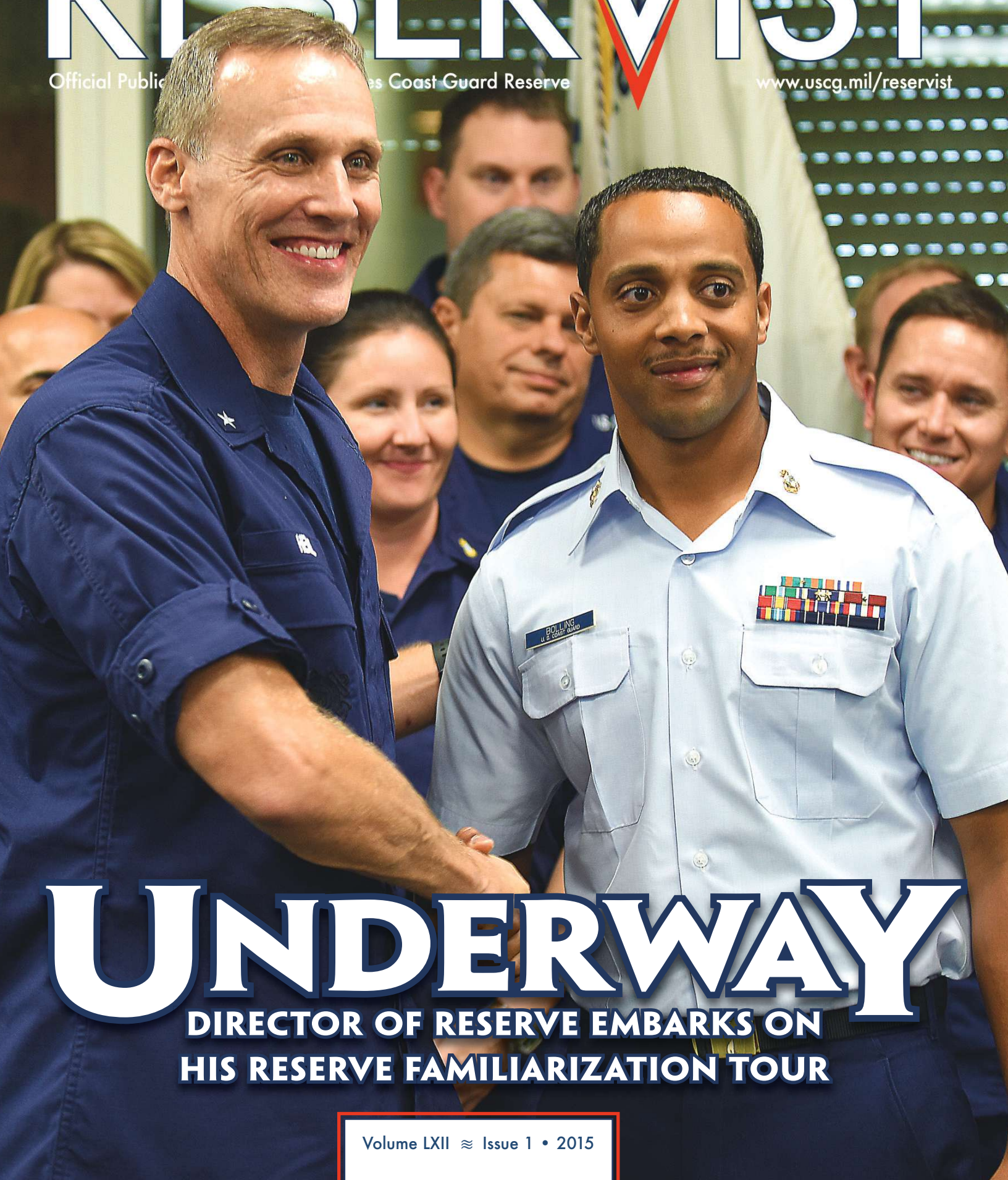


# RESERVIST

Official Publication of the U.S. Coast Guard Reserve

[www.uscg.mil/reservist](http://www.uscg.mil/reservist)



## UNDERWAY

**DIRECTOR OF RESERVE EMBARKS ON  
HIS RESERVE FAMILIARIZATION TOUR**

Volume LXII ≈ Issue 1 • 2015





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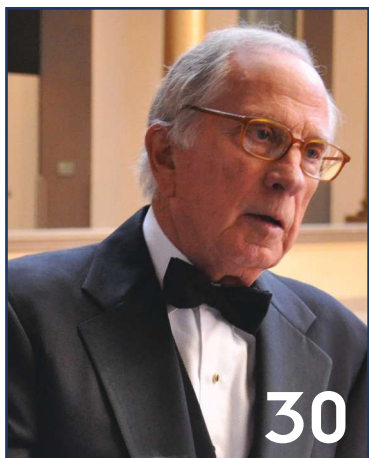
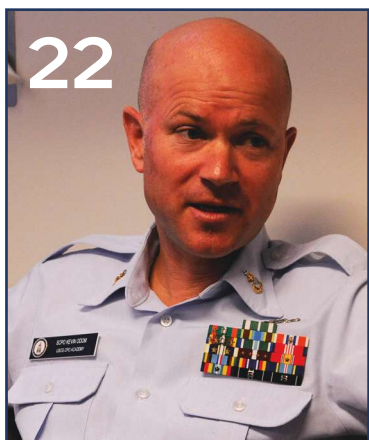
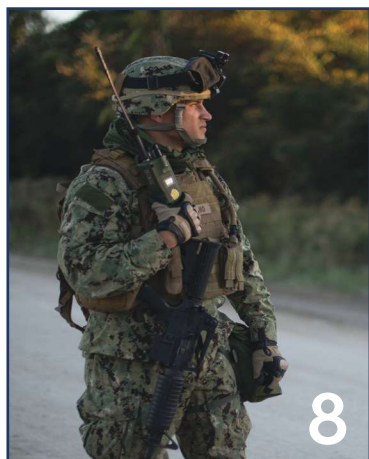
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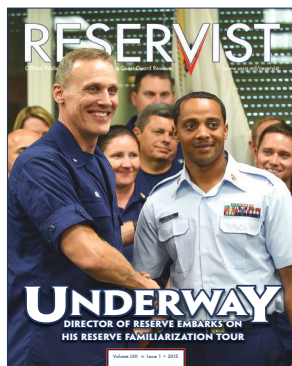


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On the cover:  
Director of the Coast  
Guard Reserve Rear Adm.  
James Heinz congratulates  
EMC Jason Bolling on his  
advancement to Chief Petty  
Officer at Base Miami  
Beach, Oct. 18.

Photo by PA3 Jourdin M. Bego



## RESERVIST

Celebrating Our 62nd Year!

Volume LXII ≈ Issue 1 • 2015

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reserves the right to select and edit  
all materials for publication. We  
continue to strive for perfection,  
yet unattained.



## From the Editor



Plenty of stuffing. Sandwiched in between just past Thanksgiving and soon to be Christmas I find my mind's eye conjuring up a mixed metaphor of stuffed turkeys and stockings as I review the stories we have packed into this issue of the *Reservist*.

In addition to the many stories about a variety of activities and accomplishments by both individuals and teams of reservists in the *Around the Reserve* section, a leadership theme permeates this issue. It starts with our cover showing Rear Adm. James Heinz, Director of Reserve, underway in Guantanamo Bay, Cuba, with Port Security Unit 312. The visit to Guantanamo was part of a week-long visit Adm. Heinz undertook with CG Reserve Force Master Chief Eric Johnson to get a deck plate view of the training and readiness of reservists within the 7th Coast Guard District.

Inside readers will also find an article about the Chief Petty Officer Academy experience as seen through the eyes of two students, Public Affairs Chiefs Rachel Polish and John Masson. There is also an in-person account about the Senior Enlisted Leadership Course authored by Senior Chiefs Michael Mullins and Sarah Foster.

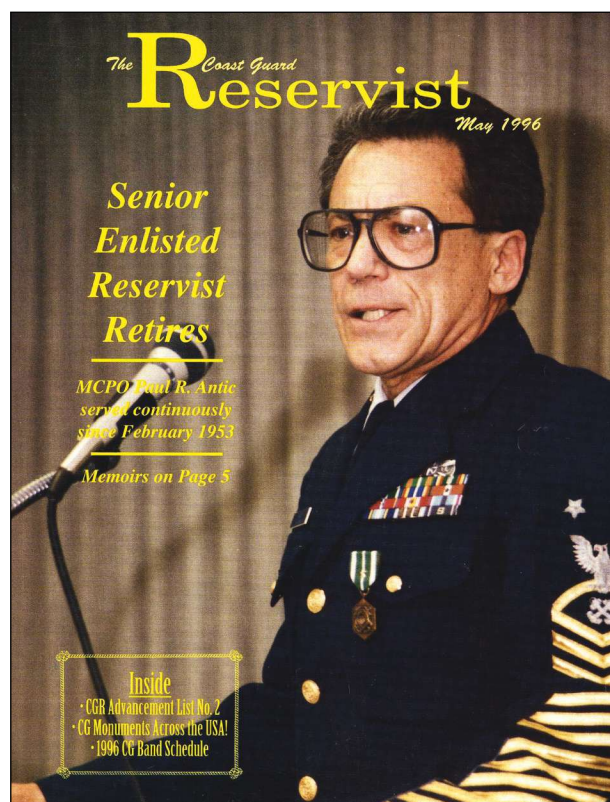
Our *Retiree SITREP* section captures the story of Lt. Cmdr. Susan Vance, who was a young college student during the tumultuous Vietnam era, about her decision to join the Coast Guard Reserve. Also, both active duty and Reserve retirees can learn about a new Federal Emergency Management Agency initiative specifically designed for Coast Guard retirees. The initiative was championed by former Master Chief Petty Officer of the Coast Guard Charles 'Skip' Bowen. Master Chief Bowen, who is Co-Chair of the CG Retiree Council, offers some thoughts on why retirees might want to give this program a look.

Finally, I had the privilege of interviewing the former United States Senator Sam Nunn who received the prestigious United States Navy Memorial 2014 Loan Sailor Award. A former Coast Guard reservist, Senator Nunn talks about his Coast Guard experience and how it shaped what would be a long and distinguished public service career.

As always, thanks for reading.

*Anima est Bonus!*  
Jeff Smith

## From Our Readers



### LETTER OF THE MONTH

#### To the Editor:

I wanted to share some fond recollections of Master Chief Paul Antic with your readers.

"Pally" had been a rock in the Office of Reserve Affairs (G-R) for a number of years by the time I arrived in Sep '94 (I was to be the new chief of G-RS-1). MCPO Antic was assigned to G-RS-2, working for then-Cmdr. George Molessa. More than a few of us soon learned to keep his presence there quiet from the powers that be down on the 3rd floor, the old location of CGHQ Admin (G-CAS). Seems his total years of Reserve service along with his age were catching up with him and in no way did he want to risk being "discovered" and shown the door instead wanting to extend his stay as long as he possibly could. Only when he suffered a serious heart attack and was rushed to George Washington Hospital did he no longer have a way to keep "hidden!"

We knew it, and he knew it. By then, MCPO Antic made it to just over or just near 43 years of Reserve service to our Coast Guard and our Nation. I watched as Ed (Kruska) created the MCPO Antic cover in May '96, reflecting in his cover story the man who by then had truly become the unofficial "Ancient Mariner" of the CGR. In his cover photo, wearing his Service Dress Blue uniform, I do believe the nearly 11 hash stripes on his left sleeve likely weighed more than he did... judging by his always slight frame.

MCPO Antic was a "Go To" kind of Coastie, to whom many, including admirals, sought advice, to whom he unfailingly responded in great Master Chiefly fashion. I certainly did! He was a Coast Guard Reserve icon and, I am so proud to say, a friend of mine, and that of countless others. I am eternally honored to have known him during those special years!

God bless Paul's soul who now rests in His eternal arms, and bless those he leaves behind in this world, who are grieving this day and missing him so much!

— Capt. Charles "Chuck" Polk, USCGR (ret.)



### To the Editor:

During his inaugural parade in January 1961, President John F. Kennedy observed that there was not a single African American in the cadet corps of the U.S. Coast Guard Academy. One of his first official acts was to order the integration of the Academy. Today I received my copy of the *Reservist* and found that of the hundreds of faces depicted in the photographs in this issue, there are no more than two or three African Americans. It seems that 53 years after President Kennedy's order, the Coast Guard Reserve remains overwhelmingly white and still has a long way to go before it achieves meaningful integration.

— Lt.j.g. Francis W. Hoeber, USCGR (ret.)

**Editor's Note:** *Sir, thank you for your letter. We have checked with workforce program managers regarding the current state of minorities serving in the Coast Guard Reserve. The number of minorities serving peaked in 2009 at slightly less than 11% and has been holding steady at that percentage. The Coast Guard and Coast Guard Reserve remain committed to being an employer of choice for all those wishing to serve.*

### To the Editor:

In addition to the excellent tips provided by Cmdr. Jim Johnson (Volume LXI, Issue 3), I would like to add one more item that assists selection boards in their deliberations; a letter to the board. The attitude towards a letter to the board has shifted over time, it isn't required, but it could prove beneficial. It is an excellent opportunity to provide the selection board a bit more information regarding your official record. An excellent example would be the change of status, such as from selected reserve or active duty into the individual ready reserve or active status list. If a member transitions status due to living outside the country, family hardships, or the lack of available billets, this would be the place to explain so. A letter to the board would also be an opportunity to then explain what you are doing to stay involved in your reserve career: drilling for points not pay, electronic based distributed learning courses for points, etc. The mere act of writing a letter to the board may be enough to set your record above those of your peers. Additional information on letters to selection boards can be found at <http://www.uscg.mil/rpm/rpm1/comms2brd.asp> and in selection board message traffic.

— Cmdr. Lisa VanBuskirk, USCGR  
USCG Headquarters (CG-ODO-1)

### To the Editor:

Thank you for the coverage of the U.S. Coast Guard Pipe Band and of band member Chief Sean Lynch in the 2014

Issue 3 of the *Reservist*. We are an all volunteer group of active duty, reservists, retirees, and Coast Guard Auxiliary pipers, drummers, and color guard members from across the United States. Members travel to local, regional, and national performances, such as Grand Haven, at their own expense to represent our Coast Guard, so recognition by the *Reservist* is greatly appreciated. We will return to Grand Haven in 2015, as well as honoring fallen Coasties at the 2015 National Law Enforcement Memorial Week services in Washington, D.C. in May 2015. If anyone is interested in joining the band or engaging a band member for a performance, they can visit the band website; <http://www.uscgpipeband.org/>.

Again, thank you!

— Cmdr. Kenneth Hines, USCGR (ret.)  
USCGPB, Board of Directors Secretary

## Reserve Pay Changes 1/1/2015



### What is changing:

- The Coast Guard is changing the software which calculates and processes your bi-monthly pay checks.
- Direct Access will directly calculate and process pay.
- Your Direct Access data will immediately impact your monthly pay.
- The current payroll system (JUMPS) will continue through the 2014 calendar year and process all W2s as in previous years.



For more information, ask a yeoman.

Go to PPC website (<http://www.uscg.mil/ppc/da/portal/>)

## Act now to ensure your pay is accurate in January



### What you can do to help:

- Process all pending leave
- Process all Reserve Orders (IDT/ADT/etc)
- Process all pay and separation transactions
- Verify all Direct Access information is accurate.
- Be Patient, the change may create delays in processing information which was not entered properly before the change.

### What you need to know:

- **Your pay and benefits are not changing IF they Do: PPC is prepared to assist**
- DA will be shut down on 18 Dec 2014 and not be available until 5 January 2015.
- That means NO self service, NO ability to submit a leave chit, its too late to update your records before the activation of DA Global Pay.









## ***Bold Alligator 2014*** **PSU 307 Participates** **in Multi-National** **Exercise**

*Bold Alligator 2014* is a multi-national full scale exercise designed to exercise the Marine Corps amphibious capabilities and their interaction with naval expeditionary forces, close to the coast. Coast Guard Port Security Unit (PSU) 307, under the command of Cmdr. Eric Bernstein, was tasked with supporting Naval Coastal Riverine Squadron 4. Squadron 4 and PSU 307 have very similar roles: that of protecting high value assets in an expeditionary environment.

Part of the Coast Guard's Deployable Special Forces PSU 307 is a 150 person unit trained and equipped to provide port security and anti-terrorism force protection of high value assets around the world. For *Bold Alligator 2014* PSU 307 provided boat force elements, land-side security, communication, logistics support and equipment to supplement the mission. Utilizing its annual two week Active Duty Training the unit exercised a complete load out of all equipment while providing critical training in a mock real world environment. The exercise also enabled the Coast Guard to build on existing relationships with the Navy, Marine Corps, Coalition Partners and other stakeholders within the Department of Defense and the Department of Homeland Security.

All in all *Bold Alligator 2014* exercise was a great success, providing an invaluable training opportunity and environment, to keep PSU 307 semper paratus.





## The View from the Bridge

Rear Adm. Kurt B. Hinrichs  
Senior Reserve Officer, Pacific Area

*"PSU doctrine, structure, and capabilities have remained essentially unchanged since the commissioning of the first of the current PSUs in 1995. But more than a dozen years of operational deployments have altered fundamental assumptions about how PSUs are resourced and employed."*

**G**reetings from Pacific Area! As the PACAREA Senior Reserve Officer I have the honor and privilege of ensuring our reservists are organized, trained, and equipped to meet the needs of our Service. My boss Vice Adm. Charles Ray, the PACAREA Commander, is deeply concerned about the future of the Coast Guard Reserve and has asked me to champion initiatives to ensure sustained readiness of our Expeditionary Warfare community and define the core missions and competencies for our larger Reserve Component. In this space I wish to highlight the first initiative, launched a little more than a year ago to enhance readiness of our eight Port Security Units, or PSUs. As you know, PSUs provide a critical wartime capability for the geographic Combatant Commanders, as demonstrated by their continued employment overseas since before the attacks of Sept. 11, 2001.

The current eight PSUs trace their lineage to the notional PSUs that were organized in the 9th District during the 1980s and made their operational debut during Operations Desert Shield and Desert Storm in 1990 and 1991. PSU doctrine, structure, and capabilities have remained essentially unchanged since the commissioning of the first of the current PSUs in 1995. But more than a dozen years of operational deployments have altered fundamental assumptions about how PSUs are resourced and employed. Last year Vice Adm. Ray, then Deputy PACAREA Commander, chartered a workgroup to explore these issues and make recommendations on how best to organize, equip, and train this specialized force to ensure sustained excellence.

First and foremost the workgroup recognized that PSUs need to be more focused on operating as part of a coordinated wartime effort, most likely as an element of the Naval Expeditionary Combat Command (NECC). Seabees, Coastal Riverine Forces, and Explosive Ordnance Disposal units are some of the forces that operate within the NECC community. During expeditionary operations, PSUs often operate within the Navy's Coastal Riverine Force structure.

While the PSUs themselves have been focused on this mission, our doctrine and policy needs to be made more explicit to ensure efforts at all levels of the organization are focused on the primary PSU mission: Defense Readiness. One result of our effort is that the document that governs what PSUs are expected to do, the Required Operational Capabilities and Projected Operating Environment, or "ROCs and POEs," is undergoing a revision and once promulgated will help tighten PSU focus on that primary mission and govern staffing and training requirements with an eye toward preserving readiness.

A deepened partnership with the NECC and leverage of their Adaptive Force Package concept also offers an opportunity to gain efficiencies, particularly in the areas of base camp logistics, command and control, intelligence, and other collateral capabilities. These efforts can enable a more operationally focused force that is "light to the fight" and, by extension, more expeditionary.

And, while PSUs integrate closely with Department of Defense partners when deployed, they must also integrate more fully with the Coast Guard enterprise when in garrison, especially forces under the Deputy Commandant for Mission Support and the Director of Operational Logistics. Standardizing equipment lists, placing platforms under a product line for maintenance support, and increasing leverage of Forces Command resources can make daily management of the units more efficient.

As a former PSU Commanding Officer, getting this right is extremely important to me. I believe that increased focus promotes sustained proficiency, particularly when Reserve training days are limited. Vice Adm. Ray and I have a deep respect for the work our reservists have done, continue to do on a daily basis, and most assuredly will be called upon to do in the future.

We will continue to pursue initiatives to ensure a very Ready Reserve. Look for updates from me as we go.

*Semper Paratus.*



# Deckplate Soundings

MCPO George Williamson  
Pacific Area Reserve Command Master Chief



**G**reetings from Pacific Area. As the PACAREA Reserve Command Master Chief I have had the honor and privilege to visit many of our 8 Port Security Units (PSU) during the past two years. I look forward to visiting the rest in the not too distant future.

Visiting PSUs and spending time with the crew, reminds me of all the great things about the young men and women who enlist in our Coast Guard. They are energetic, intelligent, respectful, cheerful, and extremely proud to serve. Several junior enlisted told me about their initial fears when a recruiter convinced them to be part of a PSU. Now, they feel they are part of something much larger, and are having an experience of a lifetime. They quickly remind me that it was the best decision they made, or the recruiter made for them. They typically ask me if I can help them stay at the PSU for their entire career. I usually smile and tell them thank you, but we need to make room for the other junior enlisted in the Coast Guard to have a chance to fill one of these positions.

Are you a junior enlisted member who is thinking about the PSU? Don't listen to me; listen to the young men and women assigned to these deployable specialized forces units. Let them tell you about the quantity and quality of training available at the PSU. Let them tell you about the substantial amount of underway time you can get while attached to the PSU. Let them tell you about the leadership opportunities at the PSU. They will tell you how vitally important you can be to a unit comprised of over 140 personnel.

The PSU community is like nothing else in our Coast Guard. The active duty full time support element works tirelessly each month to prepare for the Reserve members to arrive and hit the ground running for their drill weekend. When I speak with prior PSU members, they have such great stories to share, each one as proud as the next of their time spent at a Port Security Unit. I truly regret not being assigned to a PSU during my career. My boss, Vice Admiral Charles Ray, gets to hear me brag regularly about the amazing people that make up our Port Security Units. First Class Petty Officers at PSUs have an enormous amount of responsibility and one day will make amazing Chief Petty



Officers. Some of these future Chief Petty Officers tell me their greatest fear is being advanced to Chief and having to be transferred out of the PSU. We train petty officers to be proficient at their craft. The Coast Guard must realize the return on the investment and the value their proficiency can add to the Coast Guard, unit, and themselves if we allow them to advance to Chief and remain at their unit for a few additional years.

Recently, some of our Reserve senior enlisted members submitted applications to be screened and considered for silver and gold badge positions. Thank you to those members who submitted applications. Thank you to the commands who have recognized these leaders and for positively endorsing their applications. These positions are challenging, yet very rewarding, both professionally and personally. If you are a Chief Petty Officer, you should be considering submitting a package for a silver badge. If you are a Senior Chief Petty Officer, we need you to submit a package to be considered for a silver badge position at a sector. If you are a Master Chief, we need you to submit a package to be considered for a silver badge position at a Sector or at Port Security Units, and potentially a gold badge position. If you are a Master Chief with silver badge experience, we need you to consider a challenging position as a gold badge Command Master Chief. (Command Senior Enlisted Leader (CSEL) Program: [www.uscg.mil/mcpocg/cpocall/docs/CI\\_1306\\_1D.pdf](http://www.uscg.mil/mcpocg/cpocall/docs/CI_1306_1D.pdf).) As Chiefs, more will be expected of you, more will be demanded of you.

In closing, I charge you all to continue to live by our core values of *Honor, Respect and Devotion to Duty*.

***Semper Paratus.***



## Around the Reserve

### For LA/LB Reserve Boat Crew Training Leads to Mission Success

An always ready Coast Guard relies on an always ready Reserve boat force. On July 27, a boarding team from Coast Guard Station Los Angeles/Long Beach (LA/LB) terminated a voyage due to safety violations and detained and transferred three possible illegal migrants to immigration authorities. Coast Guard crews across the nation engage in similar law enforcement missions every day, but what made this patrol unique? All six crewmembers were Coast Guard reservists.

Determined to increase their operational opportunities, reservists from Station LA/LB train diligently throughout the year to earn and maintain their boarding team and boat crew certifications.

Petty Officer 1st Class Richard Magana, lead boarding officer, explained that since transferring from active duty to the Reserve a year ago, his priority was to get as many reservists qualified as possible.

As soon as enough members completed their competency requirements, they wasted no time getting underway. With intentions of enforcing boating safety, the crew set out to board and inspect recreational vessels in Los Alamitos Bay in Long Beach, Calif. Realizing this was the first time in a few years that an all Reserve crew was executing an operational mission rather than performing training drills, Petty Officer 2nd Class Travis Arburua, assistant boarding officer and coxswain, sent a text message to his chief. "Chief, first time in a long time all-Reserve crew! Headed out to conduct boardings," texted Arburua.

"I feel good when we go out and educate the public, letting them know that [certain conditions] aren't safe and why," said Arburua.

The first two vessels the team inspected that day satisfied all federal maritime laws and safety requirements. However, the mariners on the third boat proved to be less compliant.

"What drew my attention to that boat was there were kids on board and their lifejackets were too big," said Magana. "My fear was that if those kids fell into the water they would easily slip out of their vests."

To check the children's flotation devices and examine the overall safety of the vessel, the boarding officers directed the boat operator to pull up to the pier. "I didn't want to remove the kids' life jackets while they were underway," said Magana. "I felt safer checking them pier-side."

Once docked, the boarding team identified themselves to the four adult males and three children on board. The boat operator didn't speak English, so boat crewmember, Petty Officer 3rd Class Alejandro Silva, bilingual in Spanish, aided in the communication. "There was contradiction in some of their statements so in Spanish I tried to clarify," said Silva.



(From left to right) ME3 Alejandro Silva, BM2 Travis Arburua, BM3 Vanessa Berardi, MK2 Roger Watson, BM3 David Vela and BM1 Richard Magana comprise a Reserve boat crew at Station LA/LB.

Photo by PA2 Gina Ruoti

The boarding team found many safety violations on board and had to terminate the voyage due to insufficient personal flotation devices for the children. "Those kids could have easily fallen overboard and slipped right out of those vests and drowned," said Arburua.

The boat operator did not have the required number of fire extinguishers or a (Type IV) throwable life ring on board. As the Coast Guard members continued to cite numerous safety violations, the demeanor of the boat operator and two of the adult males turned suspicious. "From my experience, when people act like that, there is something else going on," stated Magana. "That's when I asked if I could see everyone's ID." Radio communication with Coast Guard watchstanders at Sector LA/LB and agents at the Los Angeles Border Enforcement Security Task Force confirmed that three of the four males on board were in the country illegally.

The Coast Guard boarding team escorted the boat back to the launch ramp, detained three of the four men, and transferred them to Los Angeles Border Enforcement Security Task Force agents for further investigation. "The kids went home with the 18-year-old male on board who had proper ID and was compliant throughout the boarding," said Magana.

Boat crewmembers, Petty Officer 2nd Class Roger Watson, Petty Officer 3rd Class Vanessa Berardi, and Petty Officer 3rd Class David Vela aided with the communications to the Sector watchstanders and the boat handling throughout the patrol.

"I was impressed with how the other boat crewmembers completed their tasks," said Magana. "We all communicated very well with each other. We had a game plan and we stuck to it. It was definitely a team effort that day."



# Training and Augmentation Experience Key Ingredients to Station Alexandria Bay Reserve Boat Crew's Rescue

Coast Guard Reserve personnel have been working side-by-side with their active duty counterparts since 1941. Every weekend throughout the year somewhere in this country, there is a Coast Guard station being "taken over" by Reserve forces. The reservists work closely with the active duty personnel to obtain and maintain their proficiency and readiness through a combination of training and augmentation of day-to-day missions.

July 12, 2014, was no different. Machinery Technician Senior Chief Ed Donovan rolled up to Coast Guard Station Alexandria Bay, in Wellesley Island, N.Y., with plans for a full day. "We were expecting a long day and night because a festival was taking place and fireworks were planned for the evening festivities, which meant a security zone," said Donovan.

Coast Guard Station Alexandria Bay's mission is typical of most small boat stations scattered throughout the Great Lakes, search and rescue, maritime law enforcement, homeland security, ice rescue, recreational boating safety, drug and alien migrant interdiction, military readiness and environmental response. Its area of responsibility includes Cape Vincent up to St. Lawrence River to Massena, NY, to the International Border.

As the sun was beginning to set, the Senior Chief and his crew, Boatswains Mate 3rd Class Nicholas Dorfer, Boatswains Mate 3rd Class Aaron Bouchard, and Machinery Technician 3rd Class James Daley, finished up with some man overboard training and area familiarization and were headed to the St. Lawrence River to set up a security zone for the fireworks. "As we approached the break wall, we observed a small boat exiting the harbor and entering the river," Donovan explained. "Next thing we know, the smaller boat hit the wake of a larger vessel and the boat overturned. The only thing visible was the white bottom of the boat."

Dorfer, the coxswain, quickly maneuvered the 25-foot response boat to the scene. "We got on scene instantly and observed five people in the water," said Donovan. "Two of the individuals appeared to be struggling to stay on top of the water and no one was wearing their lifejacket properly."

"Petty Officer Bouchard and I pulled a young female from the water first," Donovan continued. "She was saying she couldn't swim and appeared to be in distress. The second woman we pulled from the water was also in distress as she had attempted to put on



Reserve Boat crew from Station Alexandria Bay that rescued 5 people from the water. Pictured from left to right are BM3 Aaron Bouchard, BM3 Nicholas Dorfer and MK3 James Daley. MKCS Edward Donovan not present.

a lifejacket, but became tangled in it and her arms were twisted toward her back."

While Bouchard and Donovan were pulling the second woman into the boat, Daley was at the stern of the boat using a boathook to retrieve a man in the water. "The guy grabbed the boathook and started pulling himself toward the back of the boat," said Daley. "I told him to stop pulling and quickly pushed him away due to the proximity of the engines, as well as all the debris in the water."

Bouchard and Donovan were able to safely pull the other three people out of the water to the safety of the Coast Guard vessel. A Good Samaritan towed the boat back to Cape Vincent Public Boat Launch.

Training, dedication, and hard work saved the lives of five people on this day. "We utilized the training we have practiced during numerous man overboard drills to rescue the five people from the water in a quick, safe and timely manner," Donovan stated. "It doesn't get any better than that!"

— **Story by PA1 Brian Huth,**  
**9th District Public Affairs**

At the beginning of this year, the Coast Guard initiated a new Boat Forces Reserve Management Project in an effort to increase opportunities for reservists to contribute to both contingency and daily boat operations. This new plan extends the certification cycle from six to 12 months. That along with other changes, grant Reserve personnel more flexibility for operational readiness.

While many factors are involved in mission execution, this law enforcement case in July happened under the new Boat Forces paradigm. "The changes have been helpful because we have more time now," said Arburua. "I feel hopeful that we can all stick together and keep each other qualified with the new plan." Chief Petty Officer Martin Radcliff, the Senior Enlisted Reserve Advisor at Station LA/LB explained the value gained from increasing operational readiness. "You get results like this [patrol]," said Radcliff. "You get a very cohesive team that is qualified in their positions and are ready to be put to work."

Since this patrol and the other Reserve patrols that followed, the relationship between the reservists and active duty personnel at the station has changed, explained Magana. "We're valued as an asset even more so now. We needed the chance to show what we could do."

"Now that everybody is qualified, we can relieve some of the stress of the active duty," said Arburua. "They started requesting us for events and missions that they would normally do themselves."

"This crew is another example of the professionalism and skill which Boat Forces Reserve personnel bring to a station," commented Capt. Todd Wiemers, Chief, Office of Boat Forces (CG-731). "We believe the Boat Forces Reserve Management Plan will fundamentally transform the operational readiness of the Reserve Force by increasing opportunities for reservists to contribute."

With their heightened opportunities for readiness, Magana and Arburua hope to prevent more safety violations like they did on July 27. "The children on that last boat that we boarded didn't have the proper life vests," said Arburua. "Safety hazards like that get people killed. A lot of people underestimate the water and how dangerous it can be out there. We want to be sure everyone is boating safely."

The Reserve Boat Force at Station LA/LB stands by ready, qualified, and dedicated to help make that happen.

— **Story by PA2 Gina Ruoti,**  
**11th District Public Affairs**

# Seventh District SERAs meet to manage impending reductions

Senior Enlisted Reserve Advisors (SERA) together with Reserve Program Administrators gathered on Florida's east coast in August, 2014. The goal was to identify needs, map out requirements for reservists and hammer out innovative and efficient ways to manage crews. Sharing ideas and best practices for two and a half days, they collectively offered and hammered out ways to meet training and qualification requirements and administrative deadlines especially in a budget-constrained environment.

The meeting was the brainchild of Lt. Cmdr. Richard Lavigne, 7th District Reserve Force Readiness Division Chief. He continually emphasized the importance of readiness compliance as the Coast Guard "shrinks smartly" or right sizes the force. "When you bring someone into the Coast Guard," he said, "You essentially sign a social contract. You agree to consistently meet requirements, perform good and honorable service, advancing and promoting on schedule, and in return, we give you a retirement," Lavigne said.

In a forthright discussion of shrinking Reserve budgets and personnel numbers, Lavigne highlighted the importance of communicating with one another to meet annual requirements in a number of areas and ensure crews met obligations. He encouraged SERAs to closely examine staffing structures and to balance them against training requirements, while crafting innovative ways to partner with active duty counterparts to meet obligations.

"This feels like a sea change," said Lavigne. "However, it is right in line with Reserve policy, skills development for our members and attainment of qualifications," he said.

An array of ideas and solutions were recorded including examination of the structure at PSUs and MSSTs, who remain in a ready status. That's largely been attributed to the availability of yeomen and health services personnel.

The discussion also included Individual Training Plans, "C" School



availability, coxswain and boat crew recertification challenges and ways to speed up the PHA/dental reporting process. One idea floated was to add an area where SERAs can input comments to elaborate on a member's status. Examples include, "awaiting specialist appointment" or "dental completed last week of month due to appointment availability."

The take-home message was to empower members to stay competitive while managing their careers. Ongoing dialogue, collaboration and shared approaches offer a practical way ahead for 7th District reservists.

— *Story by PAC Judy L. Silverstein,  
7th District Public Affairs*



Clockwise above, three members share their perspectives following the 7th District SERA meeting on Reserve management issues. Above, SK2 Brian McMurry, Sector Charleston RFRS Staff; Above right, MCPO Janine Tshantz-Hahn, 7th District Reserve Command Master Chief; Right, BMC Eugenio Arencibia, SERA Station Miami Beach.



# Sector Baltimore Reservists Take Part in 9/11 Remembrances

Lt. j.g. Brandon Robers remembers that day 13 years ago that profoundly changed his life. That day was Sept. 11, 2001. "It's an event that is pretty well seared in my mind, as I guess is the case with most people," said Robers, who was on a field exercise in Army basic training the day of the attack.

Robers, who is with the Baltimore-based, all-reserve Mobile Support Unit (MSU), served in the Army for a decade before joining the Coast Guard. "Over the months that followed I found myself getting a lot of extra training within a couple of months in Europe, and within a few months after that, in Kuwait and then Iraq, and then back in Europe," he said.

It was three years before he was back in the United States full time, he said. "It's had a fairly dramatic impact on the course of my life over the last 10 years and certainly on the course of the lives of 3,000 who lost their lives on 9/11 and all their families, and everyone else in the military who has been deployed all over the world ever since," he said.

## Honoring the Fallen

Marking 13 years since the attack, Robers and other Baltimore reservists took part in charity events to raise funds, remember the victims, and honor those who have answered the call to serve.

For his part, Petty Officer 1st Class Martin Misjuns, a gunners mate at Sector Baltimore, helped organize a charity stair climb on Sept. 13, in Lynchburg, Va., which honored the 343 firefighters killed in New York City on 9/11. Misjuns, who is a firefighter and paramedic for Lynchburg, said it is important to keep the memory of those who perished in the forefront of national consciousness.

Participants in the Lynchburg 9/11 Memorial Stair Climb, including firefighters in full gear, climbed 110 flights to honor the firefighters who rushed into the burning World Trade Center towers and were killed in the collapse of the buildings.

The incredible bravery of the firefighters and others who gave their lives to help others that day must never be forgotten, Misjuns said. "As time moves on, we get further and further from the terror attacks, it's something that we need to continue to keep present just to remember the sacrifices that were made," he said.

Proceeds benefit the National Fallen Firefighters Foundation and the Central Virginia Burn Camp, he said. "It was a very rewarding feeling to be able to be a part of something that gives back to the community like that," Misjuns said. "At the end of the day, we raised about \$10,000."

## Baltimore Run

September 14 was a beautiful, late summer day for this year's memorial 5K in Baltimore according to Petty Officer 2nd Class Walker Stump-Coale. The peaceful day was a reminder back to that fateful day 13 years ago, he said. "Every year the weather is so great for this memorial run," he said. "Everyone comments on the weather; when they remember back to 9/11, they remember what a beautiful day it was."

Stump-Coale, who is a storekeeper with the Mobile Support

Unit, said the run makes him reflect on those who lost their lives and just how lucky he is to be alive and be able to take part in the event. He and Robers were among about 20 MSU members who took part in the Mercy Foot and Ankle Run to Remember. The race benefited Baltimore police and fire foundations to help families of fallen police or firefighters. "I just think it's great that the unit has always gotten people out to it. The participation has always been pretty high," Stump-Coale said. "I am really thankful for the command and the Coast Guard community for really always stepping up and participating in it."

The course was difficult and uphill, Stump-Coale said, but he still managed to finish second in his age group, male aged 30-39, with a time of 19:20.5.

Robers, a lawyer in his civilian job and a volunteer firefighter, placed first among firefighters, with a time of 24:40.9. "It's great to have the opportunity to, once a year, do something that's very public and very visible to remember all the sacrifices that so many people have made," Robers said.

## Pentagon Run

Each year, members from Sector Baltimore also take part in a 5K memorial run that passes by the Pentagon. Sector had a great turnout this year, according to Lt. Cmdr. Brandon McGowan, who organized sector participation this year. Having a team participate in the Arlington Police, Fire and Sheriff 9/11 Memorial 5K is a way for the Coast Guard to remember and honor the fallen, and help the 9/11-related and various charities the race supports, he said. "It's a great benefit for those charities and it's a great opportunity to recognize the efforts of first responders and to memorialize the sacrifices that were made on 9/11," he said.

In addition to sector reservists, participants on the team included active duty members, family and friends. "We had an excellent showing from the sector in general and we even had a member of headquarters staff run with us as well," McGowan said.

It was a meaningful experience to be on the team and represent the Coast Guard said Petty Officer 2nd Class Dan Kohner who noted that the Sector Baltimore team placed third among military teams, with a time of 26:12. "It was a good race, it was for a good cause," Kohner, a yeoman, said.

— Story by PA3 Lisa Ferdinando  
with contributions by Seaman Chiara Sinclair



Lt. j.g. Brandon Robers (left) and SK2 Walker Stump-Coale at the end of the Run to Remember in Baltimore.







Coast Guard Commandant Adm. Paul Zukunft pauses at a Coast Guard grave at the Flags Across America event, in which volunteers place flags at the graves of Coast Guardsmen at Arlington National Cemetery, Arlington, Va., Nov. 8, 2014.

## Flags Across America: Bringing Devotion to Duty to a New Generation

*Republished from the November 10, 2014 Coast Guard Mid Atlantic Blog*

Bright and early on a crisp November morning, active duty, Reserve, and retired Coast Guardsmen and their families gathered atop Coast Guard Hill in Arlington National Cemetery to recognize what Chaplain of the Coast Guard Steven Barstow described as the “victory of lives well lived.”

This year’s Flags Across America event, organized by the Washington, D.C., chapter of the Chief Petty Officers Association, brought together nearly 100 volunteer participants on Nov. 8 to ensure the dozens of headstones of fallen Coast Guardsmen buried at Arlington Cemetery were properly recognized in advance of the upcoming Veteran’s Day holiday.

Following opening remarks by Coast Guard Commandant Paul Zukunft and other distinguished guests, participants and their children lined up to gather bundles of American and Coast Guard flags before parting ways to cover the grounds at Arlington Cemetery.

Flags Across America began sixteen years ago when Coast Guardsmen visited Arlington Cemetery and noticed how many grave markers of veterans from other branches of service were adorned with the flag of their respective service and took on

the mission to ensure the Coast Guard was equally represented. As one of the founders of this event, retired Chief Warrant Officer Ed Kruska is pleased to see the growing enthusiasm for Flags Across America. “What’s really gratifying is to see it’s still going, and it’s getting better than ever, year to year,” he said.

The Master of Ceremonies, retired Chief Warrant Officer Gloria East, readily noted an increase in the number of children participating in Flags Across America over previous years. “We’re seeing a lot more kids, which is great,” said East. “These are young people we hope to see in following years. Some of these are kids of the ‘Coasties’ who serve. They’re going to grow up, and maybe they’ll join the Coast Guard. Maybe we’ll see them out here taking our place.”

Retired Lt. Cmdr. Steven Wolf leads Boy Scout Troop 1553 in Dale City, Va., and was pleased to take part in this year’s program. “We said, ‘let’s get our troop out here to participate,’ and they came out in force. I think it’s a wonderful event,” said Wolf.

Zukunft drew attention to the number of Girl Scouts, Boy Scouts and Cub Scouts in attendance, and said, “That’s what really moved me the most – to see the young kids out here today.”



Petty Officer 1st Class Robert Garcia, a food service specialist from Springfield, Va., echoed the sentiment, seeing Flags Across America as, “a great opportunity to volunteer and give back to those who served before us.” Attending with his wife Michelle and their daughters, Marisa, Ariana and Veronica, Garcia said he hoped his daughters, “will be able to gain a perspective of the importance of service in the Coast Guard and the magnificent history we have.”

This was not the first Flags Across America event Senior Chief Petty Officer Mary Cunningham attended, though it was the first time she brought her family, which included her husband Chuck and their 6-year-old twin sons Torry and Tavaris. Cunningham, who serves as the enlisted policy advisor in the office of diversity and inclusion, actively seeks ways to instill in her sons a commitment to service, taking them along to volunteer for local activities with programs like Meals on Wheels. However, with Cunningham slated to retire while Torry and Tavaris are still in elementary school, she hopes events like Flags Across America will help her boys gain a better understanding of her role as a service member. “We will be here every year, even after retirement,” Cunningham said.

— Story by PA3 Charlotte Fritts  
and photos by PA3 Lisa Ferdinando



Photos from this year's Coast Guard Flags Across America event at Arlington National Cemetery, Arlington, Va., Nov. 8, from the top, Chief Petty Officer Chris Sims looks for graves of fallen shipmates to place American and Coast Guard ensigns, Chief Petty Officer Michael Comess hands out a bundle of flags, Coast Guard Honor Guard presents the colors, and volunteers pose for a group photo.



## Sector Houston-Galveston hosts its first Reserve Coxswain College



**ABOVE:** Sector Houston-Galveston Coxswain College Instructors and Planning Staff (L-R) BM2 Ryan Carlisle, BM1 Matt Bufford, BMC Scott Ownby, BMC Marcus Bianca, MEC Michael Bazzrea, Lt. Michael Starnes, BM1 Courtney Cheatu and BMCS Greg Robertson

**BELOW:** A 25' RB-S operates in the Galveston Ship Channel, near Sea Wolf Park.



In the years since 9/11 the primary method of training Reserve small boat coxswains has been to activate boatswain mates on Title 10 orders, where they receive all of their training, and after 3 to 5 years they returned back to drilling status. This has created a problem with the majority of our coxswains being senior enlisted personnel and coupled with the closing down of most military out-load Title 10 operations, we no longer have the ready availability to train our reservists while on active duty.

The Reserve Command Cadre at Sector Houston-Galveston saw this trend happening and realized the need to train new boatswain mates as coxswains within the confines of the standard training structure of inactive duty for training (IDT drills) and two weeks annual duty for training (ADT). The training center at Yorktown offers an excellent, two-week coxswain course in the 25' RB-S; however, it is difficult to get enough seats in the quota system to train all reservists.

Staff at Sector Houston-Galveston reviewed the success of the local training "colleges" being offered around the country for boat crewmen, boarding team members, and pollution responders. They realized that working off of that model and using the Yorktown Coxswain course as a guide, they could develop a locally-held, intense course of coxswain instruction. After searching throughout available Sector personnel, a team of instructors and planning staff were assembled and the site of Station Galveston was chosen as an ideal location for instruction.

Station Galveston, which has been rebuilt since Hurricane Ike in 2008, offered excellent classroom facilities and a vast array of training opportunities on the water, to include, the sheltered ship channel, open bays, the Inter-Coastal Waterway, and the largest petrochemical port in the country (Houston) with a high-volume of varied, commercial ship traffic.

After a preparation and planning period, which began in late 2013, the course began on May 12, 2014 and ran through May 23. Eleven students and five instructors gathered with the planning staff to begin learning what they would need to complete the coxswain personal qualification system (PQS). Challenged with seasonal thunderstorms the first few days, underway opportunities were limited; however, the vast majority of classroom topics were completed during this time. Once the weather cleared, the underway days became long and hot but extremely rewarding



as the students worked their way through the underway curriculum in and around the Galveston and Houston Ship Channels.

Between morning classroom training, the trailering and launching of boats at the Galveston yacht club coupled eight hours underway. Most training days lasted up to 12 hours. The students remained enthusiastic as they were there to absorb and learn the skills necessary to become qualified Coast Guard coxswains. The instructors skillfully led their students through all PQS topics including piloting, navigation, boat handling, mooring, trailering, search patterns, towing, rescue, and much more. Student progress was rapid, quickly advancing from short navigation runs and boat handling in the ship channel to more advanced maneuvers, to include search patterns and towing.

When the class was in the early stages of planning the Contingency Coxswain qualification was the goal. But with the advent of the Reserve Coxswain designation in January of 2014, search and rescue had to be added to the curriculum. This was a critical focal point of learning because most of the class had no previous exposure to these search patterns during their time as Contingency Crewmen. By the first weekend of the school the students felt like pros, running Victor Sierras and Expanding Squares at night without missing a beat.

A strong camaraderie was built between all. The students worked in the same small groups while the instructors rotated through each boat on a daily basis to ensure maximum diversity of learning. Before long each instructor had earned a nick-name, or call sign, most notably, Lead Instructor BMCS Greg Robertson, "The Star," an endearing reference to the Senior Chief's rank insignia.

The academic portion of the class covered the entirety of the Small Boat Coxswain PQS with over 33 classroom hours and nightly homework. This included policy, procedures, navigation, chart work and more. Station Galveston was undergoing an extensive rebuilt and dock space was not available for the class. The Galveston Yacht Club generously donated two spaces and the students became adept at trailering and launching the other two RB-Ss. Almost 50 hours was spent underway training, totaling over 900 individual hours without a single mishap.

The instructors and staff closely evaluated the students for progress in learning both academically and within their boat

## Willingness Makes Way for Readiness

All around the Coast Guard, reservists struggle to maintain their certifications in accordance with policy. This is even more challenging in the 9th District, where most boat operations are suspended from October through March. Station Buffalo is a prime example of this reality.

BMCS Craig Allain took command of Station Buffalo in the summer of 2013 and my assignment as Senior Enlisted Reserve Advisor followed in October. Senior Chief Allain and I sat down and identified some shortfalls in the Reserve program. Through transfers, attrition, and several changes in policy and boat platforms, much of the Reserve crew had either fallen behind or not appropriately trained in their competencies.

While mobilization and medical readiness had not suffered, operational readiness had.

We worked with each member of the crew to better align their skills with their billets. Active duty and Reserve members continue to work together to bring the reservists up to speed and help them regain their competencies. Over the course of the



Reservists from Station Buffalo pause for a "selfie" while on patrol in the Buffalo Outer Harbor. In the past year, Buffalo's reservists have drastically increased their operational readiness through an intense training and qualification program. Pictured clockwise from bottom left: BMC Greg Rogers, BM3 Justin Mejia, MK2 Joe Gioele, BM2 Josh Jekielek, & ME1 Heather Knolhoff. Photo courtesy of ME1 Heather Knolhoff

year, we went from a crew with only 20% of the members certified to a crew with over 80% of the members holding their required certifications.

Through the hard work and determination of every member involved, we transformed the Reserve component of Station Buffalo from a willing crew to a ready crew. The Coast Guard Reserve is a program that needs constant and active attention from senior enlisted leaders to ensure efficient operation.

handling skills and they voted on a few notable achievements: Top Student went to BM3 Jennifer Barrington from Station Houston, and Most Improved was BM3 Cody Steel from Station Galveston. Both were presented with a handsome, bamboo-handled marlinspike in recognition of their achievements.

We would like to thank all of the support elements that helped put this course together and made it possible to conduct this training. There's not enough space to properly thank everyone in this forum, but most notably: BMCS Mark Spillane, Office-In-Charge, Station Galveston, for the use of facilities and personnel to keep the boats maintained; BOSN3 Jay Greiner, Sector Houston Boat Forces, working so hard to acquire platforms for training and the entire D8-DXR staff for diligently working to make sure orders were cut and funds were in place to keep things running smoothly.

Moving forward, several new Reserve RB-S Coxswains are expected in the coming months. There were several interested candidates who were turned away due to limited space this year... but we hope to repeat this successful course next year, allowing others to take part in the excellent training environment Texas has to offer.

— Story and photos by Lt. Michael Starnes,  
Sector Houston-Galveston



**SPAR Mabel Johnson's 100th birthday celebration from left to right, Master Chief Eric Norris, IT2 Christopher Sundeen, Captain Stuart Lebruska, Ms. Mabel Johnson, Mr. Gary Earling, LCDR David Gomez, Ms. Katheline Benjamin, Mr. Bill Fox, Ms. Debra Farley, and Mr. Bob Teetsel.**

## Coast Guardsmen Help SPAR Celebrates Her 100th

On November 4, 2014, Mrs. Mabel Eleanor Johnson, a WWII member of the U.S. Coast Guard Womens Reserve, better known by their nickname "SPARS" (an acronym for the Coast Guard's motto, "Semper Paratus - Always Ready"), celebrated her 100th birthday with her family and members of the Coast Guard Pay and Personnel Center in Topeka, Kan. She also celebrated the day by exercising her right to vote - an especially meaningful event for her, as she worked at the New York City voting polls in the 1940's.

Mabel was one of five children born to Norwegian immigrants who insisted their children embrace their newly adopted culture by only speaking English in their home. Despite the loss of one of her siblings to the measles and the death of her father when she was only 13, her family's fortitude and fighting spirit forged on. Mabel's mother supported the family by working as a domestic employee and the children were also expected to contribute by working in order to keep their family together.

Mabel's strong family values and dedication to hard work led her to attend secretarial school and upon her graduation she was hired by the Metropolitan Life Insurance Company. Her two older brothers pursued government careers - one built destroyer escorts and liberty ships for the U. S. Navy, and the other became a naval architect for the Army Material Command designing New York harbor ferries.

Joining her brothers' spirit of public service at the onset of U. S. involvement in World War II, Mabel answered the call to join the fight. While working in New York City, she wasn't sure which branch to join so she decided to walk down Broadway Avenue and entered the first recruiting office she encountered. Fortunately, she chose the Coast Guard and enlisted in October 1943.

Shortly after enlisting, she attended boot camp in Palm Beach, Fla., and then enrolled in Storekeeper School. Upon graduating from the training program, she was transferred to Cleveland, Ohio where she worked in the payroll and supply division which supported the Coast Guardsmen of the Great Lakes. While stationed in Cleveland, Mabel was offered a transfer to the

Hawaiian Islands but was swayed to not pursue the opportunity by her future husband Ken.

Mabel and Ken were married in March 1945 while he was serving as a Merchant Mariner at his homeport in New York City. During this time, servicemen and women were required to wear their uniforms at all times. Mabel needed to request special authorization to wear her wedding gown for the marriage ceremony.

Mabel eventually moved to New York to be with Ken after she found a SPAR there who shared a comparable job description and duties and was willing to transfer to Cleveland. Mabel faithfully served her country until May 18, 1946 when she was honorably discharged.

Mabel's husband Ken passed away after 50 years of marriage. She currently resides with her daughter, Elizabeth in Olathe, Kan., a suburb of Kansas City. She also has two sons, Gary and Ken, nine grandchildren, and five great grandchildren.

— *Story by YNC Morgan Ferrer,  
Photos by Mr. Jeff Guerrero*





## Coast Guardsmen Participate in Veteran's Day Program at Florida School

Coast Guardsmen from Recruiting Office Mobile, Station Destin, Sector Jacksonville and the 1st Coast Guard District represented the Service during Ruckel Middle School's Veteran's Day extensive celebration. After the honor guard from Hurlburt Air Force Base posted the colors and the singing of the national anthem, a wounded warrior gave a key note speech to nearly 1,000 students and faculty. Following a service medley played by the school band, members of each service spoke with students during their first period class about their Service. The Coast Guard representatives remained in the gym and showed video and shared stories of their experiences and reasons for serving to over 100 students.

— *Story and photo by Capt. Martha LaGuardia*



Lt. Cmdr Don Cooley (Sector Jacksonville), Capt. Martha LaGuardia (1st Coast Guard District), AMT1 Jeffrey Robertson (Recruiting Office Mobile), OS1 Trevor Vallet (Recruiting Office Mobile), BM3 Jose Rivera (Station Destin) with station mascot, Rudder.

## Station Washington Reservist Sets High Standard of Accomplishment

"MK2 James Hardey is an outstanding example of adherence to the Coast Guard's Core Value of devotion to duty and his drive and determination for professional development is an outstanding example of what can be accomplished to other reserve members," notes ITC James Krise, the station's Senior Enlisted Reserve Advisor.

"During the two years that Hardey has been a reservist at Station Washington he has graduated from MK-A School, advanced twice, and obtained and maintained his boat crew and boarding team member competencies. In addition, he was recognized for his volunteer efforts and promotion of the USCG as a career."

Krise also pointed out that Hardey graduated from Virginia Military Institute (VMI) with a Bachelors of Science in Mechanical Engineering and a minor in Mathematics and is in the process of applying for Officers Candidate School.



Hardey is shown here during his advancement ceremony at Station Washington, D.C., on August 14, 2014 when he was advanced to MK2. His new collar devices were pinned on by BMCM Shawn Hoeftling and his wife, HS3 Elizabeth Hardey.

## Station Golden Gate Hosts Reserve Boat Crew Training



Crewmembers from Coast Guard stations around the Bay Area train at the new Reserve Boat Crew College located at Coast Guard Station Golden Gate, Aug. 7, 2014. They conducted boat towing, learned how to use an onboard pump, practiced using a Mustang suit use and Stokes basket. The Reserve Boat Crew College is a new program aimed at giving both reservists and active duty members the same training that they would get at the Response Boat-Small course at Yorktown, Va.

Photo by PA3 David Flores









# UNDERWAY

**DIRECTOR OF RESERVE BEGINS HIS  
RESERVE FAMILIARIZATION TOUR WITH  
THE RESERVISTS IN THE 7TH DISTRICT**

# RESERVE LEADERSHIP VISITS THE 7TH DISTRICT

## STORY AND PHOTOS BY PA3 JOURDIN BEGO, 7TH DISTRICT PUBLIC AFFAIRS TEAM

For nearly a week in October, Rear Adm. James Heinz and Coast Guard Reserve Force Master Chief Eric Johnson took the time to visit with reservists throughout the Coast Guard's 7th District. From Miami to Guantanamo Bay, Cuba, to Sector St. Petersburg, they listened and spoke with reservists on a range of topics, which included the current budget environment and the future of the Reserve force.

"There are a lot of good practices going on in the 7th District that I think could be great examples to emulate in other places," said Heinz, Director of Military and Reserve Personnel.

Throughout their visit a few repeat themes emerged. These included reasonable commuting distance (RCD), the Western Hemisphere Strategy and the future of certain rates. All these topics appeared to resonate with reservists at each unit visited by Heinz and Johnson. For example, reservists who commute extraordinarily long distances to their drill sites asked several questions about RCD policy at the Sector Miami All Hands meeting. That's an issue currently on the radar of Coast Guard Reserve leadership and one they are working to address.

"Fifty-five percent of reservists are outside a reasonable commuting distance," said Heinz. "So a look at the location of billets is critical to improving efficiency and quality of life."

As the most senior leaders of Coast Guard Reserve, Heinz and Johnson were particularly forthright about the current budget, but emphasized and discussed opportunities to streamline and optimize training opportunities.



Crewmembers from Base Miami Beach and Sector Miami ask questions of Rear Adm. Heinz, Director of Reserve and Military Personnel at an all-hands at Base Miami Beach, Florida, Oct. 18.



Rear Adm. Heinz congratulates EMC Jason Bolling on his advancement to Chief Petty Officer at Base Miami Beach, Oct. 18.

"When times get tough you look at how you spend every dollar... and the best way we can invest those dollars is training," said Johnson, who has first-hand experience in the budget process.

A number of references were made to the Commandant's Western Hemisphere Strategy, which addresses threats and challenges to our nation's maritime and economic security.

"The Western Hemisphere Strategy talks about being able to respond to one national contingency... and then maintaining the high tempo and operations that are currently in place," said Heinz.

The response component is something to which Heinz and Johnson pay close attention. They also review the Reserve Personnel Allowance List as well as funding and training. Yet in spite of a challenging budget climate and the constantly changing landscape of threats, Heinz and Johnson reiterated that reservists are essential to the Coast Guard's successful performance.

"We have some challenges ahead, but it's an opportunity to align things and make it all work," said Johnson at the Reserve All-Hands at Sector Miami. He also had a message for all Coast Guard reservists. "You guys are a big deal and I want to take good care of you," Johnson said.

As such, those in attendance at the All Hands were grateful to Heinz and Johnson for taking the time to meet with them and to listen to the challenges they face.

"It was great being able to voice your opinion right to the top, so you know your voice is being heard," said Senior Chief Michael Mullins.

"I think the future of the Coast Guard Reserve is very bright and there are a lot of opportunities," said Johnson. "This is the time when we are looking to maximize the efficiency of our force and it's an opportunity to succeed, an opportunity to hone our skills, and be more valuable."



# AN ADMIRAL AT THE DECK-PLATE

STORY AND PHOTO BY ARMY SGT. ADRIAN BORUNDA, JTF-GTMO PAO

Rear Adm. James M. Heinz, U.S. Coast Guard acting director for Reserve and Military Personnel, visited with Coast Guardsmen of Port Security Unit (PSU) 312 Tuesday, as part of his visit to U. S. Naval Station Guantanamo Bay.

Heinz, an engineer by trade, visited with Coast Guardsmen whose job is to maintain the PSU vessels and also took a familiarization patrol of the bay. One focus of his visit was to see the way the PSU works with Joint Task Force Guantanamo Bay and the naval station Service members.

"I'm very impressed by not only the partnerships the Coast Guard has maintained with the other services, but how they continue to build and come together," Heinz said. "I have heard nothing but positive things about our Coast Guardsmen here and it's safe to say that my expectations were exceeded."

Heinz said he was proud of PSU 312 and their service and looks forward to the unit returning to their home station in San Francisco, Calif.

"I want to say thank you to all the Coast Guardsmen. I appreciate your sacrifice that comes with this important job we have here. Coast Guardsmen are an integral part of making



Rear Adm. Heinz underway with members of PSU 312 during his visit to Guantanamo Bay, Cuba

Guantanamo Bay successful," Heinz said during a meeting with unit members.

For Master Chief Petty Officer Sean Fey, PSU 312 Waterside Security Chief, Heinz's visit provided his Coast Guardsmen and him an opportunity to come face to face with senior leadership.

"It allows everyone down to the deck plate level to be able to meet him and communicate how things are going here," Fey said. "For me personally, it's great to see a leader like the admiral and to meet who is actually fighting for us and supporting our mission here. ≈

That dovetails with the importance of attaining qualifications, maintaining optimal readiness levels and maintaining 100 percent attendance at drills. Johnson also emphasized the importance of seizing leadership opportunities. As the senior enlisted leader of the Reserve force, Johnson is accountable for assisting with policy affecting the enlisted member of the Reserve. He addresses quality of life issues and reports directly to Rear Adm. Heinz.

"From about the time that I had become a chief petty officer, I wanted to have this job," said Johnson. "Anyone who was around me knew I wanted to have this job, so for the last 20 years, I knew what my goal was."

It's worth noting that Heinz serves as the advisor to the Commandant on Reserve Affairs. Additionally, he is

responsible for personnel and operations within the Reserve Component.

"It wasn't something that I had envisioned doing, but I'll tell you that I couldn't be more excited to be in the job," he said. "The exposure that we have given the Reserve program has been extremely inspiring to me, and we want to continue to build on that and continue to build on the enthusiasm that we saw in this visit as well."

In the future, the two leaders plan to visit other districts to observe their operational approaches and to learn how they maximize the efficiency and readiness of their Reserve personnel. Yet it's clear their recent trip to the 7th District provided valuable food for thought, especially as they navigate the planning process for both the budget and training. ≈



Reserve Force Master Chief Eric Johnson addresses the crew at an all-hands at Base Miami Beach, Oct. 18.

# UP CLOSE AND PERSONAL







# Chiefs Academy

Story by PAC Rachel Polish and PAC John Masson

**Editor's note:** *Public Affairs Chiefs Rachel Polish, of San Francisco, and John Masson, of Ann Arbor, Mich., coincidentally found themselves enrolled last summer in the same class at the Chief Petty Officer Academy. As Public Affairs Chiefs, they found it only natural to put a few of their impressions on paper for the Reservist.*

**PAC Polish:** My eyes opened in advance of my phone's alarm clock. Staring at the shadows on the ceiling, I contemplated my options. Do I get out of bed and disturb the pre-dawn stillness around me? Or do I allow the nervous energy that had been gradually building for three days to take over and kick me out of bed? Recognizing that going back to bed would be futile, I threw on some sweats without turning on the light, splashed cold water on my face in the sink across the hall, and made my way down the hill to Two Rock Coffee Company as the doors opened for the day. A pleasant woman eagerly greeted me as if she had been awaiting my arrival.

"You must be part of the new Reserve class that arrived last night," she said.

How could she know this? In my pre-caffeinated state, I mumbled my order and attempted to thank the woman as she continued to welcome me. Making my way back up the hill toward the barracks, the realization that I was actually attending Chief Petty Officer Academy (CPOA) at Training Center Petaluma was starting to hit me. On Friday I didn't have orders or more than an inkling of what CPOA entailed. Yet here I was as a last-minute addition to the Reserve Class 36 roster, early on a Monday morning, mentally preparing for the two weeks that would eventually become among the most fulfilling of my Coast Guard career.

**PAC Masson:** I woke up early, too, but that shouldn't be surprising — my brain was still on Ann Arbor time. This isn't to say I, too, didn't immediately stumble down to the Two Rock for a quick blast of caffeine. Why didn't I remember to pack a coffee maker?

## First day of class:

**PAC Polish:** Functioning as a traffic cop of sorts, an instructor opened the theater doors and ferried me to one of three "liaisons" standing behind a glass display case. A confident and impeccably uniformed chief searched for my name on the list before him then said, "You're on my team, which is the yellow team."

I didn't know what any of this meant yet, but I had my first taste of the academy. Eventually, I would come to learn that teams comprise a group of students that would work together on challenges and projects. Additionally, the chief who provided the team information was not only one of our instructors, but my team's primary conduit—or liaison—to the academy.

Making my way into the theater all I wanted to do was to meet more of my classmates. I worked my way down one of the aisles as if I were taking part in a conversational receiving line, hoping to find out as much as I could about people's backgrounds, civilian careers, units and hometowns.

**PAC Masson:** One of the more interesting observations made later by BMCM William Lindsay, the CPOA school chief, was the marked difference between how reservists interact during this initial meeting in the auditorium, as compared to their active duty counterparts. The active duty members tend to settle in and wait for the program to begin, he said, while the reservists spend more time introducing themselves and talking about what they do in the civilian world. He attributed part of the difference to reservists' experience at figuring out each others' strengths when they're unexpectedly gathered together for events like deployments.

# A Vision of Leadership Excellence

Story by PAC John Masson  
and PAC Rachel Polish

BMCM William Lindsay, the energetic school chief at the Chief Petty Officer Academy in Petaluma, has some definite goals for the school he leads. "My vision for the Chiefs' Academy is to be the premier leadership academy of any service," he says. "It starts with the us. We are such a small service that we need to be operating at top efficiency."

That doesn't mean that new chiefs who have the Chiefs' Academy on their training "to-do" list—which is to say all of them, as the Master Chief Petty Officer of the Coast Guard Steve Cantrell has made amply clear—need to be overly anxious about what awaits them. Lindsay talks a lot about leading with heart, and kicks off each class, active and Reserve, by telling students that they will leave school with the skills and knowledge they need to more effectively lead their crews. And that may be even truer for reservists. "The level of experience that a reservist brings is what makes a Reserve class different," Lindsay says. "We're talking about a whole plethora of outside world experience. This isn't just the Coast Guard. This is the civilian sector, as well. Reservists are bringing in that real-world experience."

The vast majority will also have a universally positive experience while they're at Chiefs' Academy. That was certainly the case for BMC Pat Howerton, who graduated this summer with Reserve Class 36. "It was a great opportunity for a lot of chiefs to get together and share their experiences and what's going on in their neck of the woods," says Howerton, whose civilian job is with Customs and Border Protection and who serves as Senior Enlisted Reserve Advisor at Station Marblehead, Ohio. "You find out we're all experiencing the same things. You find out quite quickly that there aren't really any isolated issues."

For Howerton, the secret of the Chiefs' Academy was how the course somehow finds a way to take nearly all students out of their comfort zones. "You came to rely on your classmates to help you through it, whether it was the ropes course, building the PowerPoint presentation, or preparing the speeches we all had to give," he says. "That helps develop that camaraderie. That camaraderie, that teamwork that helps you come together as a chief's mess."

For the reservists, that sometimes means good-natured ribbing on such Chiefs' Academy staples as the high ropes. Firefighters might remind their law enforcement classmates: "Hey, you climb that ladder like a cop!" And then immediately line up to shout encouragement while the classmate successfully overcomes the obstacle.

Lindsay says such mutual encouragement is exactly the point. "To see a group of chiefs from all around the country starting to learn more about who they are on day one, then seeing the bonds they develop during their time here is incredible," Lindsay says. "We don't want you to come to a two-week school. We want you to come to a two-week





Chief Petty Officer Jennifer Stanton reflects on leadership challenges she has faced during an interview for *Reservist* magazine in her office at Coast Guard Training Center Petaluma, Monday, Nov. 10. Stanton is an instructor at the Chief Petty Officer Academy, a “C” school required of E-7s, providing leadership development, physical training and academic instruction.

Photo by PA1 Bill Colclough

experience. It’s all about having that experience of working together as a chief’s mess.”

A crucial component of that experience comes through the guidance and leadership of the Chiefs’ Academy instructors, who also serve as liaisons between each team and the academy. The instructors are the glue that holds the course together, says Assistant School Chief ETCS Kevin Odom. “Leadership matters,” Odom says. “The consequences are obvious. When you don’t have strong leadership, bad things can happen. People often talk about when poor leadership has impacted them. They never forget. But the same thing can happen with great leadership. I’ve seen units fail because of one person, but also succeed because of one person.”

The goal of the Chiefs’ Academy is to make sure the latter happens, and not the former. It’s why instructors work hard each year to teach approximately 650 active and 100 Reserve chiefs in a course that demands as much from the instructors as it does from the students.

“As a liaison, I’m a part of your team as much or as little as you need me,” says BMC Nick George, one of the instructors. “I look to challenge people if they need it or if I feel they need it. It’s an awesome thing to help people get through it. The best

parts are helping people have breakthroughs and challenge themselves.”

A similar philosophy guides BMC Jennifer Stanton, another instructor. “We want students to leave here energized, with confidence, knowing who they are as a leader,” Stanton says. “We want them ‘re-blued,’ energized, ready to make an impact and bring those positive traits to the forefront.”

Howerton, for one, is a believer in the results. He was especially impressed by the opportunity to meet the Reserve Force Master Chief and the LANTAREA and PACAREA Reserve Gold Badges and emerge with a better understanding of changes in the Reserve force. He already has shared that understanding with his junior members. “I’ve told everybody I bump into, ‘Hey, you gotta go to the academy. Don’t put it off. You’re going to have a good time ... go with an open mind. You’re definitely going to take something away from the experience.’”

And that’s something Lindsay never tires of hearing. “Knowing that they’re leaving here better than they came is the reward,” Lindsay says. “Some things, you don’t get to take them home. But you get to keep them in your heart.” ≈

## Lodging:

**PAC Polish:** Our class was split between Harrison Hall and Mace Hall. As the last one added to the class, I was fortunate enough to have my own room in Mace Hall, but most of us were doubled up in rooms that had separate bedrooms. Rooms were very clean, complete with a storage closet, landline phone and TV with cable, enabling me to watch my beloved San Francisco Giants after PT or between classes.

It is important to note that there was a \$20 charge for the room per night, which needs to be reflected on one's orders for reimbursement.

**PAC Masson:** Reservists who usually travel for their ADT will be familiar with the lodging arrangements. Students can pay

for their rooms with their government travel cards, then file a travel claim for reimbursement. The only real difference is that I've yet to encounter a hotel room on ADT that only cost me \$20 per night.

## Classroom and teams:

**PAC Polish:** I'm not positive, but my mouth must have dropped when I entered our classroom. Each table was immaculately arranged for each team and student. Individually labeled signs and personalized CPOA Reserve Class 36 mugs were placed in front of each seat, indicating which student would make that spot their classroom home for the next two weeks. Teams were seated together in a U-shape around one of three long tables. After taking a

# MCPOCG visits Defense Information School, attends graduation

Story by PA1 Renee C. Coleman

The Master Chief Petty Officer of the Coast Guard, the senior enlisted person in the service, made history by visiting the Defense Information School (DINFOS) at Fort Meade, Md., on November 19.

The purpose of Master Chief Petty Officer Steven Cantrell's visit was twofold: to tour DINFOS and to celebrate the graduation of the Basic Public Affairs Specialist Course (BPASC) Class 070-14. BPASC, which comprised soldiers, Marines, one sailor and three Coast Guardsmen, graduated in a ceremony attended by student detachment leaders, instructors, friends and families of the service members.

Public Affairs petty officers from as far away as St. Petersburg, Fla., and Atlantic City, N.J., traveled to meet Cantrell and to see the graduation ceremony.

Before the ceremony, Cantrell toured DINFOS with Jimmie Bell, the director of staff at the school. Bell, who served as a journalist in the Navy and retired as a master chief petty officer, said this was the first time a Master Chief Petty Officer of the Coast Guard visited the hallways of DINFOS. "It made me feel great to see the MCPOCG visit DINFOS within six months after assuming his position at Coast Guard headquarters," Bell said. "DINFOS is a small organization with a small cadre of Coast Guard students, but he took the time to visit the school, visit with staff and students, and attend a graduation."

When a distinguished visitor such as Cantrell requests a tour of DINFOS, Bell tailors the tour to his or her needs, he said. The goal of Cantrell's visit was for him to observe and better understand the joint service environment and how service members are trained at DINFOS.

Cantrell started his tour at the DINFOS Hall of Heroes, a solemn reminder of the men and women who lost their lives telling the stories of the Army, Marine Corps, Navy, Air Force and Coast Guard. Cantrell said he appreciated seeing the memorial. "We must never forget that service members in all fields -- not just operators, but also support, supply and administrative personnel -- have given their lives in service to our nation," he said.

During the tour, Bell highlighted the variety of departments,

instructors and classrooms at DINFOS so Cantrell could see the full scope of what the school has to offer, not just to Coast Guardsmen, but to all members of the Armed Forces. The joint service environment provides a unique learning environment for students and instructors alike.

"Any opportunity to participate in joint-service operations or training is beneficial to a service member," Cantrell said. "It promotes resiliency and flexibility, while broadening horizons."

"It was truly inspiring to see service members wearing five different uniforms -- that of the Army, Navy, Air Force, Marine Corps and Coast Guard -- united in the execution of the same mission," he said.

Cantrell also met with the Coast Guardsmen for lunch and a question-and-answer session. Included in the group were the three graduating Coast Guard students from BPASC 070-14: Petty Officer 3rd Class David Micallef and Petty Officer 3rd Class Amanda Norcross, both on active duty, and reservist Seaman Chiara Sinclair.

Over 56 training days, BPASC students are trained in journalism, photojournalism and public affairs. Upon graduation, they are sent to the field and fleet and expected to perform as fully trained information and communication warriors.

For Coast Guard members, the time commitment is even greater. On average, Coast Guard enlisted personnel wait three years to attend DINFOS. During the wait, Coast Guardsmen are sent to the fleet as "nonrates," with the expectation of completing a variety of jobs, whether underway on a Coast Guard cutter or ashore with a land-based unit. For nonrated Coast Guard personnel still waiting to attend any training, Cantrell offered advice and encouragement. "I would recommend that people really look at their priorities before choosing a career field or deciding whether or not to wait an extensive period of time," Cantrell said. "If we're talking about your ideal career field, any wait is worth it."

Becoming proficient in essential skills, taking on increasingly difficult duties and acquiring advanced qualifications, finishing college degrees and completing advancement requirements all



moment to marvel at how much work was involved in organizing the entire room, I found the sign and coffee mug with my name at the back of the middle table.

By the end of the second day, I realized that having this particular seat proved to be incredibly fortuitous. My seatmates — YNC Kristine Rommel to my left and ETC Dominick Volpe to my right — doted on me like a sibling who occasionally struggled to keep up with the rest of the family. Lessons moved at a brisk pace and the time to learn each topic was short, making Rommel's and Volpe's continuous guidance integral to my growth.

**PAC Masson:** I was stunned at the care and precision our hosts had shown in arranging the classroom. The message of respect being sent by the staff was unmistakable — and if our

instructors were willing to put this much effort and attention to detail into setting up the classroom, I knew I owed them every bit of my attention and effort for the next couple of weeks. Also, I'd like to know what labeling system they use to put our names on those coffee mugs. Mine is still attached and unsmirched after months of use.

## Expectations of each team and individual:

**PAC Polish:** The yellow team — now also known as Team Phillips and Team Gold (gold sounded better than yellow to us) — was formally introduced to our CPOA liaison, BMC Nicholas George, who collected us to provide instruction on how to get started. Each team would work on a group presentation that would be delivered in the final days of class, incorporating visual aids and ensuring every chief had a speaking role.

In addition to the team responsibilities, George outlined what we needed to accomplish individually. Every student had a physical fitness goal and was expected to enter athletic activities in a mobile application, earning points based on the intensity and time spent on that activity. Additionally, we would each compose an essay based on a Coast Guard-related topic for which we wanted to advocate. Lastly, we would have nightly homework, such as reading and online tests that would provide insight and analysis into our unique personality traits.

The sheer volume of projects, in combination with the physical fitness goals, sounded daunting. However, during our team meeting, many of my teammates offered innovative ideas for how we might be more strategic in tackling some of the assignments. But by identifying creative ways to support one another, the amount of work that needed to be completed outside of the classroom no longer seemed so insurmountable.

**PAC Masson:** I was a little intimidated by our physical fitness goals. What I found, however, was that the amount of walking around the hilly training center, combined with after-class workouts in the well-appointed training center gym, could be combined with activities over the weekend to exceed the goal. (A Saturday walk down from the Marin County headlands and across the Golden Gate Bridge — and back — may have had a lot to do with that.) By the time we added in class fitness activities such as Zumba, circuit training and spinning, meeting the goals wasn't a problem. Be sure to take the advice that appears on the CPOA website: pack excellent shoes. For a flatlander like me, the hills of Northern California meant that my worn tennis shoes let me down in a fairly painful way.



Master Chief Petty Officer of the Coast Guard, Steven W. Cantrell, advances Amanda Norcross to the rank of Petty Officer 3rd Class, during the graduation ceremony for the Basic Public Affairs Course 070-14 at the Defense Information School.

U.S. Army Photo by Staff Sgt. David T. Chapman

are good objectives, he said. "Following your passion for work is important, and waiting three years to follow that passion is well worth it," Cantrell said. "Plus, you're gaining real-world Coast Guard experience while you wait."

Cantrell and Master Chief Petty Officer Mike O'Berry, the Public Affairs Rating Force Master Chief for the Coast Guard, participated in the graduation ceremony as members of the official party. Together, they advanced Norcross to the rank of petty officer third class.

Later, following a round of "thank-yous" to DINFOS leaders and instructors, and photos with the visiting Coast Guard members, Cantrell said his day at DINFOS reaffirmed that Coast Guard Public Affairs specialists are vital contributors to the principles of strength through truth and maximum disclosure with minimum delay. "In the future, I believe Coast Guard Public Affairs specialists will play an ever-increasing role in educating and informing our audiences — both internal and external," Cantrell said. "It's the 21st century, and the general public, as well as our workforce, is more educated and better connected than ever before — and they've never been hungrier for information."

"An informed public is a more supportive public, and an informed workforce is a happier and more motivated workforce," he said. "It is Public Affairs specialists, telling the Coast Guard story with clarity and honesty, who will help make that happen." ≈

## Class:

**PAC Polish:** After a week of homework, including reading and online tests, classroom instruction and lively dialogue on topics such as coaching and counseling and leadership techniques, the curriculum began to shift. Initially, the focus had related to best practices for leading individuals and teams. Now there was a move toward understanding who we were as individuals and what types of leaders we wanted to become. Through two different personality tests, including one where current and former colleagues were asked to provide honest and anonymous feedback, each of us was expected to come away with a greater understanding of ourselves and where we could improve. As both sets of test results were distributed, there was an uncharacteristic silence as each student took a few minutes to reflect and determine how to translate the information into actionable growth and improvement. Over the course of the next few hours, our class was led through a series of insightful discussions and fun group exercises in an effort to help us consider new tactics in leading individuals and teams. This was the day I viewed as the biggest gift the Coast Guard could give me, as I now possessed the tools for self-improvement and personal development that would help guide me on my journey to become the best leader I could be.

**PAC Masson:** For me, this segment was the heart of the course. By the time we become chiefs, most of us have a pretty solid understanding of our own strengths and weaknesses. But hearing from coworkers and subordinates about ways to better employ those strengths was inspirational in a very positive way. Since coming back from Petaluma, I've made a conscious effort to be more assertive about the areas in which I hold special expertise — while still trying to improve on areas where I could be stronger.

## Ropes Course:

**PAC Polish:** After working as a reserve class to complete a series of low ropes exercises and with the active duty class to overcome a ropes course obstacle early in the first week, we eagerly awaited the day when we would have the opportunity to conquer some of

the challenges on the high ropes course. On the second to the last day we were given that chance.

It worked out perfectly for the three teams in our Reserve class to rotate among three obstacles. After receiving instructions about how to adjust our helmets and harnesses, each team was assigned to a different obstacle and received specific guidance on how to tackle the challenge before them. Our liaisons worked through exercises with each of us, using instructive pep talks and physically serving as counterbalances on the other end of our harnesses. It didn't hurt that my team nurtured one another, providing words of support and offering helpful tactics that worked best for them. Not only did the ropes course prove to be a bonding experience, but it truly demonstrated what the power of a unified chief's mess could do in overcoming any obstacle.

Our instructors provided us with nothing but encouragement, helpful advice and words that instilled confidence in our ability to complete each challenge—despite taking a bit of a physical beating while keeping us safe.

On this afternoon, I came to the realization that each of these instructors was hand-picked for a reason. It takes a very special talent that can combine teaching a class in a reassuring and effortless way with the compassion to believe in each of your students in times when their confidence might fail them. As a fortunate recipient of the CPOA instructors' lessons, pep talks and unwavering support, I'm completely humbled when I consider how much the academy and the Coast Guard invested in me.

**PAC Masson:** Those of my classmates who ventured across the Golden Gate with me learned that I have no great love of high places. Hanging out the door of a helicopter with a camera, being held in by nothing but a gunner's belt? No sweat. Walking across, say, a 2-mile-long bridge suspended 500 feet above San Francisco Bay? Not so fond. So it was with a lot of trepidation that I found myself, later that week, taking part in the high ropes course. Without the encouragement of instructors and classmates — I'm looking at you, BMC Scosh Koran — I'm not so sure I would have made it.

## Graduation:

**PAC Polish:** I had only heard about graduation being an extended and beautiful affair during our rehearsal with the active duty class earlier that day, but I could not conceptualize how it could be both. Entering the hotel lobby in the late afternoon, I was greeted by a stunning ice sculpture with the CPOA insignia and "Altus Tendo," the academy motto meaning "reach higher," inscribed into its face — a breathtaking and unexpected sight for a military graduation. With excitement building, a group of us gathered in a hotel room to get ready, helping one another with hair and makeup, lint-brushing uniforms and shining shoes, impatiently anticipating what the evening had in store. As YNC Melinda Bruck braided my hair and FSC Andrea Bisignani inspected my uniform, I attempted to fathom how, in two short weeks, the CPOA staff could take a group of strangers and create bonds that had the potential to last a lifetime.

After taking formal portraits, we were finally given the green light to enter the hotel banquet hall. Similar to the first day in our classroom, the stage, graduation certificates, tables and room were carefully arranged with measured precision. As a thoughtful touch, master chiefs from different units were dispersed throughout the room, ensuring most graduates had senior enlisted representation for this momentous event in their Coast Guard careers. Even at the final event, the investment our instructors made to ensure our two weeks was "all about the students" was unmistakably evident.



Chief Petty Officer Carlos Villanueva grasps a line on a ropes course obstacle at Chief Petty Officer Academy, Thursday, August 7. Photo by PAC Rachel Polish



I'm so lucky that my husband was able to join me and together we found our assigned seats at a table with other members of Team Phillips. Knowing that my name would soon be called to receive my graduation certificate, I gratefully reflected upon the past two weeks, not ready for my CPOA experience to end just yet. Far from a transactional experience, I gained practical skills and fresh knowledge that could easily be applied to the leadership role I was about to assume with a new unit. Perhaps more importantly, I expanded my network of accomplished chiefs who became more

than shipmates, but very good friends. As the nervous butterflies battled in my stomach, I lined up alongside the wall with the other chiefs in my part of the alphabet, anxiously listening for my name.

**PAC Masson:** Suffice it to say that the lessons learned and friends made at CPOA will stay with me for the rest of my life. Hardly a day goes by, civilian or military, that I don't apply some practical or academic concept either learned or reinforced there. Chiefs, don't delay. Get that short term training request in today. ≈

# Leadership development through “blended” training: SELC evolves into its first decade of 21st-century learning

Story by BMCS Michael Mullins, Sector Miami Reserve Command Senior Chief  
and PACS Sarah B. Foster, Atlantic Area External Affairs

The six weeks spent immersed in leadership discussions on Coast Guard history, core values, ethics, budget, conflict management and organizational change bolstered by a trip to Training Center Cape May, a mentoring session with recruits and cadets, and a tour of Chase Hall and the Coast Guard Museum was an experience of a lifetime for Senior Enlisted Leadership Course (SELC) students.

Sixteen senior enlisted reservists and active duty members from all over the Coast Guard converged at the Leadership Development Center in New London, Conn., in August to learn and most importantly to build meaningful relationships for two weeks following four weeks of online discussions.

The “blended” learning concept of combining non-resident (on-line) and classroom instruction is a recent development at SELC during its 10-year stint. Judging from the students' active participation on both learning venues, it has been a success after many other learning techniques were adopted and incorporated.

The online discussions provided an open forum for participants. While at times challenging with real life's time constraints and distractions, budgeting at least one hour a day

was worth the effort where anyone can access the discussion board from any computer and compatible web browser.

“When we first incorporated the on-line portion of the discussion board recently, we started with one topic,” said Master Chief Kevin Leask, SELC school chief. “We added several more topics after realizing that students were very receptive to online dialogue; in fact, we've topped more than 1,000 posts during some class discussions.”

By the time students arrived Aug. 15, most had already discovered common ground and intersecting interests, despite the large diversity in ratings and communities. Leaders from aviation, cutter forces, boat forces, logistics, and Reserve, engaged in a free-flowing discussion about conflict management, leadership styles, sexual assault prevention and leading change.

Writing instructor Dr. Susan Roberts helped students with writing techniques by encouraging critical and analytical thinking while Master Chief Leask lead thought-provoking discussions and debate to reinforce the online discussions and to synthesize ideas from leadership library titles such as Phillips and Loy's *Character in Action*, Kotter's *Leading Change*, and Tiegner and Barron's *The Art of Speed-reading People*.

For the public speaking requirements, students were required to deliver presentations on either leadership philosophy or leading change. In using the assignment as a leadership platform, students engaged their classmates enthusiastically as they endeavored to articulate their point of view.

The class visit to TRACEN Cape May revitalized personal history and a sense of homecoming while the interactive tour at the newly-renovated Coast Guard Museum revived connections and a love for Coast Guard history.

“This course is worth the time and effort for any senior enlisted member desiring to expand their leadership knowledge in preparation for a Silver/Gold Badge, or Rating Force Manager assignment,” said Master Chief Petty Officer Joseph Katchko.

In summing up his overall experience, Senior Chief Petty Officer Michael “Scott” Bannon was excited with the trip to Cape May and interacting with recruits for lunch. “The trip to Cape May was the highlight of the course, understanding the entry-level leadership development and challenges,” he said. “I truly enjoyed engaging and mentoring the recruits and I believe these encounters will pay dividends in the long-term.” ≈



Group photo of reservists who attended the course: Master Chief Petty Officer Joseph Katchko, Senior Chief Petty Officer Michael “Scott” Bannon, and Senior Chief Petty Officer Michael Mullins.

## ONE ON ONE

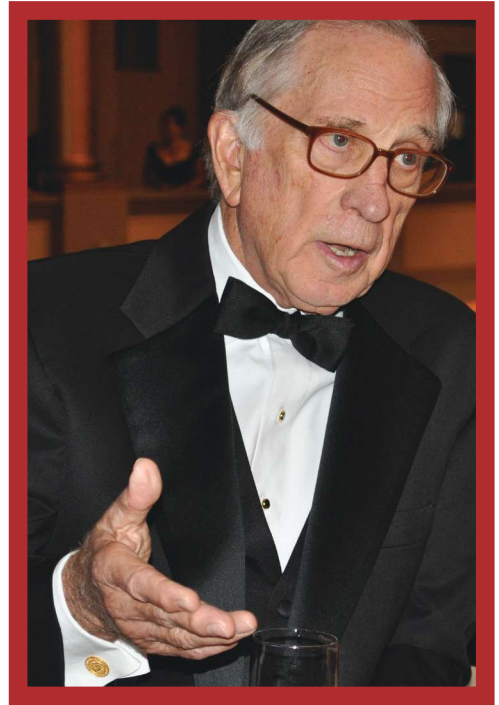
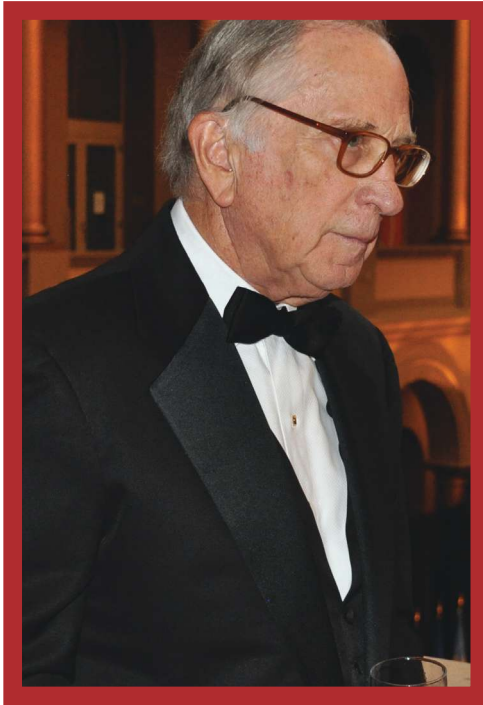


Photo by Telfair Brown, Coast Guard Public Affairs

## SAM NUNN

Interview by Jeff Smith

The Honorable Samuel A. Nunn, Jr., former United States Senator from Georgia and a former member of the Coast Guard Reserve, was among three veterans to receive the United States Navy Memorial's 2014 Lone Sailor Award during a gala event held at the National Museum Building, Washington, DC, on Wednesday, September 17, 2014.

The Lone Sailor Award is presented to a veteran of each of the sea services "who in their chosen careers have distinguished themselves and who continue to exemplify the core values of HONOR, COURAGE and COMMITMENT from their early service in the Navy, Marine Corps and Coast Guard."

Nunn was joined by awardees Mr. James A. Skinner, former Vice Chairman and CEO of McDonald's and Navy veteran and Mr. Robert J. Stevens, former Chairman and CEO of Lockheed Martin Corporation and a Marine Corps veteran.

Prior to the award presentations, the *Reservist* had the opportunity for a one-on-one interview with Senator Nunn.

*Senator, thank you for taking the time to speak with us this evening about your time as a member of the Coast Guard. If you don't mind, let's start with what prompted you to join in the first place?*

My dad was very sick at the time, this was 1959, and we were living in Perry, Georgia about a hundred miles south of Atlanta. Dad had a law practice and a farm but his health was failing. I came to realize the clock was ticking and I was going to have to help out and possibly take over for him very soon. At the time I was in my third year at Georgia Tech studying law. This was back in the days of the draft. And everything that was going on painted a picture that I was going to serve in some capacity, but I needed to get it accelerated so I could help out at home if needed. I managed to join the Coast Guard and go right in after my junior

year at Georgia Tech. I was able to enlist in the active Coast Guard for six months which I spent at the training center in Cape May, N.J. Then I served in the Reserve for about seven years.

After finishing my time at Cape May, I was able to get into the second semester at Emory Law School and graduated with my degree about two years later. Again, for me it was about getting everything done as quickly as possible so I could help out back home.

*Six months is a long time at recruit training. What do you recall about your time at Cape May?*

Actually, my boot camp was three months and then I remained there as a member of what they called the "permanent party" for another three months. Overall, my experience at Cape May was absolutely terrific. I really enjoyed it. I even liked boot camp. I learned a lot. I was surprised how much classroom time there was. I had expected it to be all outside with lots of running around and push-ups. But what I found instead was a real learning experience.

As part of the permanent party I taught the obstacle course and swimming to the new recruits. I also played on the Coast Guard basketball team. So, again, my experience at Cape May was excellent. I loved it.

*Do you happen to remember your recruit company number?*

No, afraid I do not. But I do remember our two instructors, Mr. Emms and Chief Gibson.

*Once you left Cape May where did you perform your Reserve duty?*

The first two years were at a joint Navy Reserve and Coast Guard



Reserve Training Center at Georgia Tech. That part of my Reserve duty including a couple of summer camps (two weeks annual training) was mostly spent doing classroom type work. Later on they started flying the units to Charleston, S.C. There we trained and learned on ships and the experience was much more meaningful. Shortly after that my dad became very ill and I was able to transfer to the Stand-by Reserve and finish up my time there.

*What were your primary duties while in the Reserve?*

During my time in the Ready Reserve I was in the communications area. I remember doing a lot of work on the prisoner of war issue based on the studies done on Korea and American POWs. Because I had already been to college and law school I was given the responsibility of instructing and educating reservists on the challenges of being a prisoner of war.

*Did any of your Coast Guard experience shape or help you during your many years of public service?*

It helped me immensely when I was first elected to the Senate and I was on the Armed Forces Committee. Senator (John) Stennis was chairman and he created a new Manpower Subcommittee and asked me to be chairman. One of my first sets of hearings was on the honor code. It was focused on all the military academies. West Point had had a real problem. We compared all the honor codes, Air Force, Navy, so forth, over the course of seven or eight hearings and wrote a report. The fact that I had been an enlisted man in the Coast Guard helped me understand a lot more about commitment, about discipline, about being trustworthy, about all those ingredients being important not because we were Boy Scouts, but because that is what promoted trust and cohesion particularly unit cohesion. I had learned a great deal about this during my enlisted time. And, so during those particular set of hearings my Coast Guard experience gave me an insight into what the young people at the academies were going through.

The entire time I was chairman of the subcommittee the fact that I had served in the Coast Guard as an enlisted man served me well. I understood a lot more about the mentality and the system of how you had to get along with people. That meant a great deal to me and it is something that really stuck with me my whole career.

I also learned that when you go out to visit a military base don't just hang out with the generals and admirals. Go meet with the petty officers and sergeants so you can get down to where the rubber truly meets the road. That made a big difference.

*As co-chair of the Nuclear Threat Initiative (NTI) what role do you see for the U.S. Armed Forces in general, and specifically the Reserve Components, in addressing global threats including potential pandemics like the Ebola virus?*

Well, the Ebola virus is really a threat here at home because it can be in the Atlanta airport without us knowing it or Washington-Dulles (airport) or anywhere else very quickly. So, I think the President made the right move. I think the outbreak has gotten in front of the response. I think we are behind the curve now and the trajectories are pretty frightening. So the military was called in, I think, because they have the logistic capability, the medical personnel, the ability to delivery supplies gloves and masks and all the things that these poorer countries really don't have. I hope we can get on top of it.

We, NTI, are not directly involved but where we are involved

we have created networks around the world of countries working together. We help them develop the ability to communicate and have an exchange of information on any outbreak whether it's measles brought on by Mother Nature or a terrorist attack with bio-weapons. Sometimes it is not distinguishable as to which for weeks, months even years so you need to be prepared for both. So we think that countries, in region, working together is enormously important. We developed a regional network in the Middle East of all places with the Palestinian Authority, Jordan and Israel. Those health officials, even in tough times, are having a free flow of information every day. We are trying to get that type of timely communications set up around the world. It is much more easily done and already being done in the industrialized countries. Poorer, less developed countries have a lot of capacity problems so that is where I see the military being involved.

My guess is that we have a lot of our medically trained and skilled technicians as well as doctors and nurses, in the Reserve. Though I haven't studied this, my guess is the Reserve forces are going to play a big role in this either by back filling when the active duty is called to go to West Africa or directly involved themselves.

*Senator, last question. If you could offer one piece of advice to a young person who might be considering entering the Coast Guard or Coast Guard Reserve what might you recommend based on your experience?*

Do it! We don't have a draft any more but I think it is terrific experience. You will learn a lot about getting along with people. Of course you will learn about the skills you need to serve in the Coast Guard or the Navy. In the case of the Coast Guard, there are so many peacetime duties. The Coast Guard is out there, around-the-clock, 365 days of the year in a maritime capacity for the safety and security of the environment and mariners as well as border and drug enforcement. So, I think it is a tremendous opportunity and a tremendous career. I can't think of a better way to be trained than being in the Coast Guard whether you are enlisted or an officer.

*Senator, again thank you for being so willing to answer our questions and share your thoughts with our readers. And finally, thank you for your outstanding service to our nation, both in and out of uniform, and congratulations on being recognized as one of U.S. Navy Memorial's 2014 Lone Sailor Award winners.* ≈



The Honorable Sam Nunn receives the 2014 Lone Sailor Award from U.S. Navy Memorial Executive Director John Totushek and Coast Guard Deputy Commandant for Operations Vice Adm. Charles Michel.



# Headquarters Program Update

## Position-Based Competencies: “Red is the New Yellow”

By Lt. Cmdr. Melissa Ransom (CG-1312)

When talking about reservist position-based competencies through Fiscal Year 2016, celebrate the “Red.”

For the first time, the Coast Guard Reserve is working with CGHQ-level programs, Rating Force Master Chiefs (RFMC) and other stakeholders to define, refine and assign Coast Guard Reserve Requirements based upon mission-signed doctrine, and competencies assigned.

The Coast Guard Reserve Legal Program (RJAG) led the way with a June 2012 decision memo. The RJAG memo provided the foundation to define the legal program structure, define competencies, training, career growth, and right size the workforce to support a mobilization similar to Deepwater Horizon. RJAG is now better-equipped to answer our nation's call.

ALCOAST 520/13 announced the Boat Forces Reserve Management Plan which supported mobilization readiness for reservists assigned to Boat Forces units. The plan defined readiness requirements, standardized Reserve PALs at stations, and introduced new Reserve competencies to ensure our Reserve Component is ready and capable of effectively conducting boat operations in support of the Commandants Reserve Policy Statement. Reserve Boat Forces are now better positioned to assist operational commanders and respond to a national contingency.

In January of 2014, The Reserve Public Affairs Concept of Operations (CONOP) established a Public Affairs mobilization requirement to support a Joint Information Center. The CONOP

aligned resource requirements with advancement requirements. Today, Reserve Public Affairs personnel can not only perform traditional duties similar to their active duty counterparts, but they are training to answer our nation's call if there is a regional or nationwide contingency.

The Office of Reserve Affairs (CG-131) is continuing to work with all programs and RFMCs to further define requirements, capabilities, training required, and workforce structure to validate the Coast Guard Reserve capabilities and return on investment. The Individual Training Plan (ITP) calculates the costs associated each Reservist's plan to achieve their assigned competencies, timeline for achievement, and is used to purchase quotas in the courses required to achieve each competency.

As the requirements are defined and thousands of competencies are assigned, CG-131 encourages leadership to “celebrate the red status” for competencies. The red is how we communicate to Congress the Coast Guard Reserve requirements, costs, and what capabilities can be purchased or lost based upon the fiscal year's Reserve Training Appropriation (AFC-90).

A competency based human capital tool defends the Reserve appropriation, tracks training costs for each competency and monitors each Reserve member's progress. In today's constrained budget climate the Coast Guard Reserve will be better able to convey to Congress exactly what capability will be diminished if the AFC-90 appropriation is reduced.

Celebrate the Red – it sets the course to green.

## Position-Based Competencies: Answering Our Nation's Call

By Lt. Andrew Younkle (CG-1312)

Coast Guard reservists answer our nation's call to duty. Whether responding to a nationally-significant event like Hurricane Katrina, assisting a Captain of the Port with elevated maritime security conditions, or working side-by-side with active duty shipmates at a station or sector; the Coast Guard Reserve must be ready.

But how does an individual reservist, a District Commander, or the Reserve program define and articulate readiness? The Reserve Forces Readiness System (RFRS) has been instrumental in ensuring that baseline readiness metrics are tracked and achieved through monitoring Reserve drills/ADOS, GMT, medical readiness, and other important managerial functions. Being administratively ready (green), however, does not directly translate into a Reserve force that is trained and capable of responding to an event like the Deepwater Horizon spill of national significance. We need documented requirements and a trained force with the right mission-centric capabilities.

Enter the new era of position-based competencies. The Coast Guard Reserve has made a critical investment in time and resources to align over 6,000 Reserve positions to mission-related competencies that are position-based. Here's why position-based competencies are a huge win for the individual reservist, the operational commanders, and the Reserve program as a whole.

**Individual Reservist:** A position-based competency (or competencies) provides a clear mission skill-set and training path for each reservist. It helps the individual be ready to answer our nation's call with a capability. Properly entered into the Individual Training Plans, position-based competency attainment is the next step beyond administrative readiness.

**Operational Commanders:** As reservists under their command attain position-based competencies in boat forces, shore forces, incident management, defense operations, and mission support; operational commanders gain “bench-strength” that can be used either within their AOR, or offered for higher use in the event of a national-level contingency.

**Reserve Program:** Competency-based resource management practices are the Coast Guard Reserve's principal tool to protect and defend the AFC-90 Reserve Training Budget. Each CGHQ-level program and/or Rating Force Master Chief creates doctrine to define position-based requirements. Stakeholders then assign position-based competencies using CG Form 5311. Requirements validate the Reserve's substantial value in financial terms. Return on investment provides sound financial figures of how much each competency is worth, how much it costs to achieve and ultimately supports the Coast Guard Reserve's ability to mobilize and augment in a time of crisis.



# Boat Force Reserve Plan for Success

Submitted by Mr. Don Hartmayer (CG-731)

Early in WWII, Winston Churchill sent this message to Franklin D. Roosevelt: "Give us the tools and we will finish the job". This imperative holds true in the Coast Guard. Employees at all levels need resources in order to be successful.

The Boat Forces Reserve Management Plan is a comprehensive five-year initiative by the Office of Boat Forces and the Office of Reserve Affairs that aligns service priorities with the right mix of people, resources, and locations to support Boat Forces Reserve readiness on a national scale. The BFRMP goal is to provide tools that will build strong and sustainable Reserve Force crews that are ready and capable of effectively operating six boats, 24/7, sustainable indefinitely, within days of notification.

The creation of Reserve competencies and changes in the currency cycle has been in place since January 1, 2014. A review of CGBI data at the end of Fiscal Year 2014 shows that much has been accomplished and members are using the "tools to finish the job." As of September 30, the following numbers of certifications are held by Boat Force Reserve personnel:

| Competency               | #   |
|--------------------------|-----|
| Reserve Coxswain         | 291 |
| Reserve Boat Crew Member | 817 |
| Reserve Engineer         | 13  |
| Boarding Officers        | 160 |
| Boarding Team Members    | 282 |

Station staff and Reserve crews engaged in a unity of effort to realize the full potential of the Reserve Component. There are several stories in The Reservist magazine that provide excellent examples of how training through augmentation facilitates individual readiness which brings about Force readiness. Force readiness is required because Coast Guard mission success depends on crews, not individuals, to get boats underway.

Over the next four years Reserve billets will be re-positioned to form a standardized Personnel Allowance List (PAL) depending on the training capacity of a Station.

Once these billets are in place and crews are established the Reserve Readiness Cycle (R2C) will be implemented. In 2019, the R2C will pre-identify on-call boat crews which are ready to respond to a contingency or disaster. The crews will know well in advance when their two-month-per-year "on-call" status is scheduled, so all of their readiness preparations can be completed prior to the start of the on-call period. The crews may not get called during their "on call" period, but if a mobilization is required they are the first to respond. More information on the R2C will be provided as implementation in 2019 gets closer.

At the program level we understand change can be stressful and recognize that, for reservists, successfully achieving operational readiness requires a careful balance of life, civilian career, and working to obtain and maintain required skills and competencies necessary for mobilization. Often these competing demands require many hours beyond ADT & IDT and those hours are often performed with the patriotism and devotion to duty that exemplifies reserve service. Citizen-Coast Guardians are people that serve twice. You serve the community and the Nation and are the model for maritime surge response professionals.

More information on the BFRMP can be found on the CG network at: <http://cgweb.comdt.uscg.mil/G-RCB/NewReserveInitiative.htm>

*Mr. Hartmayer is the Boat Forces Reserve Program Specialist in the Office of Boat Forces (CG-731). He can be contacted at: (202) 372-2461 or [donald.p.hartmayer@uscg.mil](mailto:donald.p.hartmayer@uscg.mil)*

## Frequently Asked Questions

### Q. What will the underway hours requirement be for members that are certified 6 months or 9 months into a currency cycle?

A. ALCOAST 408/14 announced a change to the currency requirements listed in BOAT Manual Volume I. The new statement is:

*A member who is certified or recertified within the last HALF of the end of the currency/proficiency period does not have to complete the minimum proficiency requirements for that period.*

A. An Active Duty member that certifies or recertifies after 01 April or after 01 October would be within the last half of the currency cycle and would not have to complete the minimum proficiency requirements for the respective period.

B. A Reserve member that certifies or recertifies after 01 July would be within the last half of their cycle and would not have to complete the minimum proficiency requirements for the respective period. This does not apply to the physical fitness currency requirements which still remain a semi-annual requirement.

### Q. What units are included in the BFRMP?

A. This project focuses exclusively on Stations. Other units with a Boat Forces component such as MSSTs, MSUs, MSDs, and PSUs are outside the scope of this initiative.

### Q. Why are there different currency requirements if the new Reserve competencies are on par with the Active Component certifications?

A. Reserve currency requirements are built to 83% of active duty requirements. The reason for this lies in limitations on reserve recall. Reservist can be mobilized for up to 60 day under Title 14 authority. Since the potential for employment exists two months out of the year we set the currency requirement to a ten-month standard or 83%.

### Q. Why is there a separate competency code for reserve competencies?

A. Reserve competencies fully mirror Active Component coxswain, crewmember, and engineer positions. Separate competency codes were established to aid HQ program management and assist with monitoring certification trends.

# Boat Forces Training Opportunities

First, the Office of Boat Forces would like to congratulate the following members who graduated from the Reserve RB-S Boat Crew Member Course at Training Center Yorktown on November 21, 2014. BZ to all!

*MK1 Robert Reed (Station Toledo),  
ME2 Joel Babka (Station Toledo),  
BM3 Matthew Jimmerson (Station Cortez),  
MK3 Troyton Loggins (Station Cortez)*

*BM3 Zachary Pumphrey (Station Ft. Myers Beach),  
MK3 Paul Hernandez (MSST LA/LB)  
and FNMK Heath Desimone (Station Gloucester)*

## Reserve quotas are available in the below Boat Forces Courses.

Contact your SERA, Training Petty Officer, or Reserve Training Petty Officer to submit an Electronic Training Request (ETR) and request for ADT orders.

| RESERVE RB-S BOAT CREW MEMBER |  |
|-------------------------------|--|
| Course Code:                  | 502420   |
| Duration:                     | 12 DAYS  |
| How To Apply:                 | Submit Electronic Training Request via Direct Access   |
| Prerequisites:                | <p>Member must be a Coast Guard enlisted reservist assigned to a billet at a Boat Forces unit that requires completion of a Reserve Boat Crew Member (BCM) competency.</p> <p>Priority of assignment goes to "non-BM" rates, primarily MKs and MEs. BMs complete course material in BM A-School and are therefore discouraged from applying.</p> <p>Officers will not be assigned RB-S competencies and therefore will not be given quotas to this course.</p> |
| Special Info:                 | None.  |

| Purpose   |
|---|
| <p>The RESERVE RB-S BOAT CREW MEMBER (Defender Class Introduction) Course will assist in the boat crew member qualification process for Defender Class Boats. The course will provide the Reserve trainees with classroom instruction and practical hands-on experience. Specific areas of instruction include: crew efficiency factors, risk factors and team coordination, survival equipment, marlinespike seamanship, boat nomenclature, nautical terminology, basic stability, boat handling, communications, navigation and, mission-oriented operations.</p> |

| Class Convening Dates |            |           |           |
|-----------------------|------------|-----------|-----------|
| Facility Name         | Start Date | End Date  | Session # |
| CG TRACEN Yorktown    | 1/26/2015  | 2/6/2015  | 26        |
| CG TRACEN Yorktown    | 2/23/2015  | 3/6/2015  | 27        |
| CG TRACEN Yorktown    | 3/23/2015  | 4/3/2015  | 28        |
| CG TRACEN Yorktown    | 4/27/2015  | 6/15/2015 | 29        |
| CG TRACEN Yorktown    | 6/15/2015  | 6/26/2015 | 30        |
| CG TRACEN Yorktown    | 8/10/2015  | 8/21/2015 | 31        |
| CG TRACEN Yorktown    | 8/24/2015  | 9/4/2015  | 32        |



**Reserve quotas are available in the below Boat Forces Courses.**

Contact your SERA, Training Petty Officer, or Reserve Training Petty Officer to submit an Electronic Training Request (ETR) and request for ADT orders.

| RB-S COXSWAIN INTRODUCTION COURSE |   |
|-----------------------------------|---|
| Course Code:                      | 502127  |
| Duration:                         | 12 DAYS   |
| How To Apply:                     | Submit Electronic Training Request via Direct Access  |
| Prerequisites:                    | <ol style="list-style-type: none"><li>1. Must be assigned to a unit with a Response Boat - Small (RB-S).</li><li>2. Must have completed the Coast Guard Institute "Search and Rescue Fundamentals" (SARFUND) correspondence course or other approved course.</li><li>3. Must have successfully completed the Coast Guard "Deck Watch Officer" (DWO) Examination.</li><li>4. Must be a certified crewmember on a RB-S or coxswain on another standard CG platform for at least 20 hours in the 3 months preceding class start date. A certified crewmember must have completed at least 40 hours of underway time (entered in AOPS/TMT and verified by TBFCO).</li><li>5. Reservists are exempt from the SAR Fundamentals (SARFUND) requirement. Reservists must have completed at least 20 hours of underway time as a certified crewmember in the 6 months preceding class start date.</li></ol> |
| Special Info:                     | None.   |

## Purpose

**MISSION:** To provide training on RB-S platforms to prospective coxswains. Successful completion of this course will provide an introductory level of training on RB-S platforms to assist in the Coxswain qualification process.

**SCOPE:** The RB-S Coxswain Introduction Course is designed to assist in the coxswain qualification process on RB-S platforms. The course will provide the trainee with classroom instruction and practical hands-on experience on RB-S platforms. Specific areas of instruction include: boat characteristics and stability, boat handling, boat piloting and navigation, search and rescue (SAR), rescue and assistance, towing and salvage, crew efficiency factors, risk factors, and team coordination.

## Class Convening Dates

| Facility Name      | Start Date | End Date  | Session # |
|--------------------|------------|-----------|-----------|
| CG TRACEN Yorktown | 3/9/2015   | 3/20/2015 | 86        |
| CG TRACEN Yorktown | 4/13/2015  | 4/24/2015 | 87        |
| CG TRACEN Yorktown | 6/1/2015   | 6/12/2015 | 88        |
| CG TRACEN Yorktown | 7/6/2015   | 7/17/2015 | 89        |
| CG TRACEN Yorktown | 7/20/2015  | 7/31/2015 | 90        |

## Freedom Fighter, Firefighter, Friend: A Reservist's Call to Serve His Country and His Community

Story and Photos by PA1 George Degener

In the midst of an old growth forest about 50 miles northeast of Seattle in Snohomish County, the town of Oso, Washington is a small, close-knit, blue-collar community.

Less than 300 people live in Oso and none of them could have imagined the impact that the events of the morning of March 22, 2014 would have on their lives; or how it would bring the community together through tragedy.

A nearby hillside collapsed, creating a wall of mud and debris that engulfed a cluster of homes known as Steelhead Haven, dammed a portion of the Stillaguamish River and blocked Washington State Route 530.

Initial reports were that more than 150 men, women and children were missing.

"Whatever I did, whatever the professional firefighters and EMS did pales in comparison to the family members of those that were lost did," said Petty Officer 1st Class Ryan Olson, a maritime enforcement specialist assigned to Coast Guard Port Security Unit 313 (PSU 313), an Oso resident and volunteer Oso firefighter. "This is part of Oso. They were out there side by side with professional rescue workers and they would not stop, would not stop, and would not stop. Even after they would find their own family members, they were right back out there the next day helping dig for everyone else."

As a qualified expeditionary warfare specialist, Olson used the skills and proficiencies he attained and honed through military



ME1 Ryan Olson

training and deployments to the Middle East as part of PSU 313 to traverse the dangerous and unstable ground. Olson led reconnaissance patrols, setting waypoints that would eventually become the working grid map for the entire western division of the slide area.

"Almost singlehandedly, Petty Officer Olson initiated and developed valuable and crucial networks with local Department of Defense personnel giving the PSU the ability to train in simulated operational environments doing what is expected of PSU shore security operators," said Senior Chief Petty Officer Ryan Hooper, a member of PSU 313's operations department. "His dedication, aggressive drive and foresight have enhanced the operational capability of the unit with consistent increases in individual capabilities of personnel and integration of operations department divisions in field training exercises."

The slide left a field of debris that covered about a square mile, and in some places was more than 30 feet deep. Heavy rainfall combined with floodwaters caused by the backed-up river created an unstable terrain of mud and debris. Massive trees that had once stood tall littered the hillside like broken matchsticks. As recovery operations in the slide area progressed, the official number of missing persons dropped to 43.

"My abilities and training in concepts like land navigation and working in a small team in combat conditions absolutely applied in this situation," said Olson. "This is the exact same thing as a deployment. It's like Groundhog Day. You get into the battle rhythm and it's just like life being forward deployed. The military training came into play time and time and time again."

Olson assisted in creating landing zones for the search and rescue and military helicopter crews within the slide area and was eventually attached to the Snohomish County Technical Rescue Team as manpower augmentation, acting as a representative of Fire District 25—the Oso Fire Department. These early days he spent digging with shovels, and sometimes bare hands, in the mud.

Safety concerns limited the abilities of response personnel to enter the slide area.

"The slide created a blender



ME1 Ryan Olson at the aftermath of a mud slide in Snohomish County, Washington.



effect of mud, rocks, cars, houses and trees,” said Olson. “Representatives from Washington Task Force 1 compared the recovery effort to the World Trade Center bombing. Only this time, it was logs and mud rather than concrete and steel.”

After five days of manual digging using shovels and their hands, responders were able to bring in heavy equipment and the response efforts became more organized. The slide area was divided into eastern and western divisions, with multiple zones where equipment operators lifted layers of mud and debris in an attempt to locate and remove human remains.

“This situation is emblematic of what I have come to expect from Petty Officer Olson — a strong man devoted to his team, committed to his country and consistent in demonstrating that doing the right thing at all times is a core characteristic of his honor, respect and devotion to duty, in and out of uniform,” said Hooper. “I have the greatest admiration for what he did out there. It is a real privilege to work with a man of his caliber and character.”

Olson spent more than 260 hours over 24 days helping affected Oso residents with recovery efforts, alongside community

members, firefighters and EMS personnel. Not only did he provide the technical expertise required to safely navigate the recovery area, but he worked closely with the chaplain from Naval Station Everett, Wash., to provide emotional support for those who lost, and in some cases helped to recover their loved ones.

“This event occurred roughly six miles from my house and I knew, or was familiar with, a majority of the 43 individuals that lost their lives,” said Olson. “I am honored to have had the privilege to serve my community and help my friends in their time of need. I also need to thank the command and senior leadership at PSU 313 because without their support I would not have been able to help for so long.”

The town of Oso was thrust into the national spotlight when the deadliest landslide event in U.S. history changed the town’s landscape forever. Ryan Olson is one example of the resilience of Oso residents. While the eyes of the Nation may be diverted to other catastrophic events, his actions and those of the professional and volunteer rescuers certainly represent the best of humanity. ≈

## Devoted to Others

Story and Photo by PA3 Jourdin Bego

Honor, respect and devotion to duty are well-known Coast Guard core values. However, one Florida reservist has been described as embodying devotion to duty both on and off the job.

Chief Petty Officer Harold Roebuck, a Machinery Technician stationed at Coast Guard Base Miami, Fla., selflessly devotes his time to multiple volunteer organizations while balancing his life between the Reserve, his civilian job and his family. He said he wouldn’t have it any other way. “I am not sacrificing anything to volunteer, because I enjoy doing it,” said Roebuck, who enjoys having a “little brother.”

A San Juan, Puerto Rico native, Roebuck volunteers at Big Brothers Big Sisters of the Sun Coast once a week. Often, he visits his little brother during school lunch breaks providing mentorship and assistance with school work.

Roebuck also serves as vice chair for the Big Brothers Big Sisters Board of Directors of Highlands County. “Being the vice chair shares similarities with my job as the Reserve department head in the Coast Guard,” said Roebuck. “My commitment to others and making sure different projects are coordinated and getting done as smoothly as possible is a priority.”



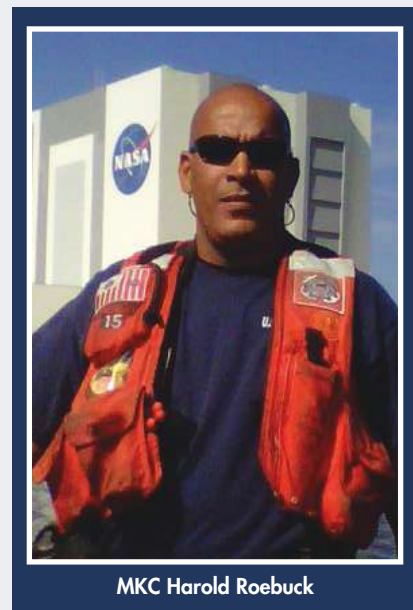
Roebuck and his family.

While maintaining his civilian job as a service technician at a marina in central Florida, Roebuck also volunteers with the United Way for six weeks every year as a member of the Community Investment Team. The team requires its members encompass a diverse set of skills including strategic planning, outcome measurement, community leadership and financial expertise.

Despite long hours, Roebuck says his family is supportive, including his wife. The two have been married for 20 years. “He is one of the finest individuals I have ever met,” said Gail Roebuck. “He gives a lot of himself, from the volunteer organizations to his family. He is dedicated and truly an outstanding person.”

Roebuck recently retired after 23 years serving with the Highlands County Road and Bridge Department as the road maintenance supervisor. Additionally, he has logged 24 years in the Armed Forces counting his Army, Florida Army National Guard, and time in the U.S. Coast Guard Reserve. His service includes a four-year stint with Port Security Unit 307 with which he deployed to Boston, Mass., for two months and Guantanamo Bay, Cuba for six months and Deep Water Horizon for two months.

Despite all his accomplishments, Roebuck says his greatest achievement was being promoted to chief petty officer. Roebuck’s full-speed-ahead attitude provides the determination to advance in his career and set high goals. He hopes to make senior chief in the next year and stay in the service as long as possible. ≈



MKC Harold Roebuck

# Environmentalist. Oyster gardener. Coast Guard reservist.

Story by PA3 Lisa Ferdinando

On a sunny, Saturday morning, Petty Officer 3rd Class Alina Siira peered over the side of a dock at the Coast Guard Surface Forces Logistics Center in Baltimore and carefully hoisted up a cage submerged in the waters under the pier. Siira did a visual inspection of its contents, tiny oyster babies known as spat, which were attached to old oyster shells inside the cage. After everything checked out, she gently re-submerged the cage once again in Arundel Cove.

Siira, an electrician's mate with the all-Reserve Mobile Support Unit, can add a new job title to her repertoire: oyster gardener. "It's very, very exciting," Siira said. The little mollusks are part of efforts with the Chesapeake Bay Foundation to help restore the local oyster population.

According to Siira, oyster levels in the bay are at a terrible low. Siira added that, "Being a part of this program, we're hopefully going to restore oysters to higher levels. This is the first time this has been done in the Arundel Cove."

Harvests of native oysters in the Chesapeake Bay are one percent or less of historical levels, according to the National Oceanic and Atmospheric Administration (NOAA). The population has been impacted by factors including harvesting, disease, and changes in water quality, NOAA reports.

Oysters are an important part of the ecosystem since they are filter feeders that clean the water and create healthier habitats for marine life, Siira said. One oyster can filter more than 50 gallons of water a day. Ultimately, increased oyster population and healthier waterways benefit the Coast Guard and the entire community.

Siira knew she wanted to get involved in the volunteer program, but without a dock of her own, she turned to her command. The support was overwhelming, she said. With the blessing of the Coast Guard, she put her first two oyster cages out this fall and doesn't plan on stopping there. "I would love to have oyster cages lined all the way around this campus," notes Siira.

The spat, which are smaller than a fingernail, grow within nine months and then get placed on a protected reef at Fort Carroll in the Patapsco River, south of Baltimore, which runs into the Chesapeake Bay.



EM1 Alina Siira

The Maryland Department of the Environment warns against eating oysters grown on private piers due to the threat of contamination that could sicken a consumer.

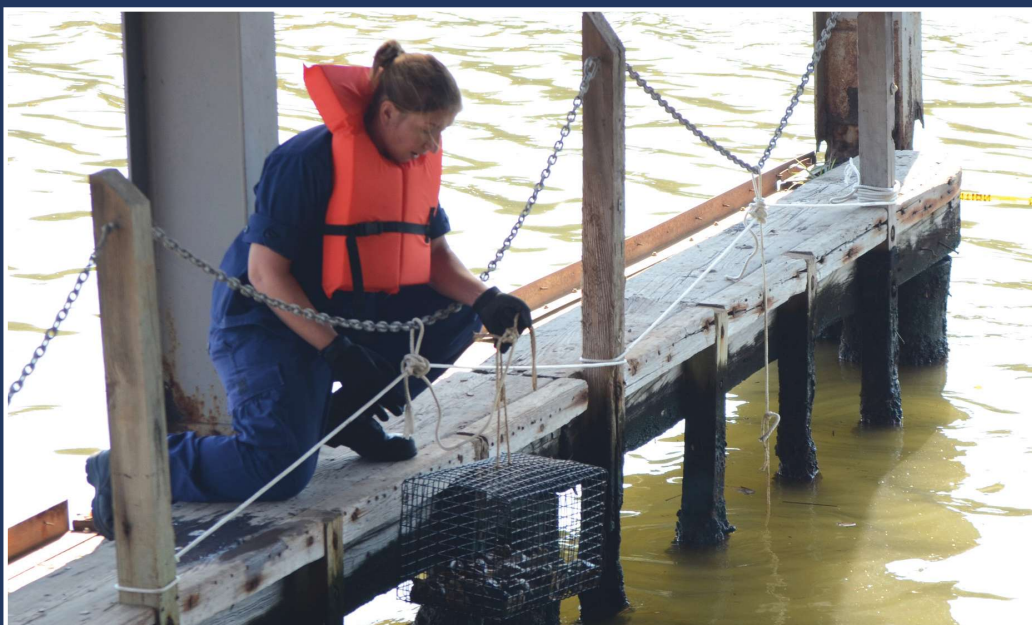
Taking care of the oysters requires a commitment, but Siira said she is happy to do it. As a member of the local community, she takes great pride in being a part of the project and stops by at least once a week to tend to the babies.

When the oysters are feeding from April to November, the Chesapeake Bay Foundation recommends a gardener shake or tumble them every few days. In the winter, the foundation said a gardener should ensure ice and weather do not damage the cage.

Siira said each cage can grow about 500 oysters, so gardeners can make a "pretty big impact" in helping restore the population. Success rate for oyster gardeners is about 90 percent, she said, since the oyster babies in the cage are protected from predators.

Siira is working to get the word out and would like to see more people involved in restoring the oyster population. "My hopes are if they live through this year, then I'm going to reach out to the surrounding bases and see if we can have individuals who want to take care of and have their own oyster cage."

Siira said she is looking forward to June, and hopefully reporting back about the "the success of the Arundel Cove oyster babies." ≈



Siira checks one of her two oyster cages at the Mobile Support Unit at Surface Forces Logistics Center, Baltimore.





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# U.S. Coast Guard Retiree to FEMA Reservist Initiative

### Purpose

The purpose of the U.S. Coast Guard Retiree to FEMA Reservist Initiative is to strengthen our Nation's capability to prepare for, respond to and recover from disasters by increasing the depth, reliability, and skill set of FEMA's incident workforce. Reservists are the backbone of FEMA's incident workforce and in most cases are the "face" of FEMA to disaster survivors and first responders. By leveraging the professionalism, education, training, and commitment to service found in the U. S. Coast Guard's retired population, FEMA will enhance its corps of intermittent employees who serve on the ground during disasters, and continue to meet one of FEMA's fundamental goals—helping our Nation's people and first-responders, especially when they are most in need.

### Reservist Program Background

The Reservist Program was established October 1, 2012, to build and sustain a robust, well-trained, deployable, and available corps of employees to support the needs of disaster survivors and their communities. Reservists are temporary intermittent employees who are hired into one of 21 incident workforce cadres to perform a specific job/function within that cadre.

### Opportunity

FEMA and the U.S. Coast Guard Retiree Council collaborated to create an exciting opportunity for personnel with 20+ years of dedicated service who have retired from the United States Coast Guard. It's the U.S. Coast Guard Retiree to FEMA Reservist Initiative.

Through this program, Coast Guard men and women are able to continue to honorably serve their country using their hard-earned experience, skills and professionalism to support survivors and first responders during all-hazard incidents. This unique opportunity will allow qualified Coast Guard members to marry their expertise with a position within one of 21 Incident Workforce Cadres.

As a member of the U.S. Coast Guard Retiree to FEMA Reservist Initiative, participants will be called upon to augment staffing requirements in support of disaster operations.

### Active members will be required to

- **Maintain 305 days of availability per calendar year.**
- **Receive and maintain mission appropriate equipment as required.**
- **Receive required training within their FEMA**



### *Qualification System designated position.*

- ***Deploy within 24 hours of notification.***
- ***Potentially work in excess of eight hours a day or in excess of 40 hours in a given week.***

### FEMA INCIDENT WORKFORCE CADRES

- |   |   |
|---|---|
| • Acquisitions (ACQ)                        | • Financial Management (FM)                 |
| • Alternative Dispute Resolution (ADR)      | • Human Resources (HR)                      |
| • Disaster Emergency Communications (DEC)   | • Individual Assistance (IA)                |
| • Disaster Field Training Operations (DFTO) | • Information Technology (IT)               |
| • Disaster Survivor Assistance (DSA)        | • Logistics (LOG)                           |
| • Disability Integration (DI)               | • Hazard Mitigation (HM)                    |
| • Environmental/Historic Preservation (EHP) | • National Disaster Recovery Support (NDRS) |
| • Equal Rights (ER)                         | • Operations (OPS)                          |
| • External Affairs (EA)                     | • Planning (PL)                             |
|   | • Public Assistance (PA)                    |
|   | • Safety (SF)                               |
|   | • Security (SEC)                            |



# ATTENTION all Reserve Retirees:

## Why Join?

As a part of FEMA's disaster workforce, Reservists serve the nation by assisting citizens and first responders during disasters or emergency situations. As a Reservist you will have the opportunity to train, gain experience, and become qualified in a specific disaster role. Being a Reservist allows you to assist in the coordinated response and recovery efforts of impacted citizens, communities, local, tribal, territorial, and state governments.

## How to apply

To apply, simply visit [www.fema.gov](http://www.fema.gov) and search for "Reservist Program." From there, select U.S. Coast Guard Retiree to FEMA Reservist Initiative and you will be guided to information on the program, program requirements and position descriptions. Interested participants can then select a cadre which matches their skills and experience.

Once a cadre is selected, participants will have the opportunity to express their interest in joining the U.S. Coast Guard Retiree to FEMA Reservist Initiative as a potential member of the selected cadre and submit their resume. Then a cadre representative will contact potential members with additional information and explain the next steps in the selection process.

To learn more about the Reservist-Coast Guard Initiative, visit <https://fema.gov/information-employees/us-coast-guard-retiree-fema-reservist-initiative>.

## Or contact:

FEMA Call Center:

Phone: 855-377-FEMA (3362)

Email: [FEMA-IWMO-Program@Fema.dhs.gov](mailto:FEMA-IWMO-Program@Fema.dhs.gov)

Incident Workforce Management

Division Front Office:

Email: [IWMDFrontOffice@Fema.dhs.gov](mailto:IWMDFrontOffice@Fema.dhs.gov)

As you may know Rear Adm. John Acton (ret.) and I are your co-chairs for the Commandant of the Coast Guard National Retiree Council. Over the last several months, with the blessing of the Commandant and the assistance of our Retiree Services Program Manager Mr. Bob Hinds, we have been working with FEMA on an opportunity that I hope many of you will be interested in. It is called the U.S. Coast Guard Retiree to FEMA Reservist Initiative. (<https://fema.gov/information-employees/us-coast-guard-retiree-fema-reservist-initiative>)

Throughout my CG career I took pride in the fact that the organization that I was a part of was a humanitarian service. Saving lives and helping others initially attracted me to the CG and it is largely why I stayed with our organization for 32 years. Now I am retired and I am still interested in service to my fellow citizens and with that in mind I believe that most of you are also. We have worked with FEMA to create a unique and exciting opportunity for retirees called the U.S. Coast Guard Retiree to FEMA Reservist Initiative. If you are fully or even semi-retired and you have a flexible schedule this part-time opportunity may be for you.

FEMA's Reservists are the backbone of FEMA's disaster workforce. Under the new program if you apply and are accepted you can become a part-time FEMA employee and continue to serve the nation by assisting citizens and first responders during disasters or emergency situations. In addition, during deployments, your travel expenses will be covered and you will be paid as a FEMA employee.

As a retired Coast Guard member you have special skills and experiences. Many of those special skills and experiences correlate closely with the skills needed to be a FEMA Reservist. Again, FEMA Reservists work on a part-time basis and are called up during a disaster to augment staffing requirements in support of disaster operations.

Within this issue of Reservist you will find additional information about this program. In addition FEMA has modified their website to include a section dedicated to the recruitment of Coast Guard Retirees for this exciting program.

If you still have questions after you have looked through the information please feel free to contact me. My email address is [charles.w.bowen10@gmail.com](mailto:charles.w.bowen10@gmail.com).

I believe that this will be a great opportunity for retirees to continue to serve... but on a flexible, part time basis.



MCPOCG Skip Bowen (ret.)

# Going against the Grain

Story by PA3 Paul Dragin

While a student at the University of Massachusetts, Susan Vance experienced the student protest movements against the Vietnam War that were part and parcel of campuses across the country. For a young female college student at this time, joining the military did not register high on the list of possible career paths. In fact, during the early 1970's, the percentage of military personnel who were women was just under 2%. Today, that number is almost 15%.

Such is the backdrop for Vance's decision to join the Coast Guard Reserve. In fact, it was her only possible choice in terms of serving in the Coast Guard, since it wouldn't be until a year later, in 1974, that the Coast Guard began allowing women to serve on active duty. "I entered when the military was not well-regarded, and being a woman in the military was even odder," Vance says.

The fulminating student sentiment against the military that engulfed Vance as a young college student did not sit well with her. She wanted to serve her country, especially during a time when many of America's military personnel felt under siege by the mainstream public. Joining the military at such an unpopular time forged an inner reservoir of strength in Vance that she would tap into time and time again in her civilian career.

## Breaking down Barriers

Soon after enlisting in the Coast Guard Reserve in 1973, Vance decided on another career move that was odd by society's standards: she entered law school, finishing cum laude in a class made up almost exclusively of men. "In the 1970's, women in college were generally slotted into two fields: teaching and nursing. There were no women lawyers or judges."

The role of storekeeper marked her budding career in the Coast Guard. She would retire after 20 years as a lieutenant commander. Over that span, she had many memorable experiences, from learning how to shoot an M-16, investigating oil spills, and inspecting vessels. Her most rewarding experience involved delivering relief to the people of Peoria, Ill, after a flood ravaged the city. She would receive the Humanitarian Service Medal for her efforts, buoyed by the opportunity to serve people during such a crisis. It is precisely these kinds of missions that intrigued Vance about joining the Coast Guard in the first place.

Jack Wall — at the time a chief boatswain's mate who worked with Vance at the Reserve Unit Lake Michigan during the late 80's and early 90's — remembers Vance as a "mustang (nickname for a former enlisted member who becomes an officer), an excellent officer who related well to the enlisted members." Vance highly values the three years she spent in the enlisted ranks as a storekeeper before commencing her officer career. "Those first



few years as a petty officer gave me a deep appreciation for the enlisted folks and just how invaluable they are to our service."

## Practicing and Teaching

Vance continued the trend of breaking down societal barriers by becoming the first female attorney at the law firm of Cooke and Bache in Lafayette, Ind. She subsequently transferred those skills into the classroom, becoming a business professor, mentoring and positively impacting students for over 30 years. The bulk of those years were spent at Saint Mary's College in Notre Dame, Ind. In 2012, she was promoted to Professor Emerita in honor of her dedication to the college.

Three of Chief Wall's daughters would go on to attend Saint Mary's College and remember Vance drawing upon her Coast

Guard experiences to use as examples in class. Another former student commented: "Professor Vance's... enthusiasm spread to all of us. Her use of outlandish examples, that were remarkably relevant to the topics we were learning, made the material fun and easy to understand." Mary Ann Merryman, a colleague at Saint Mary's, found encouragement in Vance's ability to flourish in academia and in service to the country. "I was extremely impressed with her ability to balance both careers," she said.

## Beyond the Classroom

Among Vance's many professional pursuits, a sustaining passion for her is women's entrepreneurship. At Saint Mary's, she oversaw the creation of the Women's Entrepreneurship Initiative, which offers support to female students and community members who want to start a small business. She recently served as a Fulbright Scholar-in-Residence at the College of Management at Mohidol University in Bangkok, Thailand. She traveled extensively throughout Thailand, Vietnam and Cambodia, addressing women micro-business owners. "I hope to continue using my experience to assist women and come alongside them as they brave new financial opportunities," Vance said.

Vance credits her Coast Guard experience with shaping and preparing her to defy society's dictates, especially in the expectations of the roles women should play in society. Compared to her civilian career, she found the Coast Guard more accepting and encouraging. The Coast Guard provided her with leadership and a skill set to go forward with confidence in areas that society at that time reserved almost exclusively for men.

Merryman summed up her colleague best when she said, "Susan Vance epitomizes the woman pioneer. Throughout her career, she has ventured into unexplored territory on behalf of women." ≈



# Military Pay Changes 1/1/2015



## What is changing:

- The Coast Guard is changing the software which calculates and processes your bi-monthly pay checks.
- Direct Access will directly calculate and process pay.
- Your Direct Access data will immediately impact your monthly pay.
- The current payroll system (JUMPS) will continue through the 2014 calendar year and process all W2s as in previous years.

## What you can do to help:

- Process all pending leave
- Process all Reserve Orders (IDT/ADT/etc)
- Process all pay and separation transactions
- Verify all Direct Access information is accurate.
- Be Patient, the change may create delays in processing information which was not entered properly before the change.

## What you need to know:

- Your pay and benefits are not changing IF they Do: PPC is prepared to assist
- DA will be shut down on 18 Dec 2014 and not be available until 5 January 2015.
- That means NO self service, NO ability to submit a leave chit, its too late to update your records before the activation of DA Global Pay.

For more information, ask a yeoman.

Go to PPC website (<http://www.uscg.mil/ppc/da/portal/>)



## A Light on Yesteryear



Revenue Cutter *James Madison* capturing the armed British brig *Shamrock* on July 23, 1812. (Painting by Peter Rindlisbacher, USCG Collection)

### *Revenue Marine Contributions During War of 1812 Sets Course For Service's Role in National Defense*

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

*"Before the war the Revenue Marine fleet served primarily as a maritime police force, enforcing U.S. trade laws and tariffs and interdicting maritime smuggling. However, the War of 1812 solidified the cutters' naval role and new wartime missions, including high seas combat, port and coastal security, reconnaissance, commerce protection and shallow-water combat operations."*

On June 18, 1812, President James Madison signed a declaration of war against Great Britain, officially starting the War of 1812. At that time, the United States government faced the Royal Navy's 600 ships with sixteen navy vessels, a fleet of small U.S. Navy gunboats, fourteen cutters and several smaller revenue vessels.

While heavily armed American privateers and navy warships carried out a war against British ships on the high seas, the domestic maritime force of Revenue Marine cutters (the precursor to the modern day U.S. Coast Guard), navy gunboats and a few trapped American warships waged war against

British ships stationed off the East Coast. Throughout the war, the Revenue Marine cutters served as frontline units protecting American coastal shipping and combating British privateers, British warships and the Royal Navy barges deployed for shallow water operations.

As they would in future American conflicts, the revenue cutters went in harm's way and participated in the first naval encounters of the war. On June 25, 1812, Norfolk-based cutter *Thomas Jefferson* captured the British schooner *Patriot* bound from Guadeloupe to Halifax with a cargo of sugar. This was the first maritime capture of the war.



In early summer, revenue cutter master George Brooks armed and manned the cutter *James Madison* in a manner similar to a heavily armed American privateer. Built in 1807 in Baltimore, the cutter *James Madison* originally served in that port before taking up station in Savannah in 1809. At eighty-six feet in length on deck and twenty-two feet wide, *Madison* was one of the largest of the revenue cutters. On July 17, 1812, Brooks announced he was departing Charleston to chase six unescorted British merchantmen sailing up the coast from Jamaica. On July 23, 1812, *Madison* captured the 300-ton British brig *Shamrock* after an eight-hour chase. Bound from London to Amelia Island with a cargo of arms and ammunition, *Shamrock* carried six cannon and a crew of sixteen men. In addition, on August 1, *Madison* captured the Spanish brig *Santa Rosa* near Amelia Island and brought it to Savannah for adjudication.

Under the command of former U.S. Navy captain, Master Daniel McNeill, the cutter *Gallatin* also enjoyed early success in capturing British merchantmen bound for Spanish Florida. On August 1, 1812, *Gallatin* took the British brig *General Blake*, sailing from London to Amelia Island, and brought it to Charleston for adjudication. The British ship flew Spanish colors and carried an illegal cargo including African slaves.

During the course of the war, the revenue cutters played an important part in the war effort, however, this brief history only allows space to mention a few of these heroic ships.

Early in the war, the cutters continued to pursue their law enforcement mission in American waters despite more numerous patrols by units of the Royal Navy. For example, during the summer of 1812, a British squadron comprised of 38-gun frigate HMS *Spartan*, 36-gun frigate HMS *Maidstone*, 18-gun brig HMS *Indian* and 12-gun brig HMS *Plumper* patrolled off the Maine coast near the Canadian border. The first battle pitting a revenue cutter against Royal Navy forces took place between the cutter Commodore Barry and elements from this squadron.

By the beginning of August 1812, the Commodore Barry had rounded up five smuggling vessels in this area and was escorting them back to the customs house for adjudication. On August 2 cutter master Daniel Elliott learned of a Royal Navy patrol and heard distant gunfire as the British captured American vessels not far from his anchorage. For self-defense Elliott anchored next to the American privateer *Madison* in the harbor of Little River, Maine, east of Machias. Anticipating a British attack, the Americans beached their vessels and set up shore batteries behind defenses improvised from cordwood.

On August 3, the British sent in five armed barges with approximately 250 officers and men to attack the small American force. The British paid dearly for the attack on the Commodore Barry, suffering several dead and wounded, but the attackers carried the day. A local Maine fisherman witnessed the battle recounting that at "about 1 p.m. five launches of men (about 250) started from them [Royal Navy warships] for the harbor. In a few minutes the firing commenced and continued for nearly two hours, then it ceased." All but three of the cutter's crew escaped into the woods, and these three cuttermen became the first U.S. sea service prisoners of the war (POW) and the first POWs in Coast Guard history. The British sent the three men to Halifax, where they were the first revenue cuttermen incarcerated at the British military prison on Melville Island.

During the seventeenth and eighteenth centuries, the French developed a naval strategy termed *guerre de course* that relied on warships or armed vessels to attack enemy merchant shipping. Not a mandated mission of the Treasury Department's cutters during the war, only the *James Madison* pursued this strategy. To increase the offensive capability of the *Madison*, Master George Brooks added four extra cannon, including short-range carronades, to the standard cutter armament of six guns. Brooks also more than tripled the cutter's usual complement of fifteen men to support boarding operations and accommodate prize crews for captured vessels. Brooks had turned the *Madison* into a tool for carrying out *guerre de course* tactics against the British.

On August 13, 1812, *James Madison* set sail on a cruise out of Savannah, in company with privateers *Paul Jones* and *Spencer*, to prey on British merchantmen. By August 22 the *James Madison* located a British convoy and attacked that night. According to reports, Captain Brooks mistook the 32-gun frigate HMS *Barbados* for a large merchantman, ordered the cutter to fire several guns and attempted to board the British warship before realizing his error. For seven hours afterward the *Barbados* chased the *Madison*, which jettisoned two guns to escape, but the wind eventually died. The frigate finally captured the cutter after deploying barges to tow the enemy warship to the cutter's position. *Barbados'* captain, Thomas Huskisson, noted that he had already chased *Madison* once before and complimented the cutter on its fast sailing qualities.

After the capture of the *James Madison*, the ship-of-the-line HMS *Polyphemus* sent a prize crew of officers and twenty men on board the cutter to sail it to England. On October 7, 1812, *James Madison's* captors formally designated the cuttermen as "prisoners of war" and processed the men for parole or internment. The British paroled Brooks and his officers and, on November 24, 1812, they arrived by ship at New York. The British sent nine of *Madison's* enlisted men to Halifax and four of them to Boston. They placed the rest of the crew in prison at Chatham, England. Four men considered black slaves were captured with *Madison* as well as three men described as "mulatto," who were free "men of color" employed as members of the crew. One of the latter group, fifteen-year-old Beloner Pault ranks as the youngest POW in the history of the U.S. Coast Guard. On May 28, 1813, *Madison* seaman John Barber (or Bearbere) died on board the British hospital ship *Le Pegase* at Chatham. Historians consider him the first Coast Guardsman to die in captivity.

The Norfolk-based cutter *Thomas Jefferson* distinguished itself many times during the war. It did so once again in April 1813. The enforcement of a British blockade of the Chesapeake Bay early in 1813 saw Royal Navy warships and their armed barges patrolling parts of the Hampton Roads area in search of unlucky American merchantmen.

These armed barge patrols would meet their match on April 11, 1813, in the James River. On that day cutter *Thomas Jefferson* together with a pilot boat and a contingent of local militiamen overhauled three Royal Navy barges. The armed barges attempted to escape up the James, but the *Thomas Jefferson* ran them down so fast that the flotilla hove to. Just as Captain William Ham was about to order his gunners to fire a broadside, the British commander ordered the white flag raised

and surrendered. Ham ordered the nearly sixty British officers and men ashore under an armed guard of about forty riflemen. The cutter and militiamen also repatriated the crew of the American merchantman *Flight*, captured earlier by the British barges. The Alexandria Gazette reported, “the loss of so many men and barges at this time will embarrass the enemy not a little, as it will weaken very considerably his means of annoyance.”

Beginning in early 1813, the British blockade of the East Coast had brought the naval war to home shores, especially in the Chesapeake Bay. On June 12, 1813, Captain Samuel Travis anchored Cutter *Surveyor* off Gloucester Point, near Yorktown, Virginia. The customs collector for the port of Baltimore built the *Surveyor* to serve the Baltimore station and commissioned it in 1807; however, during the British blockade it served in the southern Chesapeake Bay. *Surveyor* measured sixty-eight feet on deck, nineteen feet wide, and drew about six feet of water; and it carried a crew of about twenty-five officers and men, and a main armament of six cannon. Not knowing the proximity of British naval forces to his cutter, Captain Travis set out a picket boat with a small crew and installed boarding netting around the cutter’s deck.

At about midnight that evening, four Royal Navy boats carrying a party of nearly fifty British officers and men from the frigate HMS *Narcissus* approached through the evening haze with muffled oars. They managed to close within 150 yards of the cutter before the picket boat detected them and fired a warning shot. The British navigated their boats away from *Surveyor*’s main guns, rendering them ineffective. Travis armed each man with two muskets and ordered them to wait until the

British rowed within about fifty yards, when he gave the word to fire. The *Surveyor*’s crew of eighteen men fought stubbornly, with seven men sustaining wounds, and managed to kill three attackers and wound seven more. However, the British boarding party gained the cutter’s deck, overwhelmed the outnumbered crew and captured the cutter.

The lieutenant in charge of the attacking flotilla later returned Travis’s sword, commending him for the valiant defense of his ship in the face of overwhelming enemy forces: “Your gallant and desperate attempt to defend your vessel against more than double your number excited such admiration on the part of your opponents as I have seldom witnessed, and induced me to return you the sword you had so ably used...I am at a loss which to admire most, the previous arrangement on board the *Surveyor* or the determined manner in which her deck was disputed inch-by-inch.”

On June 21, 1813, nearly ten days after *Surveyor*’s capture, Acting Treasury Secretary William Jones wrote the Baltimore customs collector that “as a Revenue Cutter can be of no use in the waters of the Chesapeake, during the continuance of the present state of things [British blockade], it will be proper for you to inform the officers and crew of the “*Surveyor*” that they are to consider themselves as being no longer in the service of the United States.” By this time, Travis and his crew were prisoners on board the British 44-gun frigate HMS *Junon* anchored near the mouth of the James River. On August 7, 1813, the British paroled Captain Travis at Washington, North Carolina. He returned to Virginia after his release and lived in Williamsburg for much of the remainder of his life. The rest of the cuttermen fared far



The battle for the Revenue Cutter *Surveyor* depicting the vastly outnumbered cutter crew defending their ship on June 12, 1813.

(Painting by Patrick O’Brien, USCG Collection)



worse than Travis. The British sent two of *Surveyor's* junior officers and sixteen of its enlisted men to the military prison on Melville Island at Halifax.

During the British blockade of the North Carolina coast, the revenue cutter *Mercury* proved the value of small maneuverable vessels on the East Coast's inland waterways. Homeported in the city of New Bern, North Carolina, *Mercury* was perfect for operating in North Carolina's shallow coastal waters. The cutter's master, David Wallace, came from a prominent family from the state's Outer Banks and he had an intimate knowledge of the coast. By late May 1813, the British blockade began to encircle the Southern port cities, including Ocracoke, North Carolina. Ocracoke, located next to a channel through the Outer Banks that served as the main entrance to North Carolina's inland sounds and exposed to enemy attack, proved easy prey for British attackers.

In mid-summer an ominous threat loomed on the horizon as a Royal Navy squadron appeared off shore. On July 12, 1813, the British launched a surprise attack. Fifteen armed barges, supporting approximately 1,000 British officers and enlisted men, captured two American privateer brigs, but *Mercury* managed to escape with the local customs house papers and bonds by "crowding upon her every inch of canvas she had, and by cutting away her long boat." The British had hoped to take the cutter so their barge flotilla could enter Pamlico Sound and capture the city of New Bern. *Mercury* thwarted those plans by outrunning the barges, sailing directly to New Bern and warning city officials of probable attack by British troops. *Mercury's* early warning allowed locals the time to muster the necessary army and militia forces to defend the city and the British reversed their invasion plans. New Bern's newspaper, the *Carolina Federal Republican*, wrote, "Captain David Wallace of the Revenue Cutter, merits the highest praise for his vigilance, address and good conduct in getting the Cutter away from the enemy, and bringing us the most speedy intelligence of our danger." Afterward, *Mercury* remained active in North Carolina waters. On November 12, 1814, the cutter captured the ship *Fox*, used as a tender by ship-of-the-line HMS *Ramilles*, and delivered to New Bern the vessel and its crew of a Royal Navy midshipman and seven enlisted men.

To keep regional waters secure for American commerce also meant fighting British privateers that patrolled off East Coast ports and preyed on American merchantmen. The engagement between *Vigilant* and the British privateer *Dart* proved one of the most impressive captures of an enemy ship by a revenue cutter. It involved the sloop *Dart*, formerly an American ship captured by the British and converted into a privateer. The heavily armed raider carried one twelve, two nine and two six-pound cannon, as well as four swivel guns. By October 1813, *Dart* had amassed an impressive capture record of over twenty American merchantmen. Similar to other cutters, the *Vigilant* measured sixty feet on deck and nineteen feet wide and carried an armament of six cannon. The cutter had a crew of seventeen and its master, John Cahoon, came from a prominent shipping family of Newport, Rhode Island.

News of the privateer arrived in Newport on October 4, 1813, so Captain Cahoon prepared the cutter for a fight. He raised an armed contingent of local militia to supplement the cutter's crew for boarding and sailing home any captured vessels. *Vigilant* sailed out of Newport and located *Dart* that evening off the east

end of Block Island. In the dark of night, Cahoon pursued the armed privateer and ordered *Vigilant's* cannon fired at the raider. After firing a broadside, Cahoon steered the cutter alongside the enemy vessel, while *Vigilant's* men boarded the privateer and chased the enemy crew below decks. Cahoon's crew took the *Dart* and sailed the enemy privateer back to Newport.

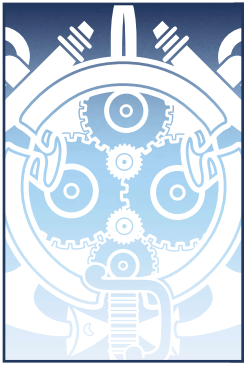
This would not be the last vessel taken by *Vigilant*, but it proved to be the last combat use of boarding by a revenue cutter in the Age of Sail. The newspaper *Columbian Patriot* boasted, "Captain Cahoon, with the volunteers under his command, deserve the highest credit for the spirit and promptitude with which this affair was conducted; and it is of the utmost importance, as it is probable she [*Dart*] would, but for this, have been almost a constant visitor during the ensuing season, when the mischief she would have done is incalculable."

On October 10, 1814, news arrived in New Haven that a privateer in Long Island Sound had captured an American merchantmen. Cutter captain Frederick Lee showed no hesitation in pursuing the enemy. He assembled local militia to join his cutter and sailed into the night to re-capture the American vessel and take the British vessel as well. The next morning, Lee found his cutter dangerously close to the 18-gun brig HMS *Dispatch* and a tender and managed to escape capture from armed enemy barges by running the cutter onto the north shore of Long Island, near Baiting Hollow. The cutter's crew and militia stripped the cutter of its sails, dragged *Eagle's* cannon up Long Island's shoreline bluffs and dueled with the British warship. After they exhausted their large shot, *Eagle's* men tore up the ship's logbook to use as wadding and fired back the enemy shot that lodged in the hull. During the engagement, the British fire tore away the cutter's flag three times, but crewmembers volunteered to replace it each time. This gun duel ended without a decisive outcome, however, an American captive on board the captured merchantman recounted that the battle damaged *Eagle* appeared to be a complete wreck.

After fighting for two days, HMS *Dispatch* departed in search of reinforcements. Meanwhile, Lee patched up and refloated his damaged cutter. On October 13 the British gun brig and its tender returned with the 32-gun frigate HMS *Narcissus*. Later that day the Royal Navy flotilla delivered an overwhelming force of seven armed barges, whose numerous officers and men fought off Lee's crew and volunteer militia to capture the damaged cutter. Lee later commented: "The officers and crew, together with the volunteers, on board the cutter, have done their duty as became American sailors."

On Christmas Eve, 1814, representatives of the United States and Great Britain signed the peace treaty, the Treaty of Ghent, at a ceremony in Ghent, Belgium; however, in North America the war continued in full effect until February 1815. On February 11 the sloop HMS *Favorite* flew the white flag and delivered the peace treaty to New York City. The war officially ended when President Madison signed the treaty on the February 16, 1815.

Before the war the Revenue Marine fleet served primarily as a maritime police force, enforcing U.S. trade laws and tariffs and interdicting maritime smuggling. However, the War of 1812 solidified the cutters' naval role and new wartime missions, including high seas combat, port and coastal security, reconnaissance, commerce protection and shallow-water combat operations. ≈



## The More You Know...

### CG-PSC-RPM-3,

## the Servicing Personnel Office for the IRR, ASL and ISL: Why what we do is important to you

By LT Diana Guyton, Branch Chief, Reserve Personnel Services

The Coast Guard Reserve Personnel Management Branch (CG PSC-RPM-3), located in Arlington, Va., is a staff of dedicated Yeomen who serves as the Servicing Personnel Office (SPO) for over 2,000 reservists assigned to the Individual Ready Reserve (IRR), Active Status List (ASL) and Inactive Status List (ISL). We perform a variety of administrative and Direct Access personnel actions for our reservists and maintain their SPO Personnel Data Records (PDRs).

Reserve participation requirements are defined in the Reserve Policy Manual, COMDTINST M1000.28B, Chapter 4. To help reservists understand and acknowledge their participation requirements while assigned to the Coast Guard Ready Reserve and Standby Reserve, ALCGRSV 022/14 announced the implementation of the four new CG Form 3307s, Administrative Remarks:

**AT-10A – Transfer to the IRR;  
AT-10B – Transfer to the ISL;**

**AT-10C – Transfer to the ASL; and  
AT-10D – Transfer to the SELRES.**

These new CG-3307s can be found on CG PPC's website at <http://www.uscg.mil/ppc/3pm.asp>, under Manuals and Messages, Enclosure 6, Administrative Remarks (CG-3307) Entries.

#### ***How do units ensure their reservists know what their participation standards are?***

For active duty members transferring to the IRR, ASL, or ISL, the member's last permanent unit prepares the CG Form 3307, AT-10, and counsels the member before he or she departs on terminal leave. The member's original CG Form 3307, AT-10, must be filed in the SPO PDR before it is mailed to CG PSC-RPM-3.

For Selected Reserve (SELRES) members desiring to transfer to the IRR, ASL or ISL, their permanent unit must prepare the appropriate CG Form 3307 to accompany the CG Form 1001, Change in Reserve Component Category (RCC). Without the correct CG Form 3307, CG PSC-RPM-1 is unable to process and will return the unprocessed CG Form 1001 through the chain of command. The member's original CG Form 3307, AT-10, must also be filed in the SPO PDR before it is mailed to CG PSC-RPM-3.

#### ***Do I have participation requirements in the IRR?***

**Yes.** Because you are still subject to immediate involuntary recall to active duty, you still have participation requirements, which include, but are not limited, to:

- CG Form 3307, AT-10A, Transfer to the IRR, to formally acknowledge your participation requirements.
- Promptly responding to any official correspondence.
- Maintain a current Annual Screening Questionnaire (ASQ). The federally mandated ASQ shall be completed annually in Direct Access on your anniversary date to ensure your availability and fitness for duty as required by the Reserve Policy Manual, COMDTINST M1001.28 (series).
- Maintain a current DD Form 2760, Qualification To Possess Firearms or Ammunition. This form must be completed annually as required by Coast Guard Policy on the Possession

of Firearms and/or Ammunition by Coast Guard Military Personnel, COMDTINST 10100.1 (series).

- Promptly advise Commander (CG PSC-RPM) (or your unit, if approved to drilling for points at another unit), of changes of residence, phone number(s), email address (es), mailing address or other contact information, marital status, number of dependents, civilian education or employment, and any physical condition or other factor that would affect your immediate availability for active duty military service.
- Maintain physical fitness and weight standards, in accordance with the Coast Guard Weight and Body Fat Standards Program Manual, COMDTINST M1020.8 (series).
- Maintain the required seabag items for four years in accordance with Uniform Regulations, COMDTINST M1020.6 (series).
- Meet the minimum training requirements for your military service obligation or contractual agreement.
- Officers and retirement eligible enlisted in the IRR must attain 50 points per anniversary year to remain in an active status, in accordance with the Reserve Policy Manual, COMDTINST M1001.28 (series).

#### ***Do I have participation requirements in the ASL and ISL?***

**Yes.** Because you are still subject to immediate involuntary recall to active duty, you still have participation requirements, which include, but are not limited, to:

- CG-3307, AT-10C, Transfer to the ASL, or AT-10B, Transfer to the ISL, to formally acknowledge your participation requirements.
- Promptly responding to any official correspondence.



- Maintain a current DD Form 2760, Qualification To Possess Firearms or Ammunition. This form must be completed annually as required by Coast Guard Policy on the Possession of Firearms and/or Ammunition by Coast Guard Military Personnel, COMDTINST 10100.1 (series).
- Promptly advise Commander (CG PSC-RPM) of changes of address, personnel identification data, physical condition, dependency status, military qualification, civilian occupation skills, availability for service and other information as required.
- Maintain the required seabag items for four years in accordance with Uniform Regulations, COMDTINST M1020.6 (series).
- Officers and retirement eligible enlisted in the ASL must attain 50 points per anniversary year to remain in an active status, in accordance with the Reserve Policy Manual, COMDTINST M1001.28 (series).

**IMPORTANT:** Failure to comply with your IRR, ASL or ISL participation requirements may result in your involuntarily recall to active duty, transferred to the ISL, discharged or retired as appropriate.

#### **How do I keep my contact information updated while in the IRR, ASL, and ISL?**

CG PSC-RPM-3 requires all IRR, ASL and ISL members to maintain their current contact information in Direct Access. If your Direct Access password has expired, you must submit a trouble ticket to CG PPC via: <http://cgweb.ppc.uscg.mil/ccb/> or send an email to: [PPC-DG-CustomerCare@uscg.mil](mailto:PPC-DG-CustomerCare@uscg.mil). CG PPC will provide you with a new Direct Access password, via a protected internet link. Be sure to explain that you do not have uscg.mil email account. Direct Access passwords will expire after 180 days of inactivity; therefore we strongly encourage you to log in periodically to keep your password current.



CG PSC-RPM-3 SPO team, from left to right are: YN2 Gabriel Aguiar (front); YN3 Kapewalani Ornong; YN2 Lawren Kanae; YN1 Robert Jones, YN3 Madison Shaw and YN3 Courtney Myers.

#### **Where does my medical record go?**

Starting in September 2014, all medical records for IRR, ASL and ISL members go to the Health Service and Work Life Service Center (HSWL SC) Central Cell, located in Norfolk, Va., per COMDT COGARD Washington DC 221230Z SEP 14. We strongly advise you to make a copy of your medical record before it is sent to the HSWL SC Central Cell.

#### **How do I contact the CG PSC-RPM-3 SPO Branch?**

The best way to reach us is by sending an email to our query at: [ARL-PF-CGPSC-rpm-3-Query@uscg.mil](mailto:ARL-PF-CGPSC-rpm-3-Query@uscg.mil). Please visit our website at <http://www.uscg.mil/rpm/rpm3/irr/> for additional information regarding our branch and frequently asked questions. We are here to support you in the IRR, ASL, and ISL and help answer any questions you may have. ≈

## REMINDER: TRICARE Reserve Select Meets ACA Requirements

The Affordable Care Act (ACA) required that all Americans have Minimum Essential Coverage (MEC) for health care as of January 1, 2014, or suffer a financial penalty. Both TRICARE and TRICARE Reserve Select health insurance meet the MEC definition. Visit the Frequently Asked Questions section of [www.tricare.mil](http://www.tricare.mil) to view detailed information. Additional information about the ACA and TRICARE, including downloadable resources, can be found at [www.tricare.mil/aca](http://www.tricare.mil/aca).

For those members who are already enrolled in a TRICARE health plan, in compliance with the Affordable Care Act, the IRS will be informed of all beneficiaries who have MEC coverage based on the information listed in DEERS.

It is important social security numbers (SSNs) for all family members and enrollees are accurate in DEERS. Therefore, all TRICARE subscribing sponsors are encouraged to ensure DEERS is up to date to include all eligible dependent's and beneficiary's SSNs.

This can be done by contacting your DEERS/RAPIDS representative at your Servicing Personnel Office or contacting the Defense Manpower Data Center Support Office at 1-800-538-9552. ≈

***If you're using any of the following health plans, you have the minimum essential coverage required by the health care reform law. Unless you're considering other health coverage, you don't need to take any action at this time.***

|                               |   |
|-------------------------------|---|
| TRICARE Prime                 | TRICARE Reserve Select<br>(if purchased)  |
| TRICARE Prime Remote          | TRICARE Retired Reserve<br>(if purchased) |
| TRICARE Prime Overseas        | TRICARE Young Adult<br>(if purchased)     |
| TRICARE Prime Remote Overseas | US Family Health Plan                     |
| TRICARE Standard and Extra    | Transitional Health Plans                 |
| TRICARE Standard Overseas     |   |
| TRICARE For Life              |   |

***You also have minimum essential coverage if you are covered by either of these transitional health plans:***

- Transitional Assistance Management Program  
(premium-free, 180 days)
- Continued Health Care Benefit Program  
(if purchased, 18-36 months)

# Centralized Service Desk:

## Saving the Coast Guard – One Trouble Ticket at a Time

Story and photos by PA2 Ayla Kelley

Got a problem with your e-mail, can't remember your password, the phone has no dial tone? Then it's probably time to submit a help ticket to CGFIX- IT. Since its opening in October of 2011 members of the Centralized Service Desk in St. Louis, Missouri have become the first responders of Coast Guard Command, Control, Communications, Computers and Information Technology systems issues. This means that whenever a member of the Coast Guard (active, reserve, or civilian) has an issue with their computer, phone or other service electronics it must first be reported to the CSD before the equipment can be repaired or replaced. With 46 Coast Guardsmen, eight government civilians and 65 contractors the CSD is manned 24 hours a day, seven days a week.

The reason for centralizing is simple: standardization. Master Chief Jonathon Dutsch, an information systems technician and senior enlisted advisor of the CSD, said for all the Electronic Support Units and their detachments there are differences in how issues are managed during daily operations. Someone may walk-in and have an issue resolved quickly and it'll never be documented. With the CSD, the "who, what, where, when, why, and how" is all recorded and executed the same way.

"Centralizing these types of tasks is the future," said Bruce Shoemake, Deputy of the CSD. "We are providing metrics the Coast Guard has never seen before."

The choice of locating the CSD in St. Louis was also simple in that the Mid-West has a more stable environment. There aren't the common earthquakes of the west coast nor the hurricane season of the east coast. Being in the central time zone is also an added bonus for tickets coming in from places such as Alaska and Hawaii.

Since the CSD is less than five-years-old there is still a lot of training involved for both new third classes and experienced first classes and contractors. It takes anywhere from two weeks to a month for someone to become a floor analyst. This involves learning the policies, procedures, and software used when assisting customers. In addition to the technical side, members are trained in "soft skills" or customer service said Shoemake.

"Because there is such a broad spectrum, training is ongoing with updates to policies such as security requirements or software updates. We do our best to stay ahead," Shoemake said.

For a contractor with no military background there is the additional training in general Coast Guard knowledge. Patrick Hodge, a CSD contractor and St. Louis local, said he had "not a clue" about military ranks when he started.

"I never went through qualifications before; it was kind of

daunting getting a board. On the civilian side it's just a resume and interview. I failed my first ranks and chain of command test, but I know them now," said Hodge.

According to Shoemake, having contractors like Hodge provides the CSD more stability.

"A challenge is this type of IT work is different from normal Coast Guard IT work. And they (contractors) will be here to provide continuity through the military transfers," said Shoemake.

With an average of 30,000 tickets a month or roughly 1,300 a day the more qualified people working the better as there can be a lot of steps involved in fixing a problem.

Members of the CSD are split into specialized teams based on skills and knowledge. When a help ticket comes in the "quick fixes," such as password resets, are completed by the first contact resolution team. When the problem requires a hands-on repair, like a broken phone or laptop, a message is sent to the local ESU/ESD and they report back when the job is complete.

"They are the touch labor force. They handle what has to be fixed by hand [instead of] remotely," said Shoemake.

If it requires more time it's passed off to the appropriate team. How long it takes to resolve an issue is dependent on numerous factors varying from call volume (Mondays are busier than Fridays), customer availability, information available, or the technician's knowledge of the complexity of the problem itself. There are ways to help to cut down the time any one individual has to wait to resolve a problem.

The consensus among Coast Guardsmen and contractors is to provide details.

"Be as specific as possible. Try to give the computer name and its location," said Petty Officer 2nd Class Sonny Mabaquiao. "Also, make sure everything is plugged in and turned on. Sometimes it's the simple things. For a reservist, it might be better to call to get a resolution while drilling."

Even though the vast majority of the work coming in is phone and computer related, it's not just the information systems technicians getting in on the action.

There is a small but important team of electronics technicians also working at the CSD. ET1 Class Jesse Richardson says their primary responsibilities include processing messages from the message board, casualty reporting, and site visit requests and coordination with ESU/ESD's.

"We do, do customer service such as equipment orders. It's not operational and outside from what ETs normally do, so it's an adjustment," said Richardson. "We do in house training since



Petty Officer 3rd Class Cherish Angell practices patching phone cables at the Centralized Service Desk in St. Louis April 5, 2013. Third Class Petty Officers rotate every three months within the Systems Support Services to stay current in their IT qualifications.



# Virtual Desktop Infrastructure Being Developed for Remote Users

Submitted by Lt. Deloise Moore,  
Telecommunication & Information Systems Command

CGOne, the Coast Guard's primary unclassified IT network, provides a means for mission-critical data exchange between Coast Guard members, contractors, port partners, and other agencies. For users who must access CGOne remotely, there are currently two options: either through a virtual private network (VPN) on a laptop issued by the Coast Guard, or by using both a VPN and a Remote Desktop connection on a home PC. These methods, both of which require a Common Access Card (CAC), are more commonly known as CAC-RAS -- the Common Access Card Remote Access Service. There are currently 10,421 active CAC-RAS users, 2,540 of which are reservists.

The current state of CAC-RAS, however, has some technical concerns. Remote users who do not have dedicated workstations (e.g., reservists, post-graduate students, and liaison officers) have typically relied on terminal servers for CGOne access. However the Coast Guard has decommissioned nearly all terminal servers due to issues with Windows Server 2003. (The operating system, which already has an alarming number of vulnerabilities even when fully patched, will no longer be supported as of July 2015.) In addition, only Windows Vista and Windows 7 are compatible with the VPN client, meaning that any user with another operating system, like Mac OS — or even other versions of Windows — cannot remotely connect to CGOne.

The Coast Guard's Enterprise Information Systems Infrastructure (EISI) Product Line is developing a solution to

address the terminal server issue and replace CAC-RAS as we know it. The solution is called Virtual Desktop Infrastructure (VDI), and it is compatible with all versions of Windows and Mac (Mac compatibility recently became available and it will go through extensive testing before it is supported.)

VDI allows virtual machines/desktops to be delivered to end users from the datacenter, where they reside on servers that share physical hardware resources. VDI infrastructure will be located at Operations System Center (OSC), Base Alameda, and Telecommunication and Information Systems Command (TISCOM). There are potentially some major challenges to the email delivery in VDI, specifically in regards to .PST files. The solution is to use Outlook without .PSTs or use Outlook Web Access (OWA). There are plans underway to increase mailbox sizes to at least 4GB, which should negate the need for .PSTs.

EISI is currently on track to begin a pilot in February 2015. The pilot will involve all of the Base C4IT departments to ensure adequate coverage both inside and outside the continental United States. If the pilot proves successful, EISI will proceed with the target rollout date of May 2015.

As the Coast Guard moves closer to the actual rollout date, EISI will promulgate additional correspondence via various channels, such as the C4ITSC blog and an ALCOAST, to provide both C4IT support personnel and end users with instructions on how to best prepare for the transition to VDI.

For more information regarding VDI, please contact Lt. Deloise Moore at [Deloise.L.Moore@uscg.mil](mailto:Deloise.L.Moore@uscg.mil). ≈

it's so new and continuing to evolve. The job itself is trying, but the people I work with make it easier and more enjoyable."

With all the people working around the clock fixing all of the Coast Guard fleet's issues, there has to be someone to fix all the CSD's issues.

Within the same area of the CSD is the Systems Support Services whose sole responsibility is managing the hardware of the CSD. Chief Warrant Officer Ronald Devoe and a few ITs manage the CSD's computers and maintain the largest phone system in the Coast Guard. "By keeping the CSD up and running, we keep the Coast Guard up and running," said Devoe.

They also rotate 3rd class petty officers from the CSD every three months to provide training for practical factors they cannot get in the call center.

Even though the CSD is one of the newest units in the Coast Guard and is nowhere near an ocean coastline, the unit still



Petty Officer 2nd Class Sonny Mabaquiao and Petty Officer 2nd Class Josh McMullin, information systems technicians, sort through help tickets at the Centralized Service Desk in St. Louis

functions like any other Coast Guard cutter or boat station at heart. Members work long hours, nights, weekends, and holidays. They constantly have to adapt to changes by training their people while still meeting the high demand of their customers. "There is less responsibility overall as opposed to ship work, but it changes more," said Petty Officer 2nd Class Josh McMullin. "But there are also good opportunities to learn more."

Like the rest of the Coast Guard, CSD members build up each other during tough days through comradely and morale functions. "The chiefs do bingo through chat, hold luncheons and try to do off-duty morale functions," said Shoemake. "Keeping morale high

is important because we can't close the floor."

As for the future of the CSD, Shoemake and Dutsch see growth. "The CSD is making the IT rating mature quickly, so the rate will eventually change from a physical focus to a virtual one," said Dutsch. "It's a bright and challenging future for us," said Shoemake. ≈

# National Brain Injury Awareness Month

Submitted by Lt. Michael J. Doria, Ph.D., USCG, Clinical Neuropsychologist,  
Program Manager, Psychological Health & Traumatic Brain Injury Program

Congress has designated March as Brain Injury Awareness Month. To raise awareness of traumatic brain injury (TBI), the U.S. Coast Guard (CG), along the Department of Homeland Security (DHS) and the Department of Defense (DoD), promotes an educational campaign regarding TBI during the month of March as part of National Brain Injury Awareness Month.

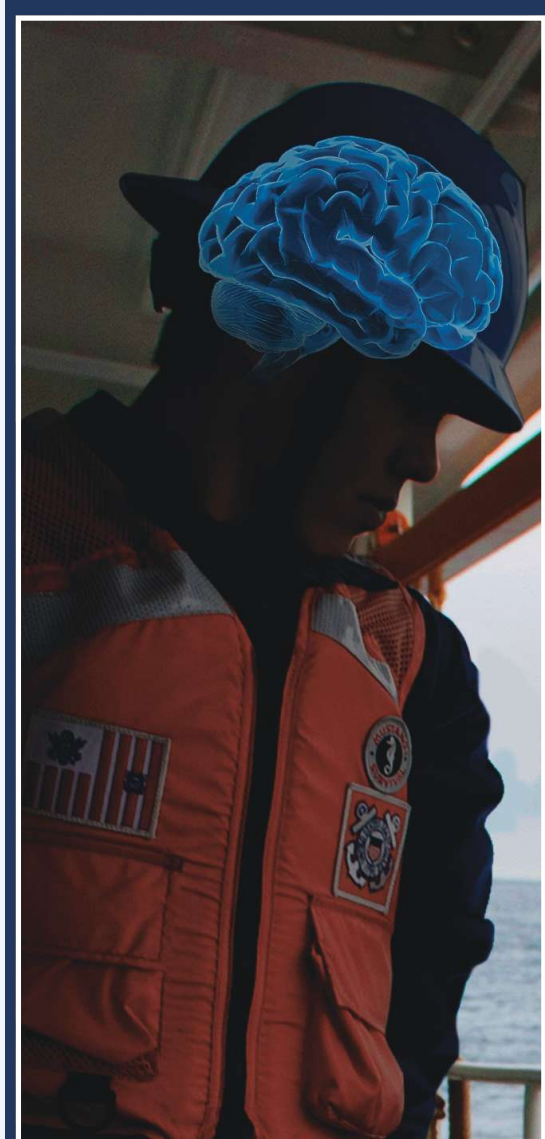
TBI can be insidious in its progression and subtle impact on affected individuals, degrading interpersonal relationships, individual cognitive function, and the ability to support one's self and family. Improving outcomes for TBI-affected individuals and reducing its impact on the organization begins with awareness and recognition.

According to the Brain Injury Association of America (BIAA) and the Centers for Disease Control and Prevention, 1.7 million people in the United States sustain a TBI every year, with brain injury being a contributing factor to 30.5 percent of all injury-related deaths in the United States. In short, TBI is a blow or jolt to the head or a penetrating head injury that disrupts the function of the brain. It can cause a wide range of functional changes which can affect thinking, sensation, movement, language, and/or emotions.

From 2000 to 2014 more than 307,283 U.S. Armed Force service members have sustained a TBI. Approximately, 84 percent of those injuries were mild TBI's, otherwise known as concussions, according to the Defense and Veterans Brain Injury Center (DVBIC).

DVBIC was created in 1992 by an Act of Congress in order to better care for service members who had sustained a TBI. DVBIC is the TBI operational component of the Defense Center of Excellence for Psychological and Traumatic Brain Injury.

"DVBIC has sixteen sites around the world working with brain injured patients from each branch of the armed services. This joint effort allows us to use the experts in every area of TBI research, treatment, and clinical care so we can offer the best and most up-to-date care and technology to our wounded warriors," said Col. Sidney R. Hinds, II, MD, USA, DVBIC National Director. According to DVBIC, recovery from a mild TBI is usually complete within seven to 10 days.



## March is National Brain injury Awareness Month

When an individual sustains a TBI, the entire family can also be affected. Caregivers of people who have suffered a TBI can experience feelings of burden, distress, anxiety, anger and depression. If you are caring for a partner, spouse, child, relative, or close friend with TBI, it is important to recognize how stressful this situation can be. Seeking help is the key.

The National Center on Care Giving states that "some services most helpful [to caregivers] include in-home assistance, respite care to provide breaks from care giving, brain injury support groups, and ongoing or short-term counseling for caregivers to adjust to the life changes. Caregivers may also need to ask their support system of family, friends and community members for help, so they can avoid burn out."

A crucial resource for individuals with TBI and their caregivers in the military community is the Defense Centers of Excellence for Psychological Health and Traumatic Brain Injury (DCoE) which provides health care professionals with evidence-based psychological health (PH) and TBI care guidelines and consultation.

A direct 24 hour/7 day a week neuropsychological consultation contact for immediate response to CG medical providers has been established. Additionally, a general informational website and email address regarding any questions, concerns, or request for PH & TBI educational materials was created for CG personnel.

In addition, since June 2013 the CG's PH-TBI Program has had an ongoing Psychological Health and Traumatic Brain Injury Study, which is a longitudinal large research study (combined of 8 CG Units) examining factors related to stress, psychological adjustment and TBI in CG personnel.

In recognition of Brain Injury Awareness Month, the DoD, DHS

and the CG have taken steps to increase awareness about TBIs, including prevention, diagnosis and treatment, and research, while reducing the stigma for persons who seek care.

For further information on Brain Injury Awareness Month please visit DVBIC's website at: [www.dvbic.dcoe.mil](http://www.dvbic.dcoe.mil). For further information on the CG's Psychological Health and Traumatic Brain Injury Program please visit the website at: [www.uscg.mil/hq/cg1/cg112/cg1121/PH\\_TBI.asp](http://www.uscg.mil/hq/cg1/cg112/cg1121/PH_TBI.asp) or email [mypsychhealth@uscg.mil](mailto:mypsychhealth@uscg.mil).



# Worried About Your Piggy Bank?



## Get Financial Help from CG SUPRT

Worries about your bank account or financial concerns can affect your health and interfere with your daily life. CG SUPRT can provide you with resources to assist families in many areas such as:

- personal financial consultation
- tax issues
- budgeting
- credit and debt assistance
- retirement planning
- bankruptcy
- loan consolidation
- power of attorney
- guardianship
- housing/real estate
- estate planning
- personal finance management
- planning for college

**Give CG SUPRT a call today!**

**855-CG SUPRT (247-8778)**

*Remember this call is free and confidential  
within the limits of the law!*





# Bulletin Board

## Important Enlisted Training Information

ALCOAST 351/14 (released R 221652Z AUG 14) announced numerous items of importance to all enlisted members and their supervisors. It is strongly recommend that all reservists review the ALCOAST. Specifically members of the Public Affairs (PA) and Marine Safety Technician ratings should be aware that Occupational Analysis (OA) surveys for their ratings are schedule for February and April, respectively. See the ALCOAST for additional information.

## CG Credit Union in 8th District Expands Access

The Reserve and Auxiliary forces, located within the 8th Coast Guard District, can now access the services of the Coast Guard Employees Credit Union (CGECU). The credit union was recently granted approval to expand membership to both Reserve and Auxiliary personnel living within the boundaries of the district.

The CGECU has served employees, active duty, and retired employees/military of the USCG since 1950. With 65 years of service to such individuals and their immediate family, the credit union hopes this expansion provides another choice for both Reserve and Auxiliary individuals located within the district.

The credit union is a non-profit financial institution. All deposits are insured by the National Credit Union Administration Insurance Fund (NCUA) to at least \$250,000 and backed by the full faith and credit of the United States Government.

If you are interested in joining or have questions, visit the CGECU web site at <http://coastguardecu.net/> or call at (800) 772-6163.



### Rear Adm. Hinrichs Presents Medal to 8th District Reservist

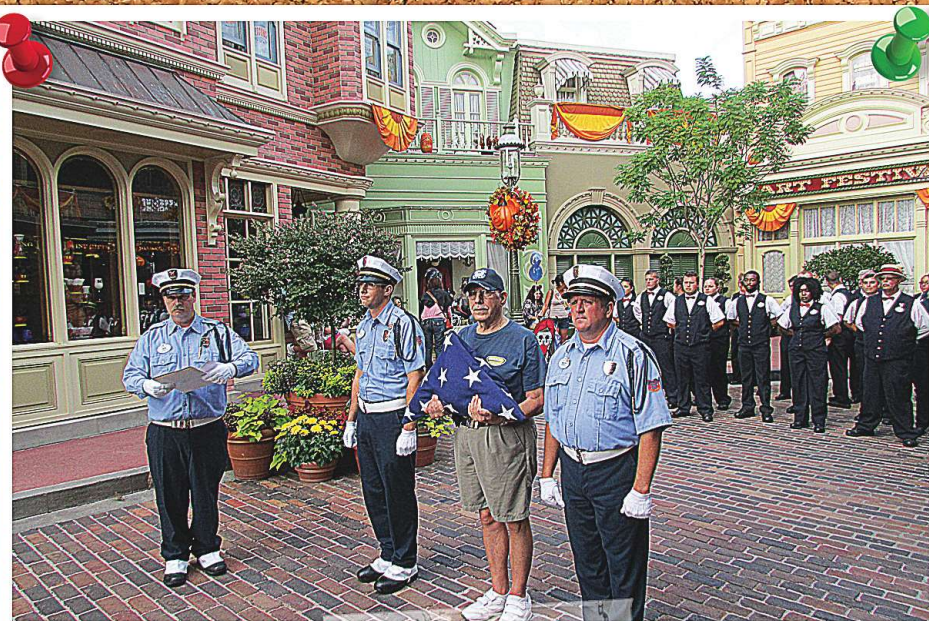
On July 20, 2014, Rear Adm. Kurt Hinrichs, Pacific Area Senior Reserve Officer conducted an All Hands visit at Port Security Unit 308 in Kiln, Miss. During his visit Hinrichs presented ME1 Michael Bruno with the Coast Guard Commendation Medal in recognition of his selection as the 8th Coast Guard District Reserve Enlisted Person of the Year.





### PSU 311 Holds Change of Command

Port Security Unit 311 held its Change of Command ceremony on September 20, 2014. Shown here from left to right are Cmdr. John Caraballo, outgoing Commanding Officer, Capt. Bill Timmons, Pacific Area Staff and Presiding Official, and incoming Commanding Officer Cmdr. Brian Dudley.



### Reserve Retiree Honored at Disney

United States Coast Guard Reserve retiree YN2 Ron Penney was honored as the Veteran of the Day during a visit to Disney World in Orlando, Fla., on September 20, 2014. YN2 Penney is shown here holding the flag he was presented at the end of the Colors ceremony at which he was recognized for his service to his country. YN2 Penney, a 1st Coast Guard District sailor, retired from the Reserve on November 4, 1997.

Photo courtesy of Disney World



## TO CHANGE YOUR MAILING ADDRESS:

### Selected Reservists:

Please use Direct Access [www.uscg.mil/ppc/ps/](http://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](mailto: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](mailto:ppc-dg-ras@uscg.mil) or use Direct Access [www.uscg.mil/ppc/ps/](http://www.uscg.mil/ppc/ps/), or use self-service at [www.uscg.mil/ppc/ras/directoryassistance.asp#one](http://www.uscg.mil/ppc/ras/directoryassistance.asp#one) or call 1-800-772-8724.





## Kappes Honor Graduate CWO Development Course

CW02 James Kappes earned the distinction of being the Honor Graduate of Chief Warrant Officer Professional Development Class 08-14."CWO Kappes is an excellent representation of the caliber of professionals, both active duty and Reserve, attached to Base Miami Beach," stated Cmdr. Sergio Villaverde, Senior Reserve Officer at the base.



## VBST Reservist Takes Final Oath

MEC Jason Friebis, a Vessel Boarding Security Team (VBST) member, takes his final reenlistment oath (8 years) in front of the statue of Douglas Munro in Cape May NJ. The oath was administered by Ens. Jose Castro. Both are members of the Reserve VBST located in Cape May.



## MSU Chicago Reservist Recognized

On September 6, 2014, Lt. Cmdr. James Fitzgerald received the Coast Guard Achievement Medal from Cmdr. Ryan Manning, Commanding Officer of Maritime Safety Unit (MSU) Chicago. Fitzgerald is departing MSU Chicago for Port Security Unit 312 in San Francisco following a five year tour. Pictured from left to right are Lt. Cmdr. Fitzgerald, Cmdr. Manning, and Lt. Cmdr. Stacy Miller, MSU Chicago Executive Officer, reading the citation. Photo by Lt. Gentile



## Sector Lower Mississippi River Member Advances

MST1 Wesley Maddock, a member assigned to Sector Lower Mississippi River, Memphis, Tenn., pictured here being pinned by MSTCM Gary Dennis while MEC Paul Ford reads his advancement certificate during a recent ceremony at the sector on October 19.

Photo by BMC Douglas Neindick

## Long Island Sound Senior Enlisted Reservist Recognized

Sector Long Island Sound Senior Reserve Officer Cmdr. Jooyi Ryan presents MCPO Michael Rowan with the USCG Commendation Medal during a ceremony at the sector in September.



## MSU Paducah All Hands

Marine Safety Unit Paducah poses for an all hands photo at the KY Lake Dam. **Back Row** (l to r): Lt. Sean Hughes, Ens. Elvira Keeble, BMCS Ralph Horn, BM3 Sean Grandowicz, ME2 Stacy Russell, ME3 Daniel Rinell, MK3 Christopher Willis, YN1 Eugenia Herndon, MK1 Matthew Stowell and MEC Joseph Beverly. **Front Row:** SK2 Amanda Bausman, BM3 Aimee Ortiz, BM3 Natalie Hall, MK3 Michael Russell and MEC Marcus Easley.

Photo by Jeff L. Yates





# Awards



**Defense Superior Service Medal**  
Capt. Robert Grassino



**Defense Meritorious Service Medal**  
Cmdr. Robert Schoen  
CWO Donalr Borries



**Meritorious Service Medal**  
Cmdr. Yardley Bailey



**Coast Guard Commendation Medal**  
Lt. Cara Lowry  
CWO Joshua Davis  
FSCM Michael Rowan  
ME1 Michael Bruno



**Air Force Commendation Medal**  
Lt. Michael Von Stein



**Joint Services Achievement Medal**  
CWO Rodger Guest



**Coast Guard Achievement Medal**  
Lt. Cmdr James Fitzgerald  
Lt. Gregory C. Fernley  
MSTCM Gary Dennis  
MST2 Dana Dorman



**Commandant's Letter of Commendation**  
Lt. Todd Remusat  
MK1 Michael Slack  
MST2 Mary Palazzo  
YN2 Beverly Voss



**Coast Guard Reserve Good Conduct Medal**  
MST1 Josh Butler  
MST2 Dana Dorman  
MST3 Clay Jamison

## Sector Lower Mississippi Bids Farewell to Senior Enlisted Member

During an awards ceremony held on November 9, 2014, MSTCM Gary Dennis was awarded the CG Achievement Medal for his years of faithful service at Sector Lower Mississippi River (SECLMR) prior to his departure to Sector New Orleans, La. Pictured here are Cmdr. Laila Grassley, Senior Reserve Officer, Lt. Cmdr. Corneda Boyd and MSTCM Dennis. During the same ceremony BMC Doug Niendick was presented a plaque for his years of service at SECLMR. Chief Niendick is pictured here with Cmdr. Grassley.



Photo by YN1 Brian Smith



## Sector Buffalo Advancement

Lt. Doug Mansell and YN2 Seldon Przelomiec advance YN2 Reynard Ramos during a ceremony at Sector Buffalo in September 2014.

## Reservist Receives High Level Send-Off

Chairman of the Joint Chiefs of Staff Gen. Martin Dempsey, USA congratulates Cmdr. Wilbur Velarde during a brief ceremony held on November 18, 2014 upon occasion of Velarde's departure from the National Military Command Center, Pentagon. Cmdr. Velarde's next assignment will be as the Senior Reserve Officer at the Navy Expeditionary Combat Command's Coastal Riverine Squadron 10 in Jacksonville, Fla.



## CPOA Holds Annual Golf Tournament Honoring Fallen Hero

The Long Island Sound Chief Petty Officers Association held its annual golf tournament in memory of DC3 Nathan Bruckenthal who was killed during operations in the North Arabian Gulf in 2004. Shown here are tournament participants including CPOA members and Prospective Chief Petty Officers who coordinated the event as part of their Chiefs Call to Indoctrination process.

# Retirements

## CWO Rodger Guest Retires at Sector Long Island Sound

On October 4, 2014 during a ceremony at Sector Long Island Sound CWO Rodger Guest retired with over 36 years of service in the Coast Guard Reserve. Commanding Officer Capt. Edward J Cubanski officiated and is shown here presenting CWO Guest with his retirement certificate. CWO Guest was also presented with the Joint Services Achievement Medal



## PSU 308's Chief Lynn Chambliss Goes Ashore

On October 18, 2014, Chief Gunner's Mate Lynn Chambliss went ashore for the final time departing Port Security Unit 308, following 27 years of dedicated service to our country and the Coast Guard Reserve. Chief Chambliss held her retirement celebration at PSU 308 with her shipmates; family and friends in attendance. Her son Dylan was recognized for his support and sacrifices that he made during the Chief's career. Chief Chambliss holds the distinction of being the first female Chief Gunner's Mate in the Coast Guard Reserve, attaining that benchmark in January 2012. Chambliss began her military service in 1985, enlisting in the U.S. Navy. She transferred to the Coast Guard Reserve in August 2003. Her past assignments included Maritime Safety and Security Team 91112, Coast Guard Island, Belle Chase Coast Guard Armory and Port Security Unit 308. When asked what she would miss most Chief Chambliss replied simply, "military people." All her shipmates wish Chief Chambliss fair winds and following seas as she begins a new chapter of her life.



## OS1 Clinton Mingus Bids Farewell

OS1 Clinton Mingus retired from Coast Guard Reserve during a ceremony held at Sector St. Petersburg, Fla. on October 11, 2014. Mingus retired after 24 years of service, 15 in the Coast Guard and 9 in the Air Force. He is pictured here with Sector St. Petersburg's Senior Reserve Officer Cmdr. Michael Jackson and his shadowbox.



## CWO Donald Borries retires after 35 years of service

On July 1, 2014, ELC4 Donald Borries, Executive Officer, Selective Services System (SSS) Detachment, Indianapolis, Ind., retired after service of 35 years.

CWO Borries began his Coast Guard career in June 1979 on the enlisted delayed entry program and completed boot camp at Alameda, Calif., as Honor Grad of Oscar Bravo 127. His faithful and distinguished service included tours with the Ceremony Honor Guard, Alexandria, Va., ET 'A' School, Governor's Island, N.Y., Combat Crypto 'C' School, Vallejo, Calif., Commander (eee) D9, Cleveland, Ohio, CGC Tampa(WMEC902) and ESU St. Louis.

CWO Borries is shown here with his son 2nd Lt Trevor Borries after he was awarded the Defense Meritorious Service Medal on June 21, 2014 by Lt. Col. David P. Slack, USM(R) for his services as SSS, Reserve Force Officer for exceptional service for the Department of Defense.





## Cmdr. Dan Eagan Departs Following 30 Year Career

On Saturday, June 7, 2014, members of the United States Navy's Coastal Riverine Squadron (CRS) EIGHT gathered in Newport, R.I., to honor Coast Guard Cmdr. Daniel Eagan's retirement after 30 years of dedicated service. In addition to Cmdr. Eagan's career as an active duty and Reserve Officer, his service included enlisted tours in the United States Marine Corps and as a Coast Guard Chief Petty Officer. Family members in attendance included his wife Georgia and parents-in-law Mickey and Roger Wells. CRS EIGHT Commander Officer Capt. Guy Vilardi presided over the ceremony. (Photos by PS1 Brett Shirk, USN)



## Commander Robert Schoen Retires at NORTHCOM

On September 4, 2014 an informal retirement ceremony was conducted at USNORTHCOM for Cmdr. Robert Schoen. Rear Adm. Michael McAllister presented Cmdr. Schoen's award, the Defense Meritorious Service Medal, and provided congratulatory comments. Active duty and Reserve members gathered to honor Schoen's nearly 30 years of service. Shown here (L to R) are: Cmdr. Thomas Martin, Capt. Timothy Tobiasz, Capt. Robert Grassino, Rear Adm. McAllister, Cmdr. Schoen, Lt. Gregory Jones, Lt. Cmdr. Jennifer Loth, Lt. Cmdr. Sara Moser, and Lt. Frederick Merritt.

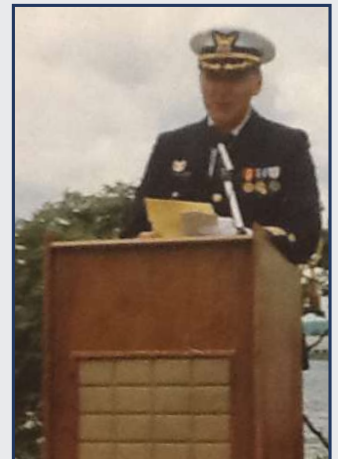
## CWO Bruce Jones Ends Career at Container Inspection Assist Team

Lt. Cmdr. Tony Migliorini congratulates CWO Bruce Jones during a retirement ceremony held on September 26, 2014 at the Container Inspection and Assist Team (CITAT) in Oklahoma City, Okla. In addition to his tour at the CITAT, CWO Jones' 34 year career included assignments at MSU Savannah, MSO Jacksonville, Sector Jacksonville and RAID Team 4. (Photo by MSTC Robert Diaz)



## Taps

**Cmdr. Richard R. Paton, 70, USCGR (ret)**, of Ellington and formerly of Coventry, beloved husband of Caroline (Wiatrak) Paton, passed away on Tuesday, October 7, 2014. He spent his career in Risk Management and retired from Phoenix Insurance. He served his country for 27 years and retired as a Commander in the U.S. Coast Guard. Cmdr. Paton began his Coast Guard career upon graduation from the Maine Maritime Academy in 1966. His initial active duty assignment was to the Marine Inspection Office (MIO) Boston. Upon release from active duty Paton continued to serve in various Reserve units throughout New England and eventually served as Commanding Officer of Group Long Island Sound Reserve just prior to his retirement.



Paton also served on the board of the Workman's Compensation Trust and the Steamship Historical Society Association. In addition to his loving wife Caroline, he leaves his three adoring children, Craig, Melissa and Scott as well as six beautiful grandchildren, Sabrina, Taylor, Johnathan, Samuel, Analisse, and Tenneson.



# Porting Shots



The crew of Coast Guard Cutter *Hamilton* take up positions around the deck of the cutter after the vessel's commissioning ceremony in Charleston, Dec. 6, 2014. *Hamilton* is the Coast Guard's fourth 418-foot Legend-Class National Security Cutter.

Photo by PA1 Stephen Lehmann



Members of a Coast Guard Funeral detail finish folding MCPO Paul Antic's burial flag for final presentation to his family at his funeral ceremony Thursday, August 28, 2014.





The Coast Guard and a good Samaritan rescued four people whose boat caught fire off the coast of Murrells Inlet, south of Myrtle Beach, Dec. 14, 2014. One of the four was medevaced after displaying symptoms of hypothermia.

A Fire Scout UAS is tested off the Coast Guard Cutter *Bertholf* near Los Angeles, Dec. 5, 2014. The Coast Guard Research and Development Center has been testing UAS platforms consistently for the last three years.

Photo by PA2 Luke Clayton





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