Seeking Counseling Services?

Contact Your Local OEF/OIF/OND Program Manager For Arrangements

www.oefoif.va.gov/caremanagement.asp

or Contact The Vet Center Combat Call Center

www.vetcenter.va.gov | 1-877-WAR-VETS (927-8387)
In this Issue

From our Readers

Up Front

The View from the Bridge

Deckplate Soundings

Around the Reserve

Cover Story

Shipmates in Focus

Retiree SITREP

A Light on Yesteryear

The More You Know

Bulletin Board

Retirements

Taps

Parting Shots

ON THE COVER:
Boat Forces lays out its plan for Reserve Readiness. See Story on page 22. Photo by CWO Donnie Bruska

INSIDE: Special Retiree Pullout
From the Editor

“Spring is the time of plans and projects.” – Leo Tolstoy, Anna Karenina. We agree. In this issue you will find an in-depth feature on the Office of Boat Forces plan to improve the training and readiness of reservists assigned to small boat units. Aptly named the Boat Forces Reserve Management Project, the initiative is the result of countless hours of research, analysis and stakeholder collaboration. We are pleased to have Rear Adm. Mark Butt, Assistant Commandant for Capability, outline the strategic imperative for this effort in this issue’s The View From The Bridge.

Speaking of projects and plans, readers will find a special Retiree Services Guide pull-out section. Working in collaboration with the Coast Guard Retiree Services Program, this guide provides valuable information, including links to countless resources about policies and services of importance to all current retirees and those planning to join their ranks. Current retirees will find a map showing the location and contact information for all the newly created service-wide Retiree Services Desks. There is also a letter from Coast Guard National Retiree Council Co-Chairs Rear Adm. John Acton, USCGR (ret.) and Master Chief Petty Officer of the Coast Guard Charles ‘Skip’ Bowen, USCG (ret.) in which they address the upcoming awareness campaign for the Retiree Services Program rollout this spring and summer.

To compliment the special retiree insert we are pleased to offer three stories which focus on life, post-service, including a Space A adventure to Europe. You will find these stories in our new Retiree SITREP section. Our Around the Reserve section is packed with the usual flotsam and jetsam of things reservists are doing, both on and off the clock, to improve the value they bring to the Coast Guard and to the communities where they work and live.

Finally, we’d like to give a special “shout-out” to all the Public Affairs professionals who assisted us in providing readers with an up close and personal look at the impact the Boat Forces Reserve Management Project is having at the deckplate.

As always, thanks for reading.

Anima est Bonus!

Jeff Smith

We Want YOU!

Calling all Coast Guard retirees, annuitants, survivors, reservists, and auxiliarists -- the Coast Guard is establishing retiree services desks at our Bases and select Training Centers around the country.

Staffed by volunteers, these desks offer individuals the opportunity to “stay connected” in support of our Coast Guard retiree community. Volunteers will be provided with a self-paced training program and the tools needed to “stay informed” while interacting with and helping others.

For more information, contact:
Cmdr. Jim Garzon,
Program Manager Retiree Services
james.garzon@uscg.mil.
From Our Readers

LETTER OF THE MONTH

Dear Editor,

I am the mother of a “newly minted” USCG reservist. I’m delighted to be a “Coastie Mom” and have joined the Facebook community of other moms in this group. I’m an Army brat so am happy my son chose to enter the USCG and serve his country as both my parents did during World War II and the Korean War.

My home is his “home-of-record” so I get to see the Reservist first – it’s a delight to read. I learn so much about this amazing branch of service through your outstanding publication.

As a secretary, I’m always proofing documents written by scientists where I work – it’s something I do without thinking. This is why, while perusing the articles, I noticed on page 14 (Issue 4, 2014) that the caption for the “Station New Orleans” photo read, “BM3 Caitlin Alvarez contacts...trying to lactate... near Lake Pontchartrain.” I did a double take.

I do believe the word “lactate” should be “locate” unless you know of another definition for “lactate?” The meaning of the word lactate, according Daniel Webster is “to secrete milk”. As a Coastie Mom, this brought a smile to my face and, if other moms caught it, I’m sure they smiled as well. We “lactated” those Coasties before the USCG ever got hold of them so they could “locate” others in the water. I wonder if the computer inserted that word under auto fill – technology today does some mighty strange things with the words we type. I know it has happened to me on numerous occasions. Just a little heads up for you. No need to note my correction in the next publication unless I got it wrong instead. Keep up the great work!

— Ann E. Rogers, Secretary
Frederick, Md.

Ms. Rogers,
Thank you for your kind words. As you might imagine we have heard from many of our readers concerning the BM3 Alvarez photo caption. While we are not sure how it happened, it was indeed an inadvertent misprint. Again, thank you for your thoughtful letter and, more importantly, for being such a caring “Coastie Mom.”

— The Editor

Dear Editor,

I recently attended full military funeral services for MCPO Roger Grinnell (see Taps, pg. 55) at Newport, R.I. Services were conducted by a Navy chaplain. The Air Force provided a rifle team. Two Coast Guard women meticulously folded the flag. It was presented to Mrs. Pat Grinnell by Coast Guard Chief Saunders. The uniformed Sons of the American Revolution fired several volleys. The highlight for me was when the funeral procession drove by Station Castle Hill. All hands were standing at attention as we passed by. It was a fitting tribute to Master Chief Grinnell whose daily life was intricately woven for many years with Station Castle Hill.

Bravo Zulu to those who participated in a very meaningful ceremony.

— MCPO Tom O’Neill, (ret.)

Dear Editor,

I just wanted to send a note concerning the fact that after 60 years I suddenly had an awakening. I noticed the Roman numeral LX on the cover of your most recent edition. It caught my attention as never before because your 60th year is coincident with (1) my own 60th year since having enlisted in the Coast Guard Reserve and (2) what would have been my 60th year of marriage (My wife died in 2010.) I enlisted in April 1953 and attended Officer Candidate School Class 4-53 which graduated on 31 July 1953 in New London, Conn. The following day, 1 August 1953, I was married in Mount Vernon, N.Y. I was assigned to Captain of the Port, Portland, Ore. and had a great honeymoon courtesy of the Coast Guard. I don’t remember how many days, but I used up four months worth of leave, some proceed time and lots of travel time and we did a lot of sightseeing while traveling from one coast to the other. I have followed the many manifestations of the Reservist from an 8 page, black and white, news-print edition to the glossy, colored, interesting and informative magazine that it has become. I just hadn’t noticed that we celebrated the same anniversary year.

Thanks for the memories.

— Capt. John T. (Ted) Schulenberg, USCGR(ret.)
The Coast Guard Cutter Biscayne Bay, a 140-foot ice-breaking tug, departs Chicago’s Navy Pier and sails toward the shores off Indiana, Feb. 12, 2014. The Biscayne Bay helped break ice on the southern part of Lake Michigan to assist commerce.

Photo by PAC Alan Haraf
Ready to respond.

These have been the watchwords of the United States Coast Guard Reserve (USCGR) since its inception in 1941. The history of our service is fortified by the courageous acts of ready reservists. Seaman Ira Bitner, USCGR, was ready at Station Execution Rocks, NY, when he singlehandedly launched a boat in foul weather to rescue the crew of a capsized fishing vessel. Bitner saved two of the three mariners and waited for additional assets to arrive on scene; all while battling low fuel, a broken radio, and a cracked hull. Engineman Earl Leyda, USCGR, was ready when he battled hazardous conditions 5,800 feet underground following the explosion of a waterworks tunnel in Oswego, NY, to locate the workers trapped underneath. For their actions, these two coastguardsmen were presented with the Coast Guard Medal.

The Coast Guard Reserve has been ready for every major conflict and response since WWII including Midwest flooding, the Mariel boat lift and the Exxon Valdez grounding. Reservists unfailingly responded to the 9/11 attacks, Deepwater Horizon spill, and extreme weather events from Hurricane Katrina to Super Storm Sandy. No matter the challenges, the USCGR has always answered the call.

The success of these responses is a testament to the individual commitment to readiness repeatedly displayed by you and your predecessors. It is also a reflection of the diligent management by Reserve Program Administrators and operational commanders throughout our service.

However, these successes have not come without their own set of challenges and obstacles. You have likely encountered some of these challenges yourself: too many reservists assigned to stations that can’t properly support them, contingency qualifications that don’t meet the mission, and an unpredictable mobilization process that keeps recalling the same people time and again. You deserve better. You deserve our support.

The Boat Forces Reserve Management project was chartered to reduce the obstacles to your success and increase your opportunity to contribute to your unit, your service, and your country. The project will establish clear goals, match people to unit capacity, and bring predictability to the mobilization process. In the end, we will have a management structure that is as strong and resilient as the reservists it supports.

America often sees the value of the Coast Guard Reserve only during the darkest hours. As budget cuts encroach on multiple fronts, we field daily requests to demonstrate our value, not just in the past, but with an eye to the future. It is critical that we have clearly stated requirements and capabilities for every member of our Reserve Component, lest you be viewed as less than the vital surge capability you truly are. Equally critical is your continued dedication to operational excellence. We need every one of you to remain personally committed to readiness so that when our country calls, we remain ready to respond.

I know there are many questions about what the future looks like. Many of you are wondering what will happen to your position and what the new requirements mean to you. While I can’t speak to each particular instance here, I can tell you that staffs throughout the Coast Guard are conscientiously working on those answers with your interests in mind. This won’t happen overnight. It will take fully five years before we are where we need to be. Inevitably, some of your jobs will change – sometimes, perhaps, in ways you won’t agree with. In those cases, I ask that you reflect on why these changes are necessary to improve individual and collective readiness. It is because we need the capabilities you bring that I ask that you embrace and become a part of this transition.

In closing, you have my deepest gratitude for the service you provide to this nation. The challenges you willingly accept to your employment and your family by answering the call to serve are directly descended from the principles on which our country was founded. With you on watch, I have no doubt that we will remain ready to respond now and into the future.

Semper Paratus!
Seek Opportunities, Not Obstacles. Opportunity opens doors. Obstacles can be overcome. You, my Coast Guard Reserve shipmates, have proven this premise time and again.

Obstacles

Our Coast Guard Reserve has encountered numerous obstacles as budgets have diminished over the last four years. Certainly, budget cuts can be obstacles to achieving our mission.

These cuts have directly impacted reservists and included tuition assistance, travel, bonuses, High Priority Unit pay, Readiness Management Periods, allowance for 60 drills and 15 active duty days per year, as well as, cuts to Selected Reserve and Full-Time Support (FTS) billets.

Opportunities

How have you overcome obstacles and seized opportunities to improve proficiency and meet mission? Many reservists have successfully employed Individual Training Plans (ITPs) to document training needs so limited funds can be allocated to where they get the biggest return on readiness. The Reserve Force Readiness System (RFRS) FTS staff’s have assisted commanders, commanding officers, and officers in charge in enabling and tracking ITPs, as well as competency requirements and certification attainment. Headquarters updated the Reserve Policy Manual to guide the entire process. Together, RFRS, Headquarters, commands, and individual reservists like you seized these opportunities to make yourselves operationally ready for surge and contingency operations.

Despite diminished budgets reservists continued to meet mission each time America calls whether for a Deepwater Horizon, Super Storm Sandy or ongoing missions in support of DoD’s overseas contingencies. And to remain proficient for such responses, you have participated in major joint field training exercises such as Foal Eagle (Korea) and Bold Alligator (U.S.). Mobilization exercises conducted by both Atlantic and Pacific Area have contributed to your high state of readiness.

Other opportunities to improve proficiency and readiness include the Boat Forces Reserve Management Project (BFRMP) which was implemented in January 2014. As Rear Admiral Butt points out in this issue’s The View from the Bridge the BFRMP, “was chartered to reduce the obstacles to your success and increase your opportunity to contribute to your unit, your service, and your country.”

“Despite diminished budgets reservists continued to meet mission each time America calls whether for a Deepwater Horizon, Super Storm Sandy or ongoing missions in support of DoD’s overseas contingencies.”

The Machinery Technician Reserve Management Plan dovetails with the BFRMP and uses insights from the 2012 MK Occupational Analysis regarding how Reserve MKs are employed. It aims to refocus training and augmentation on MK tasks related to mobilization readiness.

Great strides have been made in the Reserve leadership development continuum. We have worked with Training Center Cape May to boost the professionalism of the Direct Entry Petty Officer Training program. Working with the Leadership Development Center (LDC), Reserve throughput at both the Leadership and Management School and the Chief Petty Officer Academy has improved significantly. We continue to encourage Reservists to attend the Coast Guard Senior Enlisted Leadership Course and Senior Enlisted Joint Professional Military Education Course.

These improvements have grown the professionalism of the Reserve senior enlisted corps. Over the last 3 years, the pool of applicants for Reserve Gold Badge and Silver Badge Command Senior Enlisted Leader assignments has grown and now exceeds the number of vacancies.

Other potential opportunities to improve proficiency, readiness, and reasonable commuting distance appear in the notional Reserve Rotational and Reserve Regionalization concepts. The rotational concept would allow limited training funds to be focused on pre-identified reservists most likely to mobilize during that rotation cycle. It would also add predictability for members, their employers and families. The Reserve Regionalization concept would move Reserve billets to regional hubs such as major ports. This has the potential to reduce commuting distance, facilitate recruiting, and provide reservists with a variety of local technical and leadership growth opportunities over a career. Both concepts are pre-decisional but have great potential.

Thank You

As you navigate your professional and personal lives, know that regardless of budgets, America appreciates you. Congress recently declared March 30 as Welcome Home Vietnam Veterans Day. I suspect many of you have been approached by strangers in recent years who thank you for your service. Fortunately, it no longer takes 40 years or an act of Congress to be thanked.

Colleen and I want to thank you and your families for taking such great care of us during the 37 years we have been associated with this great organization. We only ask that you continue taking care of each other.

Semper Parv
New Director of Reserve Named

Rear Admiral (select) James M. Heinz has been selected to be the next Director of Reserve and Military Personnel. RDML(sel.) Heinz replaces the retired RADM Steve Day. RDML(sel.) Heinz was the Commanding Officer of the Coast Guard Shore Infrastructure Logistics Center (SILC), in Norfolk, Va. The SILC is responsible for field execution of the Coast Guard’s Civil Engineering Program, including planning, design, construction, contracting, environmental, real property, and base facility management and operations.

Raised in Rockledge, Florida, RDML(Sel.) Heinz graduated from the U.S. Coast Guard Academy in 1986 with a Bachelor of Science degree in Civil Engineering. Following graduation, he served aboard the USCGC Diligence as a Student Engineer and Damage Control Assistant.

Over the next two years, RDML(Sel.) Heinz was assigned to the Program Execution and Management Branch of the Civil Engineering Division at Coast Guard Headquarters, Washington, DC. From 1991 to 1996, RDML(Sel.) Heinz was assigned to the USCG Facilities Design and Construction Center Pacific where he served as project manager and assistant Design Team Leader. In 1996, RDML(Sel.) Heinz was assigned to the USCG Integrated Support Command San Pedro as Chief, Facilities and Industrial Engineering Division. Following this tour, he served as the Executive Officer of the USCG Civil Engineering Unit Miami from 2000 to 2003. From 2003 to 2006, he was assigned as Commanding Officer of USCG Civil Engineering Unit Oakland. From 2006 to 2008, he was assigned as Chief, Facilities Engineering Division at USCG Training Center Yorktown where he oversaw all aspects of maintaining a training campus servicing the Coast Guard’s largest student population. His most recent assignment was as Commanding Officer of the Coast Guard’s Facilities Design and Construction Center in Norfolk, Virginia.

RDML(Sel.) Heinz attended graduate school at the University of Illinois in 1991 where he earned a Master of Science degree in Civil Engineering. He is a registered Professional Engineer in the State of Washington.

RDML(Sel.) Heinz is married to the former Darlene Ratermann of Greenville, Illinois. They have two children, Samantha and Evan.

New Reserve Force Master Chief Named

Maritime Enforcement Specialist Master Chief (MECM) Eric L. Johnson has been selected to serve as the next Coast Guard Reserve Force Master Chief (CGRF-MC). He will relieve CGRF-MC Mark H. Allen during a change of watch ceremony on May 9, 2014 at Coast Guard Station Washington, DC.

Master Chief Johnson is presently serving on active duty as a program reviewer in the Office of Budget and Programs (CG-82). He enlisted in the Coast Guard in April 1980 and served aboard Coast Guard Cutters Unimak and Duane.

In May 1988, MECM Johnson enlisted in the Coast Guard Reserve and was assigned at Coast Guard Group Long Island Sound, Conn. While assigned there, he was deployed with the original Port Security Unit-301 for Operation Desert Storm. He completed follow-on assignments at Group South Portland, Maine, and the newly commissioned PSU-301 at Joint Base Cape Cod, Mass. He was recalled to active duty to serve as the Active Duty Silver Badge Command Master Chief at Sector San Juan, Puerto Rico and as the Reserve Senior Enlisted Assignment Officer at CG Personnel Service Center, Reserve Personnel Management Division.

Master Chief Johnson will report directly to the director of reserve and military personnel and will perform the duties of a personal advisor to the director and to senior Coast Guard leaders on all Coast Guard reserve enlisted personnel matters. Johnson will also serve as the Coast Guard representative to the Assistant Secretary of Defense for Reserve Affairs Senior Enlisted Advisory Council.

MECM Johnson is a retired State Trooper having served with both the Connecticut and New Hampshire State Police. Master Chief Johnson and his wife Valerie are from Lancaster, N.H. They now make their home in Chantilly, Va. They are the proud parents of Jacqueline, Parker, Daniel, and David.
PACAREA Commander nominated as 25th Commandant

Note: Secretary of Homeland Security, Jeh Charles Johnson, announced on February 28, 2014, that PACAREA Commander Paul F. Zukunft has been nominated by President Obama to be the 25th Commandant of the U.S. Coast Guard. His nomination requires Senate confirmation.

“I am proud to announce President Obama’s intent to nominate Vice Admiral Paul F. Zukunft as the 25th Commandant of the U.S. Coast Guard.

Since I became Secretary, I have had the opportunity to get to know Vice Admiral Zukunft, and if confirmed he will be a great leader for the future of the Coast Guard. As a 37 year veteran of the U.S. Coast Guard, he has demonstrated this leadership while serving in a number of different capacities, including coordinating federal response to the Deepwater Horizon Spill. During the response, Vice Admiral Zukunft directed more than 47,000 responders, 6,500 vessels and 120 aircraft as the Coast Guard worked to respond to and recover from the largest oil spill in U.S. history.

Vice Admiral Zukunft currently commands U.S. Coast Guard Pacific Area, and is a graduate of the U.S. Coast Guard Academy and holds advanced degrees from the U.S. Naval War College and Webster University.

If confirmed as Commandant, Vice Admiral Zukunft will follow another great leader – Admiral Robert Papp, Jr. I thank Admiral Papp for his years of service to the U.S. Coast Guard, to the Department of Homeland Security, and to this Nation, and I look forward to seeing Vice Admiral Zukunft continue his great work.

Sincerely,
Jeh Charles Johnson
Secretary of Homeland Security

Coast Guard Commandant ADM Bob Papp said, "On behalf of the men and women of the U.S. Coast Guard, I heartily congratulate Vice Admiral Paul Zukunft on his nomination to serve as the 25th Commandant. He is an outstanding selection to serve the nation as the next leader of the greatest Coast Guard in the world. Paul and his wife Fran are eager to advocate for and represent all members of our Coast Guard family.”

The Coast Guard’s Change of Command ceremony is scheduled for 30 May in Washington, DC.

— Reprinted in part from the Coast Guard Compass Blog

LANTAREA Command Master Chief named 12th MCPO-CG

On March 5, 2014, Coast Guard Commandant Adm. Bob Papp announced the selection of Master Chief Petty Officer Steven Cantrell, LANTAREA Command Master Chief, as the next Master Chief Petty Officer of the Coast Guard.

“A number of outstanding Master Chiefs with diverse backgrounds applied for this important and prestigious position,” said Papp in the ALCOAST message. “I would like to commend them for their past service, dedication to the Coast Guard and thank them for their willingness to serve in this position.”

Cantrell will relieve Master Chief Petty Officer of the Coast Guard Michael P. Leavitt during a change of watch ceremony May 22, 2014 at Training Center Cape May, N.J.

Cantrell, the current Coast Guard Atlantic Area command master chief, hails from Memphis, Tenn., and enlisted in September 1983. He has served in various afloat and ashore assignments, including as a command master chief to the vice commandant of the Coast Guard, 8th Coast Guard District and 1st Coast Guard District. Cantrell has also served as officer-in-charge of stations Panama City Beach, Fla., Wrightsville Beach, N.C., Alexandria Bay, N.Y., and Harbor Beach, Mich.

His afloat assignments include officer-in-charge of Coast Guard cutters Ridley and Point Wells. Cantrell has earned a permanent cutorman’s insignia, coxswain insignia, boat forces insignia and command afloat and ashore insignia, as well as the command master chief insignia – also known as a "gold badge.”

“CMC Cantrell has demonstrated proficiency in leadership, proficiency in craft and a commitment to our core values of Honor, Respect and Devotion to Duty by his outstanding performance during his 30-year career,” said Papp in the ALCOAST message.

— Reprinted from the Coast Guard All-Hands Blog
Two Services Working Together To Make One Team

When a service member gets orders for Guantanamo Bay, their duty typically lasts anywhere from six months to three years. But now, thanks to an innovative training plan initiated by a member of the Port Security Unit 301, Maritime Security Detachment, Joint Task Force Guantanamo Bay, some Coast Guard Reservists could get orders for just a couple weeks of Active Duty Training (ADT). And, in that short span of time, they will face many of the same challenges as those deployed to some of the most hostile combat zones in the world.

Far from the frigid winter waters of Cape Cod, Mass., Coast Guard Reservists from PSU 301 arrived at GTMO for a three-week training scenario and to join their fellow maritime enforcement specialists currently supporting JTF-GTMO for an ADT scenario designed to improve individual and unit readiness. Right away, the maritime enforcement specialists hit the ground, just as they would in a real-world mobilization, with briefings and training.

“We joined the Marines and started with standard patrolling,” said Coast Guard Maritime Enforcement (ME) Specialist 3rd Class Luke Charette with PSU 301, who came in for the training. “We were in the field for three days the first week and we did day patrolling and night patrolling with blank rounds.”

As the trainees patrolled, groups of Opposing Forces (OPFOR) roamed around. The OPFOR set improvised explosive devices (IED) and concealed machine gun nests, which the Coast Guardsmen and Marines reacted to. The trainees practiced defensive driving skills including three-point turns in Humvees and ways to block intersections. Based on feedback from other contingency operations, the trainees focused on identification of potential IEDs, reactions to IEDs and complicated ambushes that incorporated Rocket Propelled Grenades and machine gun fire. The training culminated with a fire-team level live-fire exercise at end of week.

“Up with the scheduled training with the Marines of Bravo Company 5th Platoon. “Here at GTMO we work together to secure the water, the ports, as well as the land, so we need to know what language to speak. So, when we’re communicating from ship to shore and shore to ship we can keep this place safe.”

In addition to working in four to five person teams, the Marines and Coast Guardsmen completed a 10-mile land navigation course covering some of GTMO’s most inhospitable terrain. “The land nav went over a bunch of hills, just up and down,” said Maritime Enforcement Specialist 3rd Class Charles Gentile. “The first few days were the roughest. You would go to sleep at night and be soaked in sweat and wake up freezing. That second night too, your boots were wet; but it’s the military so you can’t complain, you just have to do it.”

“The weather just made you more tired, it wore you down,” noted Maritime Enforcement Specialist 3rd Class Ryan MacDonald. “You’re tired from not sleeping and we probably walked about 36 miles throughout the whole 48-hour operation.”

As part of the training exercise, both Marines and Coast Guardsmen were given one MRE -- meal ready to eat -- per day and received a scant few hours, sometimes half hours, of rest between missions. This food and sleep deprivation had its purpose, though. “You may go out there for a six-hour mission and end up being out for two days, so the food and sleep deprivation is a kind of mind and body hardening just so you know what it’s like,” said Marine Lance Cpl. Patrick Teschke, infantry rifleman with B Co., 5th Platoon.

Along with the scheduled training with the Marines of MCSFCO, the Coast Guardsmen also spent time on actual missions alongside their Marine counterparts, working 10-hour, fence-line patrols in the guard towers along the Cuba-Naval Station border.

“Up in the tower you were scanning your sector, looking for anything out of the ordinary,” said MacDonald. “It was us watching them, them watching us,” said Charette. “You watch them do their guard change over, and they watch us do ours. You try to develop patterns of what the Cubans are doing and anything unusual will come out of the pattern you set.”

Much of the training received is unit specific to PSU 301, which specializes in Port Security Operations. The unit is charged with deploying anywhere in the world and securing a
port or waterway. Most of their missions also involve working jointly with Marines and integrating security teams with the Marine’s security teams for a unified front. Once the transition has taken place, the PSU provides security for naval supply lines to come in and reinforce the assaulting force on land.

“What we’re doing is availing ourselves a training opportunity with one of the finest Marine Corps units in the world,” said Coast Guard Lt. Cmdr. Mark A. Stuart, Executive Officer, PSU 301. “We brought them down here to train with the best. The time to flex our capabilities isn’t when you’re under fire; it’s now, when we have the opportunities to work with them (Marines). That’s why we need to train with these guys.”

As the training concluded, the Cape Cod-bound Coast Guardsmen from PSU 301 said they would be taking what they learned and experienced during their tour at GTMO back to their home unit.

“It’s huge for us go back to our unit and wherever we go with our unit, whatever we do, we know how the Marines operate,” said Charette. “We take our qualifications to another level. It gives us great ability to instruct back at our unit on what our unit expects from them. It creates a working environment where the Marines know ‘these guys are the real deal, they’re trained up and we can work with them.’”

— Story and photo by Sgt. David Bolton
133rd Mobile Public Affairs Detachment/
JTF-GTMO Public Affairs

Coast Guard Reserve ENLISTED shipmates:
You now have the historic opportunity to join the ROA as full members, and benefit from a stronger enlisted voice in support of your rights and benefits.

To learn more, please visit www.ROA.org
Targeting Semper Paratus: Stay qualified to answer the Nation’s call

Sector Baltimore reservists took their spots at the gun range at Fort Meade, Md., on a sunny Sunday morning in September, intently focused on the target in front of them.

“Is the line ready?” asked Petty Officer 1st Class Martin Misjuns, a gunner’s mate and a member of the sector’s Vessel Boarding Security Team (VBST), who coordinates firearms training for reservists.

The Coast Guardsmen, donned in protective gear and each armed with a .40-caliber pistol, prepared to take aim.

After eyeing each participant for adherence to safety and security protocols, Misjuns called out: “The line is ready!” and blew a whistle, signifying firing could begin.

Reservists from small boat stations and the sector’s VBST were among the more than 30 Coast Guardsmen who were on the range to complete their semi-annual weapons qualifications.

The readiness of reservists benefits the entire Coast Guard, said Misjuns. “If something happens, they know they can call us, and we can go anywhere they need us to go.”

There are more than 500 reservists within Sector Baltimore’s departments and sub-units, serving important roles that defend and protect the nation, safeguard the American public, and support the missions of the Coast Guard. The rates include BM, GM, HS, ME, MK, MST, OS, PA, SK, and YN, as well as officer positions.

Maintaining qualifications and staying current on administrative and medical matters keep members in the green, ready to deploy for any situation they are needed, said Master Chief Petty Officer Mark Allen, Coast Guard Reserve Force Master Chief.

Readiness is especially important, since reservists often deploy with little notice, said Allen. “When we each raised our right hand and solemnly swore to ‘support and defend the Constitution of the United States against all enemies, foreign and domestic,’ we did not swear to do so after we catch up on our mobilization readiness.”

Chief Petty Officer Theodore Ford, a boatswain’s mate at Station Annapolis, said reservists who maintain all readiness can hit the ground running when the call does come, instead of having to play catch-up.
"The whole push with Reserve is readiness and being deployable," said Ford. "Whenever the next national event or national need comes up, you have a workforce of people to be recalled into service who can actively go to work the day they arrive."

In addition to weapons qualifications, Ford noted, members from his station and other small boat stations must stay current in a number of other areas, including as boat crew members and boarding officers.

In the last 13 years, reservists from Sector Baltimore and the entire Coast Guard have played critical roles in responding to national emergencies, including the attacks of 9/11, Hurricane Katrina, Super Storm Sandy and the Deepwater Horizon oil spill. Reservists have deployed to Iraq, Afghanistan and on other international missions.

"On any given day, you will find the talented and dedicated men and women of the Coast Guard Reserve training locally to support a variety of Coast Guard missions across the country and around the world," said Adm. Robert Papp, the commandant of the Coast Guard, in a message in February marking the 73rd anniversary of the Reserve. "As we have seen from security support operations in Guantanamo Bay to response operations following Super Storm Sandy, the Coast Guard Reserve provides our nation with crucial and effective capability that allows us to remain the world’s best Coast Guard," he said.

Back at the gun range, Petty Officer 3rd Class Christiaan Conover, a boatswain’s mate at Station Annapolis, noted reservists do the same jobs as their active-duty counterparts, whether at a station or while deployed.

"We have to come out here and qualify just like the active-duty Coast Guard," he said. "The more [qualifications] we have, the better we can be effectively deployed."

At the end of the day, Conover and his shipmates all qualified on the .40-caliber pistol, enabling them to maintain competencies required to carry out law enforcement missions of the Coast Guard and keeping them ready for deployment when the call comes.

Sector Baltimore reservists, among the nearly 8,000 reserve members Coast Guard-wide, stand ready to answer the nation’s call.

"America can call at any time. Get ready, and stay ready!" reminds Allen.

— Story and photos by PA3 Lisa Ferdinando

Coast Guardsmen Among Those to Welcome Oldest Known WWII Veteran

Coast Guardsmen, including reservists from Sector Baltimore, welcomed an American hero to Washington D.C. – the oldest known living World War II veteran, 107-year-old Richard Overton.

Overton was visiting Washington for Veterans Day and was surprised by the huge welcome at the airport from members of the Coast Guard, other military branches and the public.

The Coast Guardsmen said they were grateful to have the opportunity to welcome the Army veteran, who was a member of the 188th Aviation Engineer Battalion, an all-black unit that served on various islands in the Pacific.

Capt. James O’Keefe, the division chief at the Personnel Service Center in Arlington, Va., said he was proud to represent the Coast Guard and greet Overton.

"Mr. Overton's story is especially inspirational," said O’Keefe. "He fought and risked his life in service to his country despite the fact that he was not yet treated as an equal back home."

Despite the hardships and adversity, Overton was willing to serve the nation hope and knowledge that the situation would get better, he said.

"Not only are we thankful for his great sacrifice, but this is a glowing reminder of our responsibility to continue to serve," said O’Keefe. "What a great example Mr. Overton has set for all of us," he said. "It was a true honor to say ‘thank you’ to this American hero."

Other Coast Guardsmen at Reagan National Airport for the Nov. 10 ceremony were Lieutenants Tara Collins, Byron Dixon and Jennifer Osetek, reservists with Sector Baltimore; Senior Chief Petty Officer Dexter Hall with the Coast Guard Personnel Service Center; and Petty Officer 1st Class Scott Osetek with the Naval Engineering Department in Portsmouth, Va.

"When we learned about Mr. Overton’s arrival through the Honor Flight organization, we knew this was an amazing opportunity to greet someone who is such an important part of American history," said Osetek. "His service during World War II was honorable by itself, but his visit to Washington helped to re-demonstrate our nation’s gratitude toward all our World War II veterans," she said. "It was an honor to just be able to say, thank you."

Overton, who traveled from Austin, Texas, was a guest of President Barack Obama at the White House for a Veterans Day breakfast and attended the president’s Veterans Day event at Arlington National Cemetery, where Overton was mentioned by name in the president’s speech.

It was indeed a great moment to be a part of this very special visit to Washington, the Coast Guardsmen said.

"Honor Flight is an emotional event that truly reminds each of us how much we owe the folks that sacrificed so much," said O’Keefe.

— Story by PA3 Lisa Ferdinando

Coast Guardsmen welcome 107-year-old Army veteran Richard Overton (center) to Reagan National Airport in Washington, D.C., Nov. 10, 2013. The Coast Guardsmen pictured are, left to right, EM1 Scott Osetek (holding Alexander Osetek), Lt. Jennifer Osetek, Lt. Tara Collins (in her Arlington Police Department uniform), Capt. James O’Keefe, HSCS Dexter Hall, and Lt. Byron Dixon. Also pictured are Honor Flight volunteers, military escorts and Overton’s guest, Earlene Love-Karo, who is seen to the right of Overton.

Photo by Honor Flight volunteer Holly Taghavi

Issue 1 • 2014 • RESERVIST 13
MSU Texas Cities holds facility training

Marine Safety Unit (MSU) Texas City Active Duty and Reserve joined forces to provide six Waterfront Facility training sessions leading up to a Waterfront Facility Field Course. The field course will provide 5 days of practical application of regulatory requirements and inspection of multiple facilities in the area. The intent of the training is to provide opportunities for Reserve personnel to demonstrate proficiency of facility knowledge. Participating units include Sector Houston-Galveston, MSU Port Arthur and MSU Texas City.

— Story and photo by Lt. Andria Davis

Sector San Fran personnel visit area veterans

U.S. Coast Guard Master Chief John Klobuchar chats with Army veteran Allan Rydman during a holiday party, Dec. 13, 2013. Klobuchar was among the 40 Coast Guard active duty members and auxiliarists from Sector San Francisco, the ANT Team and USCGC Tern who served a holiday meal to veterans at the San Francisco Veterans Administration Medical Center.

Photo by PAC Sherri Eng

Sector North Carolina hosts Senior Enlisted Reserve Advisors

On February 8, 2014, Sector North Carolina hosted a Senior Enlisted Reserve Advisor (SERA) conference at Station Emerald Isle. SERAs from six stations met with active and Reserve command cadre to discuss changes in the Boat Forces Program, leadership, and share best practices for managing readiness. Prior to the lunch break BMCM Walter Haven, Sector Reserve Command Master Chief was reenlisted by the Senior Reserve Officer, Cmdr. Thomas Gasser. Master Chief Haven served at Station Emerald Isle from 1987 – 1994. The unit was then known as Station Swansboro. Haven advanced from seaman to BM2 during that tour.

— Story and photos by BMCS Welber Hickman

Participants at the Sector North Carolina SERA conference take time to pose for a group photo during their recent workshop at Station Emerald Isle

Training attendees included (shown left to right) MST2 Huynh Nguyen, MST2 Patrick Rightmyer, MST1 Thomas Doran, MST1 Theodore Neitzschman, Lt. Tamisha Lewis, and MST1 Jacob Trione.
Deployed reservist surprises daughter’s 4th grade class

MSTC James Wilkinson, home on an R&R break from his Redeployment Assistance Inspection Detachment mission to the Middle East, surprised his daughter Emma’s 4th grade class at the David Burcham Elementary School in Long Beach, Calif., December 16, 2013. Wilkinson had been corresponding with Mrs. Barbara Masuyama’s class regularly during his deployment. Based on the letters he had received from the students each month he knew they would be very interested in a slide presentation of photographs he took while deployed. He also brought along some souvenirs he had picked up. Emma and her classmates enjoyed the “show and tell” and had lots of questions for the Chief.

Photo courtesy of Julie Wilkinson

For PSU 313, Success “Family Style”

Port Security Units (PSU) pride themselves on being like a second family to members of the unit. This is especially because the members often spend time away from their wives, husbands, children, and parents while being deployed or attending essential training. However, it isn’t too often that PSU members’ actual family and loved ones have an opportunity to meet their service member’s Coast Guard “family.”

Family and loved ones might get to hear about what happens during drill weekends, training events, and deployments, but rarely do they have a chance to see first-hand what their Coast Guard member does when he or she reports for duty. For this reason, and to strengthen relationships between the command and families, PSU 313 showcased the unit with a Family Day on a warm and picturesque summer afternoon in August at its location on Naval Station Everett in Everett, Wash.

The showcase included a slideshow presentation with images and stories about the unit’s April 2013 deployment to South Korea, static displays of the unit’s new Transportable Port Security Boats (TPSB) and their weapons systems, a chili cook-off, camouflage face painting, bouncey houses, inflatable pugil stick matches for the kids, and much more.

No family get-together is complete without great food, and no sunny August gathering would be right without an outdoor BBQ, so that’s exactly what was planned. PSU Food Service Specialists, FS2 Blake Baldwin and FS3 Todd Stenstrom, embraced the opportunity to get back to their rate by preparing an extraordinary BBQ menu that, besides the usual hot dogs and hamburgers, included Baldwin’s great-grandmother’s baked bean recipe and Stenstrom’s mother’s orzo salad. “We wanted to make it special and we love to cook, so we made approximately 6 gallons each of the baked beans and the orzo salad to serve 250 to 300 people,” Baldwin said.

The two petty officers were grateful to the crew of the GCG Henry Blake, also based at Naval Station Everett, for allowing them to use their galley to prepare and store food for the BBQ. They also were thankful to the USO for contributing over $300.00 to help pay for the food and ingredients for their recipes.

Besides the tasty fare, the chili cook-off was a big hit and added some fun and excitement to the Family Day celebration. There were 14 different chili entries, which included many prized family favorites. The overall winner of the cook-off was none other than the PSU’s own celebrated cook, FS2 Baldwin, who tantalized everyone’s taste buds with “Mama Baldwin’s” secret chili recipe. Despite all of his success during the Family Day, Petty Officer Baldwin humbly replied, “I was just happy to be able to have the opportunity to serve the crew food, meet some families, and get them involved here. This was an awesome opportunity to serve the families and get to know them.”

A total of 310 family members showed their support for their mom, dad, son, or daughter by attending the event. PSU members worked closely with the Navy’s Morale, Welfare and Recreation staff to secure the bounce houses and other entertainment equipment for children and families, which allowed everyone to enjoy the event. “The feedback from PSU members, and family members alike, was extremely positive. We’re looking forward to doing it even better next year,” Baldwin said.

— Story and Photos by YN1 Daniel King
Reservists participate in Calif. Coastal Cleanup Day.

For the past 3 years, reservists at the Pacific Strike Team (PST) in Novato, Calif., have attended the annual cleanup sponsored by the California Coastal Commission. This past year, the cleanup was held Saturday September 21, 2013. Sixteen PST reservists attended the site at McNear Beach helping cleaning an area consisting of approximately 1.5 miles of sandy beach and rocky cliffs, as well as, a visitor park and parking area.

The PST team recovered more than 50 pounds of garbage, marine debris and recyclables from the site. The most common trash items found were plastic food wrappers and cigarette butts. Some more unusual items found and removed included a large car tire, a rusty car bumper and an engine block. The on-site coordinator recognized the members for their efforts, even as the rain poured down, commending them for their stewardship of the environment and to the local community as members of the USCG Reserve.

— Story by Lt. Sonja Downs, Pacific Strike Team

Reserve all hands held at Coast Guard Island

Over 70 reservists attended an all hands held on Coast Guard Island in Alameda, Calif., the weekend of February 22 and 23. Attendees included personnel from Base Alameda, Personnel Services Command Surge Staffing, Civil Engineering Unit Oakland, and Maritime Intelligence Fusion Center Pacific.

The all hands provided reservists with the opportunity to network and participate in valuable training. Over the two-day event presenters covered a variety of topics including: the Incident Command System, District Reserve Division policy, legal matters, the Mobilization Readiness Tracking Tool, and informed reservist with information on pending active duty for operational support (ADOS) opportunities.

In addition, Reserve Program Administrator Lt. Jasmine Barnard and YNCS Melissa Sharer, both assigned to the Director of Operational Logistics, held a two hour presentation on Reserve competencies, budget constraints in the upcoming fiscal year, and the importance of the Individual Training Plan process. They helped lay the framework for each member in attendance to plan a successful career.

The Base Command Master Chief, ETCM Richard Nieman, and Senior Reserve Officer, Lt. George Cabanas, held an open forum break-out session for both the officer and enlisted personnel.
B-r-r-raving the elements at Curtis Bay

On a brisk January morning, 14 Coastguardsmen from the Sector Baltimore Reserve Vessel Boarding Security team donned their newly issued anti-exposure suits and conducted a cold-water float test in Baltimore’s Curtis Bay. The team members carefully took leaps of faith as they stepped off the dry pier and into the cold water below.

The anti-exposure suit float test was the final step following training provided on how the anti-exposure gear operates and the different rescue positions and survival techniques to employ if they should find themselves in the water. The VBST members experienced the effects of being submerged in the cold water first hand as they bobbed together for about 15 minutes while practicing the techniques to combat the effect of the frigid water and staying together.

“It gives the team members a real-world feeling of what the gear feels like and what it feels like to be in the water,” said Lt. Miguel Bosch, Sector Baltimore Reserve Response Chief. “It prepares them for an emergency situation should they fall into the water during an operation.”

The anti-exposure suit float test and operational training is an example of the year-round training provided to the Sector Baltimore Reserve VBST members. The VBST members engage in training opportunities and conduct operations with their partners from local, state and federal law-enforcement agencies in-and-around the Baltimore and Washington D.C. region.

— Story and photos by PA3 Matthew S. Masaschi

Coast Guard Reserve Vessel Boarding and Security Team members participate in a cold-water survival training exercise in the Curtis Creek, Baltimore, Jan. 19, 2014. The service members gain valuable experience and training donning the appropriate gear to survive the cold elements.
A Primer for Coasties Transitioning to SELRES Status

As someone who has been on both sides of the active duty and drilling reservist fence, I occasionally encounter active duty members who are thinking about transitioning from active duty to Select Reserve (SELRES) status. There are many benefits to keeping your big toe in the Coast Guard pool by drilling one weekend a month, two weeks a year. You must apply to move into the SELRES and also apply for a SELRES billet. If you are successful, you will receive a few hundred dollars a month, very affordable health care, unique travel opportunities, a pension plan, life insurance, and a host of other benefits. However, this transition from active duty requires you to be proactive and embrace a different system. Here are the top five things I wish I'd known when I transitioned from active duty to SELRES status:

1. **Take (even more) ownership of your career.** This is the most important thing I would tell someone. When it comes right down to it, nobody cares about you like you. Put some thought into your Individual Development Plan (IDP), even if your reserve supervisor doesn’t currently require you to do one. Make sure your CGBI summary is up to date. Be ready to answer questions such as: What are your specialties? How will you contribute to this unit? Chart your course and go for it.

2. **Know the language.** Know the difference between SELRES status and Inactive Ready Reserve (IRR) status; active duty for training (ADT/two weeks annually) and inactive duty for training (IDT/monthly drills); Active Duty for Operational Support (ADOS) -- voluntary and involuntary -- orders; and Title 14 orders. Available online training will tell you some of this information, but do yourself a favor when you decide to make the transition to the Reserve and read the CG Reserve Policy Manual. Also think through how different categories (SELRES, IRR) impact your pay and benefits. For example, if you are in the IRR, you may not be eligible for Tricare medical benefits.

3. **Find mentors.** These are the people in the Reserve who take time to ask about your short, middle, and long term goals. They are willing to share their mistakes with you. If you are a mid-grade officer looking to advance, the mentor will usually tell you to align yourself in one of two communities: expeditionary or joint. Create a committee of active and reserve mentors rather than just one mentor in order to obtain diverse opinions. Keep your eyes and mind open; a mentor doesn’t have to be older or senior in rank to you.

4. **Take ownership of your admin issues.** This is true in the Reserve more so than on active duty. Orders, weigh-ins, trainings, travel claims, travel card issues... these issues typically take longer to complete/resolve when you are in the Reserve. If you want to stay in for 20 years, take ownership of basic service requirements. Get it done. Be professional. Stay “green” in CGBI; not doing so may result in bad reviews and, eventually, premature discharge from the service. At a minimum, get a common access card reader so you can access CG Webmail. Save the following website to your browser favorites & become familiar with its content: http://www.uscg.mil/reserve/.

5. **Recognize that you will work more than one weekend a month.** It’s hard, I know. But it will happen- especially if you are in a leadership position at your unit. If you only reply to CG Reserve communications on drill weekends, you won’t maximize your potential. In cases of emergency (hurricane, massive oil spill, etc.), you must be ready to be recalled with only 48 hours’ notice. Also, occasionally consider volunteering for active duty. It’s a good way to brush up on what’s going on with the active duty component.

Finally, take the plunge into the SELRES. It is worth it.

— Submitted by Lt. Cmdr. Tiffany Hansen, USCGR
There are many visible and noteworthy stories of successful Coast Guard (CG) missions that have saved lives in distress, relieved victims of natural disasters, and stopped the flow of illegal substances into our borders. But did you know that behind the scenes, the Coast Guard’s Command, Control, Communications, Computers, and Information Technology Service Center (C4ITSC) delivers essential technologies supporting the personnel who carry out every one of these successful missions?

Since its inception in February 2009, the C4ITSC has made great strides in delivering technology that Coast Guard men and women trust to support their mission success. In a world that is increasingly dependent on technology, and with an economic climate that is focused on doing more with less, the C4ITSC contributions have become even more critical to Coast Guard personnel who need technology to accomplish their mission.

For Coast Guard Reserve personnel who are not involved in mission activities on a daily basis, there are often long periods of time between accessing Coast Guard systems. These periods of inactivity present a unique set of technical support needs when the reservists return for duty. One of the C4ITSC’s major accomplishments over the past five years to support such unique technical needs was to centralize 11 service desk functions into one location. This single entry point for accepting and coordinating information technology (IT) and electronic technology (ET) requests and incidents across the CG was established in October 2011 as the Centralized Service Desk (CSD). The CSD (located in St. Louis, Mo.) took one year to standup and the benefits have been far-reaching. The CSD has streamlined processes and maximized personnel and technology resources. Global 24/7 support and quick access to initiating requests through CGFIXIT are two CSD benefits that are especially useful to reservists who require efficient support to make the most of their time on duty. Additionally, the CSD employs sophisticated tracking and reporting technology which allows for targeted improvement and proactive resolution of IT issues.

The C4ITSC also provides support for all Coast Guard relief efforts, such as Deepwater Horizon, Hurricane Irene, and Super Storm Sandy. During Super Storm Sandy, the C4ITSC’s Tactical Routing of Information over a Deployable and Extensible Network (TRIDENT) team restored normal communications within hours of deployment. TRIDENT’s mesh network delivered even better performance than the systems that had been operating in the ports before the storm. While Port Authorities in New York and New Jersey had no choice but to temporarily close due to the storm’s impact, TRIDENT provided the technology needed to reopen them five days earlier than expected, resulting in the resumption of millions of dollars of daily commerce, and accelerating response efforts, such as delivery of fuel and other goods.

Capt. David Dermanelian, Commander, C4ITSC, captured the essence of the tremendous value that the C4ITSC provides when he said, “Notice that behind every major disaster response or Coast Guard-wide initiative, there are dedicated C4IT Service Center professionals directly contributing to the success of each event. I challenge anyone to find a mission success that did not rely upon the talent and service that we provide.”

By recognizing our accomplishments and, in some cases our shortcomings, the C4ITSC continues to build upon strengths and evaluate opportunities for improvement. Over the last five years, C4ITSC has written stories of achievement and laid the groundwork for future endeavors to continue to provide technology solutions in support of Coast Guard mission success.

— Story by Jessica Jannuzzi

Rear Adm. Robert Day (right-podium) acknowledging the accomplishments of the C4ITSC and the leadership of Capt. David Dermanelian (left) and Capt. James Koerner (middle) at the C4ITSC 5 Year Anniversary All-Hands event.
Prior to the close of the 19th century, the United States received Guam from Spain through the Treaty of Paris, which ended the Spanish American War. What is now the modern day U.S. Coast Guard first arrived in 1905 under the umbrella of the U.S. Lighthouse Service to oversee Aids to Navigation around the Marianas Islands. The U.S. Navy governed the island from the end of the Spanish-American War in 1898 until the invasion of Guam by Japan on December 8, 1941. The people of Guam suffered through a Japanese occupation until American forces liberated the island on July 2, 1944. During the liberation of Guam, Coast Guard (CG) personnel manned transports and landing craft, conducted salvage operations, and served as beachmasters for U.S. landing forces.

In 1949, the Navy ceded control of Guam to the Department of the Interior and President Harry Truman appointed Carlton Skinner, a former Coast Guard lieutenant and prior Commanding Officer of the CG Cutter Sea Cloud, as the first Governor of Guam. Governor Skinner served in this position until 1953 and is credited with establishing the University of Guam and authoring the Constitution of Guam that is still in use today.

Following World War II and continuing until 1993, the Coast Guard operated a series of Long Range Aid to Navigation (LORAN) stations throughout the Pacific. The LORAN chain consisted of transmitting stations on Saipan, Ulithi Atoll, Anguar Island in Palau, and Cocos Island on Guam. During Operations Desert Shield and Desert Storm in the 1990s, active and Reserve forces assigned to Coast Guard Section Marianas worked together to ensure the safe and efficient mobility of munitions destined for the Gulf Theater on United States Naval Ships (USNS).

**Strategic Military Interest**

Today, the Coast Guard supports Guam and the Commonwealth of Northern Marianas Island (CNMI) in a manner similar to each Captain of the Port Zone in the continental United States. However, there are a few unique aspects to Sector Guam due to our distance from supporting elements and our strategic placement in the Western Pacific. We have a vast search and rescue (SAR) region that covers an area roughly the size of the continental U.S. To execute our search and rescue mission in this challenging environment, we rely heavily on the Navy’s Helicopter Sea Combat Squadron Twenty-Five and the Automated Mutual-Assistance Vessel Rescue System (AMVER).

Another core responsibility for Sector Guam is to support military operations occurring within Apra Harbor, one of the 19 Strategic U.S. Ports. The port of Guam serves as the most Western Pacific deep-water port under U.S control. Naval Base Guam is home to three Los Angeles class fast attack submarines that include the USS Chicago (SSN 721), USS Key West (SSN 722), and the USS Oklahoma City (SSN 723), as well as the 649 ft. submarine tender USS Frank Cable (AS-40).

Guam and CNMI also serve as one of the primary bases for the Maritime Prepositioning Squadron (MPSRON) Three, which is responsible for maintaining a fleet of commercial chartered and government-owned vessels for immediate deployment. MPSRON-3 is a component of the U.S. Navy’s Military Sealift Command and their mission is to provide sea transportation of vital equipment and supplies to a designated area of operations on a moment's notice.

In addition to the naval activity in the region, there is a strong U.S. Air Force presence, most notably with the 36th Wing stationed at Andersen Air Force Base (AFB). Since 2004, Andersen AFB has supported the U.S. Pacific Command’s continuous bomber presence by leveraging rotational B-52 squadrons known as Expeditionary Bombing Squadrons. Additionally, 36th Wing regularly hosts numerous U.S. and Allied aircraft in the region for training. Sector Guam's ability to capitalize on the training activity to help patrol our Exclusive Economic Zone (EEZ) and the Marianas Trench National Monument has been critical to increasing our overall Maritime Domain Awareness in the region. These air assets compliment our organic Patrol Boat capability. Two 110-foot Island Class Patrol Boats, Coast Guard Cutters Washington and Assateague, both make regular patrols to the northern reach of the CNMI to support MDA and fisheries enforcement missions.

Lt. Nate MacKenzie, commanding officer of Washington, summed up the challenges and rewards of operating a patrol boat in this remote environment. “These islands are largely uninhabited and exceptionally remote, which means we are on our own once we go north of Saipan. That can be a sobering thought on a 110-foot ship. However, we all volunteered for this duty in the hopes that we would find some real adventure, which is becoming more and more difficult to seek out in our developing world. When we sail...
north, we find deserted islands and active volcanoes, untouched and savage natural beauty unlike anything you’ll find anywhere else. But what’s more, we find the opportunity to test ourselves in a real and challenging way. That challenge is why I feel a continual pull to sail north.”

A Continued Tradition

In late 2010, Sector Guam began supporting overseas contingency operations with the assistance of Reserve personnel on Title-10 orders. Station Apra Harbor mobilized four local reservists for boat force operations. By 2012, Sector Guam received authorization to solicit qualified off island candidates to fill the four explosive handling safety (EHS) and program management positions. After a prolonged search for EHS qualified reservists, we were able to put in place an inspection team to support both U.S. Air Force’s 36th Munitions Squadron located at Andersen AFB and Naval Base Guam’s Explosive Safety Office with container inspections and cargo loading oversight as needed.

Shortly thereafter, President Obama laid out his initiative to rebalance military forces to the Pacific Theater with the “Pivot to the Pacific” speech. Over the next two years, we experienced a significant increase in port visits by carriers, vessels conducting routine fleet resupply, and submarines. Initially, we needed a strategy that would identify and sustain our support to military operations. To accomplish this task, we benchmarked port activity levels to determine resource needs and researched availability for both organic and mobilized assets.

In regard to maritime security, the mobilizing four selected reserve members greatly increased Station Apra Harbor’s ability to meet the rising demand for waterside security and vessel escorts. In comparison to other active military outload ports, four billets may not seem like a significant number, but they represent a 24% increase in personnel to the active duty boat force compliment normally assigned to Station Apra Harbor. Sector Guam also increased capacity for executing the maritime security mission by negotiating Naval Harbor Security support for protecting naval vessels conducting military outload operations. This partnership is vital to our ability to conduct escorts in support of both military outload operations and other high value unit (HVU) escorts. On the occasions we escort non-military assets, we rely on other government agencies (OGA) such as the Guam Police Department’s Marine Patrol, to provide a small boat platform to support those operations.

The number of high value unit and military outload escorts has risen sharply over the last three years. Although the Coast Guard began to draw down the level of HVU escorts in FY13, the funding to support military outload escorts continued through at least FY14. Without the assistance of OGAs and Title 10 personnel, Station Apra Harbor, with only 17 active duty billets, would struggle to meet the demands placed on them by the current level of naval vessel escorts. Lt. Cmdr. Morgan Roper noted how crucial this support has been during her assignment as Chief of Response over the last three years, “The support provided by our OGA partners and our eight Title 10 Reserve members has been indispensable. I have no doubt that we (the Coast Guard) would not be able to meet our port, waterways, and coastal security (PWCS) mission requirements without them. Moreover, I feel confident that our collective efforts have provided a very visible deterrent and increased the maritime security posture throughout Guam and the Commonwealth of Marinas Islands.”

Military Outload Network

Support to military outload operations is not new to the Coast Guard, albeit not a mission routinely performed on Guam since the 1990s. As we moved forward with the development of the explosive safety and inspection program, we looked to the primary military ports in the continental U.S. that have been supporting outload operations for more than a decade to develop our program.

Sector Jacksonville’s military outload detachment at Blount Island, Fla., served as our model on how to effectively structure billets and assign responsibilities, build relationships with other government agencies supporting outload operations, and resolve conflicts that may arise during explosive safety inspections. Sector Jacksonville’s team offered training and qualification assistance to newly assigned explosive handling safety inspectors in Guam to ensure our team was comfortable enforcing 49 Code of Federal Regulations (CFR), Part 176, which governs explosive loading operations. Our goal was to ensure USNS and commercial vessels conducting military outload operations received the same level of detail and consistency from our inspection teams on Guam that they would receive in any other U.S. port. This sharing of best practices and mentorship allowed our personnel to identify a number of discrepancies that resulted in rejecting 26 containers for explosive transportation during the last outload operation.

Another significant accomplishment for our military outload team has been the identification of the increased risks placed on the maritime waterway by the high net explosive weight (NEW) of vessels conducting munitions loading at Naval Base Guam’s KILO Wharf. This wharf serves as the primary ammunition pier and is situated at the mouth of Apra Harbor. After an extensive review of cargo data, the EHS team was able to determine that the activity and average NEW was well beyond the current safety zone for this naval wharf found in 33 CFR Part 165. As both frequency of vessel operations and the average of NEW handled rose over the years, the original safety distance of 680 yards became obsolete. At present, the Coast Guard is accepting comments on a proposed rule change to address the increased risk to maritime users.

“Todu I Tiempo Manlisto”

The Western Pacific offers a majestic background for those Coast Guardsmen lucky enough to be stationed here. We are often reminded of how fortunate we are to have the opportunity to explore the islands and absorb both the island culture and history of Guam and the Mariana Island chain. Whether working with the Navy on search and rescue operation or conducting joint maritime security operations with local law enforcement and Navy Harbor Security crews- we have learned not to take this assistance for granted. In a resource-constrained environment, these partnerships are essential to offering the level of support required to carry out Coast Guard missions over 6,000 miles from the mainland.

A phrase “Todu I Tiempo Manlisto” is found on the bottom of Sector Guam’s logo and is a translation of Semper Paratus in the Chamorro language. The phrase literally translates as “Always on the Alert” and serves as a reminder of the island’s strong heritage and our responsibility to protect its people.
Across our nation, intense public debate rages over health care reform and gun control. New technologies are displacing legacy systems and disrupting decades of established processes. Extreme weather events including record cold temperatures, devastating tornados, and damaging hurricanes affect millions of Americans across the country. A rapidly changing world faces a substantive shift in policy and focus.

For the Coast Guard it is a time of unprecedented change and fiscal uncertainties. Budget realities compel a rigorous review of priorities. A premium is placed on creating not just efficient, but more effective processes. The service is fundamentally altering personnel, support functions, and business processes. Deckplate discussions are rampant with talk about reductions and reorganization.

Does all of this sound familiar? If you’ve been around for awhile it should. The year is 1994, the year that the Coast Guard Reserve integrated with the Active Component. Team Coast Guard was the buzzword then with a focus on a single set of missions under one command. The goal then, as it is now, was to provide operational commanders with an effective and well-trained force that could respond to any contingency and better conduct day-to-day operations. In many ways this was extremely successful. To this day, reservists work side-by-side with their active duty counterparts towards common missions and under aligned management. The Coast Guard Reserve has been repeatedly called upon when the CG needed qualified and dedicated men and women during our most challenging times over the past twenty years. The response to events such as the 9/11 terrorist attacks, Hurricane Katrina, and the Deepwater Horizon spill are evidence of the value the Reserve Component provides.

However, integration fell short in other ways. The Reserve Component became a national mobilization asset, but an effective national level management strategy was slow to follow. Personnel Allowance Lists (PAL) were never standardized, which severely hampered the ability to properly resource or support assigned reservists. The mobilization process, with an emphasis on the individual, became disconnected from the overall readiness of the force.

District and Area commands have worked to provide a
ready and capable Reserve force despite these limitations, but more is required. Our service must achieve a unity of effort in order to fully realize the potential of our Reserve workforce. Headquarters has a duty and responsibility to manage the overall size, composition, and capability of a national workforce. Such management should align service priorities with the right mix of people, resources, and locations to effectively achieve them. For this reason the Boat Forces Reserve Management Project (BFRMP) was born.

**BOAT FORCES RESERVE MANAGEMENT PROJECT**

The BFRMP is a comprehensive five-year initiative by the Office of Boat Forces and Office of Reserve Affairs that supports mobilization readiness for Boat Forces reservists on a national scale. The plan clearly defines requirements, standardizes PALs, introduces new competencies, and streamlines the mobilization process so that reservists are ready and capable of conducting boat operations. Taken as a whole, the plan increases opportunities for reservists to contribute to both contingency and daily operations, while providing operational commanders with a predictable and sustainable surge capability.

Specifically, the BFRMP will provide the following deliverables:

1. Capability Requirement: The Boat Forces Reserve will be capable of operating six boats, around the clock, sustainable indefinitely, within ten days of notification.
2. Force Lay-down/Composition: A Reserve Staffing Model, informed by operational commander input, will standardize PALs at all boat stations.
3. Competencies: New competencies better match mission requirements and better align with Reserve Component training availability.
4. Contingency Maintenance Support Elements: The Office of Boat Forces will shift governance of a number of Reserve MK billets to Deputy Commandant for Mission Support (DCMS) in order to develop support teams for contingency operations.
5. Reserve Readiness Cycle: A new mobilization process provides a streamlined and deliberate response through the establishment of dedicated duty sections.

**New Requirements**

As military professionals, every action we take must have an objective. This principal is a defining hallmark of our vocation and is the only means by which we can ensure economy of force and effectiveness in operations. Without purpose, we too often substitute activity for action, measuring effort instead of outcomes. Number of boat hours, rates of certification, amount of training and professional development will improve for Boat Forces reservists will now get better training and their skills will be more aligned with their active duty counterparts thanks to the new Boat Forces Reserve Management Project which went into effect on Jan. 1, 2014. Under the new plan, mobilization readiness, individual training and professional development will improve for reservists at all small boat units throughout the Coast Guard.

Master Chief Petty Officer Devin Spencer, the Officer in Charge at Station San Francisco, believes the plan will have many benefits for Reserve members.

"Specifically, Station San Francisco will benefit immensely due to the reduction in billets alone. As we all know, span of control and infrastructure are the two key factors in managing a capability of any sort," said Spencer. "With this new plan, our span of control just became more appropriate and we certainly now have a better shot of delivering a highly competent Reserve Component."

One goal of the new plan includes the Reserve Readiness Cycle, which, over the next five years, will shift some billets to strategic locations to better support mobilization readiness, improve professional development and maximize recruiting.

"I think the annual cycle allows us to visualize a foreseeable strategy to achieve all requirements," said Spencer: "In the past, a member was certain to decertify if they missed more than one drill period in a cycle. This new plan gives us some ‘make up’ room should we happen to need it."

The purpose of the management plan not only helps the Reserve mobilization efforts, but it also aligns their capabilities along with active duty personnel.

"Let me give this analogy . . . imagine trying to teach a class about navigation, yet you hand out a different set of charts with varying scales and geographic locations to all of your students. Wouldn’t that be tough?” said Spencer. He added that, “With the new Boat Force Reserve competency plan, it appears we will have a higher probability of success in achieving two workforces, which share a common operating picture.”

Senior Chief Petty Officer Richard Baenen, the Reserve Sector Silver Badge at Sector Los Angeles/Long Beach, believes the plan will let more reservists contribute to their local command. “It enhances our risk management, as well as our capability, to carry out the mission as fully-qualified reservists to have the capability of relieving their active duty counterparts,” noted Baenen.

With enhanced training and a more realistic recertification schedule, the new management plan gives the Coast Guard Reserve high hopes for increased operational readiness, both locally and wherever surge operations occur.

---

**Improved Boat Forces Reserve Readiness Takes Hold in 11th District**

Boat Forces reservists will now get better training and their skills will be more aligned with their active duty counterparts thanks to the new Boat Forces Reserve Management Project which went into effect on Jan. 1, 2014. Under the new plan, mobilization readiness, individual training and professional development will improve for reservists at all small boat units throughout the Coast Guard.

Senior Chief Petty Officer Richard Baenen, the Reserve Sector Silver Badge at Sector Los Angeles/Long Beach, believes the plan will let more reservists contribute to their local command. “It enhances our risk management, as well as our capability, to carry out the mission as fully-qualified reservists to have the capability of relieving their active duty counterparts,” noted Baenen.

With enhanced training and a more realistic recertification schedule, the new management plan gives the Coast Guard Reserve high hopes for increased operational readiness, both locally and wherever surge operations occur.

---

— Story by PA3 Paul Krug, 11th Coast Guard District

---

Reserve boat crew members work out and prepare for their mission at USCG station Los Angeles. Standards have been kept high for quick response and readiness for reservists and active duty alike. Photo by PA3 David Vela
Shaping the Reserve Workforce

Reserve Boatcrews more likely to get underway with the launch of Boat Forces Reserve Management Project

Not all small boat stations in the 5th District are alike. Rural Station Milford Haven, for instance, boasts just three small boats. Further down the Chesapeake Bay, Station Little Creek is home to five boats, thanks to its proximity to a major port.

In spite of the differences, boatcrew qualifications for the Reserve members stationed at these two units, not to mention the rest of the small boat stations throughout the district and the country, are standardized. Achieving these uniform competencies in spite of the dissimilar training resources at stations, particularly the number of small boats, presents a challenge to Reserve readiness.

Not for much longer, however. Since Jan. 1, the Boat Forces Reserve Management Project is helping achieve uniformity in terms of qualifications for boat crewmembers while accommodating the limited resources of smaller stations. Through a revision of crewmember competencies and by transferring some Reserve billets, the new program is seeking to maximize underway training time for personnel to reach their mandated goals, thus simultaneously benefiting reservists, stations, and boat forces as a whole.

“This is something we should have done a long time ago,” says Master Chief Petty Officer Kirk Murphy, the Reserve Command Master Chief for Coast Guard Atlantic Area. “A [boat crewmember] should be able to go to his or her unit, get underway, get qualified in a timely manner, and be ready to mobilize.”

But the problem that Murphy and other leaders say existed was an imperfect storm of billeting, scheduling, and asset availability. With a limited availability of boats available on drill weekends, reservists—whose numbers equaled the active duty billets at some stations—often did not have enough opportunities to get underway and achieve their competencies on the 25-foot Response Boat-Small, especially in the required six-month timeframe.

“And then, what if you get weathered out?” adds Master Chief Petty Officer Daniel Kilbourne, the Officer in Charge at Station Little Creek. “Coupled with other training, we didn’t have a spare moment, and so then it becomes difficult to get [the necessary competencies] done for the reservists in the required time.”

As a result, the current six-month competency and currency cycle is being extended to 12 months, thus allowing members to utilize their annual allotment of drills, including their two-week AT, to achieve those qualifications. Moreover, Reserve boat crewmembers will be allowed to qualify on the assets at their stations, whether an RB-S, a 45-foot Response Boat-Medium or a 47-foot Motor Life Boat.

“It’s going to be a major bonus and will help tremendously,” explains Kilbourne. “The changes will take the pressure off of the reservists and give us more leeway in training. And because of the flexibility with the platforms, we’ll be able to cover all aspects of SAR response” and other missions.

Billet moves will begin in January 2015 and occur over the next five years, say Boat Forces Reserve project managers, most timed to coincide with the routine calendar of assignments, promotions and attrition in an attempt to minimize disruptions.

That’s a relatively small dilemma, though, compared to the paradox of operational environments dictating that qualifications must be standard but that units need not be so. With the Boat Forces Reserve project underway, though, a resolution seems to be on the horizon.

— Story and Photo by PA1 John D. Miller

Coast Guard reservists assigned to Station Little Creek prepare to pick up a dummy in the water during man overboard drills in the Chesapeake Bay. Reservists conduct the drill as part of boat crew qualifications for the Station’s 25-foot Defender class patrol boats.
people mobilized – there is no limit to what we can measure and this data is important for effective management. But to what end? How many people do we need, what do we need them to do, where do we need them to do it, how do we best serve the country we are sworn to protect and defend?

Answers come in various forms. The Commandant’s Reserve Policy Statement is the foundational doctrine that defines the purpose of the Coast Guard Reserve. It is the compass rose on our chart that orients us towards mobilization readiness for the roles of Maritime Homeland Security, National Defense, and Domestic Disaster Operations.

We then look to the deliberate planning process to translate policy and doctrine into requirements. This is the dead reckoning on our chart and a daunting task. Contingency planners are asked to predict the future for every major incident type based on the turbulent currents of the past. To do this well, they have literally had to rewrite the book. The result of this past process is the Contingency Personnel and Resource List (CPRL), an unconstrained requirements list that totals all of the people and equipment needed to respond to a specific incident. Currently, this roster is under revision and provides no definitive answers.

So we look to the past to see who we’ve sent and where we’ve sent them. We analyze mobilization data since the 9/11 terrorist attacks. These are our actual past tracklines. We know how many people we’ve mobilized and who they are, as well as where and from where they were mobilized. What we don’t know is, once mobilized, what did they actually do? Did we mobilize too few or too many? How many Boatswains Mates counted tar balls and how many drove boats? How many Machinery Technicians (MK) sorted Incident Command System forms and how many fixed engines? How many did we really need at the end of the day? While contingency operations are all-hands on deck events, the lack of readily apparent answers hinders our comprehension of true service needs.

Next we look at our current capability. What can we do right now? This is the plot fix on our chart. Based on current certification rates, which hover around 30%, we know that we could operate 4 Response Boat – Smalls around the clock, indefinitely. This is not requirement-driven; it is simply a look at what we have the actual capacity to do.

Finally, we review the extensive documentation of the challenges facing the Reserve workforce. There are numerous memos, analyses, projects, white papers, articles, and any other form of literature that speak to the issue. Each of them provides excellent recommendations, even if few of them were implemented. We also carefully observed many of the excellent initiatives underway at the Districts. Reserve Centers of Excellence in the 1st District, regionalization impacts in the 13th District and mobilization exercises in the 5th District were but a few of the efforts that provided insight to a national strategy. Put together, these can be thought of as the ship’s log; documenting past activity to inform our understanding of the future.

Now we can begin to speak of objectives, of our ship’s destination. We understand where we’ve come from, where we are, and where we’re heading. Analysis tells us we need to be prepared to operate Response Boat – Smalls and Response Boat – Mediums, since these are our most readily available and flexible platforms which we’ve employed to an overwhelming degree in past contingencies. We need a sustainable workforce so that we don’t overwhelm our bench strength or burn out our men and women. Lastly, we need a responsive mobilization force that can surge quickly enough to meet the peak operations phase of a contingency response, rather than fill in once the dust has settled. Now we have a clearly defined capability requirement, enabling us to create a strong support structure aligning actions with objectives.

**Modern Capability**

The first step is to create a force lay-down that provides the right mix of people and matches them to locations with the resources to support them. Crews, not individuals, move boats, so we place an emphasis on crew composition and assignment. In order to remain proficient, crews need boats to move, so we ensure there are a minimum number of the right platforms available at supporting units. Nearly all mobilization efforts have occurred in proximity to military and economically strategic ports, so we begin regionalizing around these locations. This has the added benefit of providing multiple unit types in an area for the professional development of a reservist, as well as leveraging prime recruiting locales. Units structured with a two-to-one Active-to-Reserve ratio and a dedicated Reserve Training Petty Officer typically have much higher than average certification rates, so we duplicate these practices for an ideal workforce. These factors will increase certification rates throughout the service by ensuring someone is devoted solely to operational qualifications, while not overwhelming unit resources.

Recognizing the impacts of each of these factors helps us create basic rules that we apply in a Reserve Staffing Model. The staffing
model accounts for each of these tenets and helps us identify locations and ideal personnel mix where we could reasonably expect a Reserve Component to succeed. This model is then “reality checked” through operational commander feedback to arrive at the final force lay-down.

The second step is to ensure our competencies support our stated requirements. Overwhelming field feedback and mobilization exercise results found that legacy contingency boat competencies severely limited the ability of reservists to contribute to either daily or response operations. Our desire was to bring reservists on par with Active Component competencies, while recognizing the unique constraints of their drill schedule. Therefore, we mirrored the active duty qualification tasks and shifted most currency requirements to an annual cycle. Currency tasks were set at ten months’ worth of what an Active member accomplishes in a total year. This scale accounts for the possibility of two months of mobilization reservists may incur any given year, without unduly burdening them for responding to the call. We also established Reserve boat competencies for nearly every platform type in inventory. Doing so provides greater flexibility for reservists maintaining certification and more opportunities to hone proficiency while augmenting operations at their parent unit.

The third step is the creation of contingency maintenance support elements to address critical gaps in our incident response capability. If we are going to be capable of moving six boats around the clock, we are going to need the support mechanisms that ensure the boats and people stay up and running. However, the engineering support world of work has significantly changed at stations over the past decade. The advent of modernization means that there are far fewer opportunities at stations to apply the same skills. Therefore, we begin a move towards relocating MKs technical and engineering skills for which we rely on the MK there are far fewer opportunities at stations to apply the same jobs. That ensures reservists are always ready to perform that duty, while giving the operational commander additional surge capacity.”

That’s critical because it allows operational commanders more flexibility to capitalize on their Reserve force to serve as a force multiplier for Coast Guard boat crews. Lavigne explained that the Boat Forces Reserve Management Project will also assist commands in properly training Reserve personnel. Additionally, it eliminates the contingency qualifications and establishes an annual recertification period for Reserve competencies that allows Reserve personnel the flexibility to manage qualification challenges for those stations switching to the larger platform, while also establishing a systematic training process. The focused

Boat Forces plan focused on keeping Seventh District reservists ready

The Office of Boat Forces and the Office of Reserve Affairs have proposed a new program that supports mobilization readiness and increases opportunities for augmentation. The goal is to increase operational readiness by prioritizing resources and underway hours through standardization and establishment of new criteria for qualifications and platforms for reservists.

The Boat Forces Reserve Management Project has clearly defined operational requirements which outline required annual Reserve competencies, while providing opportunities for reservists to certify on any platform, with an emphasis on both the Response Boat-Small (RB-S) and the larger Response Boat-Medium (RB-M). The goal is to better align Reserve and active duty members for the same jobs. That ensures reservists are always ready to conduct essential boat operations and missions. Readiness, an essential part of Coast Guard operations, allows for rapid mobilization during emergencies and during day-to-day mission execution.

Augmentation and Training

“The program provides the unit with an augmentation force,” said Lt. Cmdr Richard J. Lavigne, Reserve Program Administrator and Chief of the Reserve Management Branch at the 7th Coast Guard District (D7).

An essential component of being in the Reserve is training for mobilization during a man-made or natural disaster, he said. “We (the Reserve force) train for mobilization through augmentation,” said Lavigne. “By having boat forces qualifications and competencies on par with the active duty, reservists are able to come in and actually perform that duty, while giving the operational commander additional surge capacity.”

To facilitate the transition of Reserve boat crews from the RB-S to the larger RB-M platform, D7 is paying for members of the RB-M transition team, located at Training Center Yorktown, to assist with a Transition Course specifically tailored for the two-week annual ADT period. This course helps mitigate qualification challenges for those stations switching to the larger platform, while also establishing a systematic training process. The focused
To facilitate the transition of Reserve boat crews from the RB-S to the larger RB-M platform, D7 is paying for members of the RB-M transition team, located at Training Center Yorktown, to assist with a Transition Course specifically tailored for the two-week annual ADT period. This course helps mitigate qualification challenges for those stations switching to the larger platform, while also establishing a systematic training process.

To facilitate the transition of Reserve boat crews from the RB-S to the larger RB-M platform, D7 is paying for members of the RB-M transition team, located at Training Center Yorktown, to assist with a Transition Course specifically tailored for the two-week annual ADT period. This course helps mitigate qualification challenges for those stations switching to the larger platform, while also establishing a systematic training process.

course equates to cost savings and timely training. The plan further facilitates both individual training and professional development, according to Lavigne. It accomplishes this by placing the appropriate number and stratification of rates and ranks on a unit’s roster. It also ensures professional development opportunities by ensuring reservists have access to the resources and mentorship to advance. This offers an enhancement of professional development within those rates that are well matched. Lavigne added that the plan ensures that resource hours are available to reservists. “A strong and supported infrastructure is now in place for Reserve training,” Lavigne said. Another key component of this plan is to establish a readiness cycle.

“The reserve readiness cycle is really designed for the member,” Lavigne said. “It gives them the expectation of when they should be ready to deploy.”

Always Ready

The Boat Forces Program allows reservists to maximize their training schedule, since the standard has been adjusted based upon the reserve readiness cycle.

“Reserve currency requirements are built to equal 83 percent of active duty requirements, explained Lavigne. Since there are limitations on recall of reservists, annual currency requirements are based on a 10-month standard, or 83 percent of active duty requirements,” said Lavigne.

While Lavigne advocates that Reserve members should always maintain a high level of readiness, he says the new program provides additional opportunities to manage training schedules and underway time.

“Boat Forces is the first program to give the Coast Guard reserve specific requirements,” he said. “In the future we hope to see this model being applied to other areas of the Coast Guard, such as shore forces.”

Lavigne also highlighted the significance of the program, stating it is the first one initiated by Coast Guard Headquarters that specifically delineates Reserve expectations. The plan also uses training and performance achievements to help determine additional personnel needs.

In summary, the Boat Forces Reserve management plan will renovate readiness of the Reserve Force by increasing opportunities for reservists to contribute to the mission requirements and strategic goals of the Coast Guard. An always ready Reserve boat force equates to an always ready Coast Guard.

— Story by
SNPA Joseph Betson,
7th District Public Affairs Team
professional development can be fully leveraged, while ensuring enough remain in Boat Forces to meet specific capability requirements.

The fourth step is the establishment of a predictable and deliberate mobilization process called the Reserve Readiness Cycle (R2C). The current process is demand-driven, meaning that most of the process occurs only after a need is identified. The R2C frontloads the process and reduces the time between recall and operations. The way it works right now, an incident occurs and then the operational commander identifies the need for a boat crew force element. This need is communicated to the surge staffing branch, which then identify and issue orders to four individuals with the required competencies. Only after this process is completed are sea bags checked, administration verified, competencies validated, and the like. All of this happens while an incident is active and ongoing. It is important to note that these four people may have never met before, but are expected to shake hands on the dock, instantly become a crew, and get underway in a disaster zone. Also an important consideration is that these same people are repeatedly subject to recall since their certification status shows up in every search query.

This process relies upon standardized training and the impressive adaptability of our shipmates to succeed. However, we can minimize response time and decrease operational risk through the employment of the R2C. The R2C pre-identifies on-call boat crews who are ready to respond when a disaster hits. These crews drill together so that they have the added benefit of team coordination in addition to their standardized training. They know well in advance when their two-month-per-year duty period is, so all of their readiness preparations have been completed prior. They’ve notified their employer of the potential for recall and arranged their personal affairs to minimize impact. They may not get called during their duty period, but if a mobilization takes place they are the first to respond.

It is easy to consider each of these in isolation, but the reality is they each support the other. The R2C relies upon qualified reservists, who rely in turn upon an appropriate force lay-down. The force lay-down must account for operations and support as it relates to the capability requirement. Individually, each element adds a modest value, but put together they create a strong and robust Boat Forces Reserve system that is ready to respond.

**CONCLUSION**

The last, and most difficult, step is implementation. The shelves of CG Headquarters are filled with excellent Reserve program recommendations lacking a bridge to action. The Boat Forces Reserve Management Project is committed to succeed as the blueprint for that bridge. The foundation is the strong partnership between the Office of Boat Forces and the Office of Reserve Affairs, who are equally dedicated to providing a system worthy of the people it supports.

Presently, our trackline is on course. The capability requirement is established until such a time as the deliberate planning process provides more definitive guidance. The Reserve Staffing Model is undergoing review by operational commanders throughout the service to validate the force lay-down. New Reserve boat competencies are in place and we are monitoring their effectiveness. Initial preparations are underway that shift MKs to DCMS units, although the force lay-down must first be completed. The Reserve Readiness Cycle is in policy development with anticipated implementation in 2015.

Some of these changes may concern you, particularly with regard to billet movements. We recognize there is a real person in each position who has specific needs and desires. Every reasonable attempt will be made to minimize impact to those whose billets are affected, but at the end of the day we owe the American public a strong and sustainable Coast Guard Reserve ready and capable of effectively conducting boat operations.

In five years, you will see a new landscape in Reserve management: a landscape with clearly defined goals, unit assignments that support Reservists, competencies that contribute to daily operations, and a predictable mobilization process. When that time comes, it will be as a result of your continued engagement and dedication. You serve as the model for maritime surge response professionals. Accordingly, you deserve a system that both reflects and supports your dedication. That is what the Boat Forces Reserve Management Project is designed to do.
Ticking Off the Hours: Underway with Reserve Boat Forces in the 1st District

The air temperature had risen to above freezing over the weekend, though not enough to melt the ice chunks floating in the harbor: a clear indication of the need for the crew to wear dry suits. The boatcrew completes the safety brief, casts off the lines and sets out for the Reserve crewman check ride on the 25-foot Response Boat – Small (RB-S).

Once underway, a second RB-S skims across the water toward them, announcing the arrival of the Reserve boatcrew from Station Boston. As the two vessels join, the Station Point Allerton, Mass., crew chuckles and comments fly between the two units.

“You sure are crammed in there,” said a Point Allerton crewmember as bodies came flooding out of the aft door of the Boston crew’s RB-S. “How many people do you have with you?”

“Eight. Everyone needs the hours,” was the reply.

It’s all about the hours.

As a reservist assigned to a small boat station, everything seems to revolve around the underway hours. Prior to 2014, reservists at this type of unit were expected to complete 30 underway hours in a six-month cycle to maintain a contingency certification. However, the reality throughout the Coast Guard is that only about 30 percent of station reservists were able to maintain their certification.

Factors such as weather, active duty members using boats for other missions, training and administrative requirements, and even sequestration have been obstacles in getting underway. If hours are not met, the member loses his or her certification and must go through another board and check ride before recertification can take place.

In an effort to aid Reserve members in obtaining qualifications and then maintaining their certifications, a joint effort between the Office of Boat Forces (CG-731) and Office of Reserve Affairs (CG-131) has implemented a plan that lengthens the certification cycle to 12 months, and requires reservists to complete 83 percent of the active duty requirements, which correlates into 66 hours (17 of which are required night hours).

The Boat Forces Reserve Management Project rolled out Jan. 1, 2014, in an effort to support mobilization readiness for reserves, and so far the results at deck level are promising.

“This new 12-month cycle is a great aspect of the plan,” said Petty Officer 1st Class Joseph Pizzigno, a qualified (contingency) coxswain and serving as Station Point Allerton’s Reserve Training Petty Officer.

In the plan, the 66-hour requirement is grandfathered up to 60 days before the beginning of the next cycle – Jan. 1 of each year – so if members qualify in November they do not need to complete their 66 hours by Dec. 31.

However, if members qualify in September, they would need to perform the full 66 hours before Dec. 31 or lose their certification.

Chief Christopher Matthews, the Senior Enlisted Reserve Advisor, or SERA, at Point Allerton, said he hopes the wrinkles in the new system can be worked out. He noted that members who qualify in August or September would have a difficult time getting all their hours in before the end of the year.

The new 12-month cycle is a win-win for everyone, said Matthews, who has more than 22 years experience in the Coast Guard as a machinery technician, including eight years on active duty.

Matthews and Pizzigno have both said they would like to see more detailed information about the plan, especially concerning the new “on call” duty section, or reserve readiness cycle that is expected to rotate six fully-qualified Reserve boatcrews every two months.

According to the Office of Boat Forces, the plan will be implemented over the next five years. Details of the reserve readiness cycle are still under development and expected to be announced later this year. Reserve members can keep current on the latest information through a variety of ways including: communicating through their Reserve Force Readiness System (RFRS) contacts, the Gold and Silver Badge networks, reading the Reservist magazine, and watching the message board. Specific questions and concerns can also be directly sent to CG-731.

Back out on the chilly harbor waters, a break-in crewman completes man overboard, stern tow and side tow evolutions to successfully qualify as crewman, adding one more certified crewmember to the Station Point Allerton roster. And the new Reserve management plan, wrinkles and all, will make it more realistic for that crewmember and his shipmates around the Coast Guard to remain certified and ready.

— Story and photos by PA1 Krystyna Hannum
Shaping the Reserve Workforce

Operational readiness is the hallmark of the United States Coast Guard Reserve. Along with active duty counterparts, reservists uphold the Coast Guard motto and tradition of Semper Paratus — being “always ready.”

For reservists, achievement of operational readiness requires a careful balance of civilian necessities (maintaining career and livelihood), as well as routinely working to obtain and maintain required skills and competencies necessary for mobilization. Often these dual requirements necessitate many hours beyond required drills, and those hours are often performed with the patriotism and duty devotion inherent to reserve service. Because of the balancing act of career and military service, it is imperative clear objectives, a delineated path, and an assurance of access to tools necessary to achieve competency are provided to reservists.

One of the largest concentrations of the Reserve force is within Coast Guard Boat Forces Units. Over the last year and a half, The Office of Boat Forces (CG-731), in close coordination with the Office of Reserve Affairs (CG-131), has created a new Boat Forces Reserve Management Project to support mobilization readiness for Boat Forces reservists. This past December the All Hands Blog published a series of posts outlining the changes that will be taking place over the next five years. On February 8th, Coast Guard Sector New York hosted an all-hands meeting so Reserve personnel could learn about the project first-hand. The Boat Forces Reserve Management Project was introduced by CG-731’s Lt. Dave Ruhlig. (See Lt. Ruhlig’s in-depth article in this issue of the Reservist.) In attendance were representatives from Sectors New York, Long Island Sound, Northern New England, Delaware Bay and Baltimore.

Some came with prior knowledge of the new management plan, while others were hearing about the changes for the first time. But all in attendance would be impacted by the implementation of the plan.

“We are the first ones (program) to attempt something to this level,” explained Ruhlig. “We believe the Boat Forces Reserve Management Project will fundamentally transform the operational readiness of our Reserve force by increasing opportunities to contribute.”

A clear training capacity standard was defined to include guidelines for a two-to-one active duty to Reserve ratio and a minimum of three boats assigned to a host unit. The Office of Boat Forces requires a Boat Forces Reserve capable of operating six boats, around the clock indefinitely within 10 days of a recall. A standard PAL (Personal Allowance List) has been developed and includes a new position, a Reserve Training Petty Officer. This additional billet will better support individual training, mobilization readiness and operational qualifications.

The changes are significant and will require adjustment on a broad scale, but the general reception from the majority of the reservists in attendance can be summed up in two words expressed by attendee Machinery Technician 2nd Class William Peterson, “cautiously optimistic.” Peterson also noted, “This needed to happen for efficiency.”

— Story and photos by PA2 LaNola Stone
BE YOUR BEST. KNOW YOUR RESOURCES.

We all strive to be our best. US Coast Guard now offers a free, new way to access support in real-time on:

• Family  
• Sleep  
• Elder Care  
• Relationships  
• Finances  
• Bereavement  
• And more…

V-COUNSELING

Talk live, with privacy and convenience, to a licensed counselor, anywhere you have Internet access and a web camera.

CG SUPRT

Call today! (855) CG SUPRT (247-8778)

Remember this call is free and confidential within the limits of the law!
Coast Guard reservists are required to serve one weekend a month and two weeks a year. One New Jersey-based reservist is devoted to saving lives, in and out of military uniform.

Chief Petty Officer Jay McChesney, a reservist from Coast Guard Station Manasquan Inlet, N.J., is a qualified coxswain and a registered nurse.

Aside from being a coxswain, McChesney is a boarding team member, boarding officer, station emergency medical technician and the unit’s senior enlisted reserve adviser.

“I have about 16 people in my charge and I handle all aspects of their care – family issues, medical, dental – and ensure they are up to speed with insurance,” said McChesney. “I still manage to get underway and be a coxswain so I am still fully certified. Not bad for an old man!”

As a reservist, McChesney’s many duties at the station are a part-time job. McChesney works full time at Robert Wood Johnson University Hospital in New Brunswick, N.J. He started his career at the hospital working as an emergency room nurse. Now, a member of the hospital’s special procedures unit, McChesney manages critical situations and specializes in patient care.

“Jay’s military and emergency room background make him a tremendous asset to our department,” said Amy Jablonski, Special Procedures operations manager. “He manages critical situations with ease and is a resource of knowledge for other staff members.”

Jablonski says McChesney puts everyone around him at ease with his ability to relate to patients and use humor in difficult situations.

“He is dedicated, compassionate and highly skilled. I feel privileged to work with him,” she added.

In addition to his commitment to the Coast Guard station and the hospital, McChesney also works part time as a flight nurse for Atlantic Health at Morristown Memorial Hospital in Morristown, N.J.

“I work in the northern part of the state and fly up there basically every Friday,” said McChesney. “That is a completely separate job.”

McChesney is no stranger to in-flight patient care. He started his Coast Guard service as an active duty member who eventually became a helicopter rescue swimmer. McChesney said serving as a rescue swimmer provided great experience for a flight nurse because of his familiarity of working in an aircraft.

When McChesney left active duty in 1998 he became a Reserve boatswain mate assigned to Station Manasquan Inlet where he moved up through the ranks and became a chief petty officer.

“I most definitely use the lessons that were taught to me by the chiefs who have come before me: take care of your people — happy workers are better producers,” said McChesney. “I learned everything in regard to leadership from the Coast Guard.”

Chief Warrant Officer Michael Mahoney, commanding officer of Station Manasquan Inlet, said McChesney is a highly respected chief petty officer and an invaluable asset.

“Chief McChesney’s attitude and outstanding work ethic is the driving force behind so many of Station Manasquan Inlet’s reserve members certifying in their respective boat crew and law enforcement positions,” said Mahoney. “As the unit’s [senior enlisted reserve adviser], he is an important link between the station command, reserve members and Sector Delaware Bay.”

Mahoney also praised McChesney for how well he mentors junior Coast Guard men and women.

Recently, a junior member from the station, Fireman Christopher Demaree, was diagnosed with leukemia and was admitted to Robert Wood Johnson University Hospital.

Although Demaree was not under McChesney’s direct care, McChesney made a point to visit him when he could and reiterate he was there for him, for anything, anytime.

Mahoney said it was invaluable knowing one of his own was watching over Demaree.

Demaree has since received a bone marrow transplant and is recovering at home.

Whether he is responding to a Coast Guard search and rescue case, or helping a patient in the hospital or during a flight, McChesney is devoted to helping others.

“I just want to make sure the patient gets taken care of,” said McChesney. “I want to make sure today is OK. That is my whole goal as a nurse. I can’t control what happens tomorrow, I can’t control what happens the next day, but when you’re with me I am going to take care of you.”

*Reprinted from the Coast Guard Compass Blog*
CWO James Warner, a reservist at Sector Houston-Galveston, was inspired to pick up the bagpipes after listening to close to 300 pipers play Amazing Grace at the National Police Memorial in District of Columbia in 2012.

He learned about the Coast Guard Pipe Band later that year from a story about the band in the Reservist magazine and discovered there was a nationwide organization affiliated with the Coast Guard made up of active, reserve, retired and auxillarists. He inquired online and joined the band after connecting with the only other Texas member, IS1 Brian Shajari. The following year, he played his first memorial with the San Antonio Police honor guard. His list of performances has since grown to include the Coast Guard Festival in Grand Haven, Mich. “It was an honor to play with the (Coast Guard) Pipe Band and represent the Coast Guard in [this] musical performance,” said Warner.

Warner’s interest in music dates back to his freshmen year in high school. His parents were going through a divorce and his school life became his family. He became deeply involved in the marching band, stage band, drama club, Thespians, French Club, tennis and even the slide-rule club. "My love for music was instilled by three 'Maynard Ferguson' concerts during my high school jazz band days,” he explains. It was playing for the jazz band that landed him a music scholarship for St. Mary’s University in San Antonio. He left St. Mary’s but ultimately completed his undergraduate degree at Texas State in 2005.

In 1981, Warner joined the San Antonio Police Department. Seven years later music would again play a significant role in his life when he joined the “Alamo City Heat” band, an anti-drug rock-n-roll band that promoted a “Just Say No” message to schools. Their popularity grew so much that by the following year they had done over 100 performances just in the San Antonio area. The band wound up “rubbing shoulders” with several professional artists including being interviewed by MTV’s VJ Daisy Fuentes and developed a fan club of 10,000 members.

CWO Warner’s military career has also been full of challenges and accomplishments, starting with not being able to enlist because San Antonio is 150 miles away from any coast. Due to the assignment policy in effect at the time of his first attempt, he had to wait for several years until the 100-mile restriction was lifted. By then he was 39 years old and told he was too old to enlist. However, Warner was determined to follow in his father footsteps and join the military. He persevered and was finally enlisted in 1998 with an age waiver.

After September 11, Warner was mobilized and assigned to the Tactical Law Enforcement unit (TACLET South) in Miami, Fla. Over the next twelve months he spent time in fourteen countries. He remembers 9/11 as a very difficult time. “I was working as a Detective in an Auto Theft Task Force at the time,” remembers Warner. “When 9/11 happened, I cried, I hurt, I was mobilized.” His war zone service included the Northern Arabian Gulf and conducting non-compliant boardings on Iraq smugglers. Warner shares, “[The main lessons I’ve learned in life are] Carpe Diem, seize the day. We have so little time on earth, make the most of it. Have a positive effect on your world. Focus on the hyphen, between born and died.”

Though his high school days are long past, James Warner continues to focus on his life-long affair with music which continues to bring meaning and harmony in his pursuit of duty, honor and service whether it be in his law enforcement or Coast Guard uniform and, on occasion, a kilt.
Always the artist

Story by SNPA Joseph Betson
Seventh District Public Affairs Team

In Norse mythology, Yggdrasil was an immense tree and a central figure. Under the name; Yggdrasil's Canvas, on websites such as Flickr.com, there is a variety of art inspired by life. The artist is OS2 Justin Frank Giacobbi, a member of the U.S. Coast Guard Reserve.

The Beginning

“I’ve been painting and drawing for 26 years, since the age of 4. It is part of who I am - it’s something that I’ve always done,” said Giacobbi, currently serving on an active duty for operational support assignment.

“During college,” he said, “I had a mural business, doing wall murals from Jacksonville to Sarasota, Fla.”

Giacobbi, 30, originally from Dunedin, Fla., comes from what he describes as an old-school Italian-German-Irish-family from New York. Now a resident of Spring Hill, Fla., he is assigned to Port Security Unit (PSU) 307 in Clearwater. A graduate of Hodges University in Naples, Fla., he earned a bachelor’s degree in business management. His grandfather, a Korean War veteran was a member of the United States Air Force and his service made an indelible impression on Giacobbi. And while Giacobbi served a brief stint as a police officer, he found his passion was linked to serving in the Coast Guard Reserve, joining in April 2010. His career goal is to transition to active duty status.
“Right before I joined the Coast Guard I drew a picture of a sailor,” said Giacobbi. That picture, he said, was an important symbol of his decision to join the Coast Guard. He also draws little Easter eggs and symbols in all of his artistic work. From the moment he joined the Coast Guard, his artistic contributions became an integral part of his commitment.

“I designed everything for my Training Center Cape May basic training company,” he said.

While in basic training he also designed a challenge coin. During a deployment to Kuwait with the PSU, he designed a wall mural that was featured by Maxim magazine. He also designed a challenge coin for the National Guard’s 34th Red Bull Infantry Division in Minnesota.

“Everywhere I’ve gone I’ve always been the artist,” said Giacobbi. “I’ve designed challenge coins for multiple branches. I’ve designed T-shirts, morale books and even designed joint for the Navy and the Coast Guard forces.”

A self-taught painter, Giacobbi’s most recent work includes marine animals. His favorite medium is watercolor. He generally creates dark backgrounds and adds a light foreground figure, giving his work a dimensional feel. He’s also developed his own style, using more paint than water, and incorporating every color in the spectrum. In terms of technique, he starts with the eyes or the central focal point when painting, working his way outward.


Balancing art and military

Giacobbi carefully manages his time, balancing his work and personal interests. That means he sometimes paints late into the night. He finds it relaxing.

“It’s a passion,” he said. “It’s euphoria. That’s why I always make time to paint; it’s who I am.”

His military and artistic contributions have had an effect on everyone around him.

“I originally saw his artwork when we were deployed together in Kuwait,” said Chief Electronics Technician Ron Wolfe, his supervisor at PSU 307. “Petty Officer Giacobbi entered a T-shirt design and actually won in two different contests,” Wolfe reported.

The two served together while deployed overseas and now Giacobbi serves as Wolfe’s lead senior petty officer. Wolfe highlighted Giacobbi’s twin passions - the Coast Guard and learning new things. He gave Giacobbi high praise for being a top performer with an intense focus.

“He has found a balance between his artistic side and military side,” said Wolfe.

Giacobbi continues to paint and draw and is currently focused on finding an active duty assignment. He expressed enthusiastic support for his shipmates and PSU assignment. Wherever his future assignments might take him, Giacobbi said his art is part of who he is and that he’s grateful it is a portable hobby.

“I’ll always be the artist,” he said.
We’ve all read the travel magazines. We’ve yearned for the trips to plunge into sparkling warm turquoise waters or to gracefully slalom down the mountain on fresh powder. Travel to faraway places is often a dream for many of us while we are working, but given the gift of time retirement brings, many of those trips can take place. As military retirees Space-A (as in “space available”) is a great opportunity for many of us to go places we’ve thought we could only dream about.

For Dave and I the list of travel destinations has been growing. We’ve approached retirement with an attitude that anything is possible with a good plan. Flexibility is the key. We figure if we don’t get home on the day we would like to, it’s okay. We have time to wait. Pull out the travel guide: see another village, church, or sight that we wouldn’t have seen otherwise.

We’ve read and planned for this wonderful and exciting chapter in our lives. Some of our trips will best be accomplished with a tour or outfitting company, but many others will be taken on our own with the help of Space-A travel. For our first attempt at this as retirees, we watched the Air Mobility Command (AMC) flights and passenger flow departing and returning to Baltimore-Washington International (BWI) Airport. Thanks to the AMC Facebook pages we were able to identify our best window of opportunity for flights to Europe. What follows is an account of our trip and some tips for planning your own Space-A adventure.

By way of background, Dave retired from active duty service in 2005. At that time we had completed about a dozen Space-A trips with our two daughters. We had taken numerous trips to Europe from Dover Air Force Base (AFB), Del. and Norfolk Naval Air Station (NAS), Va. terminals. Our longest delay was a few days waiting on C-5 parts in Rota, Spain. While on terminal leave we used a mixture of commercial and Space-A travel that took us to Alaska, Japan, and Hawaii over a 32 day period.

Due to my job as a school teacher we refrained from using Space-A flights until I retired this year. Traveling as a military retiree during the school vacations is almost impossible so we opted to not use the Space-A system while I was still teaching.

Now that I am retired we decided our first trip would be to the Christmas Markets in Germany and Austria. This called for a trip between Thanksgiving and Christmas. We needed to ensure we were back before the Department of Defense (DoD) schools system in Germany went on holiday break.

With Space-A flights out of BWI to Ramstein, Germany typically on Saturday, Monday and Tuesday, we made hotel reservations in Nurnberg for the Tuesday following Thanksgiving.

To maximize the probability of making the flight we wanted, we signed up on the Space-A website 53 days before our first flight option of November 30th. Since retirees can only stay on the list for 60 days, it made us eligible to compete for one week. The 53 day sign-up meant that only those who signed up between 54-60 days prior would have a higher priority in our category. Retirees are Category 6, which is the lowest Space-A category.
We had decided that if we didn’t make it out on the first three attempts we were going to pass on the trip due to the upcoming school break in December for DoD schools. We had also signed up at Dover AFB and Andrews AFB in Maryland to have additional options just in case.

Fortunately, the first flight had 200 seats available and only 160 people in the terminal competing, so everyone made the flight. The roll call was at 8:30 (0830) Saturday evening and departure at 11:30 (2330). The flight was onboard a Boeing 737 commercial chartered aircraft. We arrived at Ramstein early afternoon on Sunday and made the short walk from the terminal to check-in at the Air Force Ramstein Inn. Lodging can be requested three days in advance via email. Since we had sent the request we had a room reserved for Sunday night. This allowed us to pick up the rental car just off base first thing Monday morning. The first leg of our Christkindl Market tour was off to a grand start!

Arriving a day before our reservations started for the markets we used our Rick Steve’s Germany book to locate a room in Rothenburg, Germany (a 14th century walled city). We then visited Nurnberg, Salzburg, and Munich. All had great Christmas Markets, cathedrals and historic sites to visit.

We had two nights reserved in Munich. After the first night, we checked the Ramstein 48-hour flight forecast on Facebook and saw four flights to Maryland on Tuesday and only one flight on Wednesday (with only 10 seats). The only option here was to check out early and return to the base Monday night to be "travel ready" on Tuesday to complete for the four flights. We were able to email a request to the Ramstein Inn and secure a room for Monday night.

Ten days after we signed up to go over to Germany, we signed up to come back. This gave us a number that was 53 days old that would again put us close to the top of the Category 6 group. When we got back to the base on Monday night we stopped in at the terminal to check on the flights. The following were listed:
- 0530 – C-5 to Dover AFB, Del. – 73 Tentative seats
- 0630 – Contract Charter Flight to BWI – 80 Seats
- 1100 – Contract Charter Flight to BWI – 160 Seats (postponed from Monday)
- 1500 – Flight to Andrews AFB, Md.– Seats To Be Determined

We were told that we could compete for the two BWI flights arriving at the terminal at 0540 to ensure we were “marked present” for the flight. At that time we learned the Dover flight had been postponed for maintenance.

The 0630 flight roll call was busy (all the Monday folks that were delayed and all the new Tuesday folks). The 80 seats available went down to Category 4. This left about 100 people in the terminal. We thought we’d be in good shape for the 160 seats to BWI at 1100.

At 0900 they called a new flight to New Hampshire continuing to California. A KC-135 refueling tanker that had 30 “jump seats” was available for space available travelers. We briefly considered this flight (our folks live in New England) but opted to wait for the commercial charter flight to BWI (close to home).

At 0920 it was announced that the 1100 flight to BWI would be delayed another 24 hours due to mechanical issues. Listening to the conversations with the agents at the counter, we learned that the plane was grounded in Kuwait without an estimated time of repair. We quickly inquired at the roll call counter about seats on the New Hampshire flight. Four were left. We took two.

This is where being travel ready was critical. It was only 12 minutes from the time we first talked to the agent, checked our bags, paid the $9.40 for the box lunches (no other costs), scanned the carry on, cleared customs and boarded the bus to the plane!

Having adult children who knew the system from experience was handy. They received a cryptic email from us (written during the 12 minutes) saying, “Need a one way rental car in Portsmouth, N.H. to BWI!” When we landed we had a text message from them with the name of the agent at the local Enterprise Rental Car and his phone number. They also sent the costs of Southwest flights from Manchester N.H. and Boston for comparison. We opted to drive. The rental agent came, picked us up at the terminal and within an hour of landing we were driving south.

When we got home we checked the Ramstein schedules and listing of what categories they had moved. In all likelihood, we wouldn’t have left Germany for another 4 days if we hadn’t hopped on the New Hampshire flight (the flight to Andrews got diverted to Turkey).

If you are interested in trying Space Available flights as a retiree here are a few tips:
- **Being flexible is the key.**
- **Don’t do it if you need to be back at a specific time.**
- **Sign up early to give you the best chance at Roll Call. You remain on the list for 60 days.**
- **Monthly schedules are available at BWI terminal in person when you show your ID Card. Otherwise the 48 hour schedule is available online for each terminal.**
- **To get online schedules:**
  - Google: “<terminal name> Space A Facebook” (terminal name = BWI, Rota, Ramstein, Norfolk, etc.)
  - Look at the “photos” for the schedules.
  - Remember schedules are subject to change...so check frequently and call periodically.
- **Don’t make non-refundable lodging reservations...in case you don’t arrive when scheduled.**
- **Have fun traveling!**

**About the Authors:** Dave McLeish retired from the Coast Guard as a Captain in 2005. His wife Laurie retired from the Montgomery County School system in 2013. They reside in Maryland.
Retired Coasties work to get young Americans fit for duty

Story by PAC Sherri Eng, 11th Coast Guard District

Some young Americans may think that getting into the military is a shoo-in. But they will be surprised to find out that Uncle Sam won’t accept everyone. A startling 75 percent of 17- to 24-year-olds in the U.S. are not eligible to serve because they are too poorly-educated, too overweight, or have a serious criminal record.

“As I look at these particular barriers that exist to individuals joining the military, it’s an impact not only on our national security, but our ability to be viable in a worldwide economy,” said retired Coast Guard Vice Adm. Jody Breckenridge. “If we cannot get the best talent in the right places, it’s going to be a barrier to our (global) success.”

She and 17 other retired Coast Guard admirals and master chief petty officers, along with several hundred fellow senior military leaders from other services, hope to reverse that alarming statistic and get kids both fit for duty and “citizen-ready” for society. Through Mission: Readiness – Military Leaders for Kids, a Washington, D.C.-based nonpartisan national security nonprofit, these retired senior military leaders lobby policymakers to invest in young people by expanding high-quality early childhood education programs; increasing access to healthier food at school; and improving the quality and quantity of physical education.

“We look at what it will take to help kids succeed academically, stay physically fit and abide by the law so that they can go on to succeed at whatever they choose to do, including a career in the military if that’s what they wish,” said Mission: Readiness National Director Amy Dawson Taggart, who founded the organization in 2008. Mission: Readiness operates under the umbrella of the nonprofit Council for a Strong America, which consists of five membership organizations comprising leaders in business, military, law enforcement, faith, and sports who are working together to guide public policy that will contribute to the success of young Americans.

Retired Commandant Adm. James Loy, Vice Adm. Breckenridge, Rear Adm. Michael Seward, Rear Adm. Timothy Sullivan, and Master Chief Petty Officers Charles “Skip” Bowen and Vincent Patton - both former Master Chief Petty Officers of the Coast Guard - are among those who serve as Mission: Readiness’ “unexpected messengers.” They dedicate their time to meet directly with policymakers, testify at state and federal legislative sessions, submit letters to the editor and op-eds in local and national newspapers, issue independent research reports, hold public awareness events, and collect endorsements from key policymakers.

“What I like about this organization is that it’s nonpartisan and apolitical,” said Rear Adm. Seward. “Some people might think this is all about the military, but it’s not. Whatever we do helps society and prepares these kids regardless of what they do in the future. It’s just about being a good citizen.”

With a national office in Washington D.C. and state offices in California, Illinois, Maine, Michigan, Montana, New York, Oregon, Washington, Pennsylvania and Ohio, Mission: Readiness encourages military leaders to participate in advocacy efforts at both local and national levels. Tackling issues closer to home can often have the trickle-down effect of chipping away at larger national problems. For example, in California, members addressed childhood obesity by evaluating the availability of drinking water in schools. The organization found that despite state and federal legislation, approximately one in four California schools does not provide free, safe drinking water to students where food is served, leading some children to consume sugary drinks as an alternative. Vice Adm. Breckenridge and others brought this issue up to state legislators during “Policy Day” in Sacramento, Calif. to help reinforce the importance of providing free and clean water to all students in California. But the fight doesn’t stop there.

Adm. Loy, who lives in the Washington, D.C. area, recently met with House Majority Leader Eric Cantor in Richmond, Va. to discuss the importance of early education. He found that no matter what side of the aisle legislators sit, the importance of educating America’s youth was one issue that both sides could agree upon. “We tried to find common ground on these issues, which are nonpartisan... and focus on something that’s fundamental to the well-being of our country,” Adm. Loy said. This and Mission: Readiness’ other efforts helped win a $10 million increase in Virginia’s preschool initiative. Providing children with high-quality early education lays the foundation for a strong society – and a secure nation, said Jake Ferriera, Mission: Readiness California State Deputy Director. He cites research that shows that if a child is not reading at grade level by the time he or she reaches third grade, his or her chances of not graduating from high school and becoming involved in the juvenile justice system greatly increases. The availability of affordable, high-quality early childhood education has shown to improve graduation rates by 44 percent, cut violent crime rates by 70 percent, and reduce obesity rates, according to research conducted for the organization. In 2013, 26 states saw expansion of early childhood education funding. Mission: Readiness’ efforts helped win $1.5 billion in federal and state funding for high-quality early education, according to the organization.

“If we don’t have the number of young men and women who can qualify for military service, the options are, you lower the standards, which you can’t do because we have multi-million dollar weapons systems that require highly technically advanced and educated people,” said Ferriera, who is also a lieutenant in the Coast Guard Reserve. ”If we get down to a point where we don’t have enough people who meet those standards, then it’s a national security issue.”
Mission: Readiness helped push through the Healthy, Hunger-Free Kids Act of 2010, which called for the reform of school lunch and breakfast programs by setting nutrition standards and ensuring that healthy meals are available for all K-12 students. The organization continues to apply pressure at the state level to ensure that schools are implementing healthy food programs.

While Mission: Readiness is certainly not the only organization promoting the need for early education, healthy eating and physical activity, addressing these issues through the prism of national security is an approach that resonates with legislators regardless of party affiliation. Policymakers have been particularly receptive to hearing from members of the Coast Guard, as the service tends to bring a slightly different perspective than their Department of Defense brethren.

“People have a good feeling about the Coast Guard,” said Seward.

We’re not saying, ‘Give us your sons and daughters so that we can send them to war.’ When you come in as a Coastie, there is a certain reputation that this service has because of its broad-based missions that tends to appeal to everybody. It’s not like you’re coming in as a hawk, or as a dove.”

And while they could be whiling away their golden years on a beach in Florida, these retired Coast Guardsmen say it’s hard to completely step away from the job they’ve done for decades – serving their country and ensuring the safety of its citizens.

“All of us in the Coast Guard and in the other services have always felt strongly about service and contributing to the community,” said Breckenridge. “(Volunteering for Mission: Readiness) allows us to do that while continuing to serve our nation.”

“Saving Inky” becomes life’s work for this USCGR retiree

My consuming passion for the Coast Guard’s Sea Partners Campaign (SPC) program began when I received orders transferring me from the Inactive Ready Reserve to a Selected Reserve billet at Marine Safety Office, Corpus Christi, Texas in October 1996. Shortly after my assignment, my supervisor approached me and asked if I would like to take the SPC program over and breathe some life back into it. I was shown a small storage room with shelves full of various SPC publications and a video tape entitled “Focus on Marine Debris.” One segment of the tape was the saga of a stranded pygmy sperm whale entitled, “Saving Inky.” This heart-warming vignette was the major factor sparking my interest to get the program up and running and really get involved in Marine Environmental Protection.

Next came putting it all together. My division officer authorized the purchase of a table top VHS tape player to show “Saving Inky” and an additional five one-minute related segments. I contacted the Director of Education at the Texas State Aquarium in Corpus Christi to introduce the Sea Partners Campaign which led to permission being given to set up a SPC display in the aquarium’s main entrance lobby. With the assistance of fellow reservists PS1 Amado Gonzales and PS1 Oscar Benavides, we began displaying examples of various types of marine debris to weekend aquarium visitors. The debris consisted of monofilament fishing line, aluminum cans and plastic bottles, pieces of Styrofoam, rubber work gloves, and plastic bags, all of which were retrieved from Gulf of Mexico beaches. Some of the debris had visible sea turtle bites. The presentations were well received and appreciated by visitors and aquarium officials alike. Both the adults and children enjoyed watching the “Saving Inky” video. In addition, we provided various SPC activity books, program stickers and cloth patches, including a “Saving Inky” story and activity booklet for the younger children.

I remained involved with the SPC program until my retirement from the Reserve in September 1997. Missing being a part of Team Coast Guard, fourteen years later I joined the USCG Auxiliary Flotilla 1-7 in Pensacola, Fl. I soon discovered that my flotilla, as well as others in our division, was not involved with the SPC. Based on my previous involvement, I approached my Flotilla Commander and asked if I could become involved with the program. With his support, my passion for the SPC was rekindled and has blossomed into a full time endeavor.

I have spent numerous hours in developing and writing two new SPC programs for public presentation targeting local primary and secondary school students. These new courses emphasize the harm of marine debris over that of oil pollution. After much research, I am of the opinion that marine debris is far more devastating worldwide to the environment than occasional oil spills that eventually biodegrade. Much of the marine debris found in our waterways can take centuries to breakdown and plastics make up 86% of it.

With the assistance of my Flotilla Vice Commander, both programs were produced in Microsoft Power Point format. The first was developed and written for 5th grade students and the second for middle and high school students, ROTC students, and adults. Information incorporated into both programs was derived from the Ocean Conservancy’s Good Mate Recreational Boating & Marina Manual and the National Oceanic and Atmospheric Administration (NOAA) Fisheries Service’s production of Marine Debris – Impacts in the Gulf of Mexico. Included in the training sessions is a Marine Debris Kit composed of various examples of marine debris harmful to aquatic creatures and sea birds, and the very important video “Saving Inky”.

Students in each class learn that they are the future custodians of our seas. Various activity booklets and stickers produced for the SPC are awarded to students who respond with correct answers to the on-screen questions posed during the demonstration. Our 5th grade students are each given a copy of the “Saving Inky” activity booklet since it is ideal for that age level.

In the interest of educating our school students and adults concerning the harmful effects of marine debris on our marine environment and local economies, it is my plan to formulate classes and train qualified instructors in my division to do this. The protection of our marine environment is important to the continuation of marine life. And, as you can see, the SPC program continues to be an important part of life for this Coast Guard Reserve retiree.

Williamson giving the presentation he developed for the Coast Guard’s Sea Partner Campaign to educate our school students and adults concerning the harmful effects of marine debris on our marine environment and local economies.

Story and photo submitted by
PSCM Philip T. Williamson II, USCGR (ret.)
Charles Eliot Winslow and His Heroic Rescues in Command of the Coast Guard Cutter Argo

Story by William H. Thiesen, Ph.D., Atlantic Area Historian

When terrorists attacked the World Trade Center on September 11, 2001, New York’s Motor Vessel Sightseer XII (pictured above) came to the rescue. The tour boat helped ferry thousands of evacuees from lower Manhattan across the Hudson River to New Jersey. Due in part to Sightseer XII and the selfless efforts of her captain and crew, the U.S. Coast Guard recognized the vessel’s owner, Circle Line Sightseeing Tours, with the 9/11 Medal. However, 9/11 was not the first time this sturdy vessel had rescued those in peril. As the Coast Guard cutter Argo, Sightseer XII performed a number of heroic rescues during the dark days of World War II.

In 1933, Argo (WPC-100) became the first in her class of 165-foot Coast Guard cutters put into service for Prohibition enforcement. During the war, the service conscripted her and her sisterships to escort commercial vessels along the East Coast. The cutter carried a crew of seventy-five men and provided a solid platform for radar and sonar equipment; an armament of twenty millimeter and three-inch guns; as well as depth charges and anti-submarine weapons. As convoy escorts, Argo and her sisterships typically took up station on northbound and southbound convoys, tracked underwater contacts, and attacked anything that resembled the sonar signature of a German U-boat.

During the last three years of the war, Argo’s fate would be closely linked to that of Charles Eliot Winslow, a successful paint salesman from Boston, Mass. In 1940, Winslow chose to enlist in the U.S. Navy and, by 1941, the thirty-one year old Winslow found himself called to active duty with the rate of seaman second-class. In his first assignment, he served out of Boston on board USS Puffin (AMc-29), a fishing boat converted into a minesweeper. In November 1941, he decided to take a competitive examination for an officer’s commission in the Coast Guard Reserve. He passed and by December he had resigned from the Navy to accept an ensign’s commission in the U.S. Coast Guard.

In late 1942, after serving as executive officer on the weather ship Menemsha (AG-39), Winslow received appointment to the anti-submarine warfare school in Miami, Fla. After graduation, he was promoted to lieutenant junior grade (Lt.j.g.) and assigned
to the Argo. Beginning in February 1943, Winslow served as senior watch officer and navigation officer on board the cutter, but he rose rapidly through the ship's officer ranks. In April, the Coast Guard promoted him to executive officer of Argo while he served concurrently as gunnery officer. After only two months as the cutter's executive officer, the Coast Guard promoted Winslow to commanding officer of Argo, a position he would hold for the remainder of the war.

On the morning of January 6, 1944, convoy NK-588 steamed south out of New York harbor into a gale with nearly forty mile-per-hour winds and wave heights of nearly twenty feet. The convoy consisted of a tanker; the Navy patrol gunboat USS St. Augustine (PG-54), a converted 300-foot yacht that served as the convoy's escort command vessel; and the Coast Guard sisterships Argo and Thetis (WPC-115). That night at 10:00pm, the St. Augustine encountered a strange vessel sixty miles southeast of Cape May, N.J. Unknown to the warship's crew, the unidentified vessel was the American tanker Camas Meadows, steaming unescorted out of Delaware Bay under blackout conditions. The master of the tanker had taken ill to his cabin leaving the third mate to serve as officer on deck (OOD). The ship had a green crew and no one on the bridge knew how to send or receive blinker signals.

Farther back in the convoy, Argo had also made radar contact with the darkened tanker and the cutter's OOD reported the contact to Lt.j.g Winslow in the captain's cabin. Winslow ordered the contact’s position transmitted to the St. Augustine by the coded talk-between-ship (TBS) system. The cutter’s radioman sent the message and received acknowledgment from the lead escort. Meanwhile Argo’s lookouts made visual contact with the ship and noted that the St. Augustine had left her convoy station, steamed toward the mystery vessel and challenged the ship by blinker and by flashing running lights. Argo's OOD altered course so the cutter would swing wide around the stern of the ship crossing ahead and he presumed that St. Augustine had executed a similar course change.

The dark silhouettes of the St. Augustine and the tanker appeared to meet miles in the distance; but unknown to Argo’s bridge watch, the St. Augustine had actually altered course in front of the tanker, setting the two vessels on a collision course. Within a few short minutes, Argo’s OOD observed the bow of the 300-foot St. Augustine rise out of the water at an odd angle, fall back into the water, and disappear. Given the state of the stormy seas, he and the others on the bridge thought the escort had ridden up a large wave and dropped back into the accompanying trough. However, the men on Argo's bridge had actually witnessed the demise of the patrol gunboat as the tanker rammed into St. Augustine amidships, cut deeply into the escort’s hull, and pushed the mortally wounded gunboat briefly before separating with her. The St. Augustine flooded and slipped below the waves, vanishing in less than five minutes.

Still miles away from the scene of the disaster, Argo’s OOD asked his radarman if he still had St. Augustine on the screen. The radarman indicated that he no longer had a contact for the patrol gunboat. Thetis tried to raise the St. Augustine by voice radio with no success, so Argo's OOD tried to contact the vessel by TBS. The darkened tanker came to a stop and turned on all of her running lights, an act prohibited during wartime in waters known to harbor U-boats. By this time, Argo’s OOD feared the worst, called Winslow for assistance and ordered Argo’s crew to general quarters.

Winslow swung into action as soon as he stepped on the bridge. He ordered a course change straight for the unidentified vessel brightly illuminated in the heavy seas dead ahead. He also ordered the signalman to communicate with the vessel by blinker to find out what had happened. After repeated queries, the tanker blinked back “survivors to the left of you.” After several more unanswered signals, the tanker responded that it had rammed the escort and was taking on water.

After pounding through heavy seas for nearly twenty minutes, Argo arrived at the scene of the disaster. The cutter’s crew began sighting groups of survivors on life rafts and individuals floating in the frigid water waving the red lights attached to their life jackets. Winslow ordered all of Argo’s searchlights activated and began navigating through the wreckage to collect survivors. Winslow focused initial efforts on saving those in life rafts and grouped together in the water before the storm could scatter them across the wind-swept seas. Later, Argo located individual survivors and, after that, threw lines over bodies to see if they showed signs of life. If the bodies failed to react, Argo moved on to search for survivors still riding the heavy seas.

Argo remained on scene during the early morning hours of January 7 and through the rest of the day as Winslow and the crew searched for more survivors. The Camas Meadows also remained on scene during the early morning hours of the 7th, before steaming back to Cape May to survey the damage to her hull. Meanwhile, the Navy and Coast Guard launched a massive search and rescue operation, involving ships, planes and blimps, in an effort to locate more survivors. Argo had rescued
twenty-three of St. Augustine's survivors, while Thetis accounted for another seven. In addition, the search and rescue effort located sixty-seven bodies out of the patrol gunboat's total losses of 106 crewmembers.

A board of inquiry, convened to determine the cause of the accident, found greatest fault in the fatal maneuver that put USS St. Augustine in the path of the Camas Meadows. The board also found the tanker's crew to be too inexperienced, with several having no previous sea time. In addition, the board determined that the tanker's radioman had little knowledge of emergency procedures; and that the only crewmembers qualified in signaling had taken to their bunks, preventing the tanker from communicating with the St. Augustine.

For his role in the St. Augustine episode, Lt.j.g. Winslow received a commendation from Navy Secretary James Forrestal for "outstanding service." According to the citation, Winslow maneuvered his ship through heavy winds and debris-littered seas" with "outstanding tactical skill." Coast Guard Commandant Russell Waesche also commended Winslow, writing, "I am pleased to commend you and the members of your crew for initiative and resourcefulness manifested throughout the task, which was made more hazardous and difficult by strong winter winds and prevailing high seas."

Winslow demonstrated his skill and ship handling ability a second time at the end of the 1944 hurricane season. A powerful storm whirled up from the Equator in October and churned off the Georgia coast by October 19. It caught the Mexican tanker Juan Casiano ninety miles due east of Savannah, severing the vessel into two parts and sending them both to the bottom. Only twenty-one of the ship's fifty crewmembers found their way to a battered lifeboat. They did their best to cling to the boat as physical exhaustion and the storm's fury peeled the men away one-by-one.

Argo arrived on scene a day after the sinking and, at approximately 8:00 that evening, the cutter's crew sighted flares illuminating the darkness over the swamped lifeboat. While the cutter was located some distance from the lifeboat, Lt.j.g. Winslow skillfully maneuvered the 165-foot cutter through the heavy seas to the lifeboat. Argo took on board eleven men suffering from shock and exposure. The rest of the original twenty-one survivors had perished in the hurricane over the course of the previous day. Winslow commenced a box search in the heavy seas to check for the others but had no luck. In the commendation for the Juan Casiano rescue, Commandant Waesche cited Winslow for his "outstanding ability and devotion to duty." Between the St. Augustine and Juan Casiano rescues, Winslow, his crew and Argo had saved thirty-four desperate mariners and given them a second chance at life.

Lt.j.g. Winslow had found within himself a natural, almost instinctive, pre-disposition for command at sea. In June 1944, the senior member of a Navy inspection team reported on Winslow's skills: "The [Argo's] Commanding Officer is an able and competent officer, forceful, decisive, military in conduct and bearing, maintaining discipline with a firm yet tactful hand, with the result that the vessel under his command is a smart, taut ship. He handles the ship exceptionally well and is in every respect qualified for his command and administrative responsibilities."

Yet, after the war ended, Winslow was ready to go home. In a letter to his command, he wrote, "If the Argo . . . is scheduled to fight the wintry blasts alone all winter, my answer is ‘Get me off.' One winter upside down was enough for me. It took me three weeks to regain the full use of my feet!"

Winslow and Argo went their separate ways. The Coast Guard experienced a dramatic decrease in personnel levels, forcing the service to retire cutters such as Argo. At first, the service mothballed the cutter at the Cape May Coast Guard station; however, by 1948, the service had decommissioned the cutter and sold her in 1955. By 1959, New York City's Circle Line Sightseeing Tours purchased Argo and she began a second fruitful career as M/V Sightseer XII.

During wartime, many are called to serve in harm's way. Many fail to meet the challenge while others rise to the occasion. Some of those called to naval duty discover an affinity for the sea that they would never have known if not for the demands of war. Charles Eliot Winslow had just such an experience. Having served the entire war on the high seas, Winslow left Boston for good and moved near the family home in Southport, Maine. There he established a successful tugboat business and summer cruise line in the Boothbay area.

Note: Considered a fine leader and ship captain, Charles Eliot Winslow commanded Cutter Argo for the duration of the war. And, near the conflict’s conclusion, he played a leading role in the final dramatic chapter in the naval war of the Atlantic. Read the second part of Lt. Winslow's story in the next issue of Reservist.
National Coast Guard Museum Set To Rise In New London

Submitted by John Johnson, National Coast Guard Museum Association

A living tribute to the rich history and storied traditions of the United States Coast Guard will soon rise in New London, Connecticut – the heart and soul of Coast Guard country and home of the United States Coast Guard Academy. With a ground breaking planned for May of this year, the first-ever National Coast Guard Museum will be a celebration of over two hundred years of service to the country, a salute to the courage and skill of the men and women of the Coast Guard, and a glimpse into an exciting and vital future.

In April 2013, the Commandant of the US Coast Guard, Admiral Robert J. Papp announced the proposed location and designs for the much-anticipated museum intended to be built in the New London Waterfront District adjacent to the city’s train station and ferry terminals. Plans include a four-story, 54,300-square-foot building with four floors of interactive exhibits, event space and lecture rooms, as well as a reception area with gift shop and café. In addition, plans anticipate docking the Coast Guard Cutter Eagle at an adjacent pier serving as an additional attraction. A pedestrian overpass across the railroad tracks will connect the museum with the local ferry terminal and train station helping to usher visitors worldwide as they come to experience this first national museum dedicated to the U.S. Coast Guard’s history.

Long Overdue

It’s no secret that our National Coast Guard Museum is a long overdue idea. The Coast Guard is the only branch of the armed services that does not have a national museum. Since its inception in 1790, the Coast Guard has established a proud and illustrious history deserving of recognition from the public which is generally unaware of the scale and scope of Coast Guard operations.

Semper Paratus - Always Ready

The museum will send a clear message both through its exhibits and its iconic image: permanent and revolving multi-media exhibits will tell compelling stories of its past, present and future as they evoke the Coast Guard’s critical role and mission in maritime security, safety, protection of natural resources, and national defense. As a dynamic institution charged with these roles, the museum will engage the public, veterans and present ‘Coasties’ in the dreams and goals for the future.

Interactive and innovative exhibits and displays will include realistic virtual environments in which the museum visitor participates in the action. The participatory nature of the activities and exhibits will encourage families and individuals to make multiple visits. The very nature of the Coast Guard’s missions lend themselves to spectacular exhibits in a dynamic architectural space: simulation of helicopter rescues saving lives at sea in force 10 storms; rescue boats tossing and swaying in tumultuous seas. The building and the sheer red atrium wall themselves evoke the tall hull of a ship thrusting out to the water.

The adventure and the excitement of the museum experience is sure to be both enlightening and inspirational to the public. For more information about the National Coast Guard Museum, please visit www.coastguardmuseum.org or follow us on Facebook and Twitter @USCGMuseum.
The More You Know

Despite Changes to Tuition Assistance
Opportunities Abound

ALCOAST 502/13 announced the Coast Guard’s new Fiscal Year 2014 (FY14) Tuition Assistance Policy. This policy adjustment is consistent with FY14 funding levels. In order to maximize tuition support and allow as many eligible members as possible, a cost share has been implemented. Per the ALCOAST, the Coast Guard will fund 75 percent of the tuition cost, not to exceed $187.50 per credit hour, for active duty military members eligible for Tuition Assistance (TA). TA is only available for courses leading to associate and bachelor degrees. Specifically, a Reserve member must be on long-term orders, greater than 180 days, in order to utilize TA.

As a drilling reservist, TA now cannot be used to defray education costs. However, that is just one way of funding a degree. If you are embarking on an educational degree plan or nearly finished, proactively seek out all of the education finance options. Do not let this new tuition assistance funding policy derail your educational goals and a brighter future! Check out some of these additional resources: http://www.uscg.mil/hq/cg1/cg1/civilian/scholarships.asp

The Coast Guard has full time Educational Service Officers (ESO) located around the country. The mission of the ESO is to facilitate personal and professional growth, and the completion of college education among Coast Guard military members. Your regional and full-time ESO will provide information about the educational opportunities that are available and tailor their advice to your needs, interests and desires. They can discuss higher education and provide information on all types of financial aid. If you do not know where or who your ESO is, the Coast Guard Institute has a list of full-time ESO’s by unit. Web Link: http://www.uscg.mil/hq/cg1/cg1/esocg1/scholarships/CGMA%20Supplemental%20Education%20Grant%2C%202014.aspx

There is a wealth of educational financial information on the internet. The following link is a handbook written for military personnel that covers everything required to know about GI Bill, TA, scholarships, veteran benefits, student aid and selecting the right degree for you. The following link is the 2014 Getting Uncle Sam to Pay for Your College Degree http://militaryhandbooks.com/view-military-handbooks/2014-getting-uncle-sam-to-pay-for-your-college-degree/

You may also want to consider the following financial options in the pursuit of meeting your educational goals while covering expenses.

Grants

Every year millions of students receive free financial help to attend college. There are thousands of grants just awaiting applicants and most people qualify for one or more. The link below will show you where to look for free college grant money and includes tips on how to apply and what the people in charge of administering these funds are looking for in applicants. http://www.collegegrant.net/

CGMA Supplemental Education Grant (SEG)

The Coast Guard Mutual Assistance (CGMA) Supplemental Education Grant (SEG) is intended to help defray non-tuition costs (up to $250 per year) required for the course(s) you’re taking. This program is designed to help individuals obtain their first associate or bachelor degree. Students with an associate or bachelor degree and seeking a second degree at the same level do not qualify, nor do those seeking a graduate degree. However students who have an associate degree and are seeking a bachelor degree do qualify.

The CGMA Supplemental Education Grant (SEG) and Vander Putten Education Grant

The CGFEG and VPEG are meant to help active duty enlisted personnel pursue higher education by reimbursing them (up to $500 per calendar year) for many costs not covered by tuition assistance. Examples of items you can be reimbursed for are listed at the Coast Guard Institute’s web site.

Scholarships

Many people believe scholarships are only for people with exceptionally high grades or exceptional talent in sports or music. This is not true. There are two types of scholarships: need-based and merit-based.

Need-based

Need-based scholarships are exactly that: scholarships based on your financial need. The vehicle for proving financial need is called the FAFSA (Free Application for Federal Student Aid: http://www.fafsa.gov/). Although it was created specifically for those applying for money from the federal government, many schools now use it to determine the degree of your financial need. Financial assistance of this type is generally based on factors outside your control. Aid from governmental entities is usually based on a strict formula: either you qualify or you don’t. Colleges and universities are not bound by law as to how need is determined, so their formulæ for determining need is often quite flexible and may include merit-based elements.

Merit-based

The “merit” in merit-based scholarships is not as much worthiness as it is whether you have specific characteristics or traits the aid provider is looking for. This means that these scholarships can be based on an infinite number of criteria like: achievement, ability, potential, personal characteristics, affiliation, etc. The National Resource Directory has a web page containing information on government and private sector tuition assistance, scholarships and financial aid for Service Members. https://www.nrd.gov/education_and_training/scholarships_and_other_financial_assistance

When looking for money for school many service members, veterans, and their families tend to overlook more than $300 million of military and veteran related scholarships and grants. These scholarships often go unclaimed due to urban myths such as; Military education benefits eliminate the need for scholarships or grants. False: There are hundreds of scholarships and grants specifically designed to supplement these education related costs.

Scholarships are too difficult to win and applying required too much work. Partially true: Some scholarships require a written essay. But it is important to remember that scholarship and grant applications vary widely and some require nothing more than a short application.

Some believe scholarships are too difficult to find. Again, false: Many scholarships go unclaimed because students don’t know where to look. Fortunately, there are great online resources to help service members find scholarships and learn how, where and when to apply.
Scholarships – How to find them?
Researching scholarships’ web sites can be overwhelming – develop an organized strategy for searching and applying for scholarships.

TIP: When searching for scholarships, look for the ones others are unlikely to find or be eligible for. Your odds of being selected to receive a scholarship are better when you are one of only a few people applying for it. The scholarships that are the easiest to find will almost certainly have the most applicants, which may lower your chances of being successful.

You can learn about scholarships in several ways, including contacting your ESO, CG SUPRT, Financial Aid Office at the school you plan to attend and checking information in a public library or online. But be careful. Make sure scholarship information and offers you receive are legitimate. Remember that you do not have to pay to find scholarships or other financial aid. Check out our information on how to avoid scams via Federal Trade Commission web site (http://www.consumer.ftc.gov/articles/0082-scholarship-and-financial-aid-scams)

Federal Trade Commission: Scholarship & Financial Aid Information

FREE scholarship resources:
• ESO
• CG SUPRT (Work-Life)
• Financial aid office at a college or career school
• U.S. Department of Labor’s Free Scholarship Search Tool http://careerinfonet.org/scholarshipsearch/
  ScholarshipCategory.asp?searchtype=category&nodeid=22
• U.S. Dept of Education State Grant Agency http://wdcrobcolp01.ed.gov/Programs/EROD/org_list.cfm?category_cd=SGT
• Library’s reference section
• Foundations, religious or community organizations, local businesses, or civic groups
• Organizations (including professional associations) related to your field of interest
• Ethnicity-based organizations
• Employer or your parents' employers

GI Bill
The GI Bill is a short-hand way of referring to a collection of education and other benefits provided to service members and veterans, the first of which was enacted by Congress in 1944. Today, there are four GI Bill education programs. In the order in which they were created, they are the:

• Montgomery GI Bill - Active Duty (MGIB-AD or Chapter 30)
• Montgomery GI Bill - Selected Reserve (MGIB-SR or Chapter 1606)
• Reserve Education Assistance Program (REAP or Chapter 1607)
• Post-9/11 Veterans Educational Assistance Act of 2008 (the new GI Bill or Chapter 33)

Members of the Coast Guard Reserve are or may become eligible for benefits under all four programs. No matter which program you are under, you start out with a 36-month entitlement to benefits. The “36 months” is a way of keeping track of how much of the benefit you have left; it is completely unrelated to the amount of time you have in which to use your entitlement. When transposed into college semester hours, it equates roughly to a 4 year degree. (http://www.benefits.va.gov/gibill/)

Expiration of GI Bill Eligibility

MGIB-AD
Those eligible for the MGIB-AD can use their benefit for a decade after they leave active duty. The 10-year timer starts ticking the minute you leave active duty. Once it goes off, you can no longer use your GI Bill benefit. However, if you return to active duty some time later (for 90 consecutive days or more), that 10-year timer will stop and reset to 10 years the next time you leave active duty.

MGIB-AD – Eligibility - Reservists must be serving on long-term EAD orders (two-years or longer) and make election upon reporting to unit with a $1200 buy-in.

MGIB-SR
Reservists can use their MGIB-SR benefits for as long as they are in the Coast Guard Reserve.

MGIB-SR - Eligibility - Reservists (in good standing) can use this benefit ($356/mo for 36 months for full-time students) ~ $12,816 to help pay for college.

REAP
The Reserve Education Assistance Program (REAP) offers nearly $40,000 in education benefits for reservists who served on active duty at least 90 consecutive days on or after Sept. 1, 2001, in support of a contingency operation. REAP benefits cannot be used with other Veterans Affairs education benefits. Reservists must make an irrevocable election choosing which program they want their qualifying military service to count toward. The situation for Reservists under REAP is more complicated. In general, you have ten years after being honorably discharged from the Selected Reserve to use your REAP benefits. But if eligible for REAP, check with the Department of Veteran Affairs to determine exactly how long you have to use your benefits.

Post-9/11 (New) GI Bill
Post-9/11 is a no cost program for members of the Armed Forces (active duty and Reserve) who have served at least 90 aggregate days of qualifying active duty on or after 11 Sep 2001. You are automatically eligible upon meeting the active duty requirements. If you were discharged due to a service-connected disability with at least 30 continuous days, please contact DVA for further information. This program began 1 August 2009. Benefits may include tuition and fees, a housing allowance, and a book/supplies stipend. If you are eligible for other education programs, you will have to make an irrevocable decision to relinquish one of them for Post-9/11 GI Bill.

Those who elect to receive benefits under the Post-9/11 Veterans’ Educational Assistance Act (commonly referred to as the GI Bill) have 15 years from the date they leave active duty (Honorable Discharge). The 15-year timer starts ticking the minute you leave active duty. Once it goes off, you cannot use your GI Bill benefit. However, if you return to active duty some time later (for 90 consecutive days or more), that 15-year timer will stop and reset to 15 years the next time you leave active duty.

Qualify for the Post-9/11 GI Bill:
Reservists need to maintain qualifications and participation standards and pursue active duty opportunities via long-term orders (T10, EAD, ADOS). The Post-9/11 GI Bill has greater monetary value (even at a lower qualifying percentage) than other DVA's education programs.
Post-9/11 Percentage Benefit

Individuals that serve between 90 days and less than 36 months of aggregate active duty service are eligible for a percentage of the maximum benefit. For those reservists, the percentage level ranges from 40% to 90% of the basic benefit depending on length or service during the qualifying period. Those with service between 90 days and less than 6 months receive a 40% benefit; 30-36 months of service qualify for 90%.

Example: Reservist with 3 months of qualifying service (at least 90 days) could receive 40% of the tuition benefit, 40% of the monthly housing allowance, and a maximum of $400 of the books and supplies stipend. Based on academic year 2013-2014 averages the value at the 40% qualifying level over 36 months equals $56,000 and the 60% level equals $84,000.

Combining Benefits (if eligible) from more than one GI Bill Program

Although you are only entitled to 36 months of benefits under any single GI Bill Program, you are also entitled up to 48 months of benefits under any combination of GI Bill programs. Example: If you served a four year enlistment in the regular Coast Guard then left active duty and signed a 6 year contract with the Coast Guard Reserves, you are eligible for MGIB-AD, new (Post 9/11) GI Bill, and MGIB-SR benefits. You could then choose how many months from each program to use, as long as the total number of month do not exceed 48 months.

State Veteran Benefits

Veterans pursuing their educational goals are usually eligible for educational assistance for students in most states. Check with your particular state Department of Veterans Affairs for their educational support programs. The following link can assist you depending upon your home of record. http://www.military.com/education/money-for-school/state-veteran-benefits.html

Borrowing Funds

Once you have exhausted all other efforts for financial assistance, the last resort is obtaining an education loan(s) or federal aid to fund the remainder of your education.

The federal government offers several Financial Student Aid Programs. These programs offer you extremely low interest loans and grants (free money). Unlike the GI Bill, these programs are paid by the Dept. of Education through the school; however, like the GI Bill, Federal Student Aid is designed to assist you in meeting the cost of tuition, books, fees, and living expenses while you go to school. That means that once the school has taken its share, the remaining loan or grant balance goes to you.

Financial Student Aid Eligibility

It doesn’t matter whether you are active duty, reserve, veteran, retiree, on GI Bill, or not -- you should be taking advantage of these programs. There are numerous examples of even senior active duty members receiving federal loans and large grants. Remember: Grants are gifts that you don’t repay!

Applying for FSA

Applying for federal student aid is quicker and easier than ever. You can complete the Free Application for Federal Student Aid (FAFSA) at https://fafsa.ed.gov.

Interest rate cap for military members

If you qualify under the Service Members Civil Relief Act, the interest rate on loans you obtained before entering military service may be capped at 6% during your military service. You must contact your loan servicer to request this benefit.

Loans

FSA Loans are Financial Aid that is either funded or backed by the federal government and paid directly through the school. Each type of loan has different fees (a percentage charged up front), interest rates and payment deferment plans.

Direct (Stafford) Loans

There are two different types of Direct Loans, Unsubsidized and Subsidized. These loans are identical in most ways, except how and when you begin to be charged interest.

*Subsidized - Direct Subsidized Loans are for students with financial need. Your school will review the results of your free application for Federal Student Aid (FAFSA) and determine the amount you can borrow. You are not charged interest while you're in school at least half-time and during grace periods and deferment periods.

**Unsubsidized - You are not required to demonstrate financial need to receive a Direct Unsubsidized Loan. Like subsidized loans, your school will determine the amount you can borrow. Interest accrues (accumulates) on an unsubsidized loan from the time it's first paid out. You can pay the interest while you are in school and during grace periods and deferment or forbearance periods, or you can allow it to accrue and be capitalized (that is, added to the principal amount of your loan). If you choose not to pay the interest as it accrues, this will increase the total amount you have to repay because you will be charged interest on a higher principal amount.

Perkins Loans

A Federal Perkins Loan is a low-interest (5 percent) loan for both undergraduate and graduate students with exceptional financial need. Federal Perkins Loans are made through a school’s financial aid office. Your school is your lender, and the loan is made with government funds. All of the billing and payment arrangements are made directly through the school’s business office. Your school will either pay you directly (usually by check) or apply your loan to your school charges. You’ll receive the loan in at least two payments during the academic year.

Leverage CG SUPRT (Work-Life Employee Assistance Program)

The CG SUPRT Program provides confidential professional counseling, education, and referral services to SELRES and their dependents. Help is available for multiple issues to include education. Topics include: college locator and degree search, scholarship and grants, and transition assistance to college life. Confidential Work-Life consultants are available 24 hours a day @ 1-855-CG SUPRT (247-8778).

Hopefully, this information provides you with a better understanding regarding the wealth of educational information available to each of you. Achieving extraordinary things like furthering your education is hard work. Do not become frustrated, exhausted, or disenchanted. Continue to pursue your educational goals, and seek out your regional educational service officer to help guide your process.

— Story by Lt. Cmdr. Troy Fryar, RFRS Chief, Sector Puget Sound
You may be eligible for Reserve Early Retirement!

Are you aware that you may qualify for retired pay prior to age 60? Have you served 90 days or more on active duty in any fiscal year since January 28, 2008? If so, you may be eligible to receive your Reserve retirement pay before age 60.

The 2008 National Defense Authorization Act (NDAA) included a provision to amend the “age and service requirements” to reduce the age where a reservist may collect retired pay before age 60. The amendment is effective for qualifying active duty performed after January 28, 2008.

Qualifying duty includes Overseas Contingency Operations (OCO) orders under the following authorities: 10 United States Code (U.S.C.) §12302 or more commonly referred to as simply, Title 10; active duty for operational support (ADOS) (10 U.S.C. §12301(d)), and medical hold (10 U.S.C. §12301(h)) orders.

Orders under 14 U.S.C. §712 authority in response to domestic incidents prior to December 31, 2011 did not qualify for Reserve Early Retirement. The Coast Guard subsequently submitted a proposal for and was approved to include such active duty for domestic contingency response. The total cumulative days, including other qualifying active duty within the fiscal year, must equate to 90 day increments, and the domestic response duty must have been performed after December 31, 2011. The effective date does include response to Super Storm Sandy, but does not include recall in response to the Deepwater Horizon oil spill.

In accordance with 10 U.S.C., a reservist may not be ordered to nor have their current orders extended beyond the original end date solely for the purpose of qualifying the member for retired pay.

Some of you may not realize that you might already be eligible. However, you will not be allowed to collect retired pay for periods of time when you were or are in a status that entitles you to collect other forms of pay or credit toward retirement. In other words, if you are still on active duty, in a Selected Reserve (SELRES) drilling status, or in an Individual Ready Reserve (IRR) status you would have to request transfer to a retired status in order to begin collecting retired pay. If you are already in a retired awaiting pay (RET 2) status and you were eligible for Reserve Early Retirement you may request back pay within prescribed limits.

If you believe that you are entitled to Reserve Early Retirement, it is recommended that you request a statement of creditable service (SOCs) in accordance with the Personnel and Pay Procedures Manual, PPCINST M1000.2(series), no less than 1 year away from your planned retirement date. This will allow you to receive the SOCs and provide additional proof if you feel the computation is in error.

To request a SOCs, or if you have a SOCs on file and wish to have it updated to determine your eligibility date to receive Reserve Early Retirement, submit a Trouble Ticket to PPC at http://www.uscg.mil/ppc/cbb/. Then you will need to apply for retired pay to Commanding Officer (CG PPC-RAS) through Commander (CG PSC-RPM) at ARL-PF-CGPSC-RPM-Query@uscg.mil. Those in a retired status who apply later than their eligibility date may receive pay retroactively to the date you were eligible, up to six years, as long as you were not in a pay status.

When you begin collecting your Reserve Early Retired pay you are classified as a RET 1 -- retired receiving pay. You will qualify for a blue retired ID card; however, you will not be entitled to medical benefits until you reach age 60, which will be noted on the back of the ID card. You may still be eligible for TRICARE Retired Reserve until you reach age 60.

Examples:

1. YN1 John Doe was on “Title 10” orders from 1 October 2010 to 30 September 2011, and then received ADOS orders from 1 October 2011 to 30 September 2012. YN1 would be eligible to collect retired pay at age 58 instead of waiting until he reached age 60.
2. BMC Jane Doe was on “Title 10” orders from 1 February through 30 September 2011. BMC would be eligible to collect retired pay 6 months prior to reaching age 60.
3. ME2 George Bailey served on 14 U.S.C. §712 orders in response to a hurricane for 60 days from 1 March to 29 April 2011, and then served on short-term ADOS orders from 1 June to 31 July 2011. ME2 would be eligible to collect retired pay 3 months prior to reaching age 60

FAQs:

Q: Do we need to show a DD214 for every full quarter of active duty? Or will a signed set of original orders suffice?
A: You will only need to provide additional proof of creditable time if you feel your SOCS computation, to include your qualifying duty toward Reserve Early Retirement, is in error.
Q: Is it true that the active duty must encompass an entire 3 months from the beginning to end of the quarter? Or does any 90-days straight earn retirement credit?
A: The qualifying active duty does not have to be consecutive, and may be a cumulative time of 90, 180, 270, or 360 days within a fiscal year.
Q: Does ADOS count if it meets the above criteria? Or is early retirement limited to just “Title 10” and “Title 14” recalls?
A: ADOS is a form of Title 10 orders under section 12301(d) of 10 U.S.C. and qualifies for Reserve Early Retirement as long as it is for a cumulative of at least 90 days or combined with other qualifying duty within a fiscal year. The commonly used term of “Title 10” refers to 10 U.S.C. §12302 in support of the current “Overseas Contingency Operations” and time served after January 28, 2008 qualifies. Recall under Title 14 U.S.C. §712 is only creditable after December 31, 2011.
Q: Once this is calculated, will it show up on an LES or somewhere in Direct Access?
A: No, the final calculations are done at PPC-RAS when requesting retired pay and will not show on an LES, but should reflect on the statement of creditable service (SOCs). Request a SOCs at least 1 year away from when you estimate you could retire early to confirm final eligible dates and total creditable points.

— Submitted by
Mr. Grafton ‘Chip’ Chase, CG-131

Issue 1 • 2014 © RESERVIST 49
RESERVIST

Issue 1 • 2014

COAST GUARD CHANGES
SUBSTANCE ABUSE POLICY

Following two years of significant work by the Coast Guard Substance Abuse Working Group the commandant has directed several specific changes to the Coast Guard substance abuse policy.

These changes were announced via ALCOAST 104/14: Shipmates 28.

The following is an abbreviated summation of the announced changes:

a. Establish a minimum drinking age of 21 years of age for all active duty Coast Guardsmen, except when on authorized leave.

b. Establish and align service-wide minimum standards linking mission requirements to restrictions on alcohol consumption based upon unit readiness status and the member’s assigned duties.

c. Allow members only one opportunity to remove underage alcohol incidents (with no other associated misconduct) from their record.

d. Eliminate first-level Flag officer second-chance program retention authority for alcohol incidents.

e. Initiate administrative discharge proceedings for any member convicted of or found by a preponderance of evidence to have been drunk or impaired while operating a vehicle, aircraft or vessel.

f. Abolish the term “alcohol situation” and associated policy.

g. Add “command referral” to establish a three-tiered approach to alcohol screening: self-referral, command referral, and incident referral.

h. Separate documentation of medical diagnosis and treatment plans from administrative remark entries in personnel records.

i. Implement “Command Need to Know” guidance to healthcare providers for disclosing patient/provider contact for mental health and substance abuse treatment.

j. Expand the scope of zero tolerance for illicit drug use by prohibiting the unlawful use of designer drugs, over-the-counter products, and other substances.

k. Increase urinalysis quotas and scope of testing.

BOOKSIGNING
Thursday Dec. 12th 2013
150 - 1800

Coast Guardsmen meet a
Medal of Honor Recipient

Reservists currently mobilized in support of the Container Inspection and Training Assistance Team in Oklahoma City had the unexpected privilege of meeting one of America’s true heroes, Medal of Honor Recipient SSG Salvatore A. Giunta. Pictured from left to right are: CWO3 Bruce Jones, Medal of Honor Recipient SSG Giunta, MSTCS David Schacher and MSTC Robert Diaz.
First CG Reservist to Assume Joint Senior Enlisted Position at TRANSCOM

BMCM Jim Cunningham accepted the US Transportation Command (USTRANSCOM), Joint Transportation Reserve Unit (JTRU) flag from YNCM Curtis Norman, USNR, during the Reserve Senior Enlisted Leader Change of Watch ceremony, December 14, 2013. Chief Master Sergeant Martin Klukas, USTRANSCOM – Senior Enlisted Leader presided over the ceremony. This marks the first time a member of the Coast Guard Reserve has held the JTRU Senior Enlisted Leader position. From L to R: YNCM Norman, Chief Master Sergeant Klukas, BMCM Cunningham.

Photo by: SrA Divine Cox, USAF, 375th AMW/PA

A Meeting with SECDEF

Secretary of Defense Chuck Hagel thanks Coast Guard Reserve member YN1 Shetika Parker for her service during a town hall meeting held at Ft. Eustis, Va. on February 25, 2014. YN1 Parker, a civilian at the Coast Guard Recruiting Command, is currently serving on active duty with Port Security Unit 305 which is based at Ft. Eustis. Photo courtesy YN1 Shetika Parker

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-CGPSCIRR@uscg.mil or at:
Commander (rpm-3)
Personnel Service Center
U.S. Coast Guard Stop 72004200 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.
A Tradition of Service Continues

Continuing over three centuries of family military service, Seaman Apprentice Carlie Clinton graduated with recruit training company H-169 at Coast Guard Training Center Cape May on February 7, 2014. Her certificate was presented by her cousin YNC Stepheni Norton, the 2012 Reserve Enlisted Person of the Year. Clinton is pictured here with Chief Norton and her uncle ICC/SW Stephen Norton, USN (ret.).

Chili Anyone

On February 9, 2014 Sector North Carolina reservists held a chili cook-off in Wilmington where entries were judged on categories of heat, taste and uniqueness. Pictured are the eight cooks collectively known as “Team Reflux”: Lt.j.g. Macy Tumblin, MSTCS Paul Wysosky, MSTC John Peek, MST1 Bryan Stachura, MST2 Alyson Bridges, MST2 Greg Halter, ME3 Andrew Delargy and the overall winner, Lt.j.g. Jay Perdue. (Photo by Cmdr. Thomas Gasser)

Reservist Recognizes Supervisor with ESGR Patriot Award

MSTCS Dave Schacher submitted his supervisor Mr. Ken Foster, Assistant Fire Chief with the Vance Air Force Base Fire Department in Enid Oklahoma, for an Employer Support of the Guard and Reserve Patriot Award for the high level of support he has displayed during Schacher’s current mobilization with the Container Inspection and Training Assistance Team (CITAT) in Oklahoma City. Left to Right are: Michael Benson (ESGR Volunteer), Ken Foster Assistant Fire Chief, MSTCS Dave Schacher CITAT and Lt. Cmdr. Tony Migliorini CITAT Supervisor.

Sector Baltimore Welcomes New Chief

Alicia Belmas was advanced to Marine Science Technician Chief at Sector Baltimore on 17 January 2014. The new chief is shown here with Cmdr. Douglas Schneider.

New Chief at Pacific Strike Team

During the January Reserve duty weekend at the Pacific Strike Team (PST) MSTC Carrie Gagnon and EMC Gerald Wheeler pinned Chief’s anchors on BMC Shellee Christensen. Chief Christensen and her fellow PST shipmates are dedicated to the protection of America’s natural resources.
Awards

Coast Guard
Commendation Medal
MKCM Robert Payne

Coast Guard
Achievement Medal
BMCS Welber Hickman
MKC Daniel Keating
MSTC John Vick

Army
Achievement Medal
PAC Alan Haraf

Commandant’s Letter
of Commendation
BMC Scott Duckworth
MST1 Barrett McCaffrey
BM2 Zachary Taggart
OS2 Stephen Lanzi

Coast Guard Reserve
Good Conduct Medal
MKCS Jarl Pellinen
BMC Brian Bird
GMC Wayne Gibson
ME1 Ralph Dilisio
ME1 Ronald Kim
ME1 Andrew Grillo
ME1 Michael Palmer
ME1 Cesar Umali
ME2 Luke S Charette
ME2 Calder Keene
ME2 William Marsh
ME2 Lino Ramirez
ME2 Jonathan Silva
ME2 Jordan A Steverman
MK2 Wesley Pollard
BM3 James Ahlberg
BM3 Michael Brennan
BM3 Matthew Demore
BM3 Jarred Dwyer
BM3 Erik Guy
BM3 Ryan Halla
BM3 Steven Pinney
BM3 Ross Rasmussen
BM3 Matthew Shellgren
BM3 Tyler Talavera
BM3 Bianca Valenzuela
BM3 Derek Seligman
EM3 Robert Alvarenga
ET3 Braden Croxall
ME3 Nathan Beem
ME3 Tyler Briffett
ME3 Brennan Duck
ME3 Brandon Gonzales
ME3 Denim Kurtis
ME3 Colin McKelligan
ME3 Charles Miller
ME3 Marco Montano
ME3 Marco San Paolo
MK2 James Helm
MK3 Kyle Herndon
MK3 Dewayne Taylor

USCG Armed Forces
Reserve Medal
BM3 Ryan Rawding

Reunions

USCGC Campbell Reunion
USCGC Campbell Association (W-32 & W-909)
29th Annual Reunion has been set for May 5 - 9, 2014 (4 nights) at Best Western Merry Manor Inn, South Portland, Maine. The event is open to all who have served on the WPG-32, WHEC-32 and the W-909 USCGC Campbell. Check out the web page: www.campbellw32w909.org for the schedule of events and hotel reservation information. Contact Bob Dell at 610-222-4645 or email: rbard1@verizon.net.

USCGC Androscoggin Reunion
If you or a family member served aboard the USCGC Androscoggin WHEC-68 (formerly W-68) we would like to invite you to attend our next ship’s reunion May 18-24, 2014 at Dolphin Beach Resort, St. Pete Beach, Fla. For additional information contact David White by phone (727)729-7839, via email at androscogginreunion@tampabay.rr.com or at PO Box 904, Safety Harbor, FL 34695-0904. You can also visit his website: www.fishing-boating.com/Androscoggin.

USCGC Unimak Reunion
The USCGC Unimak Reunion will be held in Baltimore, Md. April 24-27, 2014. Additional information about including cost and how to register can be found at www.unimak379.org/reunion.html.
MKCM Robert Payne and wife Cathy are pictured here as the Master Chief is piped ashore by Sector Mobile Chiefs.

**MKCM Robert Payne Retires Where It All Began**

MKCM Robert Payne retired from Sector Mobile on 14 December 2013 after 31 years of faithful service to the U.S. Coast Guard. His retirement ceremony was attended by his family and friends as well as the crew of Sector Mobile.

MKCM Payne enlisted in 1982. Following completion of recruit training and Machinery Technician-A school, where he graduated in the top 1%, he was assigned and became a plank owner at Reserve Unit Pensacola, Fla. During his 18 years at Pensacola he attained qualification as a communications watchstander, 41’ UTB crewman and engineer, boarding team member, and station officer of the day. MKCM Payne then transferred to the Gulf Strike Team in Mobile, Ala., to lead the Engineering department and later serving as the Reserve Command Senior Chief. He came full circle returning to Sector Mobile to finish a distinguished career where it all began 31 years earlier.

**CWO4 Oakley Baldwin Ends Distinguished 30 Year Career**

On December 14th over 120 Sector North Carolina shipmates, families, and friends gathered for the retirement of CWO4 Oakley Baldwin. At the time of his retirement Baldwin was serving as an Intel Officer at the sector. Capt Sean Murtagh presided at the ceremony and presented Baldwin with the Coast Guard Commendation Medal for his outstanding service.

During his remarks CWO Baldwin noted that he is proud of his 30 years of service with 6 active duty call ups, but was most proud his wife Doris, son Roy Dean, daughter Amanda, and grandchildren Matt and Sami. “As we all know the family also sacrifices anytime a member is away on duty,” stated Baldwin.

CWO4 Baldwin’s family has a long history of sea going service and can trace lineage back to the first Secretary of the Treasury and father of the Coast Guard, Alexander Hamilton.

**17th District CMC Retires**

Senior Chief Jeffrey Halcomb the long serving 17th District Reserve Command Senior Chief was honored during a retirement ceremony on September 12, 2013 at Coast Guard Training Center Petaluma. Retired Rear Admiral Michael Seward was the presiding official with Capt. Willard Ellis acting as emcee. Left to right: Master Chief George Williamson, Pacific Area Reserve Command Master Chief, MCPO Frank Jennings (ret.), MCPO Carrie Winningham (ret.), Senior Chief Jeff Halcomb (ret.), MCPO Neil Holmdahl (ret.), MCPO Forrest Adams (ret.) and MCPO Derek Foster, Training Center Petaluma Command Master Chief.

**MSU Chicago Honors MSTC Vick**

Capt. Jason Neubauer, commanding officer of Marine Safety unit Chicago, presents MSTC John Vick with the citation to accompany the Coast Guard Achievement Medal during retirement ceremonies, Dec. 8, 2013. Capt. Jason Neubauer also presented Chief Vick with a Letter of Appreciation from Chicago Police Superintendent Garry McCarthy, who offered his congratulations and appreciation to Vick for his years of service to the Coast Guard and the Nation, and for his years of continued service to the Chicago Police Department.
MKCM Roger Lee Grinnell, 67, USCGR, was born September 14, 1946, the youngest son of Clairmont Livesey Grinnell, Jr. and Mildred Anna Gladding. Roger was married to Patricia Ann Sullivan (Newport), and was the proud father and father-in-law to Dawn Michol Grinnell (Portsmouth), Jacqueline Leigh Grinnell Ruggieri and Ronald Ruggieri (Portsmouth), Rebecca Lynn Hennion and Carleton W. Hennion (Warwick) and the loving grandfather of 4 grandchildren. He departs leaving his brothers Ronald Grinnell and wife Penelope of Middletown, David Grinnell and his partner Victor Ranieri, both of Newport and Palm Springs, Calif. and sister-in-law Aniceta Souza of Newport. He joins his eldest brother Alfred (“Skip”) Grinnell, formerly of Newport and Massachusetts,. Roger leaves many nieces and nephews, both related and those that were like his family. A devoted grandfather, he was known lovingly as “Reese”, and his grandchildren Cameron, Mia, Cooper and Lorelei were his muse and reason for living in his later years.

Roger retired from the Coast Guard Reserve as a Master Chief Petty Officer. He served during Operation Desert Storm in the Gulf of Arabia onboard the first boat to open the Port of Kuwait City Canal. He was a jeweler with the J. H. Breakell & Co. Jewelry Company of Newport, Rhode Island and worked for years as a foreign car technician in the Newport and Middletown area.

The family kindly asks that those wishing to make a memorial donation do so to the Wounded Warrior Project, PO Box 758517, Topeka, KS 66675 (www.woundedwarriorproject.org)

Edith Metz, 94, USCGR, a World War II veteran who served in the Women’s Army Auxiliary Corps and then the Coast Guard Reserve, died Jan. 18 at the VA Medical Center in Northport, N.Y. Metz, who gave up her aspiration to become a professional sculptor to raise three children, had lived at the medical center for the past five years.

Born Edith Fay Eisinger in the Bronx, she attended Walton High School for Girls. She enlisted as a private in the Women’s Army Auxiliary Corps in late 1942. She joined the Coast Guard in fall 1944, serving until June 1946. She was a storekeeper second-class stationed at several bases along the East Coast. Edith was buried Jan. 20 at Calverton National Cemetery next to her husband David, a Navy veteran and speech therapist and drama teacher in the Levittown school district, who had died in 2009.

She is survived by a son, Christopher of Rockville Centre; daughters, Vicki Metz of Bayville and Holly Metz of Hoboken, N.J.; a sister, Alva Fromm of North Bellmore; and three grandchildren.

The family asks that donations be made to support veterans living at the Northport VA Medical Center; Attention: Voluntary Services (135), 79 Middleville Rd., Northport, NY 11768.

Capt. Martin S. Baskin, 79, USCGR, of Alexandria, Va., passed away on February 17, 2014. He was born March 20, 1934 in Chicago, Ill., the son of Theresa and Benson Baskin . He is survived by his wife, Linda Bromund. Also surviving are his two sons from a previous marriage, Daniel B. Baskin of Kiel, Germany and Jeremy M. Baskin (Donna Bergman) of Orinda, Calif., a stepson, Ted Bromund of Washington, D.C., a stepdaughter Nicola Bromund (M. J. Cavanagh) of Ashburn, Va., grandchildren Robert F. Baskin, Paige E Baskin, Mara F.W. Cavanagh, and a sister, Suzan (Vctor) Bernhard of Palisade, Colo.

Baskin served his country as a member of the U.S. Coast Guard Reserve, retiring with the rank of captain in June 1994 after 39 years of service. During his Coast Guard career, his assignments took him to Kodiak, Alaska, Rhodes, Greece and a variety of locations within the continental United States.

He was a member of the Navy League of the U.S., the Military Officers Association, the Reserve Officers Association, the Jewish War Veterans, the Army and Navy Club of Washington, D.C. and the Harvard Club of New York City.

Reprinted, in part, from www.mcintirebradhamsleek.com/obituaries

Sid Caesar, 91, USCG, Actor, Musician, Comedian, Coast Guardsman, Legend - died Feb. 12, 2014.

He was born on Sept. 8, 1922 in Yonkers, N.Y. He attended the Julliard School of Music where he studied saxophone. He played in a number of prominent Big Bands, including those led by Charlie Spivak and Claude Thornhill.

Caesar joined the Coast Guard in 1939 after graduating Julliard and was assigned to play in military revues and shows, such as Tars and Spars. Early on, he showed a natural penchant for comedy by entertaining other band members with his improvised routines. His comedic character prompted the show’s producer Max Liebman to move him from the orchestra and cast him as a stand-up comedian to entertain troops.

This jump-started his famed career and after he was released from service by the Coast Guard in 1945, he went on to perform his “war routine” in both the stage and movie versions of the review. He continued under Liebman’s guidance after the war in theatrical performances in the Catskills and Florida, but he never forgot the service that launched his career.

“Sid Caesar went on to great fame after his service as a Coast Guardsman, but he remained a dedicated shipmate over the years,” said Coast Guard Commandant Adm. Bob Papp. “Whether entertaining Coast Guardsmen or generously recording Coast Guard recruiting public service announcement, he remained dedicated to the service and he will be truly missed.”

Reprinted in part from http://coastguard.dodlive.mil/
The Coast Guard Cutter Spar is navigated through Womens Bay near Kodiak, Alaska, after picking up a buoy March 17, 2014. The crew of the SPAR performed an aids to navigation evolution and deployed a small boat during the short cruise.

Photo by PA3 Diana Honings

Divers from Coast Guard Cutter Kukui act as safety divers for 35 students participating in the U.S. Army Lightning Leaders Course Combat Water Survival Assessment Thursday, Feb. 13, at Schofield Barracks. The Combat Water Survival Assessment is a pre-screener for the Army Ranger Program.

Photo by Lt. j.g. Nicholas Devine

Photo by PA2 Patrick Kelley

BM2 Aaron Gilray cools off in the ice awaiting rescue, during practice ice rescue drills on Coast Guard Cutter Hollyhock, March 1, 2014. The cutter was have-to in ice after conducting ice breaking operations to facilitate the flow of commerce across the Great Lakes.

Photo by Lt. Davey Connor
U.S. Coast Guard Reserve

Always Ready When Needed Most