifying the competencies critical to supporting the strategic intent of the Commandant’s Reserve Policy Statement. An example of this effort, focusing on reservists assigned to Boat Forces units, was outlined in great detail in the most recent issue of the Reservist. If you have not had an opportunity to do so, I strongly encourage you to familiarize yourself with the CORE initiative. It will be a major factor in how we shape and manage the Reserve Component now and in the future.

Speaking of the future, the Coast Guard has recently embarked on a study of what it will need from its Reserve Component in the year 2030. This effort is part of the larger Project Evergreen initiative which has been in place since the late 1990s. Briefly, Evergreen uses “future world” scenario planning to develop a strategic vision for future requirements which, in turn, senior leaders can use to shape mid and long term resource decisions. I am excited about this initiative and was very impressed with the more than sixty active, reserve and civilian shipmates who participated in the Reserve Evergreen Initiative during mid-May. You should anticipate receiving additional details as we move forward.

Above I stated that leaders at every level will be required to set priorities, prudently manage risk and make the tough decisions. The Office of Reserve Affairs staff is diligently and steadfastly about this important work, as are their peers throughout their respective chains-of-command. It is the Commandant’s expectation, as it is mine that every reservist will and must remain focused on their personal readiness, obtaining and maintaining competency and proficiency, and being ready to mobilize in support of Coast Guard operations, whenever and wherever needed. To that end, I would like you to reflect on the following quote attributed to the late Jim Rohn, a well-known motivational speaker who overcame numerous challenges during the course of his life. “You don’t get paid for the hour. You get paid for the value you bring to the hour.” Times like these require each of us to evaluate what value we bring to the table. There is no doubt that the Coast Guard and the Coast Guard Reserve bring value to the Nation. And, while it is not our individual responsibility to determine what that value is, it is our collective responsibility to ensure that value is never questioned.

*Semper Paratus!*
To the men and women of the Coast Guard Reserve, thank you for dedicating your lives to the service of our Country and your fellow man. Many of you have made monumental sacrifices, missed important family events, forgone advances in your civilian careers, and even placed yourselves in harm’s way as members of the Coast Guard Reserve -- your selfless contributions deserve recognition and you all have my sincere and unending appreciation.

I’ve spent my entire adult life in the Coast Guard; I have seen both up and down budget cycles and I’ve seen our members give their very best during the most challenging of times. As a nation, we face challenges on many fronts. Our organization has always struggled with difficult decisions on how to make best use of its very limited pool of resources. The current budget climate will only get more challenging in the near future. Today, the Coast Guard must balance the need to address critical recapitalization priorities with its obligation to sustain front line operations. It’s a balancing act similar to walking a tightrope…blindfolded. Assuredly the United States will rebound and our economic health will recover. But for the time being, we will remain in an environment of fiscal austerity.

A question I field almost daily is, “How does Reserve funding look for fiscal year (FY) 2014?” At this point we know the appropriation, even with potential Congressional restorations, will be less than the FY13 funding level. How much less remains a moving target. Both the House of Representatives and the Senate have moved to increase the President’s request, but at this time we are waiting for exact levels. Even in a best case scenario, the reductions will be real, with impacts throughout the Reserve program.

As members of the Coast Guard Reserve, we have some stark choices as to how we will respond to the changes produced by a sharply constrained fiscal climate. You can belong to the “ain’t everything awful” crew and find reasons not to perform, placing blame for inaction on the lack of funding. Or, you can choose to do the right thing and embrace the “how can we make this happen” crew and work to find ways to exploit the possibilities, despite funding challenges. Either way, the choice is yours. But you must realize that your actions will be infectious -- you will either encourage others to excel or cause them to falter.

The “right” path is also the “clear” path to success; even in the darkest of times many of us will adapt and overcome adversity. Perhaps hard times are what provide us with opportunities to shine. I can’t say it loudly enough--continue to make yourself valuable and relevant. This holds true in both your military and civilian careers. Take this opportunity to increase your level of training and your qualifications; I’ve never heard anyone say “I wish I was less qualified” or “if only I knew less about my job.” Even in these times of belt-tightening, the Coast Guard will spend approximately one quarter of a billion dollars to train its members, both active and reserve. Opportunities will still exist; Coast Guard leadership understands the necessity of obtaining and improving competencies, and continues to invest heavily in training. They cannot value you any more than you value yourself. Take advantage of each and every opportunity to improve your knowledge and skills. Knowledge and skills are the best hedge against the adversity and ambiguity that inevitably accompany declining budgets.

Here is a secret: set a goal, make a plan. People don’t plan to fail, they just fail to plan. If you don’t set a goal and make a plan, you will find that every hardship or distraction will knock you off course and cause you to stumble. Chasing rumors and viewing every organizational change as a personal attack on you or your situation is a recipe for disaster. Often there are changes that have varied levels of effect across our workforce. These changes are based on what is considered at the time to be the best path for our service to take. Your ability and willingness to de-personalize change and to see the opportunity that exists are the key to your continued success.

Take a long look at the people around you and determine who you would desire to be most like when you are in their position some day. It’s guaranteed you won’t choose the Chief who sits around complaining how bad things are as your preferred role model, so don’t be that individual. We succeed together or fail separately. Be the shipmate who looks for ways to do more and is genuinely happy when others around you succeed. That is truly taking care of each other and watching your shipmate’s back.

I would be remiss if I didn’t take time to thank those positive role models and mentors, who influenced and continue to impact my career. Some of you have retired, and some are still serving in the world’s best seagoing service; all of you are doing the right things right every day. Those of you I’m referring to know who you are; you are the special people of the Coast Guard who truly care about your service and the men and women who serve beside you.

Our Coast Guard and Coast Guard Reserve are vital to our nation. We will, regardless of economic conditions, continue to provide critical security and safety for our fellow citizens. Please continue to give your best each and every time you suit up. We owe it to the nation and just as importantly, we owe in to each other. Thanks for taking the time to read my words, but as an important key to your future, please give some thought to heeding them; you will have no regrets.

Semper Paratus!

Note: Master Chief Johnson is a member of the Coast Guard Reserve. He is currently serving on Extended Active Duty as a Program Reviewer for the Office of Budget and Programs (CG-82).
FDNY firefighters put Coast Guard experience to work in saving five from sinking boat

As firefighters for the Fire Department of New York (FDNY), Coast Guard reservist Quincy Lawton and Coast Guard veteran James Denniston rescued five injured men from a sinking boat in Rockaway Inlet, N.Y., July 7.

Denniston, assigned to Engine 285, and Lawton, assigned to Ladder 42, are full-time firefighters temporarily assigned to Marine 3, a small boat response unit of the FDNY’s Rapid Response Craft Program. The unit is stood up during the peak boating season to help ensure that New York residents and visitors stay safe on the water.

The men were listening to the Marine VHF radio from their unit at Kingsborough Community College, Brooklyn, N.Y., at 10 p.m., when they heard someone call mayday.

They immediately ran to their Safe Boat and started preparing their dewatering equipment. Dispatchers also let them know there might be injured passengers aboard.

“It was after dark, which made driving the boat really dangerous,” said Lawton, who has driven Coast Guard boats for more than 11 years. He said he drove the boat as quickly and safely as he could, hearing one of the boat’s passengers continually call for help on the radio.

As Lawton said he drove cautiously through the rough waters to ensure he did not hit the jetty or even possible victims; Denniston was on several different radios, calling ambulances for the victims and other Marine companies to assist, as well as relaying information to others.

When they arrived, Lawton drove slowly alongside the 50-foot fishing boat, so to not unsettle the unstable vessel that was sitting low in the water.

“They were definitely panicked and happy to see an FDNY boat,” Denniston said.

They secured the boats together, then provided each of the five men aboard with lifejackets before transferring them aboard Marine 3 while ensuring nobody was missing.

Several of the men had sustained serious injuries, including the boat’s captain, who the passengers said had been unconscious for several minutes. When firefighters arrived he was bleeding from the head and shoulder, but conscious.

“When we saw their injuries, we immediately made the decision not to dewater the vessel, that tending to life safety was more important,” Denniston said.

They cautiously transited back to their unit, assessing the injuries so they could pass along information to EMS members. After the victims were in the care of paramedics and EMTs, the firefighters returned to the boat to ensure the boat was secured and wasn’t a hazard to navigation.

Returning to the vessel, they discovered it was partially submersed and could not dewater it. They helped a towing service secure the boat and take it to shallow waters, where it could later be dewatered when the tide went out.

“I feel fortunate to be part of such a great program and assist people when they need help,” said Denniston.

After returning to their unit, Denniston and Lawton, who both attended the FDNY Academy together seven years ago, had nothing but praise for one another.

“Jim has such a good, commanding voice – he always sounds so calm and professional, and knows exactly what to say,” Lawton said.

Denniston returned the compliments, “I can’t say enough...
BM1 Quincy Lawton, a reservist boatswain’s mate at Sta. New York, stands for a photo with his partner James Denniston, a FDNY firefighter, on a boat dock in Queens, N.Y., July 23, while assigned to FDNY Marine 3 small boat station.

— Story by Emily Rahimi, Fire Department of New York

Shining a Light on the Coast Guard

In a classroom at Reed Intermediate School in Newtown, Conn. last spring two classes of fifth graders sat at their desks and on the floor giving their complete attention to their guest instructor, Cmdr. Matthew Stuck. Stuck, a reservist who in his civilian capacity is the chief of aids to navigation and domestic icebreaking for the Coast Guard 1st District presented a lesson about lighthouses to the classes.

Although the teaching of the class took him away from his daily duties, for Stuck it was well worth it.

“One of the most visible ways to reach the public is through educational opportunities,” Stuck said. “Parents are interested in what their children are learning so we can get the word out about our missions through the kids. It is also a great opportunity to potentially spark a lifelong interest of the Coast Guard in a very young age group.”

Stuck definitely captured their interest. For an hour and a half, he held the students’ attention as he spoke about the history of lighthouses and explained how light’s properties of reflection, refraction and intensity are utilized and maximized to ensure the safety of boaters at sea and near the coastline. The students were eager to show Stuck how much they knew about light and lighthouses as their hands shot up in the air with each question he asked.

“The students were incredibly enthusiastic,” said Stuck. “I was impressed with their level of knowledge about lighthouses and with the detailed questions they asked. They all were so excited to learn something new,” he added.

The staff was very appreciative of Stuck’s guest appearance with one teacher remarking that she had wished she had videotaped it for future students because it was, “the perfect way to wrap up the lighthouse lesson plan.”

— Story and photo by PA1 Gail Dale

good things about him – he’s a superb driver and firefighter.”

Lawton currently serves in the Coast Guard Reserve as a boatswain’s mate 1st class. He completed four years of active duty, serving aboard the Coast Guard Cutter Escanaba and at Station New York, where he transitioned to the Reserve and currently drills. As a reservist, Lawton is a fully qualified tactical boat coxswain and boarding team member for the station. He has also deployed to Kuwait as a member of Coast Guard Port Security Unit 312 in support of Operation Iraqi Freedom.

Denniston served in the Coast Guard for four years, beginning his career aboard the Coast Guard Cutter Jefferson Island and completing it assigned to Coast Guard Air Station Elizabeth City, N.C., as an aviation maintenance technician before joining the FDNY. He currently serves as a member of the Westhampton Air National Guard, 106th Rescue Wing. He also was part of the FDNY team that saved lives in Afghanistan.

“This is Denniston’s third summer with the program and Lawton’s first.

“We’re affecting peoples’ lives every day at the firehouse, and here we’re saving lives every day,” Lawton said. “The training I received in the Coast Guard, especially as a coxswain, prepared me for a career in FDNY Marine Operations and for James and me to carry out this rescue.”

— Story by Emily Rahimi, Fire Department of New York
When Chief Warrant Officer Shannon Beshears joined the U.S. Coast Guard in 1989 at the age of 18, he set a goal to work diligently until he achieved the rank of chief warrant officer. Beshears, who is currently the Sector Baltimore Reserve Vessel Boarding Security Team (VBST) assistant chief, accomplished this long sought-after goal when he was selected to become a chief warrant officer in 2010.

Not only did Beshears achieve his goal, but he surpassed it by being distinguished as the 2012 Reserve Chief Warrant Officer of the Year. He will receive the award during the 2013 Reserve Officers Association National Symposium to be held in Washington, D.C. in August.

In addition, he was also nominated as the Coast Guard Reserve nominee for the 2013 CWO Michael J. Novosel Outstanding Warrant Officer of the Year award.

“Out of the 8,100 reservists we have in the U.S. Coast Guard Reserve, and the warrant corps that’s contained within that population, he has distinguished himself as being the best and is going to represent the U.S. Coast Guard across all services when he gets recognized in August,” said Capt. Craig Henzel, Senior Reserve Officer at Sector Baltimore.

Beshears was honored for his outstanding dedication and service to the fleet, his exceptional leadership skills, outstanding tactical and strategic planning and execution of operations, said Henzel. He was also recognized for his ability to ensure the 26 members of the VBST whom he oversees are attaining their job-specific competency and met all deployment requirements.

His outstanding operational expertise and experience has shaped his ability to develop team members, added Henzel.

Beshears is also recognized for his support of the VBST’s philanthropic efforts. Through adjusting operational assignments and personnel he helped make it possible for members of the VBST to volunteer for several activities including the Homes for Our Troops Build Brigade event on Maryland’s Eastern Shore.

“We fully support anything we can do to help the community, especially wounded veterans,” said Beshears.

When not working behind the scenes ensuring the VBST members are safely accomplishing their training requirements, Beshears enjoys the opportunity to get underway and work side-by-side with the VBST members performing a multitude of operations.

“We have a like mindset – we all understand where each other is coming from,” said Beshears. “It helps to build pretty good team camaraderie being that most of us, on the civilian side, are in law enforcement.”

Beshears, a native of Memphis, Tenn., presently works for the Department of Homeland Security Office of Inspector General as a special agent in Houston, Texas, where he resides with his wife. He is also the proud father to a young daughter.

Beshears has a focused commitment to the Coast Guard, said Henzel. He noted that Beshears travels a far distance for drill weekends - flying in from Houston to Baltimore at his own expense - while always having a smile and a positive attitude.

Beshears attributes his achievements through setting a goal and sticking to it, even during the challenging times when the path to success was not always easy to determine.

“Sometimes things tend to beat you down, or you become aggravated,” said Beshears. “Keep your eye on the ball – look past the bumps in the road. One thing about the Coast Guard that I’ve found is that if you put forth effort, you do what you’re supposed to do and play by the rules – you’ll be rewarded for it.”

Earlier in his career, Beshears acknowledged the fact that chief warrant officers have a special place within the Coast Guard organization. He saw their ability to interact with senior officers while also seamlessly helping non-rates satisfy their qualifications.

After initially serving five years of active duty, Beshears spent 15 years as a police officer with the Hornlake (Miss.) Police Department. While there, Beshears joined Port Security Unit 308, in Gulfport, Miss. Hews selected as an Investigative Service reserve agent following a 2002 deployment to the Persian Gulf. He later spent several years as a civilian member of the Coast Guard Investigative Service office in the Savannah, Ga.

Beshears has amassed a plethora of memories of the people he’s served with and the places he’s been over the length of his career.

“I’ve been in the Coast Guard for a long time, and I’ve done a lot of fun and different stuff,” said Beshears. “When I finally do retire and I hang that plaque [2012 Reserve Chief Warrant Officer of the Year] on the wall of my man cave, it’ll reinforce all of the good memories of all the people I’ve met and things I’ve done. It’s been a pretty wild ride.”

— Story by PA3 Lisa Ferdinando
Portland Pioneer:
MST2 paves the way for facilities inspection program

Three is the magic number for Petty Officer 2nd Class Holly Weeks. Weeks, who recently celebrated her third anniversary as a marine science technician (MST) with Coast Guard Marine Safety Unit Portland, Ore., was named Reserve Enlisted Person of the Year for Coast Guard Sector Columbia River in Oregon.

Weeks was nominated by her unit for her hard work and dedication in pioneering a program to qualify herself and her fellow reservists as facilities inspectors for Marine Safety Unit (MSU) Portland.

“Petty Officer Weeks was instrumental in the development of the facility inspector training program for our Reserve members,” said Lt. Joshua Patton, a fellow reservist and facility inspection branch team leader for MSU Portland. “She assumed the role of trainer and mentor for junior petty officers and assisted in the creation of training materials. As the first MSU Portland reservist to attain the qualification, she paved the path that has led to the qualification of five other members.”

The facility inspection program aims to prevent maritime transportation security incidents and marine casualties resulting from malicious acts, accidents or acts of nature against waterfront facilities. Twenty reservists augment 72 active duty members and 15 civilian employees in the monitoring of 52 maritime transportation facilities across Sector Columbia River’s area of responsibility. The unit also manages marine safety, vessel inspection, aids to navigation support, and waterways management missions. With such a vast array of missions under their purview, Reserve support is critical to the overall success of the unit.

“The problem with being a weekend reservist in the facility shop is that you have to do inspections to become qualified and inspections primarily happen on weekdays,” said Weeks. “It just took scheduling time to come in during the week with active duty and inspecting all the different types of designated water front facilities.”

“The facility shop really took off after I got my qualification,” said Weeks. “We set up with the active duty for one of them to come in on a weekend day so that they could help oversee inspections and write sign offs. We developed a training schedule that mimics the timing of specific facility inspections.”

Weeks has proven to be a whiz at juggling scheduling issues. She successfully completed her undergraduate degree while drilling at MSU Portland and has put that degree to use while serving on an extended tour of duty for the Deepwater Horizon oil spill response.

“I received my fisheries and wildlife sciences degree from Oregon State University last December,” said Weeks. “The degree has really helped because our Shoreline Cleanup Assessment Technique (SCAT) teams have taken over the role of monitoring and documenting compliance to best management practices, which are ways to minimize our damage to the environment.”

“Holly has great instincts,” said MST1 Melanie Quintana, a reservist from MSU Portland who was also Weeks’ supervisor on the Deepwater response. “Early in her SCAT days there were moments when she was not fully aware of what was ‘wrong,’ but did not simply ignore her gut instinct. Instead she would correct it in the field and seek direction from more experienced shipmates. This resulted in her quickly gaining the knowledge required to make sound field judgments. As her supervisor, I was extremely confident in the decisions she made. This led to additional contributions to our team’s success such as conducting oil sample training, reviewing 214 log entries, and training new members.”

Praised by her colleagues both inside and outside of the Coast Guard, Weeks sees her time spent on the Deepwater response as an invaluable part of her training and growth as an MST.

“What I have found the most valuable is working with reservists from around the U.S.,” said Weeks. “It is a really easy trap to fall into as a reservist to only know your area of responsibility and only know how your command operates. Being out here I have worked with active duty and reservists from across the country and it has been a real eye opener. This experience has given me several ideas to bring back to MSU to make our operation run a little better.”

— Story by PA1 Elizabeth Bordelon
MSU Port Arthur reservist recognized as a super performer

The Coast Guard is full of everyday heroes. Men and women, who risk their lives to save mariners in distress, protect our nation’s coastal resources and facilitate the flow of commerce on America’s waterways. While the first thing that may come to mind when you think “Coast Guard Hero” is a rescue swimmer danging precariously from one of their signature orange helicopters, there is another type of hero the 8th Coast Guard District chose to honor this year as its 2012 Reserve Enlisted Person of the Year (REPOY) — a super mom who makes balancing work life, family life and community involvement look effortless.

BM1 Ashley Wolf of Marine Safety Unit (MSU) Port Arthur, Texas, was recently recognized as the REPOY in a ceremony held at the 8th District headquarters in New Orleans, La. Her commitment to operational excellence as well as to helping members of her community makes her an ideal choice to represent the 8th District in the national pool of candidates for the overall honor of being named Coast Guard Reserve Member of the Year.

“I have had the pleasure to work with numerous reservists in my career,” said BMC Thurston Mosley, who runs the Small Boat Facility at MSU Port Arthur. “Working with someone of Petty Officer Wolf’s caliber makes not only my job but others’ jobs easier. She is always willing to take on more duties and work items. She takes a tremendous work load off of others, along with improving the process to make things more efficient for others. With a husband and small children, she is able to balance workload and family with no loss in her productivity. She is always positive and motivates others to do their best and strive to achieve excellence.”

Wolf led her crew on 67 Military Outload missions, which encompassed 364 underway hours, ensuring the safe and secure transport of more than 200,000 metric tons of vital military equipment. Her knowledge and experience in maritime law enforcement led to her rapid certification as a unit law enforcement instructor, which she used to train and qualify 14 boarding team members and five boarding officers.

“I thoroughly enjoy training members in their boarding officer, boarding team member, boat crew and coxswain qualifications,” said Wolf. “It is a huge responsibility, but I work for such an amazingly supportive command. If it wasn’t for them, I would not be able to have this amazing opportunity. I have also never worked with a more dedicated group of shipmates. They are the most loyal, hardworking, goal-oriented group of people that I have had the pleasure to work with.”

Wolf’s role at MSU Port Arthur is multifaceted. As a section leader, she is responsible for 21 personnel, who all maintained full mission capability in 2012 thanks to her skillful management of the Coast Guard’s training database. Her collateral duties include: tactical coxswain, training board member, patrol commander, law enforcement board member and law enforcement and weapons petty officer.

“As busy as she is juggling mission readiness and motherhood, Wolf has still found the time to be involved in a myriad of community outreach programs.”

“I really enjoy doing volunteer work in the community,” said Wolf. “I am a volunteer in Partnership in Education and make frequent visits to a local elementary school to mentor and tutor at risk youth. At my last unit I participated in this program for four years and feel that this is such a rewarding and amazing experience to help these children.”

The countless hours and unwavering dedication of Wolf and her crew resulted in an astonishing 600 percent increase in the number of students at Sam Houston Elementary in Port Arthur who met scholastic reading goals last year.

As a mother of one with another baby on the way, Wolf is passionate about programs geared at helping children. One program that is particularly close to her heart is the Jack Wolf Memorial Foundation.

“My family started a non-profit organization called the Jack Wolf Memorial Foundation, which is dedicated to bringing together a cooperative spirit for the purpose of contributing to those in need of excellent medical care in the Neonatal Intensive Care Unit (NICU) at Memorial Hermann the Woodlands Hospital by supplying non-budgetary items to the hospital,” said Wolf.

The Wolf’s started the foundation in 2005 after the devastating loss of a family member to osteogenesis imperfecta. Taking inspiration from the dedicated and compassionate Hermann Memorial staff, the family created the non-profit organization to help other families facing the difficulties of caring for a child in the NICU.

“Jack Wolf was my husband’s nephew,” said Wolf. “This foundation means a lot to our family in just providing for those in need, as we all know what it was like at the NICU. The Memorial Hermann Hospital at The Woodlands is an absolutely wonderful hospital. I know from experience. My two-year-old daughter was born there. Just to read or hear about the stories that our foundation has helped is extremely rewarding. There were so many people there for baby Jack and our family that we want to provide that for others in similar situations.”

The foundation raised more than $15,000 last year. These funds were used to purchase specialized chairs that allow the parents of at-risk newborns to hold their children. The Wolf’s have even bigger plans for this year’s fundraising efforts.

“Every year we host an annual golf tournament to raise money for such an amazing cause, and this year will be our seventh year,” said Wolf. “This year we are definitely aiming a little higher. We are looking to start construction on a new park that would not only serve the NICU babies and their families, but other children visiting family at the campus. We are really hoping for a good turnout this year and just so grateful for all of the help we have received so far.”

Wolf is currently serving on a set of Active Duty Operational Support orders for MSU Port Arthur and has no intention of slowing down after the birth of her second child this summer. She considers her shipmates at the station an extension of her family and she is not about to leave them hanging.

“Being on active duty, your shipmates become your second family,” said Wolf. “I truly feel that if it wasn’t for them, I would not have received the award. I still can’t believe I was even nominated and just so thankful for everything.”

— Story by PA1 Elizabeth H. Bordelon
Reprinted from the 8th CG District Blog
Reservists from Sector Baltimore paid special tribute to a group of American heroes – World War II and Korean War veterans – who visited our nation’s capital to see the monuments for the wars in which they fought in decades ago.

The Coast Guardmen led the receiving line welcoming the veterans, who were on an Honor Flight from Orlando, Fla. at Washington’s Reagan National Airport, August 18.

With clapping, handshakes and hugs, the reservists greeted each of the 25 veterans as they made their way through the line of Coast Guardmen and cheering, flag-waving members of the public. Veterans cried tears of joy and wept for those who did not return from war.

Lt. Jennifer Osetek, who helped organize the Coast Guard participation with Lt. Casey Johnson, said the day was a success, both for the reservists who greeted and shared stories with the American heroes, and for the veterans who were treated to the special surprise.

“It’s a great way for us to interact with the veterans from the different services, and for us to be able to reach out to the veterans of past wars and say thank you,” said Osetek.

“It was so special to see the faces of all the veterans as they were coming through the line,” she said. “They don’t know in advance that we are going to be there, so it was a complete surprise to them and you could tell that it meant the world to them,” she said.

The Honor Flight Network arranges Honor Flights to carry World War II, Korean War and Vietnam Veterans to Washington free of charge to see the war monuments, with priority to senior veterans and those who are terminally ill. Most of the veterans on the Honor Flight from Orlando were from World War II.

“This was the most wonderful thing, it just brought tears to our eyes, to think that you would all take the time out of your busy schedules to spend time with us,” said Donald Schneider, a World War II Army veteran.

A retired staff sergeant, Schneider, who served in Normandy and northern France, was especially glad to see the younger members of the Coast Guard.

“We were that same age when we traveled through our journey, and they’re beginning their journey,” he said. “I hope that their journey in many ways will be beneficial to them and not as chaotic as we endured.”

Lt. Tara Collins spoke with a World War II veteran who was crying as he remembered the friends who didn’t make it home with him. That brought back memories of her time in Iraq, she said, and she was able to bond with him.

Collins has welcomed a number of Honor Flights to Washington.

“It’s an amazing experience,” she said, noting the importance of honoring veterans who will be making the journey to Washington over the next years.

“It gives me chills every time I do it. It brings tears to my eyes. It’s truly an honor to be able to welcome these gentlemen who are coming here for the first time,” she said.

The Honor Flight volunteers were all smiles when they talked about the welcoming ceremony.

“This Coast Guard contingent is the largest single service group I have ever seen here for the honor flight,” said Navy Vietnam War veteran Bob Beebe, who volunteers at Reagan airport for the Honor Flight Network.

Such a show of support by the military is important, he said: “We want the senior veterans to see that they’re still remembered by their younger brothers and sisters.”

OS3 Cady Spraul, an operations specialist, said it is important to come out and show the veterans how much their service means to the country. “Welcoming them like this means so much to them,” she said.

“This is the second time I’ve done an Honor Flight,” she said. “It is so touching to be able to honor them when they’re coming to do this flight that’s special for them.”

For his part, representing the newest in the Coast Guard, Seaman Robert Hunter, fresh out of boot camp, said he was glad to meet and pay tribute to the American heroes.

“It was an honor to be able to greet everyone that served before us, just to see the smile on their faces as they came down the aisle, it was great,” said Hunter.

The greatest thing, said Seaman Danny Shanahan, is being able to put on the Coast Guard uniform and show respect for the members who have served in the decades past.

“I’m just glad I could do this, to show my pride of the nation,” he said.

“Story and photo by PA3 Lisa Ferdinando

OS2 John McNellis, a reservist with Sector Baltimore, welcomes a World War II veteran to Washington, D.C., August 18, 2013. McNellis and other reservists with Sector Baltimore were at Reagan National Airport to welcome 25 veterans who arrived from Orlando on an Honor Flight arranged by the nonprofit Honor Flight Network.
Answering the Call for Action:
EPLOs Respond to a Myriad of Emergencies


Responding to both man-made and natural events, EPLOs filled crucial positions within Federal Emergency Management Agency’s (FEMA) Unified Area Commands at the Deepwater Horizon Gulf oil spill, the largest in U.S. history; the Japan and Chilean/Pacific area tsunami alerts; the Presidential Inauguration, Super Bowl 2013 and the 200th Anniversary of the War of 1812. Critical to interagency communication and coordination of mission assignments with FEMA and the Department of Defense, this team, also mobilized for three of the country’s worst storms: Hurricanes Irene, Isaac and Sandy.

The EPLO program, formed just over six years ago, has vastly improved the Coast Guard’s crisis response capabilities due to close collaborative relationships with the districts and FEMA’s Regional Response Coordination Centers.

Looking to get involved?
Just launched, an opportunity for Inactive Ready Reserve (IRR) members to continue to contribute within the Coast Guard Reserve. In cooperation with Coast Guard Personnel Command’s Office of Reserve Personnel Management (RPM-2), IRR members who possess the required skills can volunteer to drill for points with the growing Emergency Preparedness Liaison Officer cadre as Assistant Liaisons attached to District.

This initiative allows a member to remain competitive for a paid billet in the future while serving in the IRR. The 1st District is the test site for this initiative. The vision is to expand this to other districts who desire to createbench strength to call upon for the next planned large event or for no-notice contingencies like Deepwater Horizon.

Those Reserve officers currently in the IRR and interested in learning more about this program should contact CG PSC-rpm-2 via email at: ARL-PF-CGSC-rpm-2-Assignments@uscg.mil

— Submitted by Martha J. LaGuardia, Capt., USCGR, District 1 EPLO Coordinator for FEMA Regions II and I

LEFT: Capt. Joe Gleason presents Capt Susan Daignault, former headquarters EPLO Coordinator, the team award in May 2013.

Reserve Repair Team brings surge capacity to CG Mission Support

In October of 2012, the Greater New York/New Jersey region experienced one of the largest and most formidable storms ever to have made landfall in the United States. At its peak size, twenty hours before landfall, Super Storm Sandy had tropical storm-force winds that covered an area nearly one-fifth the mass of the contiguous United States (U.S.). At landfall, Sandy’s storm-force winds spanned 943 miles of the U.S. coast. The collateral damage to property in the impacted areas exceeded $50 billion dollars. In the path of the devastation were several Coast Guard facilities, all of which were critical to the local safety, security and emergency management infrastructure in the region.

Immediate coordination and planning efforts between Civil Engineering Unit (CEU) Providence, R.I., Base New Orleans Naval Engineering Department and the 8th District’s Office of Reserve Forces (Dxr) allowed for the utilization of the St. Louis Reserve Repair Team (RT) to conduct maintenance and upgrades to damaged facilities in the affected areas.

A 14 member detachment, the RT is composed of Damage Controlmen, Electricians Mates and Machinery Technicians who bring a variety of skill sets and knowledge from not only within their respective rates but from their trades and professions outside of the Coast Guard. The opportunity for the Coast Guard to utilize the RT’s annual active duty raining period saved over $75,000.00 in commercial contractor labor cost as well as enhancing each member’s skill set and proficiency in executing depot level maintenance.

After a careful survey and analysis of the affected area by CEU Providence engineers, it was decided that Stations Shinnecock and Montauk, as well as Vessel Traffic Service (VTS) Mariners Harbor, and VTS Governors Island would be the units served by the RT.

Upon their arrival, the detachment quickly divided itself into smaller teams in an effort to tackle the variety of projects spread across the sites. Led by DCCM Mark Webb and MKCM Randy Sheehy, the RT met with CWO2 Brandon Scott another reservist serving on short term active duty orders specifically to oversee the various projects for CEU Providence. The RT addressed a variety of maintenance concerns at each location, some of which were long standing maintenance issues exasperated by Sandy. The list included facility repairs to both the administrative and training buildings at Station Montauk, as well as habitability concerns in the galley, recreation room and watch standing spaces.

The primary focus of the effort rested on addressing water intrusion, mold and decomposed materials around the vicinity of exterior penetration points throughout the structures. The extensive work list encompassed the removal of sky lights, roof patching, re-shingling, drywall replacement, gutter reattachment, caulking of flashing, replacement of the water protective roof top membrane, renewal of wood vent louvers with an upgraded aluminum substitute, the reinstallation of interior light fixtures and the replacement of deteriorated wood trim around air conditioning window units. In addition, an assessment and technical advice on the power generating requirements necessary for a planned electrical generator upgrade was required.

The RT’s industrial surge capacity performance in the aftermath of Sandy has shown its value to successful mission support execution. The RT’s ability to plan, mobilize and overcome logistical obstacles when executing depot level maintenance is a competency that the Coast Guard must continue to nurture as a key component within the Deputy Commandant for Mission Support organization.

— Story and photos by Lt. Cmdr. Benjamin Fleming, CG-452
Coast Guardsmen run to remember 9/11 victims, honor heroes

The sky had a warm glow from the late summer sun as Coast Guardsmen began a charity run to honor the victims of the Sept. 11, 2001, attacks, and pay tribute to all who have served the nation.

The race, held just outside Washington D.C., had special meaning for MSTC David Donohue, a reservist with Sector Baltimore, who lost many friends from the New York City Fire Department (FDNY) on that day a dozen years ago.

Donohue, who used to do training with the FDNY, was supposed to make a ride-along with firefighters on Sept. 11, but an appointment forced him to reschedule.

“The station I was going to ride with was wiped out,” said Donohue. “The station, the HM1/S288, was the hardest hit, with none of the on-duty members surviving,” he said.

“The fire service special operations community is relatively small, and all told, I lost 33 friends that day and have lost three more who worked the [rubble] pile,” he said.

Donohue was among the thousands of participants at the Arlington Police, Fire and Sheriff 9/11 Memorial Race, held in the early evening, Sept. 7, 2013, in Arlington, Va.

The Coast Guard team, which tied for 3rd place in the military team category, included active duty and reservists.

In addition to Donohue, the Coast Guard team participants were Coast Guard Reserve Force Master Chief Mark Allen, Lt. Tara Collins, OSC Nicole Clark, OS1 Jason Rice, OS2 Sara Truesdell and YN3 Dan Kohner.

The 5K race took participants past the Pentagon Memorial, which honors the 184 people killed in the Pentagon and on American Airlines Flight 77.

Allen said running past the memorial “brings it home to each of us participants why we are running in this race.”

The race was a transformative and powerful experience, he said, with so many other enthusiastic participants and supporters honoring the nation’s fallen heroes, first responders, military members, and victims of the attack.

It was a meaningful way to honor the victims, and those who have paid the ultimate price serving our nation and those who continue to serve in harm’s way. It was a run for those who cannot run,” said Allen.

The sold-out race, which raised money for 9/11-related charities, brought together first responders, military personnel, family members and others. From the youngest to the oldest, to the first to the last, participants finished the course as onlookers clapped, waved and shared words of encouragement.

“Everybody here is cheering everybody else on,” said Allen. “We’re all here just to honor those who sacrifice. It’s a very homogenous and almost spiritual event.”

Collins, a reservist with Sector Baltimore, organized the Coast Guard team. She has run the race every year since coming to the area in 2008.

“It’s obviously an important day to commemorate and to honor those who gave all, and those who are still serving,” said Collins.

Especially meaningful, she said, was running past the Pentagon Memorial, and taking part in this event with fellow Coast Guardsmen.

“It’s great to be able to get everybody together for such an occasion and do this. It’s a beautiful setting, with the sun setting over our nation’s capital. It’s just great to be out here,” she said.

After the race, the sun set as an American flag, suspended between two fire truck ladders, blew in the breeze. Participants left the once-crowded streets, knowing for certain that they remembered the attacks of 9/11 and paid homage to the victims and all the heroes who served and continue to serve, protect and defend our nation.

— Story and photos by PA3 Lisa Ferdinando
Coast Guard Members Take On Triathlons

The Beaches Fine Arts Series Triathlons or “BFAST” is a series of USA Triathlon sanctioned events held in Jacksonville Beach, Fla. each year. The races are held on three different Saturdays between May and July. Normally each race is a sprint distance triathlon, however, this year for the first time, an olympic distance triathlon was offered as well on the last race day of the season in July.

The sprint distance triathlons consisted of a .25 mile swim, 16.8 mile bike and 3.4 mile run. The olympic distance triathlon is roughly twice the distance consisting of a .93 mile swim, 25.2 mile bike and 6.2 mile run. The 2013 races took place at Naval Station Mayport and the course received excellent feedback from racers, civilian and military alike who enjoyed the friendly atmosphere, smooth course and being able to complete the entire race on base.

Lt. Cmdr. Michael Vaughn, Sector Jacksonville, led the charge in encouraging all Coast Guard (CG) members to sign up and the result was a successful turnout, with eight members competing during the sprint triathlon that took place on June 8th and seven members competing in the July 13th race. Rumor had it that there may have even been a friendly wager offered to sweeten the deal for anyone willing to take on Lt. Cmdr. Vaughn, an avid surfer and tri-athlete. As it turned out, Vaughn captured 3rd place in his age group in both races and was first overall for the CG. All of the other CG members achieved impressive levels of success in their respective categories and in reaching personal goals, including improving their times from the first to the second race.

Several of the CG members were competing in their very first triathlon. In addition to overcoming the physical trials of swimming, biking and running, the competitors had to contend with some unexpected race conditions during the June event including high winds and a swim that was almost double the distance of the planned race course. Fortunately, the weather was fair and the conditions were favorable for the July race. While some first time racers may have been “bitten by the bug,” others were happy to check triathlon off of their bucket list. At the races end, everyone had very positive experiences and came away feeling proud of their efforts and with some memorable stories. The triathlons proved to be a great morale booster and an effective tool in elevating the level of fitness for several participants.

Competitors from Sector Jacksonville for the June race included Lt. Cmdr. Vaughn, Lt. Cmdr. R Alisa Praskovich, Lt. Cmdr. Michael Von Stein, Lt. Matthew Mills, Lt. Brian Simonson, Lt.j.g. Dennis Bradford, BMC Jane Sandy and IS1 Lonnie Salimone. In July, there were a few brave repeat participants including Lt. Cmdr. Vaughn (Olympic distance), IS1 Salimone and BMC Sandy. Joining them were five other CG members, Lt. Ethan Postrel (Olympic distance), HS1 Brandy Milliner, MK1 Afip Castillo, HS2 Gordon Fernandez and ME2 Ricky Justus. Results and pictures can be found on the race website, www.bfasracing.org.

— Story by Lt. Dianne Sitkins, Sector Jacksonville

Deployed Unit Honors Fallen Shipmates

On May 15th, members of Joint Task Force Guantanamo Bay’s Maritime Security Detachment (MARSECDET) from Port Security Unit 311 took time to commemorate National Law Enforcement Officer’s Memorial Day and remember the tragic losses of BMCS Terrell Horne, III and ME2 Scott Ward over the past year.

The day started with several members competing in a 5K memorial run while wearing t-shirts in memory of BMCS Horne. The t-shirts were purchased by members in honor of Senior Chief Horne and included a donation to the CG Foundation for his family. The loss of BMCS Horne, who was killed in drug interdiction operations off the coast of California, really hit close to home especially for the Chief’s Mess. PSU 311 is based out of Los Angeles/Long Beach, Calif. and Senior Chief Horne was a member of the local Chief Petty Officers Association.

Later in the afternoon, a plaque was unveiled in memory of fellow reservist ME2 Scott Ward. Petty Officer Ward, a member of PSU 308, was tragically shot and killed while serving as a Deputy Sheriff with the Baldwin County, Miss. Sheriff’s Department. Two members of MARSECDET, BM2 Jennifer Nelson and BM1 Matthew Roache, served with Ward during PSU 308’s deployment to Kuwait. They shared their memories of Ward and his commitment and love for the Coast Guard, his country and his wife Andrea. The plaque was purchased through donations by MARSECDET members and erected outside the entrance to the Coast Guard boathouse to remind crew members of the service, dedication and the ultimate sacrifice made by ME2 Ward.

— Submitted by MCPO Wayne North,
Command Master Chief, PSU 311
The Coast Guard won the military category in the 2013 Wounded Warrior Canoe Regatta held in Hawaii at Fort DeRussy Beach in Waikiki on August 18.

The regatta is a local fundraising event, which had its start in 2009 as a tribute to recovering troops. The mission of the regatta is to promote public awareness for Wounded Warriors and their families, and for the state to embrace and support them during their recuperation.

The race consists of teams competing in six-person canoes. Participants compete in one of four race categories:

- **Wounded Warriors**—military entrants recuperating from injuries or harm due to their service.
- **Military**—each canoe must have at least three team members who are on active duty or a member of the National Guard or Reserve.
- **Veterans**—each canoe must have at least three team members who previously served in the military.
- **Youth**—teams from high school ROTC, Hawaii Sea Cadets, Hawaii Civil Air Patrol, and Hawaii Youth Challenge Program.

A total of 47 teams competed this year. The Coast Guard fielded six outrigger canoe teams in the military category.

Base Honolulu reservist Lt. Joshua Hauani‘o coordinated the Coast Guard’s participation, working with regatta officials, setting the crews, communicating information to the participants, as well as conducting the practices at Ke‘ehi Harbor Lagoon. “Mr. H. was the backbone for the Coast Guard’s involvement this year, making phone calls, sending emails, holding meetings, and doing all the behind the scenes work nobody knew about,” reported ME1 Fred Tan.

“The Coast Guard participation this year was awesome,” said Hauani‘o. “Our crews were a good mix of enlisted and officers, active duty and reservists, and even retirees. We have been competing for the last two years, but could barely get one crew together. I’m so pleased with our showing, but I am particularly proud that we were able to raise $400 for the Wounded Warriors Project.”

The Coast Guard teams started weekend practices two months before the event. Former 14th District Senior Reserve Officer (SRO) Capt. Jack Laufer (ret.) arranged for the weekend practice canoes at the Keahiakawehi Canoe Club. Team members mustered first thing Saturday and Sunday mornings at the Sand Island canoe landing and took turns working as a team. “We’ve come a long way from the first day when we swampered in the surf,” observed participant MK1 Mitch McClain.

The Coast Guard also demonstrated the effectiveness of active and reserve force integration through command cadre participation in the event. District Chief of Staff Capt. Meredith Austin, and incoming district SRO Capt. (Sel) Mark Murakami both paddled in the competition. DCC Tad Tucker and DC1 Glin Nelson shared a heartwarming account that occurred during one of their weekend practice session. “A family was standing at the beach with an urn containing ashes from a family member. They had made arrangements to scatter the ashes at sea, but nobody showed up. They asked if we could help,” stated Nelson. The team paddled the family members out into open ocean water where they scattered flowers and the ashes. “They were so appreciative, and we felt honored to help. We started as strangers, and ended up hugging,” Nelson added.

Another participant, YN2 Mark Porter noted, “Although we all report to different units, we found we really work well together.” He thoroughly enjoyed the teamwork leading up to the regatta, and the excitement of participating in the competition. Chief Tucker said that based on feedback from the crew, his unit now intends to incorporate canoe paddling as part of their regular pre-drill physical training activities.

— Story and photos submitted by MCPO Guy Pasco
It has been a busy summer for reservists in Sector Mobile

In mid-May, Reserve personnel at Sector Mobile participated in a five-day container inspection course. A combination of classroom instruction and hands-on field work, participants covered a wide range of topics including: Laws and authorities, inspector safety, inspection process, hazard classifications, container loading and stowage, and corrective action and enforcement.

In 1994, the Coast Guard initiated the Container Inspection Program to inspect and regulate maritime shipments of containerized hazardous materials. In order to set a uniform standard of inspection practices and train new inspectors, the Container Inspection Training and Assistance Team (CITAT) was formed. This new training unit is co-located with the Department of Transportation’s Safety Institute at the Mike Monroney Aeronautical Center in Oklahoma City, Okla. providing a central location where experts and instructors in all modes of hazardous materials transportation can work together and share information. In 2001, the Coast Guard recognized the need to supplement the in-house Explosive Handling Supervisor course being taught at Training Center Yorktown, Va. To meet this need CITAT developed an exportable course that could be brought to units that oversee explosive load outs.

“I think they did a great job teaching the course,” said MST3 Stephanie Daley, a marine safety technician at Sector Mobile. “I am certainly more aware of the safety issues involved in the container shipping industry and how important it is for us and the other agencies to inspect them.”

Sector Mobile also held its third annual Coast Guard-wide Boat Crew College this summer. Hosted at Station Destin, Fla., twenty-two students attended the college, completing 95% of the initial boat crewmember performance qualification standards. The school was led by an experienced group of Reserve instructors and crewmembers who created a challenging course, which included day and nighttime training exercises. The training team also coordinated navigation and piloting fundamentals, seamanship, basic first-aid and CPR. More than 100 reservists have participated in the boat college over the last three years.

“The program provides members who are new to the world of boat forces with extensive classroom and underway training, as well as a camaraderie that just can’t be replicated over a series of drill weekends,” said Master Chief Petty Officer Steven Hogan, the lead instructor and one of the founding members of the course. “The opportunity I’ve had to work with junior members who are excited and eager to learn has provided some of the most rewarding moments of my 30 years with the Coast Guard and Coast Guard Reserves.” In his opinion the college has played a significant role in helping students obtain their boat crew qualifications. The students agree.

“I had a good base knowledge going into the college,” said BM3 Kevin Fleek, a participant in this year’s course. “Combining my current knowledge with the great classroom sessions and ample underway time, I was able to pass my board and check ride my very next drill date after returning from school. I highly recommend it!”

— Story by PA1 Elizabeth H. Bordelon
Coast Guard offers unique educational experience at National Scout Jamboree

What’s the Coast Guard doing in West Virginia? That was a question Coast Guard members heard a lot during the 2013 National Scout Jamboree at the Summit Bechtel Reserve, here. As it turns out, the Coast Guard was at the jamboree in force to offer scouts and visitors a unique educational experience in boating safety, search and rescue, damage control and many other Coast Guard missions.

During the jamboree, the estimated 50,000 scouts, staff members and visitors had a chance to earn the coveted 2013 Coast Guard National Jamboree patch. Just like earning a merit badge, scouts had to earn the patch, which consisted of getting their performance qualification standards signed off as well as passing a test demonstrating their knowledge in boating safety and Coast Guard missions.

In addition to the knowledge-based test and performance qualifications, the patch had another challenging element. Scouts had to hike to visit two Coast Guard locations at the Summit, one at Freedom Field and the other at the Coast Guard cove. The distance between the two sites was approximately 1.5 miles, not an easy hike in the hot and humid July weather, but for those who chose to earn the patch; it was well worth it as there were less than 6,000 available at this year’s jamboree.

“Earning your Coast Guard patch is just like earning the Eagle Scout Award. Many of you will start, but few of you will finish,” said Cmdr. Jeff Westling, the Coast Guard joint task force commander for the jamboree.

Westling, a 1991 Coast Guard Academy graduate and an Eagle Scout, displayed an unmatched, unbridled enthusiasm for scouting and the Coast Guard. He would stop thousands of scouts a day and challenge them to earn the Coast Guard patch. With his enthusiasm and contagious smile, you could almost picture him as a young scout attending jamborees 30 years ago running around trying to earn merit badges.

“The skills and experiences gained throughout the scouting program are the building blocks for leadership success,” said Westling. “Doing a ‘good turn daily’ and living the motto ‘be prepared’ have guided me as I ‘do my best’ to protect and defend those who use and rely on our maritime domain. The lessons learned in scouting have prepared me well for service in the Coast Guard as we forever remain Semper Paratus—Always Ready.”
For team Coast Guard members it was a true labor of love to organize and coordinate a unique experience for the scouts. This year’s jamboree was especially challenging, as it is the first year the jamboree has been held at its new home, the Bechtel Summit Reserve. The 52 members, made up of active duty members, reservists, auxiliaries and civilian employees, shared the same experience as the scouts by living in tents for two weeks. Team members also got to experience the Summit Bechtel Reserve’s ambient showers, which is just a nice way of saying ice cold showers. The real challenge for the Coast Guard staff was the grueling two mile hike through the mountains to the exhibit site followed by long 8-10 hour days of educating scouts and then hiking two miles back to base camp for the evening.

The experience was well worth it though as many of the team members are Eagle Scouts themselves. In fact, there were a total of 27 Eagle Scouts among the Coast Guard members at the jamboree. Even for those on the staff who are not Eagle Scouts, there is no place else they would rather have been than teaching the future leaders of tomorrow.

“The Coast Guard is honored to be a part of the 2013 National Scout Jamboree. The scouting world’s commitment to producing men and women with strong leadership skills is directly in line with the Coast Guard’s core values,” said Rear Adm. Dan Abel, Commander of the Coast Guard 1st District, and this year’s Coast Guard flag officer sponsor for the jamboree.

A highlight of earning the Coast Guard patch was the damage control wet trainer. In the wet trainer, scouts had to help save the Coast Guard’s sinking ship. In the trainer, water would gush out of pipes, and scouts would have to work as a team to patch the leaking pipes. It was a true Coast Guard experience as retired Coast Guard Chief Petty Officer Turner Reaves, of Albuquerque, N.M., would motivate the scouts, as only a Coast Guard Chief can, by yelling at them to hurry up and save my ship!

After Linda Kearney, an attorney from Austin, Texas, and her son Matthew Kearney, earned their Coast Guard jamboree patch; she could not thank the Coast Guard enough. In an email, she wrote, “Thank you!!! We completed all the stations yesterday to earn the patch. Your event was well done, interesting and fun.”

Throughout the jamboree the Coast Guard had one goal – boating safety. Many of the scouts and visitors here are from land-locked states and have never been on a boat, much less even heard of the Coast Guard. If the Coast Guard can instill in these scouts and visitors to wear a lifejacket when on the water, then the Coast Guard has accomplished its mission here.

“When it comes down to it, scouting and the Coast Guard go hand in hand,” said Westling. “Even our mottos are a perfect marriage: ‘Be Prepared’ and ‘Semper Paratus, Always Ready.’

— Story and photos by CWO Russell Tippets

Coast Guard All Hands sends out a bravo zulu to Lt. Cmdr. Katiuska Pabon, a civilian Port Security Specialist for Sector Miami and a Reserve officer assigned to Base Miami Beach. Pabon was named the 2013 National Image Meritorious Service Award winner for demonstrating exceptional leadership skills, resourcefulness and initiative in the recognition of Hispanic American contributions to the service and the promotion of diversity and equal opportunity within the Coast Guard. Specifically, she was recognized for ensuring vital support programs for Hispanics and minorities in the Coast Guard and the surrounding community were properly promoted as well as motivating others to step up and do the same.

“Ms. Pabon has excelled as a role model both in the community and in the workplace through her sincere commitment to the public and her coworkers,” said Sector Miami commander Capt. James Pruett.

In addition to being a high performer in her Coast Guard roles, Pabon is actively involved in supporting Habitat for Humanity, spending off-duty hours building houses for low-income members of the Miami community and arranging for and coordinating volunteers to do the same. She also serves as a mentor to at-risk students for Communities in Schools Miami, serving as a role model to empower young people in one of the nation’s most challenged school districts.

National Image Inc is a 501(3)(c) nonprofit, advocacy organization established in 1971. Its mission is to empower Hispanics through leadership development by advocating for Employment, Education and Civil Rights.

Note: Portions of this article were originally posted to the CG All Hands Blog.
Cover Story

PACAREA

MOBEX

2013
Stories of Coast Guard Reservists Mobilized to Support America’s Cup
By PA1 Rachel Polish, 11th Coast Guard District

Last summer, when Station San Francisco leadership asked Chief Boatswain’s Mate Brian Stiles to serve as a coxswain and train incoming Reserve boat crewmembers to support America’s Cup sailing races, little did he know at the time that the assignment would be so gratifying. More than a year later, Stiles was the first person most reservists met when they arrived at Station San Francisco as part of Reserve Mobilization Exercise (MOBEX) 2013, supporting America’s Cup and related races from July through September 2013.

With the backdrop of America’s Cup 34, MOBEX 2013 took place in conjunction with a live, highly publicized event. This was the first time the America’s Cup - with origins dating back to 1851 and considered to be the world’s premier sailing race - was held in San Francisco Bay. Recognizing that the Coast Guard would play an active role in supporting the event, Pacific Area leadership identified the opportunity presented by America’s Cup to test and improve administrative and training readiness of the Reserve Component.

“By being a part of MOBEX 2013, you’re truly providing a service to the Coast Guard and the local boating community,” said Stiles.

Real-life event perfect stage for exercise

Reservists representing each Coast Guard district converged on San Francisco Bay - more specifically, Station San Francisco on Yerba Buena Island - for two-week rotations to support the event. Boat crewmembers, boarding officers and boarding team members, engineering crewmembers, and liaison officers were recruited by home units and through the Mobilization Readiness Tracking Tool (MRTT) to provide security during races, serve as Coast Guard conduits between local law enforcement and America’s Cup organizers, and ensure the smooth flow of maritime commerce.

In the past, most MOBEX events lasted a few days and simulated a crisis that would require Coast Guard involvement. MOBEX 2013 was unique because it was designed to support a live event over the course of a two-and-a-half-month period. Crews arrived operationally ready, with the proper gear, qualifications and certifications, as they fulfilled the functions they were trained to perform in a real-world setting.

“With Reserve readiness at an all-time high (over 90 percent), MOBEX 2013 was a perfect opportunity for reservists to prove their mettle by augmenting the active duty contingent during this important event,” said Rear Admiral John S. Welch, senior reserve officer, Atlantic Area.

“It was a win-win situation for both components,” he said. “Reservists were able to hone their skills and were ready to roll to assist the active duty members.”

In seeking to make improvements from mobilization challenges faced during the Deepwater Horizon surge, MOBEX 2013 sought to:

• Ensure proper force selection, activation, deployment and deactivation of reservists
• Evaluate if forces are correctly qualified, prepared and equipped to perform the tasks required by the needs of the operation
• Administer the mobilization and demobilization process efficiently, including travel coordination
• Communicate effectively in both an operational environment and with stakeholders involved in the overall mission

Initial signs that MOBEX 2013 met its intended objectives are good. Positive improvements included pre-qualifying crews before they were selected for MOBEX 2013 and ensuring that...
Making A Difference While Taking In the Sights

By Seaman Joseph J. Betson
7th District Public Affairs

MK2 Michael Perkins was in awe of the 72-foot catamarans with 131-foot sails speeding at nearly 50 miles per hour across San Francisco Bay. “It was cool to see the new technology that they have now on these racing sailboats and how fast they go,” said Perkins, a Machinery Technician from the 7th Coast Guard District. “I’ve never seen anything like the sailboats I saw...They are apparently the fastest sailboats that exist today...that’s pretty incredible.”

Perkins was one of 48 reservists from across the nation called to participate in this year’s mobilization exercise in support of the 34th America’s Cup Race. He and his five-person boat crew patrolled the bay during the Louis Vuitton Cup Challenger Series in July.

Their mission was to protect the designated race area, keep the race zone clear, and to keep both commercial vessels and spectators safe while the race was underway. Perkins and his crew also monitored vessel traffic in a special transit area designated for some of the fast-moving ferries.

Perkins had been a part of crews working similar races in Miami, but nothing quite as large as the America’s Cup. While he tapped into past experiences, he felt the race in San Francisco posed some new challenges.

“From where we were, you couldn’t even see the other side of the race area, it was so expansive,” he said. “It was interesting to see how passionate they are in San Francisco about sailing. The city is pretty incredible, unlike any place I have ever visited,” Perkins said.

Perkins, 35, joined the Coast Guard in October 2002 with his first assignment as a seaman on the Coast Guard Cutter Forward, out of Portsmouth, Va. After attending “A” School, he was assigned to Station Miami Beach, finished his four-year enlistment, and transferred directly into the Reserve.

“As a coxswain, I really like that I can come in on the weekends, hand-select a crew and get underway, train and perform operations,” said Perkins, who has worked as a marine diesel mechanic in his civilian life, but is now a full-time student studying computer science at Miami Dade College. “I rely on my crew a lot - it’s good to know that we have really capable reservists at Station Miami.”

Perkins said his experience includes inter-agency operations, which came in handy in San Francisco, where he worked with marine patrol units from other agencies. He also said he was proud to be among those representing Sector Miami, crediting his background, maturity and experience setting up safety and security zones and special enforcement zones.

“I liked being able to participate, it felt good to contribute and make a difference,” he said.

He enjoyed the camaraderie among his crew and others and appreciated the in-depth familiarization tour offered by local reservists when he first arrived in San Francisco. From microclimates to navigational hazards, Perkins was impressed by how well reservists perform in new environments.

“I feel good to know that they can pull reservists from all over and that we can get on a boat together and we all know what our job is,” he said.
reservists consistently deployed with the proper gear. Some minor hiccups were corrected as the exercise progressed, such as having the members check in with their home units to ensure their entitlements started and ensuring that the crews arrived with their current certifications, hours underway and qualifications in hand.

BM3 Christopher Bisciotti deployed to MOBEX 2013 from Station Atlantic City. This was his second deployment; his first was as an underway safety supervisor during Deepwater Horizon. He appreciated the Coast Guard’s commitment to improving how reservists are selected and deployed in surge situations.

“It’s reassuring to come here and talk to Reserve advisors who want to work the kinks out,” said Bisciotti. “MOBEX 2013 has been a great experience from top to bottom, including how we’ve been mobilized.”

Chief Stiles believes that MOBEX 2013 demonstrated that positive changes have been made since Deepwater Horizon.

“It’s impressive to realize that standardizing equipment and training throughout the service, when put to the test in an operational environment, can work well,” said Stiles. “It has been very rewarding to see how smoothly everything has functioned.”

**Assignments fulfilled annual ADT requirements**

With eight complements of six reservists per two-week rotation, MOBEX 2013 was designed to fulfill the participant’s annual active duty for training (ADT-AT) requirement. Crews were assembled to ensure each complement consisted of a coxswain, a coxswain-qualified crewmember, a boarding officer, a boarding team member, an engineer, and a liaison officer. By utilizing ADT-AT, reservists received valuable training and provided the Coast Guard over $144,000 in surge capacity.

“At MOBEX 2013, we had the opportunity to perform the mission that we train to do,” said MK1 Ralph “Rocky” Ricapito, who deployed from Station Atlantic City as a boarding team member. Once boat crewmembers arrived at Station San Francisco, Chief Stiles immediately went about getting them acclimated. He provided them with a briefing, got them underway for an area familiarization tour and, because certifications do not transfer from unit to unit, he re-certified them at Station San Francisco on the proper assets and equipment. Stiles was tasked by the Station San Francisco command to research and identify a re-certification process for contingency missions in line with Commandant policy, ensuring that boat crewmembers can verify their skills, yet still be able to get in the field quickly to support the mission at hand.

“Station San Francisco was very welcoming and ensured our crew was capable of supporting the mission,” said Bisciotti. “To me, it demonstrated functional leadership for the station to put their trust in us. Frankly, that was the best part of being here.”

**Putting training into action**

Once boat crews were onboard and re-certified, they were plugged into the America’s Cup daily briefings and operations. Depending on the race schedule for the day, briefings often included representatives from Station San Francisco, Sector San Francisco, the San Francisco Police Department, America’s Cup organizers and other involved parties. Each Reserve complement included a liaison officer who ensured open communication between the boat crews, other Coast Guard units and external parties.

Lt. Casey Johnson, a reservist from Sector Baltimore, served as one of the liaison officers. As a former boatswains mate, Johnson understood the needs of boat crews and considered himself to be “a link in the chain” between event organizers and the Coast Guard. Additionally, Johnson wanted to ensure that he and the boat crew got the most out of supporting a live event, including identifying opportunities to grow their individual and collective skills.

“It’s always tough when you work for a qualification and never have the opportunity to use it,” said Johnson. “MOBEX 2013 has given me a real-life learning opportunity to use the qualification I’ve earned, which has been incredibly rewarding.”

As each team reached the end of their two weeks involved with America’s Cup, most crews had positive reviews of their MOBEX 2013 experience. From providing security patrols during races to scheduling time to secure sign-offs for their practical factors, all concluded their time at the MOBEX was productive.

“I highly recommend MOBEX to other reservists and wish we could do more real-world training like this,” affirmed Ricapito.

“Exercises like MOBEX are sure to make the Reserve force even stronger and better prepared to meet the Coast Guard’s missions,” noted Rear Admiral Welch. “I am confident this year and in years to come, that as a Reserve Component, we can respond to a national incident and will always be ready to go,” he said.

**PA3 Loumania Stewart, 11th Coast Guard District, contributed to this article.**
The Coast Guard Cutter Sockeye, an 87-foot patrol boat homeported in Bodega Bay, Calif., patrols the perimeter of the race area for the America’s Cup finals in San Francisco Bay as Oracle Team USA sails past them, Sept. 7.
Up Close and Personal
With a MOBEX 2013 Reserve Boat Crew

In support of Station San Francisco’s America’s Cup operations, each MOBEX Reserve complement (team) included a coxswain, a coxswain-qualified crewmember, a boarding officer, a boarding team member, an engineer, and a liaison officer.

Station Atlantic City sent one complete boat crew to MOBEX 2013, the only station in the Coast Guard to do so. With the addition of a liaison officer from Sector Baltimore, these six members formed a Reserve complement.

**BM3**
Christopher Bisciotti
Hometown: Torrington, Conn.
Resides: Falls Church, Va.
Duty station: Station Atlantic City, N.J.

*When did you join the Coast Guard and where have you served?*
I joined the Coast Guard in 2006 as a reservist. I was attending Johnson and Wales University for a business management degree and completed my drills at Point Judith then. I deployed to Deepwater Horizon and served as an underway safety supervisor there.

*What do you do in your civilian life?*
At first I was in security at Tiffany & Co. and they liked my Coast Guard experience. I went through Tiffany’s management program and have since been twice promoted. I’m now sales manager at Tiffany in Fairfax, Va. I travel a long way to drill at Station Atlantic City, but feel very fortunate to have such a fantastic crew.

*Why did you apply to come to MOBEX?*
Many of us at Station Atlantic City wanted to deploy as a complete boat crew. The result has been a fantastic experience – and a great opportunity to help out with a large operation. Our crew knows each other’s strengths and weaknesses well, so we came ready to go and hit the ground running. I also appreciated and found it reassuring that the Coast Guard is committed to improving the way reservists are mobilized.

*What has your MOBEX experience been like thus far?*
From top to bottom, it has been a great experience. This was my first time visiting San Francisco and I really like it here. Everything with Station San Francisco and Sector San Francisco has been smooth. I’ve had time to get qualifications signed off, drive the boat and experience America’s Cup first hand. To see how it’s run was very cool. It’s thrilling to see the complete event on the water and the marketing aspect while on land.

*Would you recommend MOBEX to others and participate in the future?*
Coming to MOBEX as part of the crew I work with in Atlantic City has been a great experience. Station San Francisco was very welcoming and ensured our crew was capable of supporting the mission at hand.

**Lt.**
Casey Johnson
Hometown: Gainesville, Fla.
Resides: Lorton, Va.
Duty station: Sector Baltimore, Md.

*Why did you join the Coast Guard?*
As a teenager, I surfed in St. Augustine, Fla. One day while I was surfing, a child got caught in the undertow and I happened to be at the right place at the right time. I was able to pull the child to safety on my surfboard. When the police and other rescuers arrived, they said I had saved the child’s life and encouraged me to consider the Coast Guard. After that experience, I looked into the Coast Guard. Joining the reserve allowed me to stay in college.

*Why did you apply to come to MOBEX?*
I saw a message about MOBEX and applied through MRTT. I have the liaison officer qualification, but saw this as a real-life learning opportunity to use the qualification I’ve earned. Being more adept as a liaison officer helps when there is a need to use the Incident Command System structure.

*Do you have any recommendations for MOBEX organizers in the future?*
This MOBEX supported a planned event. It was designed to provide extra support for America’s Cup while testing the mobilization process for all of the districts. There are some minor things I would recommend to future MOBEX organizers to test unplanned mobilizations. Things like providing a pre-deployment brief to ensure crews are adequately prepared and putting together job descriptions in the event of short-notice recalls so crews know what to expect and what their roles will be.

*What has your MOBEX experience been like?*
Overall, MOBEX 2013 has been a great experience. The crew I’ve worked with is amazing. It’s beneficial to have a boat crew work as a team here and at home. They know how to work together and the chemistry is already there.

*For myself, I am coming away with new learning on a personal level. As the liaison officer for MOBEX, I’m a link in the chain for my crew – both on the water and shore side - if there is an emergency or if they need anything. It has also been very rewarding to serve as the liaison officer for the Coast Guard with America’s Cup organizers and other agencies.

**BMI**
Ryan Labriola
Hometown: Pennsville, N.Y.
Resides: Red Bank, N.J.
Duty station: Station Atlantic City, N.J.

*When did you join the Coast Guard and where have you served?*
I joined the Coast Guard eight years ago. I was on active duty for five years before moving to the Reserve. I was on the Cutter Seneca in Boston for two years, then Station Point Pleasant. As a reservist, I’ve been lucky enough to work out of Station Atlantic City.

*What do you do in the Coast Guard?*
I’ve been a coxswain for six years and am a qualified boarding officer.

*Why did you become a reservist?*
I decided to go to college full time and used the GI Bill to help pay for school at Kean University in New Jersey. I’m almost done with school and, as a youth sports coach now, my goal is to become a physical education and health teacher. I plan to continue drilling at Station Atlantic City.

*Why did you apply to come to MOBEX?*
Our station’s yeoman chief sent an email to the MOBEX coordinators to see if it would be possible to send a complete crew. As the only Reserve boarding officer at our station, I knew the MOBEX element needed this function and I wanted the experience. A group of us applied and our station was able to send us together. I saw this as an opportunity to see the West Coast and work together as a crew during America’s Cup. It was great that we were able to use our annual ADT to come here, too.
What has your MOBEX experience been like thus far?  
MOBEX has been a great experience. Chief Brian Stiles and the crew here made us feel right at home. Lt. Johnson has taken good care of our crew as our liaison officer. It's very organized, our crew has a schedule and our roles are very clear.

Would you recommend MOBEX to others?  
It feels great to be a part of something that helps future MOBEX events and the Reserve as a whole – I can't see it getting any better than this.

MK1  
Rocky Ricapito  
Resides: Galloway, N.J.  
Duty station: Station Atlantic City, N.J.

When did you join the Coast Guard and where have you served?  
I joined the Coast Guard in 1991 and was active duty for four years. I was a fireman at Station Atlantic City and got out to go to college. I went in the IRR (Individual Ready Reserve) for four years, was out of the service for two years, reenlisting in 2003 as a has health services technician (HS) and eventually lateralling to machinist mate (MK). I’ve served at Station Atlantic City as a reservist.

What do you do in your civilian life?  
I went to Atlantic Community College and Drexel University for nursing. When I graduated, I became a nurse and worked my way up. I’m now the clinical director of Medical Surgical Services at AtlantiCare.

Why did you apply to come to MOBEX?  
Many of us from Station Atlantic City wanted to come to MOBEX together and form a complete boat crew. Our command was very supportive and our leadership was instrumental in helping to secure the opportunity.

What has your MOBEX experience been like thus far?  
At MOBEX, I had the opportunity to learn a new area. At home, we often set up security zones for events and air shows, but working such a high-profile event has been different. Chief Brian Stiles bridged the gap and enabled us to operate effectively. It’s great that working at MOBEX allows us to gain new experience while freeing up the crews here in San Francisco to conduct their normal operations – it’s a win-win.

Would you recommend MOBEX to others  
I would do MOBEX again. It is cool to support an event like this and it has been a great learning experience.

MK3  
Holly Shelson  
Hometown: Clayton, N.J.  
Resides: Clayton, N.J.  
Duty station: Station Atlantic City, N.J.

When did you join the Coast Guard and why did you enlist as a reservist?  
My Dad was a Green Beret and was hopeful that one of his children would join the military. I’m the youngest, so I was his last hope. Eventually, my older brother followed me into military service and joined the Army four years ago. He’s now an Army Ranger and I’m so proud of him. I joined the Coast Guard between my junior and senior years in high school, so going Reserve was the best option. I grew up on the water; so serving on the water was a natural fit for me. I was able to drill close to home and stay in school, too. Now that I’ve been in for 10 years, I can still say that I love the Coast Guard. It’s like a family.

What do you do in your Coast Guard and civilian lives?  
I considered several options for my Coast Guard career. I wanted to go boatswain mate first, and then was about to strike cook and ended up going to school for machinist mate. I’m the crew’s engineer. In my civilian career, I’m a branch operations coordinator for WeBuyAnyCar.com. I help manage things like maintenance and operations for new and current branches.

Why did you apply to come to MOBEX?  
I wanted to go to MOBEX as a team.

What has your MOBEX experience been like thus far?  
It’s easier to focus on Coast Guard work when you’re deployed and MOBEX has been a great learning experience. I’ve worked on practical factors while I’ve been here and even got some of my sign-offs completed on an 87-footer. It’s neat to see a different area and realize that things are the same everywhere.

Would you participate in MOBEX exercises in the future?  
I would participate.

Why did you join the Coast Guard?  
I’m not sure what my exact age was, but I know I was between 10-13 years old. I visited a state marina after a big storm. The Coast Guard was there and gave me a tour of a 41’ boat – that memory and the Coast Guard crew made a big impression on me as a kid.

When did you join the Coast Guard and where have you served?  
I joined the Coast Guard nine years ago. I was on active duty for seven years and have been a reservist for two. I served on the Cutter Seneca in Boston for two years and was at Station New York for five years – all on active duty. I’ve been lucky to drill out of Station Atlantic City since I became a reservist.

Why did you become a reservist?  
I knew I wanted to stay in the Coast Guard, but I had family commitments that made it more challenging to move every few years. I share joint custody of my four-year-old son and he is a very important part of my life. I also work for the local police department in Highlands, N.J. as a police dispatcher and it has served me well to have both careers – I gain valuable experience from both.

Why did you apply to come to MOBEX?  
Station Atlantic City sent a message to the entire station and encouraged people to apply to MOBEX as a group. From there, a crew of five was selected and deployed we came to MOBEX as a team.

What has your MOBEX experience been like thus far?  
This is my first time to the West Coast and I’m surprised that sailing is so popular here. We’re out there backing up the Station San Francisco crew and supporting the America’s Cup crews. Everything has been very smooth and Chief Brian Stiles from Station San Francisco took care of everything. This MOBEX has been organized and different from past deployments, where things have not always been so smooth.

Would you recommend MOBEX to others and participate in the future?  
I would do MOBEX again and would recommend it. It’s been nice to see more of the Coast Guard. Working with Station San Francisco has been great – we’re treated like we’re part of the crew.
The Complete Coast Guard Reserve Experience

A Near 47 Year Odyssey from Seaman Recruit to Director of the Coast Guard Reserve and Military Personnel

Story by Capt. John R. Olson.

It is truly an honor for me to share with readers of the Reservist my personal observations of the distinguished career of a Coast Guard enlisted recruit who achieved flag rank through nearly five decades of active service qualifications and Reserve mobilization readiness. This reservist joined the Coast Guard in 1967 as an E-1 and rose through enlisted and commissioned ranks to the position of Director of the Coast Guard Reserve and Military Personnel. He is Rear Adm. Steven E. Day.

For most Coast Guard personnel, this would be a remarkable and unusual journey. However, the journey and destination become almost predictable when one considers the unique qualifications, career experiences and the personal and family commitments that have characterized Day’s career.

Early Days

I first met Steve Day before taking command of Reserve Unit (RU) Green Bay, Wisconsin in October of 1978. The departing commanding officer (CO) asked that I accompany him to several active duty sites that were augmented by Coast Guard reservists from RU Green Bay. In particular, the outgoing CO wanted me to meet a First Class Damage Controlman (DC1) who had distinguished himself at Station Two Rivers, Wis. DC1 Day had demonstrated such high level competence in mastering the qualifications as a station watchstander that he was allowed to assume “officer in charge” responsibilities on the weekends of his scheduled drills. At that time, Reserve augmentation was considered a method of providing supervised practical training for Reserve personnel and general support for active duty stations and offices.

The concept of “replacement” augmentation was emerging but required documented competence and qualifications in order for reservists to replace active duty personnel without supervision. Most reservists found the time and skill requirements needed to achieve this status to be extremely challenging. For a reservist to perform the duties of an active duty “O-in-C” was quite an accomplishment for personnel assigned to Reserve units in the 9th Coast Guard District. As time would pass, it would be clear that DC1 Day was one of those truly a remarkable reservists who had the skills and motivation to excel.

I learned that he was employed as a high school Industrial Arts teacher and successful baseball coach and that his family’s military tradition led to him to the Coast Guard. Following the lead of an older brother, he completed basic training at Cape May in 1967, and was assigned to Damage Control ‘A’ School at Governors Island, N.Y. Upon completion of ‘A’ school, he was assigned to afloat and shore units in California where he served as a DC-striker, a form of on-the-job training. In that capacity, he demonstrated skills and knowledge that qualified him for advancement from E-3 to E-5 (DC2) during his four years of active duty service. Following his honorable discharge, he returned to Wisconsin where he joined the Coast Guard Reserve advancing to DC1 soon thereafter.

During his early years in the Reserve, he demonstrated a strong interest in commissioned service. He began supervising and mentoring Reserve
augmentation personnel emphasizing the importance of readiness training and qualifications. In fact, mobilization readiness would become a theme that would characterize his mentoring of reservists throughout his career.

During this period, Day was also looking for additional responsibility and opportunity in his civilian career and was a finalist candidate for an Industrial Safety Supervisor position at a large Wisconsin paper mill. He was selected for the position, but prior to employment, made sure that his new employer knew that he was a member of an active Reserve unit that could be subject to recall for domestic emergency or joint military service.

I had the pleasure of swearing in Ensign Day as a Reserve officer in 1979 after which he attended Junior Officer Leadership and Management School at Coast Guard Reserve Training Center, Yorktown, Va. Upon completion of that training, he returned to sequential Reserve unit duties and commands at: Houghton, Mich.; Green Bay and Milwaukee, Wis., and Port Clinton, Ohio. In 1983, while serving at Green Bay, Milwaukee and Port Clinton, his commands, along with units at Milwaukee, Buffalo and Cleveland, were assigned to qualify for traditional augmentation responsibilities along with military readiness requirements. Military readiness training required qualification for “notional” (conceptual) Port Security Units (PSU) with potential for rapid deployment to overseas military operating ports.

Training and qualification requirements were minimally defined and consisted primarily of small boat handling, boarding techniques and small arms qualifications. Through the exceptional leadership and commitment of Capt. Jimmy Hobaugh and Capt. Carmond Fitzgerald the need for a broader joint military training sequence was identified during their respective tours as 9th District Chief of Reserve. Hobaugh saw the need and budgeted for equipping and DOD war planning for the notional units. Fitzgerald and Cmdr. Gale Fisk planned the first mobilization exercise (MOBEX) training for these units and budgeted for or shifted funds to provide a foundation for the initial PSU training in a joint military environment.

Qualification for these dual assignments was extremely challenging for officers and enlisted personnel and required careful selection of training programs. In some years, joint military training exercises were assigned. In alternate years, traditional replacement augmentation training received priority. Funding for additional drills and active duty was scarce, yet pressures to qualify for both assignments were unrelenting. Consistent with his commitment to readiness training and qualifications for domestic and military obligations, newly-promoted Lt.j.g. Day participated in a military field training exercise - Ocean Venture 1984 – the first mobilization exercise developed for notional port security units.

In 1985 and 1987, then Lt. Day trained for harbor defense tactics with international forces in the Republic of Jordan. In 1988, he successfully completed 20 days of Combat Skills Training at the Marine Corps Amphibious Training Command at Quantico, Va. The following year, he completed the first focused Coast Guard PSU Training at Camp Perry.

Desert Shield and Desert Storm

In August 1990, Day was one of 300 reservists recalled to active duty for the first Gulf War. During that mobilization, he served as Operations Officer for PSU 303 and was assigned to the joint military operations port at Ad Dammam, Saudi Arabia. This was a major undertaking for PSUs 303 (then Milwaukee), 301 (then Buffalo) and 302 (then Cleveland) as the Coast Guard Reserve made its first-ever rapid deployment to foreign ports for harbor defense and port security operations in support of Operations Desert Shield and Desert Storm.

Along with officers and enlisted specialists assigned to other PSUs in the Persian Gulf emirate of Bahrain and at the military port at Al Jubayl, Saudi Arabia, Day assisted in the development of a rudimentary port security protocol and operations manuals. These initial procedural manuals served not only as a template for military port operations during the Gulf War but also as a guide to future port security deployments, harbor defense exercises and logistics requirements. In addition, these manuals provided operational and training guidance as the Coast Guard identified a need for up to eight commissioned PSUs. As this concept materialized, it was determined that the Coast Guard
would train and qualify personnel exclusively for one mission – rapid deployment within 96 hours notice to global destinations in support of armed conflict by U.S. forces. It was during the Desert Shield/Desert Storm deployment that Day recognized an absolute need for comprehensive doctrine to include realistic readiness training, personal qualifications and physical conditioning for all Coast Guard Reserve personnel.

This was a need that he and his peers emphasized to trainers and evaluators of the Coast Guard’s Atlantic Area Command during post-war training activities conducted at both Camp Perry and Fort Eustis, Va.

In fact, this doctrine would be expanded and refined by Gulf War veteran and reservist, Rear Adm. J. Timothy “Tim” Riker. Rear Adm. Riker was recalled to active duty and served as the architect of a master plan for the training of reservists assigned to PSUs: doctrine that remains in use today with excellent effect.

Command of PSU 309

Following the Gulf War, Day was promoted to Lt. Cmdr. and assigned to PSU 309 in Port Clinton, Ohio. He was promoted to Cmdr.in 1995 and assumed command of PSU 309. In that role, he insisted on highest level qualifications training, readiness and sought opportunities to use and refine that training. Under his leadership, unit personnel participated in four joint military exercises in South Korea, Egypt, Bahrain and OPSAIL 2000 in New York City.

In 2001, Day was promoted to the rank of captain. With this promotion, he was assigned to more comprehensive assignments which included; Coast Guard Liaison to the Military Airlift Command at Scott Air Force Base, 5th District Senior Reserve Officer and Reserve Chief of Staff, Pacific Area Senior Reserve Officer and Reserve Chief of Staff and as Commanding Officer, Coast Guard Element and Joint Training Reserve Unit at the Joint Forces Training Command in Norfolk, Va. In 2003, he was recalled to serve at CG Headquarters’ Office of Defense Operation.

In this capacity, he was also assigned to the Pentagon's National Military Command Center in support of Operation Iraqi Freedom combat operations.

Flag Promotion

In July of 2008, former Seaman Recruit Day was promoted to the rank of Rear Admiral. Selection factors included his comprehensive qualifications, multiple joint military training and mobilization experiences, and joint military operational planning. As a Flag Officer, he served as Senior Coast Guard Reserve Officer, USCG Atlantic Area Command (Portsmouth, Va.) and was recalled to active service for Operations Unified Response (January 2010) and Deepwater Horizon (April through July, 2010).

In April, 2012, Rear Adm. Day was recalled to active service to assume the duties of Acting Director of the Coast Guard Reserve and Military Personnel. On June 10, 2013, The 113th Congress confirmed his assignment as Director – the first time in history a reserve officer assumed the duties and responsibilities of an active service Flag officer with Congressional affirmation.

As he brings this near 47 year odyssey to closure in December of this year, his message remains the same today as it has throughout his career. “Maintain your personal readiness, achieve your assigned mobilization qualifications, and involve family and your employer in a common understanding about your commitment so you can mobilize within 96 hours notice. Serve with competence when called. Through it all, maintain highest level professionalism and, as always, be ready – Semper Paratus.”

About the author: Capt. Olson was member of the Coast Guard Reserve from 1961 to 1995. During his career he served as Commanding Officer and Group Commander for five Coast Guard Reserve units within the 9th Coast Guard District. These units were assigned training missions in port safety, marine law enforcement and search and rescue. In 1987, his units were also assigned to train for overseas deployment. In 1990, he was activated and deployed to Manama, Bahrain as Coast Guard Liaison to the Joint Services Command for Operations Desert Shield and Desert Storm. Following the first Gulf War, he served as a port security exercise coordinator/inspector and instructor at Camp Perry, Cape May, N. J., Gray's Harbor, Wash. and Little Creek, Va. prior to his retirement in 1995.
On June 13, 2015, the Coast Guard will celebrate the 20th anniversary of the first officially commissioned Port Security Unit. On that date in 1995, Port Security Unit 309, located in Port Clinton, Ohio was formally established marking a significant date in the Coast Guard’s, and some may say, Nation’s history.

Port Security Units or PSUs as they are more commonly referred to, have made their mark in the last 18 years, proving to be a valuable force not only to the Coast Guard, but also to the Department of Defense.

Since 1995 an estimated 4,000 Reserve members have served in a commissioned PSU, not counting those pioneers who served in the notional PSU’s of the 1980s and early 1990s.

It was these men and women who performed in such a commendable fashion that served to prove the value of such units and laid the ground work for codifying today’s commissioned units.

What will be twenty years of deployments to nearly every corner of the world is cause for a celebration, and for capturing what has been a significant part of the Coast Guard’s 223 year history. To that end, we are planning a celebration on Saturday, June 13 2015, in the Cleveland area to do just that.

We are inviting all past, present and even future PSU members to save the date and come to the event.

“That’s two years away. Why do I need to hear about it now?” you may be asking. The reason is when planning an event of this magnitude two years is often not enough time. (This is not a Coast Guard funded event and all travel, berthing and meals will be the responsibility of the individual attendee).

We need a number of individuals to volunteer on the core planning team or to assist with other aspects of the event which we need to start moving on now. This is why this article is coming to you now. And, like most anything else, the event will be upon us in no time.

Hopefully we can offer a very interesting and enticing program that captures and preserves the storied history of PSUs. Our goal is to create a program that sets the PSU community apart from others and one that makes you proud to have been a member of a PSU. We would also like to identify and recognize any PSU plank owners who are still serving, with no break in service, at a PSU, or in the absent of any the longest tenured plank owner to have served in a PSU continually.

In addition, during the course of the event we would like to develop a contact booklet with everyone’s contact information to hand out by the end of the event. (You can opt out of having your contact info published).

This idea has been presented to a number of individuals so far and all have been very excited about the possibility of such an event. But it can’t happen without you. If you are interested in serving on the planning committee, or with assisting with the execution of the event, or as being considered one of the speakers please let Capt. Karl Leonard know at: (804) 543-3711 or karls.leonard@uscg.mil
Have you ever met someone so committed to volunteering and giving back to their community, you feel instantly inspired to do even more with your free time?

For those who have spent some time with Petty Officer 2nd Class Douglas Williams, a Coast Guard Reserve maritime enforcement specialist (ME) with the Security and Safety Operations, Sector New York, Staten Island, N.Y., know the feeling of wanting to volunteer more of their time.

Different people have different passions in their life, and giving back is Williams’. However committed and passionate he may be about volunteering, you will never hear him expound about all the time he so freely gives.

Williams, a corrections officer with the Suffolk County Sheriff’s Department, Long Island, N.Y., and member of the Penataquit Hose Company of the Bayshore Volunteer Fire Department, Bayshore, N.Y., is the perfect example of a role model for volunteerism. In fact, he received the Military Outstanding Volunteer Service Medal, or MOVSM, in December 2012.

The MOVSM recognizes those members of the military who perform substantial volunteer service in the local community above and beyond the duties required as a member of the United States Armed Forces. Such volunteer service must be made in a sustained and direct nature towards the civilian community, must be significant in nature to produce tangible results, and must reflect favorability on the military service.

“I was honored to receive the MOVSM award, but to me I am just putting my free time towards a good cause,” said Williams. “I’m thankful that I was recognized for my volunteer time, and I hope that it inspires others to do more as well.”

Williams currently volunteers his time in many different ways, such as: an active member of the Bay Shore Volunteer Fire Department, running and biking for countless New York charity organizations, conducting spin classes at his local YMCA, teaching a defensive driving class, and the list goes on and on.

The majority of Williams’ community volunteer time stems from being a member of the local volunteer fire department. He is a major team member, as well as an instructor, of the Dive Team, Ice Rescue Team and the Jaws of Life Rescue Squad. Also,
depending on the season, Williams participates in the summertime with the kid’s fire safety program and in the wintertime by selling Christmas trees to help raise money for the department.

Williams combines his passion for fitness with his desire to give back by participating in several charity runs, walks and marathons every year. Williams does not stay specific to one charitable cause, he jumps at every opportunity to participate in any charity run. A major run he last participated in was the Strength and Hope Walk from Montauk to Ground Zero on 9/11, this 140 mile race is run over the course of three days.

“The Strength and Hope Run/Ride is a fundraiser where we raise money for the families of the victims and workers of the 9/11 attacks,” said Williams. “This particular run and bike ride really hit home for me because we lost a friend and shipmate, Chris Pupo, to health problems from working near the attacks. It was important that I did all that I could to help his family, it was an honor and a great experience.”

Williams’ volunteerism is not contained solely to his community; he also volunteers for additional collateral jobs and assignments in the Coast Guard Reserve.

When the opportunity to join the Redeployment Assistance and Inspection Detachment, or RAID, arose, Williams was the first person to raise a hand to go. RAID teams consist of Coast Guard members who deploy with the U.S. Army in support of the shipment of materials in and out of the war zones. Their mission is to assist with the safe re-deployment of containerized cargo as well as the storage and segregation of hazardous materials.

The team moves from one forward operating base (FOB) to another, making Williams and his teammates among the few Coastguardsmen that have been that far forward with the Army in a combat zone.

During his deployment, Williams volunteered his time, knowledge, resources and connections to those in need overseas. While in Iraq, Williams participated as a mentor with the Iraqi Kids Day Program, as well as contacting his local bike shop to get five mountain bikes donated to help other military members get around the different FOBs.

In addition to helping with the lack of transportation on bases, Williams organized an effort for a large amount of expired ballistic vests to be donated to the Army. Expired ballistic vests were used to line the inside of the poorly armored Humvee’s in combat zones overseas.

“To me, volunteering is simply helping others out, and that could be your next door neighbor or someone who lives on the other side of the country,” said Williams. “If I have the means and the time, I want to help in any way that I can.”

When he is not on deployment, Williams motivates the other members of his unit to be better reservists, give more to volunteering and live a healthier lifestyle. In order to help his unit, he also took on the role as training petty officer to ensure qualifications are maintained.

“Doug is worthy of all the awards he receives because of the understated, yet remarkable work ethic he brings to every aspect of his life,” said MEC Ronald Wenzel, supervisor at Safety and Security Operations Unit, Sector New York, Staten Island, N.Y. “I want people to know who Doug is and that he is a hard working, outstanding role model for every reservist in the Coast Guard.”
Active Duty to Reserve: The Adventure Continues for the Capp Brothers
Story by YN1 Daniel King

It might seem unusual for the U.S. Coast Guard to participate in a large-scale, international, military exercise halfway around the world in South Korea; however, it is even more unusual for two brothers from Stevensville, Mont., to deploy to South Korea together as members of Coast Guard Port Security Unit (PSU) 313.

Travis and Trevor Capp both served four years on active duty in the U.S. Coast Guard before transferring into the Coast Guard Reserve. The transition from active duty to the Reserve brought the brothers to PSU 313 in Everett, Wash., as members of a deployable operations unit that provides global shore side and waterside security and force protection.

PSU 313 is a 120-member unit, comprised almost entirely of reservists. Since Sept. 11, 2001, PSU 313 has served in support of operations Iraqi Freedom, Enduring Freedom, and New Dawn in Kuwait and Guantanamo Bay, Cuba. Members of PSU 313 have also assisted in relief efforts following the Haiti earthquake and the Deepwater Horizon oil spill off the coast of Louisiana.

PSU 313 deployed to Pohang, South Korea, in April 2013 to conduct port security operations in coordination with Republic of Korea Navy and Marine Corps during a Combined Joint Logistics Over-the-Shore (CJLOTS) exercise as part of Operation Foal Eagle. The U.S. Army, Navy, Marine Corps, and Air Force also participated in the exercise.

The Capp brothers served as part of the PSU 313’s water side security division whose primary mission in Korea was to maintain safety zones to keep maritime traffic and local fishermen away from a submerged fuel line that extended from Dogu Beach in Pohang, South Korea, to the U.S. Naval Ship Wheeler, located eight miles off-shore.

“If not for the U.S. Coast Guard we could not conduct our mission,” said John Mansfield, captain of the Wheeler. “If the pipeline is damaged we’re finished.”

Freshwater was pumped through the eight-mile pipeline from the Wheeler to a simulated fueling station on shore. In a real-world scenario, the fueling station would provide fuel to military vehicles arriving to the beach from military ships.

As a member of a PSU boat crew, Travis’ primary role in Korea was to help keep local fishermen away from the pipeline throughout the military exercise. Coast Guard boat crews had several encounters with fishermen off shore and were thankful to have Korean interpreters aboard to help ensure the security of the pipeline and safety of the fishermen.

“The (Korean) interpreters were extremely helpful,” Travis said. “Through the interpreters we would ask the fishermen to fish elsewhere and they would pull in their gear and leave.”

As a machinery technician, Trevor helps maintain PSU 313’s six, 32-foot Transportable Port Security Boats (TPSBs). “I do preventative maintenance on the boats and diagnose problems or issues they may have,” he said.

During the CJLOTS exercise in South Korea, Trevor acted as a duty engineer.

“I’m standing 12-hour watches with the patrol leader as his right-hand man during the day in case anything comes up with one of the boats,” he stated.

Besides South Korea, the Coast Guard has taken Trevor to Hawaii, Virginia, North Carolina, and the Marshall and Samoan Islands. One of the highlights of Trevor’s time on active duty was when he served aboard the 378-foot Coast Guard Cutter Rush as it sailed across the position where the International Dateline and the Equator intersect.

While on active duty, Travis was assigned to the 210-foot Coast Guard Cutter Dauntless in Galveston, Texas.

“On the Dauntless we did lots of drug interdiction out in the Caribbean,” Travis said. “I decided to join the Coast Guard because my goal is to get into law enforcement,” he said.

Travis graduated from Pinecrest High School in North Carolina in 2006 and Trevor graduated in 2008 from Hamilton High School in Montana. Travis joined the Coast Guard after high school and Trevor followed in his older brother’s footsteps once he graduated from high school.

Trevor followed Travis’ lead again when he switched over to the Coast Guard Reserve and joined the PSU.

“When my four years of active duty was up I decided to lateral over (to the reserve) because Travis said how good the PSU was,” Trevor said. “It’s been an awesome experience.”

When not working at the PSU during drill weekends or during their two-weeks of annual training, the brothers work on their family’s ranch in Stevensville, Mont.

The Capp brothers are looking forward to going where the Coast Guard takes them next.
Reservists Need Help From Time To Time

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The terms "Pearl Harbor," "9-11," and "Katrina" conjure up disastrous images for most Americans. But, how many have ever heard the name “El Estero?” To New Yorkers in particular this term should strike a chord. It was the greatest man-made disaster in American history that never happened.

It was spring of 1943, a time when the outcome of World War II was still in doubt and port facilities around New York Harbor and northern New Jersey stowed convoy vessels to capacity with thousands of troops and millions of tons of war material destined for Europe, North Africa, and the Pacific. At 5:30 p.m. on April 24th, the call went out to Jersey City's Coast Guard barracks, "Ammo ship on fire! They want volunteers!" The burning vessel was the S.S. El Estero, an antiquated 325-foot Panamanian freighter pressed into service with the urgency of the war effort and it was moored at Bayonne, New Jersey’s Caven Point pier. Members of the Coast Guard's Explosives Loading Detail had just overseen the last load to top off El Estero’s holds with 1,365 tons of ordnance, including huge “blockbuster” bombs, depth charges, incendiary bombs, and anti-aircraft and small arms ammunition.

At 5:20 p.m., the fire had broken out when a boiler flashback ignited fuel oil floating on bilge water under the engine room. As the heat of the fire grew and smoke billowed into the ship's passageways, the engine room crew armed only with hand-held fire extinguishers gave up the fight and fled the space.

Everyone at the barracks knew volunteering could result in a fiery death for each of them. Most of them were aware that in 1917 the French ammunition ship Mont Blanc, loaded with 5,000 tons of TNT, blew up in the harbor of the small city of Halifax, Nova Scotia, instantly killing 1,500 residents, wounding 9,000 more and leveling a large part of the city. It was the largest man-made explosion in history prior to the atomic bomb blast witnessed at Hiroshima.

The Coast Guard seamen also knew that the potential for catastrophic devastation around New York Harbor was far greater than Halifax with an explosion that could obliterate nearby ships, the port, portions of local cities and thousands of residents. Two nearly full ammunition ships, flying the red Baker flag for "hot," were tied up near El Estero and a line of railroad cars on the pier held a shipment of hundreds of tons of munitions for a total of over 5,000 tons of explosives. Add to this the nearby fuel storage tank farms at Bayonne and Staten Island and massive destruction appeared likely for the nation’s largest population center; including swaths of Jersey City, Bayonne, Staten Island and New York City.

Soon after the smoke began wafting out of El Estero, officer-in-charge Lt.j.g. Francis McCausland had arrived on scene. He sent out the call to the Coast Guard barracks and signaled two tugs to move the other munitions ships away from El Estero.
He also helped organize initial firefighting efforts with over a dozen Coast Guardsmen already working on the pier. Meanwhile, Army soldiers responsible for the railroad shipment moved the ammunition boxcars off the pier. By 5:35 p.m., two ladder trucks and three pumpers from the Jersey City Fire Department arrived as did two thirty-foot Coast Guard fireboats, which all began pouring water into the smoking vessel. Shortly thereafter, members of the Coast Guard Auxiliary mobilized and Lt. Cmdrs. John Stanley and Arthur Pfister arrived by fast boat from the Coast Guard Captain-of-the-Port office, located near the Battery, and took command of operations. Pfister, a retired battalion fire chief in New York City and officer-in-charge of Coast Guard fireboats, assumed overall responsibility for firefighting activities, while Stanley devoted his attention to activities within El Estero. It was Stanley’s first day on the job!

The timing of the call to the Coast Guard barracks couldn’t have been worse. April 24th was the day before Easter and members of the Explosives Loading Detail had been anticipating liberty for quite some time. They had donned their dress blues and pea coats and many had just finished shining their shoes. But when the call came down for volunteers, sixty Coast Guardsmen stepped forward, eager to fight the fire. The men scrambled for the barracks door and two awaiting trucks. Witnesses described the scene in almost comical terms with twenty dressed-up servicemen climbing into a pick-up truck designed for no more than ten while the other forty clutched any open space available on a larger military truck. With men hanging from cabs and riding fenders, while red lights flashed and horns blared, the trucks sped down the eight-mile stretch of road to the waterfront, passing longshoremen and dock workers marching in the opposite direction to escape the fire. The trucks screeched to a halt at the pier and the men hustled to the burning ship to join their shipmates already fighting the fire.

By 6:30 p.m., New York City fireboat John J. Harvey and the City’s new mammoth firefighting boat Fire Fighter arrived on scene and ran dozens of high-pressure hoses into the ship for the Coast Guardsmen to douse the burning vessel. The New York City fireboats pumped a tremendous volume of water on board, but the oil fire continued to gain ground. Flames could be seen escaping through El Estero’s skylights, hatches and scoop-like ventilators while the heat cooked deck plates, blistered paint and scorched the soles of the seamen’s once-shiny shoes. The fire’s intensity spread the conflagration from the bilges to all flammable surfaces, including the extensive wooden framework and staging encasing the ammunition and securing it in the hold. Lt. Cmdr. Pfister noticed that the fire’s black smoke began to show yellowish-white streaks indicating that water from the hoses, fireboats and local fire trucks had begun to reach the fire’s source. But the danger of catastrophic explosion was far from over and in fact had only just begun as the smoke returned to its oily black consistency. On Stanley’s recommendation, the Coast Guard Commander of the Third District and New York’s Captain of the Port, Rear Adm. Stanley Parker ordered El Estero scuttled. But it was too late for that. The sea cocks and overboard discharge valves necessary to flood the ship were located in the engine room underneath the blaze and remained inaccessible.

El Estero’s bombs, explosives and ammunition grew hotter by the minute. Oil fires have to be fought with chemicals, but the fire’s...
smoke and flames were far too dense to allow the application of chemicals to the source of the conflagration. All the seamen could do was cool the ammunition with water, flood the ship’s holds as fast as possible and try to extinguish the fire later with chemicals if water failed to work. Lt.j.g. McCausland had led firefighting efforts inside the ship and suffered injuries, burns and smoke inhalation after rescuing a man in the hold. He had to be evacuated to the local hospital where he remained for the next three weeks. As one Coast Guard seaman remarked, “It was one hot fire!”

*El Estero’s* deck cargo proved as dangerous as that stowed in the holds. Anti-aircraft ammunition for the ship’s deck guns was located perilously close to the blistering decks. The Coast Guard’s fire fighters broke open the ammunition lockers and slid the hot ammo ready boxes down a greased plank to the pier below. In addition, numerous drums of high-octane fuel sat stacked on the ship’s deck. But nothing could be done with the fuel barrels because *El Estero* had to be towed away from the waterfront to prevent the pier, stored ammunition and local fuel storage tanks from going up in smoke. Stanley and tugboat skipper Ole Ericksen quickly examined harbor charts and selected an anchorage for the ship in the Upper Harbor.

Once Coast Guard officials made the decision to move *El Estero*, Stanley asked for twenty volunteers to stay on board with him and Pfister to fight the fire during the transit to the Upper Harbor. Far more men volunteered than the number necessary, and many had to be ordered off. One seaman who was engaged to be married, volunteered to stay on board, but the ranking boatswain’s mate yelled, “You’re getting married in a few weeks. Now get the hell off!” At this stage in fighting the fire, the chances of survival for those remaining on board the ship seemed slim indeed, and the men that stayed passed their watches, wallets and personal effects to their departing shipmates.

By 7:00 p.m., the seamen on board *El Estero* had managed to secure a steel hawser to the ship’s bow and the tugboats began pulling it out into New York Harbor. Meanwhile, the Coast Guardsmen on board the burning ship pushed the cooking fuel drums off the deck. Fuel leaked from some of the ruptured barrels and ignited the water’s surface near the blazing freighter; but the fire fighters had avered the threat of igniting a massive fuel explosion on *El Estero*’s top side. As the tugboats towed the burning vessel into the harbor, *El Estero* belched black clouds that could be seen for miles and an orange glow above the boiler room illuminated the smoke. The authorities in New Jersey and New York warned residents by radio and through local air raid warnings to prepare for an explosion and braced for a detonation.

Eventually, the convoy of tugboats, fireboats and *El Estero* reached the target area and the Coast Guard crew successfully anchored the vessel in forty feet of water half-a-mile west of the unmanned Robbins Reef Lighthouse. At a little past 9:00 p.m. in the evening *El Estero* finally filled with water and settled to the bottom. The flooded vessel rumbled and belched smoke and steam as it cooled in the cold water of New York Harbor. Meanwhile, floating fuel drums exploded on the water’s surface and fires continued to burn on the ship’s exposed superstructure.

During World War II, Coast Guard personnel would take every precaution, including checking the condition of fire hoses, in the event that fire broke out on the docks. (USCG Photo)

p.m., New York Mayor Fiorello La Guardia arrived by police launch to inspect the freighter and reported that it was still burning. As Lt. Cmdr. Pfister later described the fire, “It was touch and go at all times.” But by 10:00 p.m., Rear Adm. Parker broadcast by radio the all-clear announcement and by 11:30 p.m., the Fire Fighter and John J. Harvey had finally extinguished the remaining surface fires and returned to their docks.

The next morning, thousands of New Yorkers participated in the annual Easter Day Parade, many never realizing how close they had come to a major disaster. A few months after the fire, the Navy raised *El Estero*, still full of ammunition, and towed it out to sea for target practice. The *El Estero* fire had taught military and civilian authorities the perils of loading live ammunition near a major metropolitan area. Not long after the disaster had been averted, the Navy began construction of a weapons depot on a section of rural waterfront property near Sandy Hook, N. J. In December, the Navy commissioned Naval Weapons Station Earle, named for former naval ordnance bureau chief Rear Adm. Ralph Earle, which soon became a hub for the region’s explosives loading operations. The Coast Guard moved the Explosives Loading Detail from Jersey City to Earle when operations began at that facility.

Early in the war, Coast Guard personnel serving in the New York area had come to be known rather derisively as “subway sailors” and “bathtub sailors,” because many came from the greater New York area. However, the men that fought the *El Estero* fire came to be recognized as the heroes they truly were. Some experts later estimated that Manhattan’s sky scrapers could have suffered severe damage and as many as one million residents could have been affected had the *El Estero* fire touched off nearby flammables and explosives. For his efforts, Lt. Cmdr. Stanley received the Legion of Merit, while Lt. Cmdr. Pfister received the Navy & Marine Corps Medal for his role in fighting the fire. The City of Bayonne threw a parade and huge ceremony recognizing the Coast Guard Explosive Loading Detail and the City’s firefighters, which included speeches, radio broadcasts and the presentation of specially-struck medals to each member of the detail. In addition, some of the detail’s personnel received a letter of citation from Rear Adm. Parker.

In an unfortunate epilogue to this story, disaster struck a year later at the Navy’s weapons depot at Port Chicago, Calif., thirty-five miles northeast of San Francisco. The Navy had located this munitions facility in an isolated area far away from the local population center; however, it failed to implement proper oversight and safety procedures. In an effort to speed up shipments of munitions to Pacific combat zones, Navy personnel ignored Coast Guard safety guidelines and by-passed the assistance of a Coast Guard Explosives Loading Detail for loading operations. In June 1944, a mishap in the hold of an ammunition ship touched off over 4,600 tons of ammunition, atomizing the ship and another ammo ship, leveling the loading facility, killing over 300 Navy personnel and seriously wounding 400 others in the area. While not quite as powerful as the Halifax explosion, it was the worst such disaster in Navy history.
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Wartime Valor and Romance in the Coast Guard Reserve

Story by Lt. Cmdr. Kent Sieg

The dismay at witnessing half of her ceiling collapse in her living room in early May 2013 was palpable for one Northern Virginia homeowner. But along with the mess there was a discovery. Found among the ceiling debris was what would prove to be a historical treasure trove. A voice from the past, one of a former World War II Coast Guard veteran, had revealed itself. And, there would be quite a story to tell about a Coast Guard reservist, true love and valor.

So, what was the significance of this find and its connection to Coast Guard Reserve history? Two letters, family photographs, and even the high school diploma of a girl named Lorelei Nicklow had come down in the shambles. Something in particular about one of the letters intrigued Christine. Not only did it have Coast Guard embossing, but it was written during the height of World War II. She felt that she had to do something about what she had discovered; her own father had been a Marine, after all.

From speaking with long-time residents in her neighborhood, and with the items she had in hand, it was fairly easy detective work to piece together the name of the letters’ author. And, in the age of the Internet, she quickly found contact information for an individual whom appeared to be the Coast Guardsman’s son. When she got in touch with him, the man confirmed that he was, in fact, the eldest son of John H. McPherson. Yes, his father had served in the Coast Guard Reserve during the war, and that his family had lived on Marshall Street while he was growing up. Christine offered to meet with him in order to hand over what she had uncovered.

For the younger John, it was, very simply, a glorious moment that opened a window into his father’s life. Like many veterans, his dad had never spoken of his time in combat, other than to say that he had done his duty. What was especially vexing was that his dad had had very little to show for that service. His ship had gone down in a typhoon at war’s end. All of his personal trinkets, citations, previous letters from his girlfriend and family - even his medals - went to the ocean floor along with the ship.

In terms of the insights, the documents Christine discovered filled in blanks about the letter writer’s family history. The significance of these discovered items – in particular the letter on Coast Guard-embossed paper – could not be understated. Indeed, the document revealed a side to his father that he had just never known, and motivated the son to explore more fully what his father had been doing in those years.

The letter, part of which is reprinted here, also reflected the budding love story that existed between his parents prior to their marriage. Moreover, it revealed a record of Seaman First Class John Henry McPherson, U.S. Coast Guard Reserve, at war.

Here’s what we now know. John McPherson was born on February 17, 1923 in Arlington, Va. His father worked at the Washington Navy Yard and John had grown up living in the Washington, D.C. area. After high school, he had gotten a job as a cable splicer at the Chesapeake & Potomac Telephone Company (C&PTC). The onset of World War II would significantly impact his life, however.

The war drove McPherson and the rest of his generation into national service, and after a brief time he started considering military options. Among the service branches, he found that the Coast Guard stood out. Along with his friend Richard ‘Richie’ Howard, he traveled to the Coast Guard Recruiting Station in Washington. Unfortunately, the Coast Guard recruiters would not take Richie and McPherson nearly walked out in support of his friend. Ultimately, he changed his mind signing up on October 22, 1942. He was formally inducted in Baltimore, Md. as an Apprentice Seaman into the Coast Guard, which constituted 92% of the service’s personnel during the war. (The Army had no such qualms about enlisting Richie, however. Sergeant Richard Howard was badly hurt during the Normandy Invasion of June 1944, dying of those wounds shortly thereafter.)
McPherson undertook basic training at the Manhattan Beach Training Station, located at Sheepshead Bay in Brooklyn, N.Y. Additional advanced skills were taught at the Long Island estate of automobile magnate Walter P. Chrysler, a site which later became the campus of the U.S. Merchant Marine Academy. He was based in New York Harbor until 1944, when he received orders to report to Alameda, Calif. He would ship out to the Pacific Theater just as the war against Japan was going into high gear.

McPherson received assignment to PC-590; a naval vessel completely crewed by Coast Guardsmen. Homeported at Pearl Harbor, PC-590 was a sub-chaser and destroyer escort. Built at the cost of $1.6 million, PC-590 was commissioned on October 5, 1942. For its day, it was a fast ship capable of 21 knots. Unfortunately, it was not entirely formidable; at one point the cutter ran aground and spent two months adrift with all hands aboard. McPherson joined the crew soon after this incident; insisting that he knew nothing of engines, he managed to wrangle a deck assignment.

The letter found seven decades later provides an insight into a major personal event in McPherson’s life at this time. He had first met Lorilei Diane Nicklow at a New York City bakery while on liberty. A life-long romance would ensue. The letter he wrote to his beloved on May 26, 1944 speaks to the exciting but desperate danger enveloping the times. He told his Lorilei that he had arrived in California and was doing fine, “but one thing is wrong and that is not having you with me.” He had a more serious message for Lorilei in case misfortune should prevail upon him: “I don’t want you to just sit around and wait for me because the way things look now it may be a good while before I will see you again.” She could enjoy her life and even date others, but she had to “keep it in mind that you have a Coast Guard (man) that is very much in love with you, so don’t do anything to break his love for you.”

McPherson had more to say in his letter, items that related to the war. He noted that his cutter would be shoving off for the South Pacific, but she should not be concerned as he would write when possible. Alameda was a “nice base,” and with one of the last liberties granted prior to embarkation, he would be going out “and take in a movie or go beer drinking with the boys, and you can guess which one it will be.” His postscript was even more poignant: “One thing I regret is that I can’t close this letter with Your Loving Husbond.”

The young Coast Guardsman and his ship subsequently saw action throughout the South Pacific, including the notoriously vicious fighting at Saipan and Iwo Jima. The vessel suffered through heavy combat – including terrifying kamikaze suicide plane attacks. Despite the constant danger, there were never any losses among the ships escorted by PC-590. Ironically, an ignominious fate lay in store for PC-590 following Japan’s surrender when it was assigned to make mail runs between Okinawa and Formosa. On October 9, 1945 a typhoon which PC-590 could not evade struck Okinawa. The Coast Guard officers and crew did manage to get underway in an attempt to ride out the storm. However, the rough seas driven by 140-mile per hour winds caused PC-590’s anchors to brake their chains. The cutter was rolling so badly that the exhausts of the engines were submerged, causing all of its gaskets to blow out, essentially leaving the ship without power to maneuver. All of the evasive measures ordered failed to avoid floundering, and the cutter wrecked into nearby shoals.

McPherson must have thought it quite ironic that in spite of all of the combat he had witnessed he was now facing the prospect of drowning during a typhoon in peacetime.

Miraculously, the entire crew was saved. Credit goes to the U.S.S. Mona Island, which came to the distressed cutter’s aid. These daring sailors strung a lifeline across the roiling seas to the stricken vessel. But a special recognition is also due to the officers aboard the PC-590, who risked their lives to save their men. Unbelievably, all personnel were ferried across via a breeches buoy as their ship was literally falling apart under them. Huge waves crashed all around, at many points submerging those still on the cutter while they struggled to live. The ship’s heroic captain, Lieutenant Charles C. Pool, U.S. Coast Guard Reserve, formerly a magazine writer, remained as the last man aboard, and had to cut the line in order to save himself just as PC-590 broke in half.

The Navy salvaged what it could from the wreck. Unbelievably, they rescued one last survivor found days later. As the Mona Island passed by the wreck, the Coast Guardsmen now aboard noticed something in the pilot house, which protruded just above the waterline. On the captain’s chair was their mascot, a dog named Scott. He too was rescued. The PC-590 itself was considered a total loss and officially decommissioned on December 8, 1945.

With the sinking of his ship, McPherson had lost every single thing in his possession. He was issued a new seabag while on the Mona Island and at the District Clothing Locker in Seattle, Wash. when he returned to the United States on a troopship at the end of November. His last few months of service in the Coast Guard were at East Moriches and Ellis Island, N.Y.

Given the point system of the day, McPherson would have to wait his turn for discharge. But he did not waste time in addressing the one regret he had expressed in his letter. So, on December 22, 1945 he and Lorilei were wed. He received his discharge on March 23, 1946, mustering out at Philadelphia with a travel allowance of $6.65 to get him home to Arlington.

Like so many G.I.s who had won the war, he took off his uniform, returned to his job at the phone company, and set about making a solid life for himself. In 1946, for a price of $10,000, McPherson bought the house where his letters would later be found. He sold it in 1964 for $18,000 (it is now valued over $800,000).

McPherson was a real handyman and a good carpenter who did a lot of his own upgrades to the house. It is speculated that the papers had fallen behind knee wall drawers that he had installed upstairs. He retired in 1977, and lived happily with his beloved Lorilei until her death in 1993. They had three children, including the aforementioned son.

John H. McPherson, proud veteran of the United States Coast Guard Reserve, passed from this world on June 21, 2006. He is buried in his hometown of Arlington, alongside Lorilei. Some seventy years later the written words of a loving and patriotic man, preserved as moments in time, were the keys to uncovering his wartime experiences. Experiences which could be shared with his family, including his 91-year old sister Lucille, and now with the rest of us in the Coast Guard family.

Lt. Cmdr. Kent Sieg is an historian by profession. He serves as a reservist at Sector Hampton Roads.
The 35th Anniversary of USCGC Cuyahoga Tragedy

U.S. Coast Guard Training Center Yorktown will hold a memorial to honor the 10 Coast Guard personnel and one Indonesian naval officer who lost their lives aboard Coast Guard Cutter Cuyahoga (WIX-157) on October 20, 1978. This year’s ceremony will begin Sunday, October 20th, at 4:00 p.m. with a no-host reception and meal at the Training Center’s Port of York. An observance of evening colors will be held at 6:10 p.m. on the parade field, and conclude at the Washington Auditorium followed by a memorial service, with the Commandant of the Coast Guard, Admiral Robert J. Papp, Jr., as the invited speaker. The memorial service will mark the 35th anniversary since the incident and will begin at approximately 6:30 p.m.

For more information, please contact CWO2 Kevin Pettigrew at (757) 856-3500 ext 3168 or Kevin.W.Pettigrew@uscg.mil

Reservist Earns His Cover at Cape May

YNC Ron Elliott, USCGR accepts his Company Commander (CC) campaign cover from his sponsor, YN1 Dawn Evans, USCGR at his graduation from CC School at Training Center Cape May, N.J. on August 16, 2013. Petty Officer Evans currently serves as the Lead Company Commander for Direct Entry Petty Officer Training (DEPOT), a position to which Elliott aspires.

Photo by Seaman Jennifer A. Nease, Social Media Team, Training Center Cape May, N.J.

USCGC Owasco (WHEC 39) Reunion

The USCGC Owasco reunion has been set for November 19-21, 2013. It will be held at the Holiday Inn Resort at Lake Buena Vista, Orlando, Fla. The event is open to all who have served. It is important to note that rooms are available on a first come, first serve bases only. The room rates are $72/night, plus a $12.95 charge for the use of the entire resort, plus tax. According to event organizer Pete Marshall, it is recommended that you confirm the rate when making your reservation. The name of the event is “USCGC Owasco Reunion.” You may stay up to 2 days longer, or come 2 days earlier for the same rate. The phone number is (407) 239-4500 and the address is 13351 State Rt. 533, Orlando, Fla., 32821. Additional information available by calling “Pete” T. Peter Marshall at 904-610-1059 (cell) or via either of the following email addresses: T.Peter.Marshall@att.net or TPeterM46@gmail.com
Reserve Recruiter Recognized
MK1 Jeff Valas received the Coast Guard Commendation medal for his service as a Temporary Additional Reserve Recruiter at Recruiting Office Hampton Roads, Va. from September 2010 to September 2013. Shown here (l-r) are: YNC Brian Tarkenton, Recruiter-in-Charge, MSTCS Don Clayton, Regional Supervisor, Valas and Lt. Nestor Lazu-Rivas, Regional Leader.

CGRU Joint Staff Change of Command
HMCS Stephen G. Leonard, USN (ret.) (left) congratulates his son, Capt. Karl S. Leonard (center) upon his assumption of command of Coast Guard Reserve Unit Joint Staff on August 3, 2013 in Norfolk, Va. CGRF-MC Mark Allen (right) joins the celebration.

TO CHANGE YOUR MAILING ADDRESS:
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-CGPSICIRR@uscg.mil or at:
Commander (rpm-3)
Personnel Service Center
U.S. Coast Guard Center
72007200 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.

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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 Senior Enlisted Leaders Meet in Boston

CGRF-MC Mark Allen and other members of the DoD Reserve Component Senior Enlisted Advisor Council (SEAC) met on July 19, 2013 along with other senior officer and enlisted leaders to tackle issues facing military members and their families. The SEAC met in Boston so members could also meet with Coast Guard Reserve members who will be deploying overseas and their families during a Yellow Ribbon Reintegration Program pre-mobilization event.

Hanley frocked to the rank of Captain

Captain (sel) Hanley is “pinned” by two special people during a frocking ceremony at the Coast Guard Personnel Service Center in Arlington, Va. on June 28, 2013. Doing the honors were Hanley’s wife, Lt. Cmdr. Vikki Hanley, USCGR (ret.) and HSC Douglas Sanders, USN (ret.). Capt. Hanley is a Reserve Program Administrator (RPA) whose primary purpose is to ensure the Coast Guard can train, equip and mobilize its Reserve Component. He currently assigned to Pacific Area (PAC-1) in Alameda, Calif.

DEPOT Class 04-13 Graduates

Direct Entry Petty Officer Program (DEPOT) Company 04-13 graduated from Training Center Cape May, N.J. on Jul 28, 2013. First row, SN White (Guidon Bearer/Class Leader); Second row (l-r), ME3 Coronado, SR Jennings, SR McNealy, SN Corbeli, and PA3 Fritts; Third row (l-r), SN Paice, SN Najera, SN Diaz (Squad Leader), SN Milan, SN Valverde, SN Benedetti, SN Crowe, and MK3 Foley; Fourth row (l-r), ME3 Couto, SN Amadeo, SN Overcash (Company Yeoman), ME3 Bennett, SN Krug, SN Fifer (Squad Leader), SN Bevz, SN Sullivan, and SN Calogero.

Company Commanders: YN1 Evans (Lead CC) and MST1 Simcox

Pirates Invade Charleston, S.C.

Visitors to Charleston’s inaugural Pirate Festival held on August 11, 2013 got to watch kids walk the plank, plunder for treasure, and cross blades with a pirate. The event took place at the Maritime Center and brought together personnel from Recruiting Office Charleston, Sector Charleston and Station Charleston. Pirates constitute a big part of history and lore in and around Charleston and the festival highlighted much of this history. Pictured here are retired reservist CWO4 David Beasley, recruiters AET2 Tory Cook and BMC Leeland Chapman, and Sector civilian employee Theresa Roberts.
Awards

Coast Guard Legion of Merit
Capt. Steven Pope

Defense Meritorious Service Medal
Capt. Karl S. Leonard

Air Force Meritorious Service Medal
MKCS Mark Carstens

Coast Guard Commendation Medal
Lt. Cmdr. John Fitzgerald
CWO4 Thomas D. Gelwicks

Coast Guard Achievement Medal
Lt. Cara Lowry
MK1 Jeff Valas

Letter of Commendation
SK1 Duran McLean
YN1 Margaret Connolly
GM2 Marco Acevedo
ME2 Brittany Catanzaro
YN2 Jessica Shingleton
YN2 David Hau
YN3 Katlyn Lora
YN3 Louie Wu

FY14 Reserve RB-S Boat Crew Member Training Schedule

Quotas are available in the Reserve RB-S BCM (Defender Class Introduction) Course (502420) in FY14 for enlisted drilling Reserve Forces members filling positions that are assigned the RB-S Contingency Boat Crew Member Competency (CNTCRWRB) at Boat Forces units.

The Reserve RB-S BCM Course will assist in the boat crew member qualification process for Defender Class Boats. The course will provide the trainees with classroom instruction and practical hands-on experience. Specific areas of instruction include:

- Crew efficiency factors, risk factors and team coordination
- Survival equipment
- Marlinspike seamanship
- Boat nomenclature
- Nautical terminology
- Basic stability
- Boat handling
- Communications
- Navigation
- Mission-oriented operations

Reservists in the ME and MK rating will be given priority for enrollment in this course.

Members are encouraged to work with their unit Training Petty Officer to forward an ETR to attend this course.

Members must also submit a Request for ADT Orders in Direct Access to fund their pay and travel expenses.

Prior to attending this course, members shall be assigned the following competencies in the Training Management Tool (TMT).

- CNT BOAT CORE –Contingency Boat Coxswain, Crew, Eng Core Training Requirements
- IQCBCM-RBS –Initial Qualification Contingency Boat Crew Member (RB-S)

Members should also complete the RB-S Defender Class Familiarization Course (502365) in the Learning Management System prior to attending this course.

As a reminder, members must be within their maximum allowable weight in accordance with Coast Guard Weight and Body Fat Standards Program manual, COMDTINST M1020.8 (series)

The FY14 schedule for the Reserve RB-S BCM course is shown below and is posted on the TQC website.
http://www2.tracenpetaluma.com/tqc/cschool_selectC.asp?cc=502420&c=15

RESERVE RB-S BOAT CREW MEMBER

| Course Code: | 502420 |
| Duration: | 12 DAYS |

How To Apply:
Submit Electronic Training Request via Direct Access

Prerequisites:
Member must be a Coast Guard enlisted reservist assigned to a billet at a Boat Forces unit that requires completion of the Response Boat - Small (RB-S) Boat Crew Member or Contingency Boat Crew Member competency.

Priority of assignment goes to "non-BM" rates, primarily MKs and MEs. BMs complete course material in BM A-School and are therefore discouraged from applying. Officers will not be assigned RB-S competencies and therefore will not be given quotas to this course.

Special Info:
None.

Convening Dates

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Captain Sue Daignault retired with 30 years of combined active duty and reserve service on June 8, 2013 during a modest ceremony at Sector Northern New England, Portland, Maine. Capt. Brian Gilda was master of ceremonies with Read Adm. Dan Able, 1st District Commander, presiding. Rear Adm. Able was also one of Capt. Daignault’s Coast Guard Academy classmates (’83). Daignault took the opportunity to thank the many friends, family and shipmates who supported her over the course of her career noting she “never would have stayed so long without your steadfast support.” Capt. Daignault and Ms. Karen Croteau, her partner of 29 years, were married the following month at their waterfront home in Harpswell, Maine. Capt. Daignault is shown here with Rear Adm. Able as he presents Ms. Croteau with a certificate of appreciation in recognition of her many years of support and encouragement.

First Coast Guard District Honors Commander Robert V. Fogel after 34 Years of Service

On Saturday, June 1, 2013, the 1st Coast Guard District celebrated 34 years of service from Cmdr. Robert V. Fogel during a retirement ceremony. Cmdr. Fogel began his career with the Coast Guard in 1979 when he started at the United States Coast Guard Academy and received his first commission as an Ensign on May 18, 1983. He served in various assignments on active duty until joining the Coast Guard Reserve in 1994, including serving as the Commanding Officer of the Coast Guard Cutter Cape Current, aids to both Vice Admiral Howard Thorsen and Vice Admiral Martin Daniel, and budget officer and chief of finance for the 8th Coast Guard District. He also successfully completed his Masters in Business Administration (MBA) from Harvard Business School. His experience and education resulted in his selection by the Vice Commandant of the Coast Guard, Vice Admiral Daniel, to lead a team that helped restructure the Coast Guard financial management system and develop a budget model in preparation for the streamlining of the Coast Guard in the early 1990s.

As a reservist, Cmdr. Fogel served in the 1st Coast Guard District Command Center, Group and Sector Boston, Sector Northern New England, and on the 1st District staff. He volunteered and was recalled for multiple national contingencies including 9-11, TWA Flight 800 where he arrived on the first evening to help set up forward command center operations. Most recently he responded to the Deepwater Horizon oil spill disaster, Super Storm Sandy and the Boston Marathon terrorist attack.

Cmdr. Fogel is married to Ellen Mahoney and has two daughters, Samantha and Julia. His retirement ceremony was attended by many distinguished guests and friends, including Rear Admiral Dan Abel and Captain James McPherson, the current Commanding Officer and his Chief of Staff over the 1st Coast Guard District, as well as Earl Sasser, Dean and Professor at Harvard Business School.

— By Lt. Cmdr. Kevin M. Tyrrell,
1st Coast Guard District External Affairs
Sideboys, Salute Sends Shipmate Ashore After 39 years

On August 9, 2013, sideboys dressed in War of 1812 garb, awaited the final farewell and the sound of the Boatswain’s pipe for the retirement of a great leader, Capt. Steven H. Pope. With his family and friends standing by, Capt. Pope’s career was celebrated after a combined 39 years of active duty and reserve service in the Coast Guard. Capt. Pope’s well-rounded career started in 1974 with his assignment to the CGC Chena stationed at Hickman, KY. CAPT Pope served 14 years as an enlisted person, achieving the rank of Chief Petty Officer. In 1988, he received commission as Chief Warrant Officer and was promoted in 1990 to Lieutenant Junior Grade.

Capt. Pope’s career as a commissioned officer epitomized the role of the Reserve as stated in the Reserve Policy Statement “...exists to support the Coast Guard roles of maritime homeland security, national defense (domestic and expeditionary), and domestic disaster operations.” His assignments included: Port Safety & Security School and the Marine Safety Branch at Training Center (TRACEN) Yorktown, VA. as an instructor; Commanding Officer PSU 305, and US Joint Forces Command and Joint Experimentation Directorate. He had numerous deployments including: Guantanamo Bay, Cuba; Mediterranean port assessments in support of Operations Noble Eagle and Iraqi Freedom, as well as security operations on the island of Vieques, Puerto Rico. His most recent and final assignment was a 36-month tour as Chief, Atlantic Area War of 1812 Commemoration, for which he was presented a Legion of Merit Award.

Rear Adm. Welch, who presided over the retirement, left no doubt during his remarks as to the significance and value Capt. Pope’s 39 years of service brought to his Coast Guard shipmates, as well as his civilian employer of 32 years.

In a particularly touching moment Capt. Pope presented a sword to his son and newly commissioned officer, Ens. Steven Pope. The ceremony then concluded with the reading of Old Glory and the side boys salute as the Coast Guard bid ‘Fair Winds and Following seas’ to Capt. Steven H. Pope, Retired.

—Story by Lt. Kia K. Clarke, Overseas Contingency Operations CAP Manager, Personnel Div. and Reserve Capabilities Branch (LANT-17)

Sector Buffalo Says Goodbye to CWO Cannan

During a ceremony held on Aug. 17, 2013, shipmates from Sector Buffalo, N.Y. bid farewell to CWO (MLE3) Larry “ACE” Cannan upon his retirement following 31 years of service in the Coast Guard Reserve. Pictured here Guest Speaker Robert “Bob” Ziehm shared some of the highlights of CWO Cannan’s career as CWO Cannan and Lt Cmdr. Dan Garry, Presiding Official, enjoy the moment.

Photo by MST3 Rory Boyle
DID YOU KNOW...

60% of Americans have less than $25,000 in retirement savings.

51% of Americans doubt they can afford retirement medical expenses.

40% of baby boomers plan to work "until they drop".

56% of Americans have not calculated how much to save for retirement.

Having a secure financial future is 100% possible.

USCG Active Duty members, civilian employees, members of the Selected Reserve and their family members now have FREE access to our personal financial management program, My Secure Advantage (MSA). Through this program Coast Guard Personnel and/or their spouse/partner have access to a personal, unbiased and confidential Money Coach who can help them overcome any financial obstacle and help them achieve financial success.

Call toll free: 1-855-CG SUPRT (855-247-8778)
Visit www.cgsuprt.com and click “Personal Financial Management” under Quick Links for more information.
**PhoM3 Lorraine Sylvia Dieterle, 88, USCGR,** passed away on Coast Guard Day, August 4, 2013 in Vienna, Va. Dieterle served as Photographers Mate 3rd Class in the CG Women’s Reserve, more commonly referred to as SPARs, from 1944-46. Born in Detroit, Mich. on July 5, 1925, she was preceded in death by her husband of 48 years Walter Dieterle. After the war she continued her love of photography and published a pictorial book about Arlington National Cemetery in 2001. She is survived by her two sons Kurt and Mark Dieterle; three grandsons Jeff, Brian and Matthew Dieterle and her great-grandson Henry Dieterle.

**Note:** Lorraine was the subject of a feature article in the November 2000 issue of the *Reservist*, page 22. (http://www.uscg.mil/reservist/issues/2000/07/issue.pdf)

**PSC Thomas R. Richards, 63 USCGR (ret.),** passed away suddenly on August 25, 2013; beloved son of the late Willard and Lucille (nee Milbrand) Richards; dear brother of Donna (John) Kasprzak, Jerry (Nancy Covert) Richards, Laura (Vic) Stachura, Larry (Joanne Dixon) Richards; loving uncle of many nieces, nephews, a great niece and great nephews. Tom was a long-time Coast Guard reservist at Station Rochester, N.Y., and served as a Port Security Unit (PSU) boat coxswain while assigned to PSU 301 (Buffalo) during Operations Desert Shield and Desert Storm in 1991 and Uphold Democracy in Haiti in 1994. He helped stand up PSU 309 at Camp Perry, Ohio in 1995. Following 9/11 he transferred to then Group Buffalo where he served until his retirement in October 2009. Tom was also retired from the FBI Office in Rochester, NY. In lieu of flowers, memorials may be made to the Wounded Warrior Project, P.O. Box 758517 Topeka, Kansas 66675.


Lt. Foster also served in the Coast Guard Auxiliary Patrol flying numerous search and rescue and marine safety missions. Her civilian career included time as a National Park Ranger and most recently as a TSA airport screener.

Lt. Forster led an adventurous life. She enjoyed spending time in the outdoors, as an avid equestrian horseback rider, kayaker, hiker, smoke jumper and pilot as well as being a certified elementary school teacher.

She is survived by her mother and two sisters.

**B C Wimpee, 77, USCGR (ret.),** of Bowling Green, Ky passed away Saturday, June 29, 2013 at the Medical Center. B C was born in Fountain Run, Ky on November 11, 1935. He was preceded in death by his parents Sammie and Lorene Wimpee and one brother James Wimpee. He was a wonderful and devoted husband, father, grandfather, great-grandfather, father-in-law, and friend to many. Survivors include his wife of 57 1/2 years: Loretta Wimpee; son: Brent Wimpee (Littia) of Bowling Green; daughter: Beverly Gillum (Dallis) of Rockfield, Ky.
PSU 311 conducting tactics training aboard the fourth generation Transportable Port Security Boat (TPSB) in Guantanamo Bay, Cuba.

Photo by ME2 Steven Bolz

Two Bahamian citizens cling to the hull of their capsized vessel as a Coast Guard MH-65 rescue helicopter crew makes their approach to hoist them east of Riviera Beach, Fla., Saturday. The two people were found after drifting for approximately eight days.

U.S. Coast Guard photo
SK1 Sergio Cosby, a native of Savannah, Ga., poses for a photograph Friday, Sept. 6, at the Coast Guard Finance Center in Chesapeake, Va. Cosby is a finalist in the Coast Guard’s cadence contest, which is sponsored by Coast Guard Training Center Cape May, N.J.

Photo by PNC Mysoleyno Cangemi

BMC Troy Shrum, of the Coast Guard Cutter Healy deck department, pulls the end of a line while in front of the icebreaker on the Arctic Ocean, Sept. 13. After many days of work for a simulated oil spill response exercise, the crew and passengers of the Healy enjoyed a couple hours of liberty on a safe patch of frozen Arctic Ocean ice.

Photo by PA3 Grant DeWuyt
U.S. Coast Guard Reserve

Always There When Needed Most