United States Coast Guard Enlisted Persons of the Year Reserve Component The Best of the Best

Volume LXII  Issue 3 • 2015
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On the cover:
Cyndy Olson and Master Chief Petty Officer of the Coast Guard Steven Cantrell affix new collar devices to Ryan Olson’s uniform during the 2014 Coast Guard Enlisted Persons of the Year Banquet at Joint Base Anacostia-Bolling in Washington, D.C., May 7, 2015.

Photo by HC Kyle Niami
To the Editor:

In Volume LXII, Issue 2, Taking the Lead to Chart a New Course was a great story about YN2 Dr. Olivia Hooker. My wife thought I was strange by saving different articles about different subjects. I saved an article from a CG pub about the Museum, was expanding and requested info on Coast Guard subjects. I went up in the attic to retrieve my old sea bag with unload at the museum. Once there I was told they were going to place a sign at the Coast Guard section “To be completed at a later date” because they had no info on the CG. So I said “No ft. wide). I had a window “Women in the Coast Guard” and created a display on Olivia Hooker. I was able to get in contact with her prior to the grand opening and she sent an updated photo and resume. That info on Dr Hooker still remains along the article I will be able to update Hooker’s information.

Thanks.

Cmdr. A.J. “Skip” Caissie, Jr. USCGR (ret.)

Editor’s Note: Sir, thank you for your note. More importantly, thank you for what you are doing to save and promote our proud and diverse heritage.

To the Editor:

Re: Commander Kenneth T. White’s response to Rear Admiral Hinrichs’ mention of the early PSUs as “notional”, I was a member of the Coast Guard Reserve Unit in Rochester, NY, from 1976 to 1992 and was very involved in the early days of the PSUs.

Anima est Bonus!

Jeff Smith
I never heard of them referred to in any other way but "notional." As a former member of the U.S. Army, I was tapped by our CO to begin defensive land combat training of a group of volunteers from the Rochester unit in the early ‘80s. The situation of the PSUs at the time was so "notional" that we had no manuals, weapons, field uniforms, boots, load-bearing equipment or guidance from District 9 as to what exactly we should be training to do. Through contacts with various local area Army Reserve and National Guard units we were able to receive weapons training from them and piggy back on some of their field exercises. They also provided weapons and in one case winter field uniforms for us for the duration of the exercises. We were finally issued BDUs, boots and other gear in ’86 for the Combat Skills training at Quantico.

Perhaps at the District and above level the PSU units were considered fully formed and operational but at the deck plate level they were very "notional" indeed. The PSUs didn’t lose their notional status until after Desert Storm when it became apparent that permanently organized, trained and equipped units were necessary.

To the Editor:

I note with sadness the passing of BMCM Bruce McCluskey USCGR (ret.). Our service has lost an extraordinary Coast Guardsman and a seasoned mariner. I have lost a good friend, role model, and mentor.

I worked for Bruce McCluskey when he was Port Captain at the Harry Lundeberg School of Seamanship at Piney Point, Maryland back in the early seventies. He was a true natural leader, a superb seaman, and a very fair and forgiving boss. Sharing a keen mutual interest in boats and the water, we hit it off immediately and remained close friends over the years. We stayed in contact during his various job assignments around the world, and my career with the Coast Guard. In recent years I have had the pleasure of frequently visiting him and his dear wife Marjorie at their home in Pine Island, Florida.

Bruce McCluskey was to me a model Coast Guardsman. Possessing an extraordinary knowledge of navigation and superb seamanship skills, he was the consummate professional mariner. He was always confident, and completely comfortable around the waterfront and aboard vessels of all sizes. He was an extraordinary boat handler. His professional presence inspired me to enlist in the Coast Guard, a decision which transformed my life.

I worked with him for less than 2 years. Yet even for this relatively short period, he had a huge impact on my life. To this day whenever I hesitate to move out on a project or am challenged by the scope of work, or thoughts of my own inability to complete a task, I pause and ask myself... “What would Bruce McCluskey do in a situation like this?”

This way of thinking has helped me through some very challenging situations over the past 40 years.

Fair winds Captain Bruce. We all miss you.

Capt. Dale M. Rausch, USCGR (ret.)
Solomons, Md.

Editor’s Note: Thank you, Captain. I also was fortunate to have served with Master Chief McClusky as a young Petty Officer assigned to RU Station Chatham. BMCM McClusky was as knowledgeable and salty as they come. His mentorship and guidance developed many a fine Coast Guardsman, both active and Reserve. Fair Winds, indeed.
Train, Maintain, Operate

Petty Officer 3rd Class Kristen Hurst, a boatswain's mate reservist at Coast Guard Station New Orleans, practices towing at Lake Ponchartrain for Station New Orleans Boatcrew College, June 8, 2015. The boatcrew college provides training in navigation, man-overboard drills, towing and engine casualties.

Photo by Petty Officer 3rd Class Carlos Vega
As noted in my first View, I had much to learn about the Reserve. While my time as Director of Reserve is soon coming to a close, my understanding and appreciation for both the force and the individuals who make it such a versatile and invaluable resource to our Service and our Nation grows daily. I continue to be impressed with the professionalism, energy and enthusiasm of the Reserve Force. I have had the opportunity to see first-hand the many important contributions reservists are making - from Title 10 support of the Department of Defense at Joint Task Force Guantanamo Bay to training at small boat stations and readiness exercises by the Mobile Support Unit in Baltimore. During these visits and in nearly every Headquarters level briefing, I see and hear how our reservists and those charged with supporting them are committed to Adm. Zukunft’s three guiding principles: Service to Nation, Duty to People and Commitment to Excellence.

Service to Nation. Nearly fourteen years after 9-11, Coast Guard Reserve personnel continue, along with their active duty counterparts, to be on the front lines of securing the homeland. Just as important, reservists across the Service selflessly spend time away from their families and employers to maintain their readiness and gain or build on skills which will most certainly be needed at a time and place yet determined.

Duty to People. Regardless of status – active, reservist, civilian, auxiliarist – we all have a responsibility to not only protect those we serve but those we serve with. The commandant has made the eradication of sexual assault and harassment the only acceptable outcome of the Sexual Assault Prevention and Response Program (SAPRP). Studies by the Department of Defense Sexual Assault Prevention and Response Office show that while the Reserve Components have slightly lower percentages reports of assault and harassment are still significant. I strongly urge each reservist familiarize him or herself with SAPRP. I also need you to take the time to internalize why there can be no bystanders in this effort and why each of us must stand up and say, “Not in my Coast Guard!”

Commitment to Excellence. I recently had the privilege of releasing ALCOAST 207/15 announcing the 2014 Coast Guard Reserve National Awards winners. This year’s honorees certainly reflect the commitment to excellence I have witnessed during my field visits. To the winning commands and individual selectees, Bravo Zulu! I would also like to give a shout out to MEC Ryan M. Olson who was selected as the 2014 Reserve Enlisted Person of the Year. From my personal observation, Chief Olson is an outstanding representative of our Reserve enlisted workforce.

Challenges. While reservists continue to do all that we ask and often more, challenges remain. While the December launch of Global Pay 9.1 upgrade has improved efficiency and auditability, numerous defects have been identified that have impacted many reservists. Corrective measures are currently underway to mitigate and correct these impacts. Everyday a prioritized list of defects is being worked while other shortcomings are being identified. Rest assured, a significant amount of effort is being expended to stabilize and correct the system. While this may be little comfort to those living with the realities of faulty data and burdensome processes, I ask that you remain patient. Know we are on it, and continue to report issues through your chain of command.

Opportunities. Fiscal realities have led us to sharpen our focus and limited resources, specifically the Reserve workforce. An initiative which I believe holds great promise is a joint DCO/DCMS effort to establish a framework that will identify the Reserve Component’s contribution to total force contingency response requirements. Not only will this help determine the optimal structure and resource requirements for our workforce, it will drive us to a more thorough understanding of readiness moving us beyond historic administrative measures to a true reflection of operational readiness.

Finally, I am extremely proud to have been your Director of Reserve and I move on confident that the knowledge I have attained will serve me well in my new assignment as Director of Operational Logistics. The Reserve will be in tremendous hands as Rear Adm. Kurt Hinrichs assumes the Program’s reins. His willingness to put his civilian and family life on hold is the perfect reflection of what each and every reservist represents – selfless service. It is this individual and collective selflessness which will continue to inspire me to ensure your value is constantly reinforced at the highest levels of our Service. I know the dedicated CG-13 staff will be at the ready to assist Rear Adm. Hinrichs in every way as they remain steadfastly committed to ensuring our Reserve workforce is –

Semper Paratus.

"I am extremely proud to have been your Director of Reserve and I move on confident that the knowledge I have attained will serve me well in my new assignment as Director of Operational Logistics."
Greetings from the 8th District where we are protecting the Gulf and the Heartland. The District Commander, Rear Admiral David Callahan sends his regards and appreciation for a job well done.

A part of me wants to expound on the unique qualities of 8th District; from the Western Rivers, to the Gulf Coast, to the Outer Continental Shelf. I will refrain from doing so but please visit our Facebook page at www.facebook.com/uscoastguardheartland.

First, Bravo Zulu to Petty Officer 1st Class Ryan M. Olson of Port Security Unit 313 on his selection as the 2014 Coast Guard Enlisted Person of the Year – Reserve Component. You will find his story and articles on district level selectees in this issue of the Reservist.

Permit me to share a couple of lessons learned over the past several years. I’ve learned and re-learned both of these lessons the hard way because I am not naturally good at either one.

Lesson number one: Be flexible. I realize this is not a new concept, but it is essential to success both in the Coast Guard and life in general. A large part of my job as a Gold Badge is to help units prepare for inevitable change. Ours is an uncertain time. The Coast Guard Reserve is challenged daily by consequences from sequestration, billet reduction, budget cuts, and a changing small boat fleet. We are working toward stabilizing reasonable commuting distances and berthing processes.

The only constant thing in our service is change. When I stood the watch as the active duty Command Master Chief for the district last summer I posted the words “Remain Flexible” on my wall because I quickly learned there is always more to the story. Constant changes in information, personnel situations, emergencies, and operations required minute-by-minute adjustments to my perception, understanding, decisions, and actions. Do not be afraid to adjust your course because you might look bad. It is better to ask and possibly appear misinformed than to remain silent and be so.

The Deepwater Horizon response in 2010 pulled me well outside my comfort zone. I didn’t have time to become rigid. Events changed daily, by the minute. I knew I had to stay flexible as an Agency Liaison, otherwise the multi-agency response in Grand Isle would grind to a halt, causing cleanup, financial, and political fallout. We adjusted our response tactics based upon our ever-evolving understanding of the on-water response, media interest, and public impact. We became good at what we did because we remained flexible.

Lesson number two: Communicate. You may say, “Well, thank you, Captain Obvious.” Communicating is easy, but communicating effectively can be difficult. You communicate constantly through written, visual, and verbal cues. You communicate by your expression, body positioning, words, tone of voice, eyes, attention, email, Facebook page, tweet, etc. Take a hard look at yourself and identify what you’re saying, when and how you’re saying it.

In 2013, several months into my Gold Badge job, Adm. Cook (then the District Commander) cocked his head and said, “I expected to see you more.” I rogered up (That is what you do when an Adm. cocks his head.) and scheduled regular meetings with him. I also provided a monthly trip report between one and two pages long. A few months later I asked him if he enjoyed my reports. I felt confident I was exceeding his expectations and providing more than enough information. Admiral Cook again cocked his head and said, “I’ll be honest with you. They are too long and I don’t have time to read them. Just send me a short email with the highlights of your trip. Tell me what I need to know.”

So I did. My point is to know your audience and communicate in a way he or she understands. Then you will be effective. Communicate with your crew, supervisor, Chief and Command. Do so in a way the recipient understands. Finally, remain flexible because change is a part of challenge.

Semper Paratus.
Members of the Mobile Support Unit (MSU) Baltimore delivered a loud message to senior leadership regarding their readiness and capabilities during an all-hands mobilization exercise (MOBEX) in Baltimore, April 18, 2015.

The members of this unique Reserve-only unit established a functioning self-sufficient forward operating base (FOB) during their mobilization exercise held at the Coast Guard Surface Forces Logistics Center in Baltimore. Unit members planned, prepared and executed the FOB as a potential test run leading up to the 2017 presidential inauguration, when they could support the Coast Guard’s participation if needed.

“For a 32-person unit, they really punch above their weight,” said Rear Adm. James Heinz, Director of Reserve and Military Personnel, who attended the event alongside other guests from visiting units, including the Director of Operational Logistics. “As more and more of the word gets out on what they can do – they’re going to see their solution on many more people’s plates,” Heinz added.

The FOB included a maze of multi-purpose, climate-controlled tents set up for berthing, dining, briefings and as a command center. The MSU also set up and displayed their full arsenal of mission-outfitted trailers, vehicles and equipment that can be deployed anywhere in the world when needed.

The white noise from the generators powering the climate control equipment for the tents as well as the MSU’s other equipment reinforced the fact that the FOB can be fully independent and off the grid if circumstances dictate.

The MSU maintains a fleet of mission-ready gear and equipment for use by Coast Guard crews in the field to meet a wide range of potential service needs when a call goes out for help, said MSU branch director and senior reserve officer Lt. Cmdr. William Stets.

“Our mission objective is to be recallable within 96 hours from the time members are initially notified to having themselves and the gear ready to deploy,” said Stets.

The trailers and equipment can be individually deployed to serve specific missions such as offering shore-side support to cutters and small boats. The equipment can also be deployed on a wider scale to include provisions, equipment and working space to support Coast Guardsmen during extended periods of time down range. The interior of the trailers are purpose-built to support store keepers, machinery technicians, electrician’s mates, damage controlmen and electronic technicians in the field.

In terms of personnel, the MSU is a unique unit because it is comprised entirely of Reserve members who serve two different missions. The Select Reserve (drilling) members train with and maintain the specialized deployable equipment that offers the logistical and engineering support to the fleet. Plus there are Title 10 recalled reservists who provide logistics support for the Patrol Forces Southwest Asia fleet noted Stets.

Prior to touring the FOB and talking with the reservists participating in the mobilization exercise, Heinz and the attendees learned about the MSU’s origins and the diverse roles it serves.

“The MSU was originally set up to support the 110-foot Island class Patrol Boat squadrons,” said Chief Petty Officer Sheldon Harley, the MSU division chief. “Our future goal is to support any platform in the Coast Guard.”
Since the MSU’s founding, resources have also deployed to support various Coast Guard missions and offer infrastructure aid and assistance to units, including those impacted by Hurricane Katrina and Hurricane Sandy, and to support Coast Guard members during Deepwater Horizon.

Harley and his team train in the months leading up to the exercise as a part of the qualification process for MSU members. After each MOBEX the MSU members learn what could help them operate more smoothly when the opportunity arrives to deploy downrange.

“The biggest lessons we learned from this exercise is what goes wrong, what goes right and how to fix what goes wrong,” said Harley. “We know how to do it faster and how to move our equipment more efficiently and what resources we need to have in the future.”

Upon conclusion of the FOB tour, Heinz expressed his appreciation for MSU members who provided him with a comprehensive understanding about the unit’s roles. Heinz added that he’d like to see the services of the MSU utilized by other Coast Guard units.

“I don’t think everybody in the Coast Guard has a full appreciation of the capabilities of the MSU,” said Heinz.

The MSU operates under the direction of the Asset Logistics Division at the Surface Forces Logistics Center in Baltimore. The mission of the Surface Forces Logistics center is to provide the surface fleet and other assigned assets with depot-level maintenance, engineering, supply, logistics and information services to support Coast Guard missions. The Asset Logistics Division serves as the fiscal, finance, supply and logistics expert for the Surface Forces Logistics Center command structure.

— Story by PA2 Matt Masaschi
5th District PADET

On April 15, 2015 Sector San Juan Commanding Officer, Capt. Robert W. Warren together with Lt. Cmdr. Allen E. Stratton, Senior Reserve Office held the sector’s 2nd Annual Sector San Juan Boss Lift. The event had two primary objectives. The first was to provide employers of Sector San Juan Reserve personnel an overview of a typical Coast Guard work day and what roles Reserve members fill. The second objective was to demonstrate the command’s appreciation to the employers for their support of the Reserve members assigned within Sector San Juan.

The day started with a synopsis presentation by MSTC Ismael Torres describing the Coast Guard missions and how Reserve personnel support all of the Coast Guard missions. The day’s activities continued with guided tours of multiple Coast Guard Cutters. The day concluded with a live water rescue demonstration performed by members from the Air Station Borinquen, located in Aguadilla, Puerto Rico, and reservists assigned to Station San Juan. This extraordinary event was coordinated by YN1 Carlos Molina, YN3 Hulda Jimenez of the Reserve Force Readiness Staff and Lt. Col. (ret) Agustin Rivera from the Employer Support of the Guard and Reserve (ESGR). The day concluded with a hearty meal provided by the ESGR at the Chief’s Rusty Anchor Club overlooking beautiful San Juan Harbor.

— Submitted by MSTC Ismael Torres
Photo by MKC James Grefe

Participants get a demonstration of a CG cutter’s weapons system during the Sector San Juan Boss Lift Day.
Pacific Area Brings Structure to Reserve ICS Training and Utilization

While Coast Guard reservists responded with dedication and in great numbers – over 2,600 – during the 2010 Deepwater Horizon response, many arrived to the largest marine oil spill in U.S. history unprepared and undertrained. This startling revelation resulted in a complete overhaul of how personnel are trained in the Incident Command System (ICS), the process by which the Coast Guard responds to and manages multi-agency crisis situations.

Mobilization to the Deepwater Horizon response revealed many things, including the merits of having and maintaining ICS-trained and capable Active and Reserve forces. At that time, active duty members had already started a strong push toward using the ICS structure as the primary method of incident management, but leveraging reservists as a surge force during a crisis had yet to be a formal effort.

Attaining ICS qualifications proved to be challenging for reservists because they were not always able to attend required training or participate in exercises or real-life incidents like their active duty counterparts. In 2011, the Pacific Area Command (PACAREA) created the Reserve Incident Management Staff (RIMS) within the Area’s Response Planning Branch (PAC-53) to enable reservists to prepare and plan for potential incidents and to provide Reserve surge capacity for Incident Command Posts or Incident Management Teams established throughout PACAREA.

While making great strides in training reservists in ICS, the administrative management of RIMS proved challenging and the staff was moved to the Reserve Management Branch (PAC-51) to be directly supported by the Reserve Force Readiness System. In 2013, the Personnel Division (PAC-1) was established and, by default, the RIMS moved with PAC-51. The merger provided the unit with much-needed administrative support, but the division was unable to address issues related to the unit’s primary function of incident management.

In 2014, in a collaborative effort between PACAREA Incident Management Branch (PAC-35IM) and PAC-1, the 25-member Reserve staff again moved – this time to PAC-35IM. The PACAREA Incident Management Branch has policy oversight of Incident management throughout PACAREA’s area of responsibility and already managed two Incident Management Teams. PAC-35IM eagerly embraced the RIMS and renamed the team the Incident Management Reserve (IMR).

In the end, all the shuffling and realignment efforts paid off. Leadership restructured the IMR’s officer billets in a way that would offer Reserve officers more incident management career development opportunities. The new construct gives members an opportunity to take ICS courses and gain experience to qualify in Command and General Staff positions, with a primary focus on Planning Section and Liaison capabilities. The IMR focuses on these key ICS positions, as opposed to all positions, because they are not day-to-day roles, but are critical during a response.

“If you’re going to have a competency that is seldom used but is critically important, that is the perfect situation for reservists to fill,” said Lt. Cmdr. Greg Reilly, Reserve Capabilities Manager. “IMR members are highly flexible and can be used to augment the Incident Management Assist Teams (IMAT) and Incident Management Teams (IMT),” said Reilly.

The integration of the IMR into PAC-35IM enabled active duty Cmdr. Agustus Bannan, PACAREA’s Chief of Incident Management, help Reserve members get training, hands-on experience at exercises, and subsequently, obtain qualification sign-offs.

“Before we moved, no one was qualified,” said Lt. Cmdr. Sean Kelly, a reservist on the IMR who is qualified as a Planning Section Chief. “When Cmdr. Bannan helped us get signed off, we were then able to help others get signed off.”

The IMR is now a self-sustaining, fully functional and contributive adaptive force. Over the last two years, the IMR played a major supporting role in three major exercises: VIGILANT SHIELD, ALASKA SHIELD, and CAPSTONE CALIFORNIA. Team members routinely engage with the Federal Emergency Management Agency (FEMA), California Department of Fire and numerous other government agencies in support of incident responses. Last summer, members of the IMR were activated for a real-life case when tanker MT PINE GALAXY caught fire 700 miles off of the Oregon coast and needed to be towed to San Francisco Bay.

“We cut our teeth on the PINE GALAXY incident,” said Kelly. “We showed that we were trained, ready to go and could handle the case.”

The team, now led by Cmdr. Dennis Hyde, continues to evolve and contribute as a reserve force. The unit has its own facility on Coast Guard Island in Alameda, Calif., which can be utilized for training and as a real world emergency operations center. Interested Reserve members should ask their assignment officer about available IMR billets.

— Story by PAC Sherri Eng, 11th District Public Affairs
Reservists Get Results from Charleston Reserve RB-M Training

In April, the RB-M Transition team conducted its second successful Reserve RB-M training session at Station Charleston. Applying lessons learned from 2013, the reservists trained at Station Charleston during their first week of ADT-AT and then returned to their home units for PQS signoffs, boards, and check-rides during the second ADT-AT week. The trainees, identified by their Senior Enlisted Reserve Advisors (SERAs) as top performers, brought this training back to their units to rapidly certify and begin training fellow reservists.

After reporting aboard as Officer-in-Charge of Station Charleston in the summer of 2014, it was quickly recognized what a capable and professional Reserve force existed within the Sector Charleston area of responsibility. Understanding the way ahead in supporting the Boat Force Reserve Management Plan, it was apparent that we needed to create a training plan specifically designed for the development and qualifications of our present and future Reservists. After hearing about the successful Station Lake Worth Inlet RB-M training course, we wanted to bring that training to Station Charleston. Spearheading the student roster, the unit’s SERA, YNC Christy York, screened all potential candidates requiring this training. YNC York worked with all Sector Charleston SERAs to finalize the roster. The two SERAs identified qualified members ready to take the next step toward their RB-M certifications. Once certified, these reservists would be able to train members within their own units.

Personally knowing the capabilities of the RB-M Transition Team and having experienced two RB-M deliveries at former units, I realized the potential of this training. In an effort to alleviate the potential impact to the station’s B-0 boat crews, we certified the Transition Team instructors as a RB-M coxswain and two engineers. The plan quickly took shape and brought a new sense of enthusiasm to Station Charleston’s 40-plus Reserve members. Utilizing the two-week ADT-AT period allowed reservists to attend the training for the first week and then move on to a second week of skills and knowledge demonstration, potential boards, and check-rides. This training is pivotal for commands trying to qualify reservists. We certified eight RB-M boat crewmembers and five RB-M coxswains in the month following the training.

Reservists greatly benefited from this training – their RB-M platform skills and knowledge increased significantly. The RB-M Transition Team trainers are to be commended and we excited about working with them in the future. Moving forward, members of our Reserve force will continue to find new opportunities with the Coast Guard’s newest response boat. Keeping people motivated through leadership and opportunity, and consistently driving a high level of performance across the Reserve team, will ensure continued success of stations around the organization.

Coast Guard Reserve Force Master Chief Eric Johnson added, “The key to the Reserve Force remaining relevant is flexibility. Providing a path to success and encouraging reservists to gain certification on various platforms will go a long way in ensuring we have the bench strength when the Operational Commander calls for forces.”

POC: Don Hartmayer at 202-372-2461 or Don.P.Hartmayer@uscg.mil.

— Story by BMCS Justin Longval, Officer-in-Charge, Station Charleston
U.S. Naval Station Guantanamo Bay and Joint Task Force Guantanamo often host many high-ranking military officials. In early May, Adm. Paul F. Zukunft, the 25th commandant of the Coast Guard, and his wife, Fran DeNinno-Zukunft, Coast Guard Ombudsman At-Large, visited to meet with Coast Guardsmen both permanently stationed and deployed here.

With a full itinerary, the Zukunfts were able to split up and speak to the naval base commanding officer to learn more about what Port Security Unit 308’s mission, tour Camps V and VI, visit the Joint Stress Mitigation and Restoration Team, talk to the chaplains and speak to the Maritime Security Detachment as a whole.

“I am here to listen to what your concerns might be, maybe put some of those to rest, but at the same time there’s good news to tell about what is going on in the Coast Guard,” Zukunft said.

Among the news Zukunft shared with the Coast Guardsmen here was the new retirement options that will be available around mid-May and reassurance that he would cut down operations before he cuts down the Reserve force.

But before opening up the floor to questions, Zukunft had the opportunity to award four Coast Guardsmen for their hard work and dedication to the mission here. After being nominated by their leadership, Petty Officer 1st Class Britton Schneider, Petty Officer 3rd Class Joseph Toomey, Petty Officer 2nd Class Jonathan Morrison and Petty Officer 3rd Class Jabari Arnold received challenge coins and thanks for their contributions.

“He said it’s great having someone like you with that experience. It made me feel good and that I am needed here,” Schneider said.

While Adm. Zukunft checked on the Coast Guardsmen, DeNinno-Zukunft came to see how families were doing. Her primary focus is on Coast Guard families, and the health and well-being of service members.

“His wife came and spoke about making sure our families are taken care of back home, and then he came and checked on us. That’s great team work right there. It’s good to know that I won’t have to worry about my family back home,” Arnold said.

“It was a great visit and we really appreciate JTF for helping make this an excellent visit for the commandant. He had a chance to have some insights on what we do and the great JTF workforce that we do work with,” said Cmdr. Ronzelle Green, MARSECDET commanding officer. “The commandant was ecstatic with the professionalism, not just with the Coast Guard guys but with all of the JTF.”

— Story by Army Spc. Amber Bohlman, Photos by Army Sgt. 1st Class Daryl Madrid
In the early morning hours of February 21, 2015, Coast Guard Sector Mobile received a report from the UTV SAFETY STAR that a fire had broken out in the engine room knocking out power on the vessel. With six barges in tow, the crew had to act fast to maintain the line and avoid further incident. The captain was able to utilize the fire suppression system to extinguish the flames and, with the help of another vessel, the SAFETY STAR was able to arrive safely at Delta Marine in Mobile Bay. Once the fire was out and the crew was safe, it would be the job of a team of CG investigative officers to get to the root cause of the incident.

Coast Guard investigations are meant to promote safety of life and property at sea and to protect the marine environment. The results of such investigations play a major role in changing current and developing new laws and regulations. The Coast Guard conducts hundreds of investigations every month. To aid in tackling the mounting case load, units rely heavily on their Reserve crews to augment active duty forces. Sector Mobile is no different.

"The Investigation Shop is a part of the Sector’s Prevention Department," said Lt. Delyte Montoya, an Investigative Officer with Sector Mobile. "Our qualified reservists will stand duty for the active duty on drill weekends, which augments the schedule and provides much needed relief to their 1:3 rotation."

Sector Mobile reservists work closely with the active duty personnel year round to obtain and maintain their proficiency and readiness. Seventeen of the top 40 busiest ports by tonnage are located in the 8th Coast Guard District, with more than one million tons of cargo being imported daily across the district’s area of responsibility. Reserve members play a critical role in keeping up with the demands of such an active maritime community.

"This set up has many benefits," said Montoya. "It allows a much needed break for active duty members, it builds the trust and confidence between the Active Duty and Reserve Components, and it provides the Reserve members the hands-on training they need to be able to effectively augment active duty. The small gesture of trust to allow Reserve members to ‘assume the watch’ during drill weekends and annual duty for training evolutions, pays exponential dividends when the proverbial bell rings. Whether it is a response that impacts the nation or a response that impacts a remote area, we will have the on-the-job training to suit up and hit the field with our active counterparts."

Once aboard the SAFETY STAR, MST2 Stephen Davis, MST3 Stephanie Daley, MST2 Thomas Kaplan and MST3 Clayton Taylor began their investigation, obtaining photographs, conducting interviews, and assessing damages. An overflow of fuel from a leaky toolbox, coupled with too much pressure on a weakened bolt, had found an ignition source that resulted in the fire. Luckily, no injuries were reported; however, the fire caused an estimated $15,000 to the vessel.

— Story by PA1 Elizabeth Bordelon, 8th District External Affairs
Members of Port Security Unit (PSU) 312 and their families were recognized for their efforts and commitment during the Coast Guard’s Yellow Ribbon Program (YRP) held March 21-22 in Pleasanton, Calif.

The unit returned home from its nine-month deployment in Guantanamo Bay on January 18, and went through a series of steps within the YRP geared toward preparing service members and their families on what to expect before, during and after deployment.

The program touches on six points within the deployment cycle: Pre-deployment, during deployment (for family members), demobilization, 30-day post deployment, 60-day post deployment and 90-day post deployment.

"It is important to take time to recognize the contributions of the members who deployed," said Vice Adm. Charles W. Ray, Pacific Area Commander, who participated in the event. "Through experience, we have learned of the specific needs they have. (This event) shows our appreciation of their service and recognition of the special requirements they have as a result of deployment."

One of the goals of the Yellow Ribbon Program is to provide post-deployed personnel with readily available resources to assist with the active duty-to-civilian transition.

"We need to continually do all we can to announce the return of deployed units, especially Coast Guard units," said Vice Adm. Ray. "A lot of people do not realize that we do deploy and we have these requirements. We need to make sure that both community services and employers are aware that Coast Guard members have the same rights and privileges as anybody else who deploys."

Business services, including MetLife, TriCare, Veteran’s Health Administration and the Department of Labor were made available during the two-day conference, offering a variety of products and helpful tools, such as financial advice, planning and free credit checks. Other services provided ways to help service members reconnect with their civilian lives, such as Hero2Hired, Veteran’s Benefits Administration and the Warrior Canine Connection, an organization that uses well-trained service dogs to assist wounded warriors after deployment.

"Both my wife, Valerie, and I are committed to attend every YRP pre- and post-deployment event," said Master Chief Eric Johnson, the Coast Guard Reserve Force Master Chief. "These events are an opportunity to get to know both the members and their families at a no-stress level. I can’t see a better way to invest my time than being at these events."

The successful turnout of Coast Guardsmen and their families, paired with the support of the Coast Guard and local community, the Yellow Ribbon Program has been - and continues to be - advantageous for those who serve during deployments and their loved ones back home.

"In my opinion, the real benefit is ensuring that every member and their family understands that the Coast Guard values their service and will continue to look out for their best interest," said Master Chief Johnson. "(The Yellow Ribbon Program) is really a chance to demonstrate to our members who are placed in harm’s way and separated from their families that we have their backs."

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Vice Adm. Charles W. Ray, Pacific Area Commander, addresses PSU 312 during the Yellow Ribbon program event in Pleasanton, Calif.

A member of PSU-312 pets one of the trained dogs from Warrior Canine Connection (WCC). This is the first time the Yellow Ribbon Program has involved WCC into their reintegration program.
NORTHCOM Reservists Participate in Southern California Exercise

Members of CGRU NORTHCOM supported ARDENT SENTRY 2015, May 11-15th, 2015. A National Level Tier 1, the ARDENT SENTRY exercise was designed to train the command headquarters and its components for their mission of providing defense support of civil authorities (DSCA) in response to a 7.8 earthquake along the southern San Andreas fault line in southern California. CGRU NORTHCOM personnel were embedded throughout the command structure from NORTHCOM J-9 (Interagency Directorate) to the Joint Task Force-40 in Los Alamitos, Calif. Pictured (Left to Right) are: Lt. Cmdr. Bryan Moore, Capt. Franklin Schaefer, Lt. Cmdr Jennifer Loth, Lt. Cmdr Sara Moser, Lt. Greg Jones, Cmdr. Michael Baker, Capt. (s) Tom Martin, YN2 Amanda Ramos, Lt. Rick Merritt, Cmdr. Tim Pasek, Lt. Cmdr (s) Todd Remusat, Lt. Cmdr(s) Casey Johnson and SKC John Platts.

Great Lakes Reservists Gather in Cleveland

Ninth District (D9) Staff and Base Cleveland reservists hosted an All Hands during April. Reserve personnel from outlying units including ESD Buffalo and ESD Milwaukee also attended. Among the guest speakers were Capt. John Little, district Chief of Staff and Capt. Patrick Murphy, Base Cleveland Commanding Officer, as well as D9 Reserve Command Master Chief (CMC) Kurt Shoemaker and Base Cleveland CMC Jeff Waters. Presentations included speakers from Personnel Service Command - Reserve Personnel Management, Director of Operational Logistics, D9 Reserve Force Readiness Branch, Civil Rights, D9 Legal, and Base Cleveland Education Service Officer.

During the All-Hands Capt. Murphy and Lt. Bosch, Base Cleveland Senior Reserve Officer, took time to present YNC Crystal Kinnaird with a “Commitment to Excellence” coin for her commitment to duty while researching the required competencies for reservists as set out by the Concept of Reserve Employment and Incident Command System. She also recognized for counseling Base Cleveland reservists on their requirements and associated "C" schools. YNC Kinnaird’s keen analytical foresight and attention to detail contributed to the successful completion of the 2014 Individual Training Plans.
Tabletop Exercise (TTX) Produces Results for 1st District Reservists

On Saturday, April 11, 2015, the 1st District Reserve Staff held their inaugural Reserve Table Top Exercise (TTX) during their bi-annual All Hands weekend. The intent of this exercise was to provide a wide variety of tactical/strategic principals, priorities and task to create a platform for personnel to complete Performance Qualification Standard (PQS) items within their designated Incident Command System (ICS) billet. The TTX scenario covered the following contingency staffing assignments: Public Information Officer (PIO3), Planning Section Chief (PSC3), Situation Unit Leader (SITL3) Intelligence/Investigations Section Chief (ICS3), Intelligence Professional, Liaison Officer (LOFR3), Resource Unit leader (RESL3), Communication Unit Leader (CUL3) and Reserve Mobilization/Demobilization procedures.

In coordination with active duty counterparts, the Reserve Incident Management Team (DRM/IMT) staff spent nearly six months planning the event. Led by Cmdr. Gerald Kirchoff, with primary assistance by reservists Lt. Cmdr. T.J. Trifiro and Lt. Cmdr. Eric Stroming along with Lt. Nick Barrow an active duty member, the TTX kicked off early Saturday morning. Twenty-six members attended and participated in the exercise. The coaching staff included Cmdr. Jay Campbell (D1 Staff Senior Reserve Officer), Lt. Cmdr. Kevin Tyrrell (PIO3), Lt. Cmdr. Allison Cox (PSC3 – Active Duty), Lt. Nick Barrow (SITL3 – Active Duty), Lt. Cmdr. Angelina Hidalgo (ICS3), Lt. Cmdr. Eric Stroming (ICS3), Capt. Martha LaGuardia (LOFR3), and Lt. Cmdr Jeton Devereaux (Reserve Mob/ Demob). Lt. Cmdr. Trifiro and Chief Warrant Officer (OSS3) Brian Kelly were part of the simulation cell staff and provided injects via general message (ICS Form 213) throughout the course of the TTX, adding to the realistic nature of the exercise and ensuring that it progressed smoothly and stayed on point.

The scenario involved a small, single engine private plane that took off from a local Providence, R.I. airport without contacting the airport’s control tower. Shortly thereafter, the airplane crashed into a fuel tank containing over 71,000 barrels of diesel fuel. The impact caused one side of the tank to collapse, sending a wall of oil over the berm and into the navigable waterway. To complicate matters, a tug and barge were moored at the marine terminal off-loading gasoline and the pilot had possible terrorist connections.

The results of the TTX were excellent. Members assigned to the 1st District Staff successfully completed 346 PQS line items in furtherance of obtaining the necessary ICS qualifications CORE competencies as called for in the Contingency Staffing Assignments. In most cases, members completed between 20 and 70% of the PQS for an assigned competency/qualification (including Situation Unit Leader, Planning Section Chief, Liaison Officer, Intelligence Professional, and Public Information Officer). Additionally, 18 members submitted their ICS Staff PQS to obtain the ICS Staff qualification and at least two members were able to complete 100% of their PQS and will be scheduling their qualification board during their annual active duty training this summer.

The key to the TTX’s overall success was to focus on CG and unit assigned competencies. Because the exercise was so productive, additional scenario based TTX are being planned on an annual basis.

— Story by Lt. Cmdr. Kevin Tyrrell, 1st District External Affairs
MacDill AFB Hosts Joint Port Security Exercise

The 6th Air Mobility Wing hosted two Coast Guard exercises for the Port Security Unit (PSU) 309 from Feb. 18 through March 1, 2015, at MacDill Air Force Base, Fla.

PSU 309, out of Port Clinton, Ohio, is an elite Coast Guard Reserve task force with the unique mission of maintaining readiness to deploy within 96 hours of activation to active-duty status. They provide sustained force protection and port security anywhere in the world.

"The Great Lakes freeze over during the winter months making training difficult," said Coast Guard Lt. Faith Schultz, PSU 309 force protection officer. "By coming to MacDill, we not only maintain proficiency and keep certifications current, but it gives us the opportunity to conduct joint, inter-service training with the Air Force.

The first exercise was a global mobility exercise that tested the 309th’s ability to rapidly deploy their people, ships and equipment. The 309th "deployed" their unit to MacDill providing experience for their engineering and mobility crews, and Air Force loadmasters to load and transport equipment.

Furthering their mobility training, the 309th completed additional evolutions involving the loading of 32-foot transportable port security boats into a C-17 Globemaster III in a joint effort with the 6th AMW. "We were even able to complete the extremely difficult task of loading two TPSBs in a side-by-side configuration, certifying the C-17 for this type of transportation," said Schultz, "potentially reducing the number of aircraft needed to move the unit during a deployment."

The completion of the mobility exercise was just the beginning for PSU 309 and the 6th AMW. For the remainder of the training, Coast Guard boat crews trained in and around the waters of MacDill with assistance from the 6th Security Forces Squadron marine patrol. The dual ops training consisted of weapon proficiency training, day and night operations, high-speed tactical boat maneuvering and other qualification training.

"Despite some weather related challenges, training was completed on basic and tactical crew operations," said Schultz. "By the end of the exercise, both the Air Force and Coast Guard were fully mission capable."

— Story by Senior Airman Ned T. Johnston,
6th Mobility Wing Public Affairs
From Ebola to Unaccompanied Children Emergency: 
Preparedness Liaisons a Vital Link in the Incident Response Chain

As last summer came to a close and families prepared for school to resume, the Coast Guard’s Emergency Preparedness Liaison Officer (EPLO) season for response kicked in. Coast Guard EPLOs were involved when Federal Emergency Management Agency’s (FEMA) Regional Response Coordination Centers (RRCC) increased operational status as a succession of hurricanes crossed the Pacific. They also prepared for anticipated mission assignments for Coast Guard assistance when expansive wildfires consumed areas of the Northwest. In an unusual turn of events, EPLOs also engaged when the Coast Guard supported the national effort to coordinate a growing humanitarian situation at the southwest border when a surge of unaccompanied children walked into the U.S. Close on the heels of this crisis, the Ebola epidemic called for crisis action teams in Washington, D.C. to develop Coast Guard response protocols and develop procedures to keep Coast Guard personnel safe. Here, EPLOs stood the watch. Each crisis required coordinated interagency and joint responses and the Coast Guard Reserve successfully helped support each of these missions.

Unaccompanied Children Operations

From May to November 2014, the Coast Guard, under the coordination and support of the Office Contingency Preparedness and Exercise Policy (CG-CPE), provided surge support resources to assist DHS during the Unaccompanied Children (UC) operation along the Texas border. Coast Guard personnel and resources were deployed from both Atlantic and Pacific Areas to provide: medical screening, the transport of minors and Marshals from processing stations to follow-on destinations, and subject matter expertise in the use of the Incident Command System (ICS) to assist with command and control of the DHS Custom and Border Protection (CBP) led operation. Specifically, the Coast Guard provided:

- **Medical screening of almost 25,000 minors**
- **Transport of almost 900 minors via airlift from McAllen, TX to Tucson, AZ**
- **Approximately 3,684 man hours of Incident Management Assist Team (IMAT) response**
At the national level, the Coast Guard provided support to the Unified Coordination Group, assigning a Deputy Federal Coordinating Official and staff. This staff included a Coast Guard EPLO brought on active duty at FEMA’s National Response Coordination Center (NRCC) to provide Coast Guard coordination. Overall, these efforts led to savings of over $4.5 million for contract medical screening.

**Ebola Virus Disease Response**

On October 1, 2014, CGHQ activated the Ebola Virus Disease (EVD) Crisis Action Team (CAT) to review policy and response directions related to the threat of Ebola entering the United States through the maritime vector. The Ebola CAT coordinated Coast Guard efforts internally and within the interagency on EVD preparedness issues including release of an ALCOAST, an updated standardized Communicable Disease Quick Response Card (QRC), Public Affairs Guidance and a detailed Planning Order to provide direct policy guidance to the field on Ebola preparedness efforts and response in the maritime environment. The CAT also coordinated a short-term request from DHS in support of CBP to deploy 20 Coast Guard medical personnel to five airports with the purpose of screening disembarked passengers from targeted destinations. This effort resulted in over 600 passenger screenings without incident.

The Ebola CAT was initially stood up and staffed with active duty and civilian members, primarily from CG-CPE. However, it quickly became apparent that additional help would be needed to maintain the intense coordination, oversight and response operations tempo of the CAT. Two EPLOs responded to the short-term active duty request for assistance, promptly assumed management responsibility of the CAT and, along with IMAT support, allowed the active duty and civilian members to return to normal duties.

The Ebola CAT maintained daily coordination with the Center for Disease Control and Prevention (CDC), Customs and Border Protection (CBP), and other federal, state and local port partners to ensure the safe and secure arrival of passengers and crews into U.S. ports. In cooperation with CBP, the CAT tracked over 175 vessel movements from Ebola-impacted countries, and provided a daily vessel traffic report to DHS leadership. The Ebola CAT actively worked with the CDC to identify notification and action protocols in accordance with existing memorandums of understanding to ensure a smooth and coordinated federal response. Finally, the Ebola CAT developed and implemented an EVD Transition Plan, which outlined trigger points and criteria thresholds that will guide future response efforts. Once the Ebola CAT stood down, the EPLOs led a comprehensive Lessons Learned and After Action Report process to capture best practices of the CGHQ Ebola Response effort, ensuring a smoother response to similar crises in the future.

Emergency Preparedness Liaison Officers played key roles in the success of these somewhat non-standard response efforts. The coordination, leadership and interagency knowledge brought to the response team by the EPLOs proved valuable when a National-level, coordinated joint response was required to address these two very different international events.

These efforts demonstrated and reinforced the Coast Guard’s standing as a forward leaning agency, supporting DHS for short notice all hazards and incident management surge support.

**Cmdr. Conrad Theroux, Lt. Cmdr. Rich Knight and Capt. Martha LaGuardia all contributed to this story. Related article can be found in this issue’s CGHQ Program Update Section.**
Reservists Add Value to Newly Formed Unit

Montgomery, West Va., February 15, 2015. A train carrying more than 100 tanker cars of Bakkan crude derailed igniting at least 14 of the cars and destroying a nearby residence. A Unified Command was established in response to the incident, and the Coast Guard IMAT was there to assist.

"Wait," you ask. "The Coast Guard what?"

The Coast Guard Incident Management Assistance Team (CG-IMAT) is a relatively new unit. Established in August 2013, their mission is to deploy and assist Coast Guard Incident Commanders responding to, recovering from, and mitigating the effects of all-hazard incidents and events within the Maritime Transportation System.

Commissioned in August 2013 and based in Norfolk, Va., the IMAT is comprised of active duty, civilians and reservists who provide Incident Management and Incident Command System (ICS) support and assistance for training and exercises, as well as Incident Management assistance during an actual incident. The team is not designed to take control of an incident from an incident commander, but augment the efforts of that commander’s unit and support response operations across the full spectrum of Coast Guard contingencies.

As the nation’s maritime first responder, the core of the Coast Guard’s operational mission is incident response for a full range of maritime contingencies whether safety or environmental related, or those involving criminal activity or threats of terrorism. How the Coast Guard manages incident responses of all sizes and complexities with a diverse community of partners is critical to the overall safety, security and stewardship of the nation’s maritime environment. The Coast Guard must possess the capabilities and resources to effectively respond to all hazards that may impact the homeland’s maritime safety and security.

As the first commanding officer of the unit, Coast Guard Capt. Anthony Lloyd gave clear guidance on the importance of serving as a liaison to units engaged in active incidents or training for future incidents.

"The only way to succeed and overcome the chaos is be to prepared to offer solutions, not opinions," said Lloyd. "Plan, execute, analyze and plan again. In order to be a good planner and succeed in the execution of our duties, rigid and legitimate training needs to happen."

All IMAT members complete individual training plans in order to maintain their qualifications, "aspiring to succeed as a team, succeed as leaders, and succeed as a unit," said Lloyd.

IMAT teams respond and deploy to any Atlantic or Pacific Area incident where their specialized assistance is requested. Members of the team read, study and apply ICS principal organizational tools, taking a vast array of ICS- and FEMA-related courses as well as state and municipal training opportunities in their down time.
in order to be ready to perform when a Request For Forces (RFF) shows up at their door.

In its first year, the IMAT had six responses totaling 528 deployment days. They’ve assisted with the training and qualification of over 1,500 Coast Guard personnel, supported nine ICS workshops, and supported 30 exercises. The balance of the team’s remaining time was spent developing foundational documents like the Standard Operating Procedure (SOP), the Required Operational Capabilities (ROC), and the Projected Operational Environment (POE), as well as conducting routine administration tasks and preparing for their Full Operational Capacity Mobilization Exercise (MOBEX).

The IMAT is configured to include four ICS-based departments: Command, Operations, Planning, and Logistics. These can be readily reconfigured to provide multiple individuals (or “away teams”) to support operational commanders; two deployable elements capable of responding to two simultaneous Type-1 or Type-2 incidents, or to concurrently maintain the functions of the team.

At approximately 9:30 a.m. on March 31, 2015, the IMAT received exercise “notification” of an RFF from Sector North Carolina. After gathering all relevant information on the incident, Operations, Planning, Logistics, Finance, and the Public Information Assist team (PIAT) met to develop a plan. They assembled their equipment, loaded their vehicles, and departed for Elizabeth City.

The MOBEX scenario revolved around a simulated “superstorm” that damaged a marina and several boats in Elizabeth City, N.C. To further complicate matters, a civilian cargo plane “crashed” in the nearby Pasquotank River. Sector North Carolina initiated a RFF through the chain of command for IMAT support.

Five objectives were identified for evaluation: One, demonstrate the ability of the IMAT to mobilize, transit, and arrive at an incident. Two, demonstrate the ability to be briefed and operational within three hours of arrival. Three, demonstrate the ability to function within the National Incident Management System and produce an Incident Action Plan (IAP) for one operational period. Four, demonstrate the IMAT’s C4IT capabilities. And five, demonstrate the team’s ability to demobilize from an incident site.

Once on scene, Lloyd assumed designation as the Incident Commander while the remainder of the team opened the Incident Command Post (ICP) for business. The IMAT Reserve component was embedded in the ICP in the following positions: MSTC Angel Calderon, Demobilization Unit Leader; MSTCS Matthew Robertson, Documentation Unit Leader; Lt. Brian McDougal, Liaison Officer; Lt. Jacqueline Bethel, Situation Unit Leader; Lt. Robert LeMonde worked within the Simulation Cell providing injects into the scenario, and Lt. Cmdr Michael Toth assumed the role of the responsible party within the Unified Command.

As soon as the ICP was set up, the Unified Command was established and the Planning Section went to work facilitating the Initial UC meeting.

“I was only supposed to play the (role of) Responsible Party for the initial UC meeting,” said Toth. “But it evolved into my playing the part for the entire exercise.”

“It ended up being a good exercise for us because the Coast Guard hits the ground running during an incident, and we sometimes forget to involve our industry partners during a crisis,” said Toth.

The IMAT foresees the role of the Reserve as not only a force multiplier but as a relief contingent. “Being active participants and completing this exercise was a valuable experience for the IMAT’s Reserve component,” said McDougall, who completed multiple online ICS courses prior to the training. “As more Selective Reserve billets are realigned to support the Incident Management mission of the Coast Guard, it will become imperative for us to focus on the ICS competencies assigned to our present billet.”

Lt. Cmdr. Michael Toth, Lt. Brian McDougall, MSTC Angel Calderon, and IMAT Public Information Assistance Team contributed to this article
Commandant’s Cup: Ice Hockey and Much More

For the past 21 years an ice hockey tournament consisting of Coast Guard members, both active duty and reservists, and their immediate families play each other for the Commandant’s Cup. This year’s Commandant’s Cup tournament, which was held April 17 and 18 at the Kennedy Ice Arena in Hyannis, Mass., was also the last year it would be run by tournament organizer Paul Deary. To show their appreciation the participants presented Deary with two custom sticks and a Coast Guard stars jersey.

Ten teams face-off competing in two five team groupings called the Norris and Adams divisions. A round robin format of play was used to determine seeding for the playoffs the following day. At the end of the round robin, each team earned a seeding within their division based on their play, leaving the teams left to battle for the coveted Commandant’s Cup the following day.

After a long two days of hard fought competition, the two teams advancing to the finals were the Adams division first seed, the REVENUE CUTTER SERVICE, who were pitted against the second seed from the Norris Division, the MULTI-MISSIONS. The finals saw the MULTI-MISSIONS jumping out to a 1-0 lead midway through the first period. The REVENUE CUTTER SERVICE came back with a tally near the six-minute mark of the period. The score remained knotted until five and a half minutes remaining in the second period when MULTI-MISSIONS cashed in on a wrist shot from the glove-side of the REVENUE CUTTER SERVICE’S goaltender to make the score 2-1. They would never look back. Adding another second period goal, and another in the final period, the MULTI-MISSIONS captured the 2015 Commandant’s Cup by a decisive 4-1 margin.

The weekend was not just about hockey. The tournament is also about giving back to the Coast Guard family. The goal was to raise $5000.00 to help those in need. Fund raising events included a 50/50 raffle at the Commandant’s Cup as well as at the floor-hockey tournament, also organized by Deary, in which the winners both gave back their winnings that totaled $1,500. There were also silent auctions for various items ranging from autographs to photographs of professional sports players that raised another $2,150. Coast Guard hockey apparel was also sold, with a portion of those proceeds being added to reach the $5,000.00 goal, which was donated directly to Anna Trubnikova, a Coast Guard member who was injured in the line of duty.

The Commandant Cup is set to continue its annual tournament in 2016, and into the foreseeable future. It is a weekend of competition and comraderie. But most importantly it’s giving back to the Coast Guard by members of its own service and their family members in the name of honor, respect and devotion to duty.

— Story and photo by PA3 Class Robert Harclerode, PADET New York
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REPOY 2014

UNITED STATES COAST GUARD
ENLISTED PERSONS OF THE YEAR
Reserve Component

The Best of the Best
Military and Community Service Define 2014 Reservist of the Year

One Coast Guardsman stood out from the rest of the pack during a recent award ceremony held in Washington, DC, where he was recognized, not only for his service to his country, but to his local community.

Petty Officer First Class Ryan M. Olson, a maritime enforcement specialist with Port Security Unit 313 based in Everett, Washington, received a special call on a typical day where he was balancing operational and administrative duties. On the other end of the line was Reserve Force Master Chief Petty Officer Eric Johnson.

Johnson was calling Olson to inform him that he was selected as the U.S. Coast Guard’s 2014 Enlisted Person of the Year (EPOY) – Reserve Component.

The EPOY program is designed to recognize the accomplishments of the enlisted workforce’s top performers who best exemplify the Coast Guard’s core values of honor, respect and devotion to duty. Both Active and Reserve Component EPOY recipients are considered to be the best and brightest from the field. They are selected using criteria that consider their professional and personal accomplishments, work ethic, their involvement in community service and standards of conduct.

“Each of the candidates distinguished themselves among their peers by being nominated and, ultimately, selected by their districts,” said Johnson. “This resulted in nine superstars being presented to a panel of senior enlisted leaders who then, objectively and without collaboration, rated the nominees in various performance categories.”

According to Johnson, after all the numbers were tallied, one individual stood out. “ME1 Olson received the highest score and it’s worth noting that all of the candidates were extremely strong and any one of them would have been a worthy choice.”

“The candidates who made it to the final selection process are fine examples of the excellent quality of members in our Coast Guard I believe they are not the exception, but rather the norm,” says Johnson. “We have so many high performing individuals who make up our Coast Guard team and although we’ve heard this before, our people truly are our greatest asset and the source of our strength.”

Olson, assigned to the Shoreside Security Division of Port Security Unit 313, is his division’s Lead Petty Officer and is in charge of nearly 30 individuals. When not performing his Coast Guard duties, Olson works as the head of security for a family in the area, advising them in threat analysis and mitigation, and facility and personnel...
protection. He is also a volunteer firefighter and emergency medical technician for his local community in Oso, Washington.

For 24 straight days, Olson, working as a volunteer firefighter, assisted first responders in recovery efforts during the Oso mudslide in March 2014. As a firefighter and EMT, he’s also volunteered an additional impressive 600 hours responding to 80 separate fire, accident and medical emergencies. Additionally, Olson contributes a significant amount of his time to the Oso Fire Department.

“I had always had interest in the Fire Service. Moving to a small town and seeing the level of professionalism and dedication by the other community volunteers at the fire hall was very neat to see,” said Olson. “I experienced a similar situation when considering joining the Coast Guard. Like the Fire Service, I was motivated by the people and I wanted to be part of what they did.”

Olson’s Coast Guard accomplishments include facilitating more than 240 hours of instruction for PSU members and securing nearly 18,000 acres of training ground with the Department of Defense to be used by his unit. He’s also taught 47 members of his unit Krav Maga close-quarter self defense. To top it all off, he also certified 30 members in Tactical Combat Casualty Care, a system of techniques designed to teach individuals the ability to render medical aid in a combat environment.

“ME1 Olson displayed a can do, get it done, attitude,” said Johnson. “His focus was that of ‘how can I do more and support those around me, both within the Coast Guard and in my civilian life?’ said Johnson. “Certainly ME1 Olson lives by a very good code and his positive approach to his military service will serve him well as a Chief Petty Officer.”

When discussing the quality of our service, Olson says excellence isn’t hard to find amongst the ranks. “I am always amazed and invigorated when I am introduced to other Reserve and active duty members,” said Olson. “The culture of service and excellence that radiates from our enlisted ranks is always evident. It is motivating for me to see the great work that other enlisted members do on a daily basis.”

Olson says he is constantly reminded that individuals in the Coast Guard are all part of a team that is very proud of what they do. “Some of the most powerful and amazing things occur when the uniform has been taken off,” says Olson. “Time and time again, I hear stories of Coast Guard members doing extraordinary things within their communities and, not because they are just members of the Coast Guard necessarily, but simply because it is the right thing to do and they have the capability and desire to help others.”

While the EPOY is an individual award, Olson says it was earned with the help and guidance of many other great individuals. “There are no actions that I could have taken over the last year without the support of others,” said Olson. “This award is really a celebration of all the hard work by a lot of excellent people who make a great team.”

— Story by PA1 Zachary Crawford, 13th District Public Affairs
Civilian and Coast Guard Skills Define 17th District Reservist of the Year

The Coast Guard 17th District 2014 Enlisted Petty Officer of the Year – Reserve Component is Petty Officer 3rd Class Joseph Harwell, a Panama City, Fla., native serving as a maritime enforcement specialist at Sector Anchorage, Alaska. Harwell’s nomination came as a result of his outstanding work with the Sector Anchorage enforcement division while balancing his career as a National Oceanographic and Atmospheric Administration fisheries agent. The Coast Guard Reserve is an important resource for the Coast Guard and Reserve members complement active duty personnel in a wide range of missions. During his time with Sector Anchorage, Harwell was instrumental in safety operations aboard 80 vessels during the busy summer season.

“Petty Officer Harwell’s professionalism and expertise was particularly sought after during Operation Gold Nugget in Nome, Alaska, an extended operation that spanned more than 13 days and affected 90% of the entire gold-dredging fleet,” said Lt.j.g. Victoria Swinghamer, an enforcement officer with Sector Anchorage. “As both a Coast Guard boarding team member and NOAA fisheries agent, his experience with this unique classification of vessel in 2013 was essential to the overwhelming success and positive reception of the Coast Guard in Nome for the 2014 season.” When Harwell is not drilling at Sector Anchorage, he serves as the only NOAA Office of Law Enforcement fisheries agent for Seward, Cordova, Whittier, and Valdez. In this position of incredible responsibility, he works to protect Alaska’s living marine resources through cases such as the Individual Fishing Quota program, the observer program, marine mammal strikes, and charter and recreational halibut enforcement.

“Petty Officer Harwell exemplifies the highest levels of leadership, teamwork and competence in every facet of his life, from his Coast Guard career to his job as a NOAA fisheries agent and his commitment to serving those in need,” said Swinghamer. “He’s an embodiment of our service’s Guardian Ethos, both in and out of uniform.” In addition to his impressive work for the Coast Guard and NOAA Fisheries, Harwell volunteers his time to his community. During 2014, he coordinated the donation of more than 500 pounds of confiscated fish to the Seward Senior Center and the Alaska Seaman’s Mission. He also served as a team leader for the 2014 Seward Watershed cleanup, spent two weeks raising money for charity with the Kenai Peninsula Rowing Club during their “Idida-Row” fundraiser and he worked with a local Girl Scout Troop to decorate the Mountain Haven Assisted Living center for each holiday in 2014. “Being selected as the D17 Reserve Enlisted Person of the Year is the highlight of my 13-year career in the Reserve,” said Harwell. “While working with the Sector Anchorage enforcement division, I have been surrounded by a crew of professionals and I owe my success to the dedication of the team I have worked with for the past two years. The support of the Sector Anchorage command has led to my team being able to accomplish every mission we have been tasked with.”

— Story by PA1 Shawn Eggert, 17th District Public Affairs
Station Honolulu Reservist named USCG 14th District Reserve Enlisted Petty Officer of the Year

Petty Officer 1st Class Alfred C. Jurison III was recognized as the 2014 Enlisted Person of the Year – Reserve Component during a ceremony at Coast Guard Base Honolulu, Hawaii.

Jurison, a boatswain’s mate assigned to Coast Guard Station Honolulu, was recalled to active service in 2014 as an instructor for Pacific Command, Joint Interagency Task Force West where he frequently deployed throughout the Pacific with the Navy teaching basic maritime law enforcement fundamentals to 160 students from four partner nations. While on a mission to the Maldives in June 2014, Jurison demonstrated extensive first aid knowledge when stabilizing an international student following an accident.

As a Response Boat-Small coxswain, Jurison qualified four reserve boat crew members and created a personalized training plan for each.

Jurison volunteer work included donating blankets to orphanages in Bangladesh and, locally, in campaigns that raised awareness for AIDS, heart disease and strokes, as well as safer driving practices.

— Story and photo by PA3 Melissa McKenzie, 14th District Public Affairs
Petty Officer 1st Class Ransford “Randy” Vawters, a boatswain’s mate assigned to Coast Guard Station Rio Vista, is 11th District’s Coast Guard’s 2014 Enlisted Person of the Year – Reserve Component.

Vawters, who hails from Columbus, Ohio, has been in the Coast Guard since 1995 and a reservist since 1999. Vawters knew he wanted to be part of the Coast Guard since he was 8 years old. “I’ve always wanted to help people and leave things better than the way that you found them,” he said. Vawters said that joining the service has been “an amazing part of my life.”

“I’ve always had a good work ethic, but when I came into the Coast Guard it helped solidify that work ethic.” He travels close to 200 miles from his home in Reno, Nev., to drill at Station Rio Vista.

Vawters was nominated for being an exemplary reservist who embodies the Coast Guard code of conduct while both on and off duty. Vawters is one of 291 certified search and rescue coxswain, as well as a certified boarding team member, maintaining the highest level of proficiency in mission preparedness, and accrued 75 hours of time underway in a 20-day period. He excelled in the practical pistol course and is a critical incident stress management team member.

“Randy is an excellent member of the Reserve who truly embodies the core values that the Coast Guard holds itself to,” said Senior Chief Machinery Technician David Haydis, who nominated Vawters for the EPOY Award.

A deputy sheriff with Washoe County, Nevada, Vawters is pursuing a master’s degree in clinical social work with the goal of counseling veterans and law enforcement officers. He currently counsels jailed veterans and helps them reintegrate back into society through Nevada’s Incarcerated Veterans Reintegration Council.

“It is hard to find a counselor with a background in military and law enforcement and I feel as though having someone with that background, who could really connect with these members, would be a great help,” Vawters said.

Vawters brings the work ethic that he learned in the Coast Guard to his civilian life as well. When he hears his civilian counterparts complaining about the long days and grueling work, he thinks about all the long hours he’s had to put in with the service and all the work that his fellow Coast Guardsmen and women put in every day.

Vawters says that his EPOY Award nomination has been a very humbling experience. “It’s one thing to be recognized by the command as having done a good job and getting a medal or award for that, but for your own peers to write about it is so humbling,” he says. “When they told me I was winning the award, I was so surprised. I immediately thought of a bunch of other people who deserved this award more than I did.”

While Vawters is honored to be named the 11th District EPOY, he says that his favorite awards are those that belong to a whole team of people. Vawters credits the Coast Guard with teaching him how to be a good leader and helping him with his own personal development. “You are entrusted from a very early point in your [Coast Guard] career with a lot of things,” he said. “Specifically on a boat crew, you are entrusted with your own boat, your own crew, your life and the lives of others.”

— Story by PA3 David Flores, 11th District Public Affairs
The idea of service comes naturally to someone whose civilian job comes with a black-and-white sedan with “proud to serve” emblazoned right on the door.

So Petty Officer First Class Michael E. Mitchell, a Cleveland police officer, took on the primary responsibilities of supplying PSU 309 with service in mind.

Mitchell, a storekeeper (SK), grew up in Cleveland and entered the Coast Guard Reserve in 2008, after a four-year stint as a gunners mate in the Navy. He has served his entire Coast Guard career with PSU 309, based in Port Clinton, Ohio, where on paper, at least, his assignment is supply manager.

But he’s much more than that. Recently, Mitchell was unexpectedly stepped-up to the position leading the unit’s storekeeping efforts, which previously had been managed by an active duty SK. Mitchell dug in, devoting countless hours to managing PSU 309’s logistical supply needs at a crucial time while it was rebuilding its operational capacities following an overseas deployment. He oversaw critical procurements worth $1.23 million. He also oversaw 75 purchase requests while making sure his unit and his comrades received what they needed in as timely a manner as possible. All while protecting the taxpayers by ensuring the maximum savings possible. Perhaps most important, Mitchell ensured that PSU 309 always had the capabilities it needed to perform strategic operations.

But Mitchell’s idea of service didn’t end with either his full or part-time jobs. He also volunteered over 200 hours supporting the Wounded Warrior Project and Toys for Tots. Altogether he organized collection of over $200,000 for charity.

During his service with the Coast Guard Reserve, Mitchell has been recalled to active duty twice. The first time, in 2010, he supported procurement of supplies and equipment for use in the Gulf of Mexico after the Deepwater Horizon oil spill. Then, in 2012, he was deployed for nine months overseas where he worked on a naval base in Kuwait in support of Operation Iraqi Freedom. He collaborated closely with his counterparts in the Navy and the Army, earning a Navy Achievement Medal and an Army Achievement medal in the process.

Now as a result of his recent service at PSU 309 he’s added a Coast Guard Achievement medal to that collection.

— Story by PAC John Masson, 9th District External Affairs
Adversity strengthens 8th District Reserve EPOY’s resolve to help others

After experiencing adversity very early in her life, MST1 Amanda Grams turned the strength and work ethic she learned from her mother into a formula for success both in her civilian career and for the Coast Guard.

Growing up in Texas, her mother divorced at an early age when Grams was just an infant. Her mother had her hands full raising a family, working and going to school. Grams recalls, “We grew up poor. I spent pretty much my entire childhood on government assistance.”

Eventually through hard work and dedication Grams’ mother earned a nursing degree and obtained a position at Brooke Army Medical Center in Fort Sam Houston, Texas, and joined the Army Reserve.

When it was time for her to go to college, Grams majored in political science and earned a degree from the University of Texas at San Antonio. Then 9/11 happened, and Grams wanted to do more. So she turned to her mom for advice and they discussed the different branches of the military. “She’s always been a formative figure in my life and this was a big life decision,” said Grams. “My mom was in the Army Reserve and was called up for the first Gulf War when I was 10-years-old.”

One evening while watching the network news together, a feel good story appeared about the Coast Guard rescuing sea turtles came on. They had never even considered the Coast Guard to that point. “We were amazed looking at all those turtles being saved,” said Grams. “This is something I could definitely do.”

Excited about the Coast Guard’s humanitarian mission, they soon met with a recruiter and told him about what they had seen on the news. It was then that she learned of the marine science technician rate.

Grams enlisted in the service in December 2002. Originally assigned to Sector Corpus Christi she continues to serve there. Over the years she has been called up for active duty for Operation Iraqi Freedom, Operation Enduring Freedom and Hurricane Ike.

After 12 years of dedicated service, much to her surprise, the 8th Coast Guard District selected Grams their Enlisted Person of the Year for the Reserve Component.

But, why?

Besides keeping her commitment to the Coast Guard as a reservist and maintaining a job, as reservist do, she also volunteers a significant amount of hours to her community.

“The community means a lot to me, with all the programs I grew up on, now I try to help these programs,” said Grams. “That’s where volunteerism comes into play.”

Over the years Grams has volunteered for the United Way, Roy Maas Children’s Shelter, Boysville Children’s Shelter, Haven for Hope, St. P.J’s Emergency Children Shelter and Light the Night for Sight just to name a few. Currently, she is serving on the board of directors for the American Red Cross San Antonio.

Always eager to give back, she donates to Autism Speaks and Any Baby Can. “My oldest son is on the autism spectrum, so again, it just makes sense to help out organizations that are out there to help us,” said Grams.

A mother of three, a nine, seven and a four-year-old Grams tries to involve them with her volunteer work when it’s a kid friendly event.

In her civilian career, Grams serves as the emergency response coordinator for NuStar Energy L.P., an oil and pipeline distribution company in Texas. In her position with NuStar, she builds and reviews facility response plans for her company’s assets; a perfect fit for an MST.

“Basically, what I do in my civilian career is what I do for the Coast Guard,” said Grams.

She ensures that all applicable federal regulations for her company are included in their response plan for the oil industry under the EPA and Pipeline and Hazardous Materials Safety Administration. “NuStar plans for oil spills of all types, but my role is to focus on the planning and preparedness for catastrophic spills,” said Grams.

According to MSTCS Lonnie Evans, her selection as EPOY was a combination of uniform service, volunteer service and work ethic. “There was an extensive pool of candidates in the unit and it was a difficult decision, but she did stand out,” said Evans.

Grams serves in the Incident Management Division at Sector Corpus Christi. With no Chief in the department, she goes above and beyond to serve in the role of a Chief representing the crew within the department.

“She tends not to brag,” said Evans. “It’s hard for her to talk about herself. She was surprised about the nomination by her unit and at the District level.”

— Story by PAC Susan Blake, 8th District Public Affairs
Marine Science Technician 1st Class Anthony Grimm is this year's Enlisted Person of the Year – Reserve Component for 7th District. Grimm, 26, was born, raised and is currently residing in St. Petersburg, Fla. He joined the Coast Guard Reserve in 2009.

Grimm is assigned to the Incident Management Division at Coast Guard Sector St. Petersburg and has been on active duty orders at the Deepwater Horizon Gulf Coast Incident Management Team in New Orleans since November 2013.

"I was representing 7th District while I was in New Orleans (which is in the 8th District)," said Grimm. Clarifying as to why he is being recognized for accomplishments he performed outside of his assigned area.

In April 2010, miles beneath the waves of the Gulf of Mexico, the Earth began bleeding oil. In one of the worst environmental disasters in history, an estimated 4.9 million barrels (210 million gallons) of oil gushed into the Gulf of Mexico. The Coast Guard's response was massive. Grimm has proven to be an essential part of the cleanup effort.

Grimm managed eight pollution investigators across four Gulf States managing the investigation of hundreds of reports of pollution, resulting in the recovery of over 2,247 lbs of oily material. "We would go out and we would determine how clean the beaches are and what to clean up, and then we would determine what the procedure would be for the next operation," he said.

When Grimm was still a Petty Officer 2nd Class, he was selected to become the Deputy Operations and Planning Section Chief, the first enlisted person of that rank to achieve that level of responsibility on the Deepwater Horizon response. Grimm was also a Shoreline Cleanup Assessment Team (SCAT) leader; he oversaw 15 Coast Guard, British Petroleum, state and local agency and contractor members. He held nine Flag Officer briefs and conducted 12 meetings with local parish elected leaders. In addition, Grimm provided daily analysis of 263 investigations to 53 stakeholders.

Grimm is dedicated to public service outside the Coast Guard, as well as a member of the Big Brother Big Sister program. "I've been a part of the Big Brothers Big Sisters program for almost 3 years now," said Grimm. He joined the program in 2012, and sees his Little Brother, Shamar, two or three times a month. He has complied over 100 hours of volunteer service with Big Brothers Big Sisters. Grimm has also been active in community outreach and aided the City of Grand Isle in winning the Louisiana's Cleanest City of the Year Award.

Grimm's supervisor, Chief Marine Science Technician Aaron Hemme, praised his accomplishments and efforts. "Petty Officer Grimm is motivated to apply his knowledge and step up to challenges while reflecting a positive image on the Coast Guard with professionalism," said Hemme adding that Grimm, "has set a firm foundation of personal characteristics to be a great Coast Guard leader in the future after attaining more multi-mission experience."

Grimm has big plans for his future; he is currently attending the University of South Florida, Tampa, Fla. He will graduate in December 2015 with a bachelor of science in Information Systems Management.

—Story by PA3 Joseph J. Betson, 7th District Public Affairs

Anthony Grimm
Marine Science Technician First Class
Sector
St. Petersburg
Florida

7th District Reserve Enlisted Person of the Year Shines While Supporting Disaster Response
Focus on Teamwork Drives
5th District Reserve EPOY

After working long hours as a civilian firefighter, Petty Officer 1st Class Matthew Cole walks into Coast Guard Station Philadelphia on his weekend, where he is warmly greeted by both active duty and Reserve members. Never letting his foot off the gas, he discusses the agenda for the weekend with the active duty training officer. He then spends his weekend helping the Reserve members become trained and qualified crew members. He inspects their gear and puts in the effort to make sure they have the tools they need for success. He emphasizes teamwork, knowing that each member’s skills are a necessity to the unit. While training the reservists, he also takes the extra responsibility of training the active duty members, bridging the gap between the two components and creating a truly united Coast Guard.

Because of that dedication and work ethic, Cole was named the 5th District’s Coast Guard’s 2014 Enlisted Person of the Year – Reserve Component on April 19.

“It’s an honor; but in truth, I’m just doing my job to the best of my ability,” Cole said.

Cole, who lives with his supportive wife, Lisa, and their five daughters just outside of Philadelphia in his hometown of Phoenixville, Pa., joined the Coast Guard Reserve in May 2003.

After researching the different branches of the military, Cole said he found that the Coast Guard best aligned with his interests. He loved the water and grew up near the beaches of Pennsylvania, which influenced his decision.

Initially a damage controlman and then a machinery technician at Station Atlantic City, N.J., Cole went on active duty orders in 2010 and served at Station Philadelphia, where he lateralized to boatswain’s mate.

“It took me a while to figure out what I wanted to do,” Cole said. “I’m glad I did those rates, though. It gave me an idea of what else is in the Coast Guard and allowed me to see the bigger picture.”

Though he no longer has the official responsibilities of his earlier ratings, it does not stop him from helping out others who still do at Station Philadelphia, Cole said.

“Even though you have a different job, it doesn’t mean you can’t pick up a wrench to help your buddy out,” he said. “If you have the skill set, you should be willing to help somebody out. That’s always been my mentality.”

Cole decided to stay at Station Philadelphia once his active duty orders were complete since he felt his certifications and abilities coincided with the unit’s needs. He stepped into several different roles while still maintaining his coxswain qualifications: training petty officer, rescue and survival petty officer, and a section leader running his own drill weekends.

In spite of these collateral duties, Cole’s chief priority remains making sure his reservists are getting trained, staying qualified, and have the tools they need to do their job. However, he also takes the time to help break in the active duty members who need training. Each component augments the other; said Cole, and it allows him to accomplish more at the unit.

“Anytime active duty and Reserve need to work together, I know I can go to him to run things on that side,” said Petty Officer 1st Class Charles Law, a member of Station Philadelphia. “As far as training goes, he’ll get underway as coxswain and take some of our guys to get them the training they need. He doesn’t just help out the Reserve guys, but the active duty folks as well.”

“When I met him in 2010, he was serving as active duty performing patrols and escorts,” Law said. “It’s great working with him because he has an awesome attitude. I learned that he’s someone you can lean on because you know he’s going to get the job done.”

Likewise, Cole’s supervisor, Senior Chief Petty Officer Sean Hays, officer-in-charge of Station Philadelphia, respects his ability to run the reserve component.

“I’ve seen him work with the Reserve and active duty, and he is a fantastic worker,” Hays said. “He also works well with the ranks above and below him. And because of his experience in different rates, he is a great role model for both the junior and senior members. If I need something done, he’s there for me.”

“At this point, I’m just doing my job,” Cole said. “Other people may look at this and other things I’ve done as accomplishments, but I feel I still have a ways to go. I want to make chief; I want to move up the ladder; and one day, I want to run a unit of my own. Once I get to that point, then I’ll feel I’ve accomplished something.”

— Story by PA3 Peter Hoey, PADET Atlantic City
Family Support Critical to Success for 1st District Reserve Enlisted Person of the Year

Petty Officer 1st Class Andrew Lieberwirth, a maritime enforcement specialist at Coast Guard Sector Boston, was recognized as the Enlisted Person of the Year – Reserve Component at the 17th annual 1st District Enlisted Person of the Year award luncheon at Coast Guard Base Boston on April 2, 2015.

Petty Officer Lieberwirth grew up in East Longmeadow, MA. He began serving in the Coast Guard as an active duty member in 2003, attending recruit training in Cape May, N.J.

Petty Officer Lieberwirth spent his first few years on active duty at Station New York where early on he established himself as a hard worker and trusted teammate by earning the coveted Commanding Officers “Coastie of the Year” award.

Lieberwirth then volunteered for a deployment to Patrol Forces Southwest Asia Bahrain where he was advanced to Maritime Enforcement Specialist Second Class.

Upon his return from Bahrain, Petty Officer Lieberwirth spent his remaining active duty time in the 1st District. In 2012, Petty Officer Lieberwirth was hired by the Bourne Police Department as a full-time Police Officer so he transitioned into the Coast Guard Reserve. He is currently assigned to Coast Guard Sector Boston serving as a qualified Boarding Officer and Section Leader of the Enforcement Division’s Vessel Boarding and Security Team (VBST). His collateral duties include serving as an Assistant Health and Wellness Coordinator, Law Enforcement Instructor, and Lead Petty Officer. While assigned to the VBST he has been involved in numerous events of national significance including the 2013 Boston Marathon Bombing and the surge operations in support of the 2014 Boston Marathon.

He is a selfless mentor and leader that sets an example for his fellow reservists, stating that, “I’m just doing my job. I just always felt the need to give. I have to contribute.” When asked how he felt about earning this award he states, “It’s amazing that my command put so much time and effort into nominating me. I’m humbled and honored by it.” Even when he’s off-duty Lieberwirth puts others first, volunteering, raising funds for the homeless, and building relationships with the local community.

If that was not enough, while working a rigorous schedule as a Bourne Police Officer and Coast Guard reservist, he completed his Bachelor of Science in Criminal Justice. When asked how he managed to not just participate but exceed the expectations of others in each area of his life he attributed his success to one person first and foremost: “I have a phenomenal wife. You can’t do any of this without family support. When you’re working a full-time job, in the Coast Guard Reserve, and in school you’re going to miss a few events. You can’t get everything done if you have added stress from your family. You really need that support.”

To what else does he attribute his success? “A truly supportive command staff,” notes Lieberwirth. “From the top down, the command staff really supports every team member. The whole team has a great relationship with each other and with the active duty.”

Teamwork, a passion for serving others, and family support: three key elements that set a Coast Guardsman on the road to success

— Story by PA2 Jennifer Robertson, 1st District Public Affairs
Pay and Personnel Center has created a DIRECT ACCESS KNOWLEDGE BASE, a one-stop web site with all the system information and answers to many questions you may have about Direct Access and Global Pay, even a "how-to" tutorial.

www.uscg.mil/ppc/ps/index.htm

Direct-Access Log-in: https://portal.direct-access.us/

If you have some time, Check it out!
Reservists, did you know that the Coast Guard-wide Common Access Card Remote Access Service (CACRAS) is available to you at no cost to you or your unit? CACRAS is particularly helpful for reservists by enabling you to use your personal computer to complete online training, check your Coast Guard email account, and complete other tasks on the USCG network without having to go to your duty station. Using CACRAS, you can visit any Coast Guard intranet sites through your web browser.

Unlike active duty members who must pay $363 annually for CACRAS access, reservists’ remote access is already pre-approved and budgeted for Coast Guard-wide (see CAC RAS ALCOAST 149-10). Similar to paid active duty CACRAS users, reservists’ accounts will still show up in their assigned unit’s inventory. However, local units will not be charged for reservist CACRAS accounts.

Follow the quick and easy steps listed below to set up your CACRAS account:


2. Your ACO must submit a CACRAS Subscription Request online at (see the screenshot of the online form): http://applicationsupport.osc.uscg.mil/am/cacras/.

3. After receiving and approving the request, TISCOM will contact you by email and provide additional instructions. TISCOM has also created a step-by-step guide for setting up CACRAS: https://cgportal2.uscg.mil/units/c4itsc/FSD/Shared%20Documents/EU-TT-CACRAS_Setup.pdf.

Once your account is set up, all you will need to use CACRAS will be your Common Access Card, a CAC reader, and the CACRAS software (which must be downloaded from a Coast Guard workstation). Check to ensure that the computer you intend to use is compatible with the latest CACRAS software (currently, Windows XP, Vista and Windows 7 are compatible with the currently available CACRAS software, but Mac and Windows 8 are not). Also, you will not be able to print to a local printer while using CACRAS (as you are accessing another machine remotely, your account won’t recognize any printers outside of the Coast Guard network). CACRAS support is available 24 hours a day, 7 days a week. If you have further questions or concerns, please call 1-855-CGFixIT (1-855-243-4948) and choose option 3 for OSC Application Support.

Remember that when you use CACRAS you must abide by Coast Guard security policies as laid out in the Automated Information Systems User Acknowledgement Brief. And you are subject to all Coast Guard intranet policies that would otherwise apply on a standard Coast Guard work station. For more information on CACRAS or the account request process, check out the TISCOM website: https://cgportal2.uscg.mil/units/tiscom/SystemService%20Pages/CAC-RAS.aspx.
From the Office of Boat Forces
Submitted by Mr. Donald P. Hartmayer, Program Analyst, CG-731

The Office of Boat Forces congratulates the following graduates from the Reserve Response Boat-Small (RB-S) Boat Crew Member Course, the RB-S Coxswain Course and the Response Boat-Medium (RB-M) Operator Course at Training Center Yorktown. These students will continue to hone their skills to be ready for the upcoming boating season.

**BZ to All!!**

**RB-M Operator Course**

**SESSION #014**
11 MAY - 22 MAY 2015
BM2 Jennifer Stubblefield - Station Valdez

**Reserve Boat Crew Member Course**

**SESSION #28**
23 MAR - 03 APR 2015
ME1 Neil Leahy - Station Charleston
MK2 Courtland Fudge - Station St. Inigoes
MK3 Tyler Close - Station Manistee
MK3 Lorenzo Morales - Station New London
ME3 Jonathan Smith - Station Niagara
BM3 Brian Fifer - Station LA/LB

**SESSION #29**
27 APR - 08 MAY 2015
MK2 Angela Korenko - Station Vallejo
ME1 Kevin Colletti - Station Mayport
MK3 Dustin Good - MSU Huntington
ME2 Shaun Deinstdt - Sector Baltimore
MK2 John Rose - Station Point Allerton
MK1 Matthew Harding - Station Belle Isle
MK3 Joshua Bryant - Sector Lower Mississippi River

**RB-S Coxswain Course**

**SESSION #86**
09 MAR - 20 MAR 2015
BM3 Kevin Fleek - Station St. Joseph
BM3 William Robbins - Station St. Inigoes
BM3 Olivia Holden - Station Seattle
BM3 Cody Steel - Station Galveston
BM3 Christopher Riester - Station St. Joseph

**SESSION #87**
14 APR - 24 APR 2015
MK2 Grant Bechler - Station Humboldt Bay
BM3 Robert Asp - Station Wrightsville Beach

17th District
Commander Rear Adm.
Dan Abel congratulates
Petty Officer 2nd Class
Jennifer Stubblefield, a
reservist stationed at
Station Valdez, for
earning boatcrew
qualifications. BM2
Stubblefield then went
on to become the first
reservist to complete
the RB-M Operator
Course at Training
Center Yorktown.

U.S. Coast Guard photo.
For the last two and a half years, a team of Coast Guard reservists has been working tirelessly on a project of significant importance and high visibility. These reservists have spent thousands of hours toiling away on their computers, analyzing spreadsheet after spreadsheet, and comparing database reports with thousands of financial records. Dubbed the “Surge Team,” the group’s effort earned it praise from the Coast Guard Chief Financial Officer and helped both the Coast Guard (CG) and the Department of Homeland Security (DHS) reach impressive accountability milestones. But perhaps the most interesting aspect of the Surge Team’s work was that nearly all of it was done remotely, via telework, from the team members’ homes.

Saving over $2.5 million on Temporary Duty (TDY) expenditures, the Commandant (CG-845) Audit Remediation Division used the Mobilization Readiness Tracking Tool (MRTT) to solicit Coast Guard reservists to work from home on six-month, short-term, Active Duty for Operational Support (ADOS) orders. The first 10 reservists reported on October 1, 2012, and received training from headquarters (HQ) personnel via phone calls, e-mails, and instant messages. The original group soon grew as the expansive scope of work became fully realized. As many members returned to their civilian jobs, Selected Reserve (SELRES) drilling units, or other obligations, additional reservists replaced them, bringing the total number who supported the project to 47. The team was started under the leadership of Cmdr. Erich Klein and Cmdr. Susan Maitre, who identified the need to supplement the current workforce and recognized an opportunity to leverage the capabilities of the Coast Guard Reserve. Cmdr. Maitre later transferred operational tasking for the team to Mr. Jim Schindler, a Coast Guard civilian employee.

Surge Team members came from all walks of life and all parts of the Coast Guard. Rates included BM, EM, FT, ME, MK, MST, OS, SK, and YN, and ranks ranged from E4-O4. Their civilian occupations included teachers, law enforcement officers, civilian government employees, college students, and more. They lived all over the United States, from Hawaii to the Northeast, which provided unique challenges and opportunities spanning six time zones.

The unique project entailed analysis and review of over 56,000 Coast Guard real property assets with a total acquisition cost of more than $4.2 billion, to ensure all assets were properly identified, valued, and recorded in the appropriate records management systems. The purpose was to reconcile discrepancies identified during past financial audits. It was often a laborious task requiring thorough investigation of detailed property records for items such as buildings, piers, housing units, fences, flagpoles, fixed aids to navigation like lighthouses and day boards, and more. The team members took great care and deployed the utmost attention to detail in determining details like ownership interest (owned or leased), date in service, cost, and a myriad of other characteristics.

Their efforts paid off and enabled the CG and DHS to comply with congressionally mandated deadlines. For Fiscal Year 2013, DHS earned its first full-scope clean financial audit opinion since its inception in 2003 and the Coast Guard became the first military branch ever to achieve such a favorable opinion. The Department has now accomplished this feat two years in a row and both the Commandant and Secretary have touted this significant accomplishment, including in the Commandant’s recent testimony to the House of Representatives Coast Guard and Maritime Transportation Subcommittee.

The remote audit and enrollment assignment brought its share of challenges. Working day-to-day absent the benefit of face-to-face personal interaction, made simple communication more difficult. When office workers need to talk to someone they may only have to (or get to) walk down the hall, look over a cubicle wall, or just speak to someone sitting next to them. But the teleworkers had to send an instant message or e-mail, make a phone call, or schedule a meeting for every single interaction. Various research indicates that nonverbal attributes (tone of voice, facial expressions, body language, etc.) are immensely important to effective communication. On a remote workforce, nonverbal cues are much harder, if not impossible, to recognize, complicating and sometimes frustrating the communication process.

The Surge Team overcame these obstacles by communicating frequently with each other and with other colleagues from HQ, the Finance Center (FINCEN), the Shore Infrastructure Logistics Command (SILC), Civil Engineering Units (CEUs), and other commands via phone calls, e-mails, and instant messages peppered throughout the workday. Beyond these common communication channels the Surge Team often conducted training by sharing desktops through Microsoft Office Communicator, and members from throughout the audit and enrollment process left comments for one another in the SharePoint workflow web portal. The Surge Team also held regular phone conferences, providing a chance to share best practices, address systematic concerns, and receive the typical kind of “all-hands” information from senior leadership.

Surge Team member Lt. John Garr, among the first to begin the project, regularly used the phone conferences to pass along
important administrative information to the rest of the team. He provided instructions for completing Enlisted and Officer Evaluation Reports, directions for obtaining Certificates of Release or Discharge from Active Duty (DD-214s) at orders’ termination, tips for switching back and forth between Active Duty and Reserve Tricare programs, details about Annual Screening Questionnaires and Personal Health Assessments, and information about weigh-ins, mandated training, and other reserve readiness requirements. Garr noted of the Surge Team’s response to the communication challenges, “With outstanding synergy between officer and enlisted teammates... the team communicated with each other and supported each other from a distance, working with autonomy as a highly motivated, effective and integrated team.”

In order to successfully log in and work remotely, the reservists had to establish a Virtual Private Network (VPN) connection from their home computers daily using their Common Access Credential (CAC) cards, then connect to a remote desktop on the HQ network. At the beginning, Surge Team members logged in to individual computers at HQ, which presented some problems. For example, if a computer froze, the teleworker had to contact someone in the building to manually reboot it. Sometimes, employees at HQ would borrow the computers, not realizing they were already in use remotely. To address these concerns the Surge Team started using large terminal servers with multiple available remote desktops, but without the complications associated with physical workstation computers.

Once logged in to the CG network, several other systems usually had to be in full working order to be able to accomplish the myriad of work assignments. Surge Team members depended on these critical data connections and quickly learned how to troubleshoot different computer problems and shared remedies with teammates so everyone could remain logged in. When system outages did occur, reservists took advantage of the down time to catch up on mandated training completed other administrative requirements, and stayed in contact with colleagues using the Outlook Web Application. Even with the occasional network connectivity problems, the benefits of working remotely were substantial.

One significant benefit of serving on the Surge Team was the opportunity for professional development. Due to the financial implications, particularly financial audit remediation, members were able to satisfy work hour requirements for professional certifications including CPA and Certified Fraud Examiner (CFE). One member earned the designation of Certified Government Financial Manager (CGFM).

Still other members were able to further their CG careers. A number advanced or were promoted while on ADOS, and two enlisted members were selected to earn officer commissions through the Reserve Officer Candidate Indotrinization (ROCI). For Lt. Cmdr. Jenn Loth, a senior team member who started on the project near the beginning in 2012, this assignment opened an avenue for her to re-enter the SELRES after having spent some time in the Individual Readiness Reserve (IRR). Due to accompanying her husband at his Active Duty U.S. military remote duty station, she wasn’t able to drill regularly at a CG unit, so these orders provided her a solution. She explained, “These ADOS orders were a perfect fit for my situation. I was able to telework from home... with my family, still participate in the Coast Guard, and mitigate the impact of being in the IRR to my career.”

Some of the most significant advantages to working from home were the time saved from avoiding a commute and the flexibility to adjust work hours around family schedules. Surge Team members were expected to work a minimum of 40 hours per week and were given freedom to arrange their work schedules as best suited them, provided they attended all team meetings. They were able to work at night, on weekends, and in time frames other than the typical “nine-to-five.” This not only allowed members to address professional and personal needs, but combined with having a team spread over multiple time zones, ensured distributed usage of terminal servers to minimize network limitations. By spreading out work hours from coast-to-coast and incorporating evenings and weekends, Surge Team members could find days of the week and times of day, that tended to allow the fastest connectivity and system responsiveness, delivering higher productivity. HQ managers monitored members’ work hours and productivity by evaluating CAC/RAS usage statistics through Coast Guard Business Intelligence (CGBI), SharePoint, and various other performance metrics for specific tasking.

The Surge Team’s advantages weren’t just for the team members. In addition to the over $2.5 million savings enjoyed by the Coast Guard, the service also benefitted from the consistency provided by the geographically remote workforce. For example, power outages during the transition to the new Douglas A. Munro Coast Guard HQ building, or when the Office of Personnel Management closed federal offices in the National Capital Region due to inclement weather, the Surge Team was able to continue working at full speed.

Not all the reservists worked from home all the time. Some members, who lived near Coast Guard units with available workstations and desk space, worked at those locations. On several occasions reservists came together for in-person training. For particularly in-depth training that would have been too difficult to accomplish remotely, team members met for three days at FINCEN in Chesapeake, Va.

As the project reaches its conclusion, the Surge Team has been scaled back to less than six reservists. Those whose orders have ended remain available to support other surge requirements including the Coast Guard’s semi-annual property inventory periods. The remaining members have shifted focus to completing the last few verifications and helping to transition real property activities from a heavy remediation activity to a healthy and sustainable normal work activity. As the CG-845 Reserve Surge Team members rotate back to their civilian jobs and SELRES drilling units, their personal and professional development has been enhanced by the unique experience of supporting the CG while serving on active duty via telework.
Way Ahead for the EPLO Program – Competencies Refined and PQS Released

Over the last year, the Coast Guard’s Emergency Preparedness Liaison Officer (EPLO) program has advanced with the formalization of training and competencies required of an EPLO. The CG-EPLO and Agency Representative (CG-AREP) Performance Qualification Standard (PQS) requirements created in 2014 are designed to properly train individuals working within FEMA RRCCs and Joint Field Offices (JFO) as representatives of the USCG. The PQS training covers a wide array of Federal Emergency Management Agency (FEMA) and other related courses, including the Liaison Officer (LOFR) instructor-led course, as well as the Defense Support to Civil Authorities (DCSA) Phase I course.

Another major accomplishment is the establishment of the CG-EPLO and CG-AREP competency codes within the Coast Guard Competency Management System. This provides a structured mechanism to standardize and document the completion of essential training and job-related knowledge, skills and abilities required to carry out the functions and duties of a Service EPLO. This greatly improves the Service’s ability to supply the right number of trained and qualified personnel to perform the Coast Guard’s varied duties, while providing a path for those members to assume greater responsibly and authority over time. The two competencies are complementary and unique. The EPLO competency is an internal code created to record the training that supports the specialized function of a CG EPLO. The CG-AREP parallels the CG-EPLO but is compliant with the National Incident Management System (NIMS) as an ICS position type.

The EPLO program has proven to be a key capability provider, supporting our partners in the joint and interagency by training and deploying EPLOs to all FEMA Regions, and in support of numerous incident responses at the NRCC. The expertise and abilities of these officers to work in a multi-agency or joint environment, under extremely time-critical conditions, ensures a quick and coordinated effort that appropriately utilizes CG resources throughout the response.

The EPLO program stands ready to bridge the gap as coordination between agencies at the federal, state, local and tribal levels becomes increasingly important to successful incident response and mitigation.

EPLO positions are assigned to Reserve officers in the rank of captain and commander. Assistant EPLO roles are filled by SELRES and IRR members in the O-4 to O-6 ranks in some districts. Each provides a vital link between the Coast Guard, FEMA and State Emergency Managers, amongst other entities including the Defense Coordinating Officer and NORTHCOM. EPLOs make recommendations when Coast Guard resources are requested through the mission assignment process while ensuring abilities and limitations are fully understood by the State and requestor. CG EPLOs serve as the Service’s eyes in the region and the representative of district commanders.

This summer, the third annual solicitation for IRR members, who are deemed a good fit, to serve in a “drill for points” only capacity will be released. Assistant EPLO positions across the Coast Guard districts will be offered via an ALCGRSV message. In addition, opportunities to support some COCOMs will also be announced in a separate ALCGRSV message. These opportunities enable our talented men and women to remain engaged and compete for SELRES assignments.

In March, EPLOs from around the country gathered along with CG-CPE programs managers for annual training in Portsmouth, Va. Cmdr. Maureen Kallgren laid the groundwork for the event. Capt. Joseph Gleason (CG-CPE) and his staff facilitated round table discussions, which included EPLOs from FEMA regions 1 through 10. Lt. Cmdr. Rich Knight and Lt. Cmdr. Ali Cochran (CG-CPE-2) provided a brief on the recently launched competencies and PQS signoffs.

On the second day, Joint Field Office (JFO) training with instructors T.J. Mangoni and Capt. Frederick Wasco, both from the 9th District, enabled EPLOs to complete JFO certifications.

On the final day, Mr. Kelly Huston, Deputy Director, California Governor’s Office of Emergency Service based in Sacramento, shared his experiences and tips having served as the face and voice of many high-profile California events. He offered message mapping as a tool, showing officers how they can best communicate and lead during a crisis. Public Information Assist Team (PIAT) and LANT Public Affairs staff joined the CG EPLOs for this well-received training.

Later that morning, Mr. Rick Button, CG-SAR-2, provided an overview of the world of SAR and how the EPLOs support the Emergency Support Function 9 when serving in the RRCC.

Capt. Kofi Aboagye, CG Office of Reserve Affairs, shared an insightful presentation on the status of the Reserve and the future fiscal constraints which may impact officer billets and assignments. Additional presentations were provided by CGD5-dxc’s Mr. Jon Bernhardt and Lt. Cmdr. Ron Kooper, USCG Liaison to FEMA NRCC.

Wrapping up the training, Capt. Joseph Gleason, Mr. Kevin Sligh (CG-CPE-2), Capt. Martha LaGuardia (1st District EPLO Coordinator), Capt. Lane Putala (Senior EPLO Coordinator), summed up the list of areas for improvement and consideration to continue to enhance the EPLO program.

Eight year-old Natalie Crane’s eyes grew wider as her father, Steve, recounted the harrowing rescue that took place a few hours earlier. Steve and Natalie’s older brother, Elliott, still wearing the navy blue sweatpants emblazoned with the red letters “USCG” on each leg, were violently tossed from a chartered fishing boat into the Columbia River due to the questionable actions of a charter fishing boat captain. Now home safely and fortunate to be alive, Steve and Elliott began to share details of the ordeal with a captivated audience in young Natalie and her mother.

No fish were biting on the Oregon side of the Columbia River that morning, so the charter boat captain motored to Chinook, Washington where the potential for catching fish was supposedly greater. However, on this August morning in 2002, moving the boat to the new location proved to be an ill-fated decision. Experienced mariners in this part of the river know that boats can be thrust directly into a max ebb tide, a condition where low tide forces river water to rush out to the ocean. What Steve didn’t realize at the time is that this same boat captain had his commercial charter license revoked by the Coast Guard for a similar incident two years prior and had only recently completed the steps to secure a new one.

“What are those things sticking out of the water?”

Elliott innocently posed the question as he pointed toward a row of pilings. The boat jerked violently into the air and threw all three passengers into the water. The force of the tide and critical errors by the captain caused the boat to narrowly miss a wing wall and collide with the wooden supports. Only the bow was visible above the fast-moving river as Steve managed to hoist Elliott, the lone passenger wearing a life jacket, atop one of the pilings. Submerged up to his chest in the frigid water, as his borrowed wool parka became cold and heavy, Steve and the boat captain eventually clawed their way to temporary safety next to Elliott. Fortuitously, only a few minutes passed before a Good Samaritan on the river spotted the sinking boat and the people in distress, calling upon the Coast Guard to prepare for a rescue in the treacherous river conditions.

The Coast Guard arrived on scene approximately 45 minutes after the collision and adeptly plucked all three from the pilings. Steve, Elliott and the boat captain were taken to Coast Guard Station Cape Disappointment and provided hot showers, dry clothes, warm meals and rides back to their vehicles at the Hammond, Oregon boat launch. According to Steve, the Coast Guard crew could not have been more professional, while exhibiting genuine concern for the people in their care.

Listening to her father’s recollection of the rescue and the heroic actions taken by the Coast Guard, Natalie fixed her gaze on her brother’s newly acquired sweatpants and began to form an impression of what her future might hold.

Years passed and Elliott outgrew the sweatpants but he still cherished them as a trophy from his rescue. Once Elliott left home for college, Natalie would sneak into Elliott’s bedroom and “steal” the sweatpants, eventually claiming the weathered pair as her own. On her 18th birthday, Natalie placed a call to the Coast Guard recruiting office in Tukwila, Washington, making her intended path clear to her family.

Today, Natalie is Petty Officer Third Class Natalie Crane, a reservist attached to Port Security Unit 313 in Everett, Washington. Completing recruit basic training and Maritime Enforcement Specialist ‘A’ school in 2013, she qualified as a boarding team member at Sector Puget Sound in her hometown of Seattle. A criminal justice major at Washington State University in Pullman, Natalie is pursuing her passion for law enforcement and believes being a Coast Guard reservist allows her to explore a variety of career options in her chosen field.

“I joined the Coast Guard because of my dad and brother,” said Natalie. “I’ve always had an image in my head about the Coast Guard from that rescue. Once I did more research, the law enforcement side of the job appealed to me, too.”

Natalie’s family is very supportive of her decision to join the Coast Guard. At her graduation from basic training in Cape May, Natalie presented Elliott with a new pair of USCG sweatpants in his size, as she proudly maintains possession of the faded and long-outgrown pair from the day of the rescue.

“She’s very enthusiastic about the Coast Guard,” said Steve. “Natalie is a young adult with a lot of focus. She knows she wants to be in law enforcement. I hope Natalie finds new and exciting challenges and I believe the Coast Guard is going to provide them to her. Her mom, brother and I are glad she is out there protecting us.”
Behind every service member who chose to join the military, there is a reason that led them on the path they chose. Whether it’s to serve their country, to further their education, or for job security, there are rare cases when some people are simply left without a choice. For one individual, it was a debt to his father that led him to the U.S. Coast Guard—a $1,000 debt for a wrecked car.

The latter may seem like an odd reason to join America’s oldest continuous seagoing service, but that was the exact position Capt. Dirk A. Stringer found himself on the last day of his junior year in high school.

“I was on a joy-ride and wrapped my father’s car around a telephone pole in the summer of 1982,” said Stringer. “The repairs were going to cost $1,000 for the totaled car.”

The next day Stringer was searching the help wanted advertisements when he came across one that matched perfectly.

“High school seniors and college students; join the Coast Guard Reserve and earn $1,000 this summer,” the advertisement read.

Immediately, the 17-year old adolescent went to a recruiter, and two weeks later he was on his way to basic training at Training Center Cape May, N.J. Thus, Stringer’s military career began and 33 years later his honorable service is coming to a close. He ended his career June 13 in a very quiet role as the chief of reserve personnel, management division at Coast Guard Personnel Center, Arlington, Va. However, he didn’t always have a quiet role during his career. Mother Nature’s storms followed him everywhere throughout his watch.

His first encounter with a natural disaster came during his senior year in high school. Stringer responded to the Meramec River floods in St. Louis as a boat crew member assisting flood rescues.

A flood may have been his first experience responding to a natural disaster, but hurricane responses is what he cut his teeth on.

During his service, Stringer responded to hurricanes Andrew, Brett, Danny, Erin, Floyd, Katrina, Gustav and Rita. Gale force winds, storm surges, and floods, were all in a day’s work. He filled many roles during these storms including command duty officer, disaster assistance response team leader, strategic planning unit leader and operations watch controller.

He even experienced two earthquakes while on duty. The first was in October 1989, while he was serving on a construction team in Alameda, Calif. The second earthquake took place in 2011 shortly after arriving to Coast Guard Headquarters, Wash., as the new executive officer.

“We had a fire alarm, and after managing the evacuation I checked in with Vice Admiral John P. Currier, Commanding Officer of Coast Guard Headquarters, to see how we did. He was happy with the evolution and asked where I got my experience, I outlined my career to him and told him disasters always occur within a few months of my arrival. He brushed off my comment. That afternoon we had the Virginia earthquake,” said Stringer.

Stringer, of course, didn’t stop at natural disasters; he worked for the Eighth Coast Guard District Incident Management Team, New Orleans during the Deepwater Horizon spill, the largest oil spill in American history.

“We had just finished watching some music at Jazz Festival when Dirk received a call,” said Trudy Stringer, his wife of 26 years. “He said it would be nothing and that he would be right back... I didn’t see him for 63 days.”

In spite of all the earthquakes, hurricanes, floods, oil spills and car wrecks, Stringer was able to complete an impressive list of educational accomplishments. These include: Bachelor of Arts in Political Science, Masters in Public Administration, Masters of Arts in Human Resource Management and Masters of Arts in Business and Organizational Security Management. He is currently working on his dissertation for his Doctorate of Business Administration in Homeland Security Leadership.

“The Coast Guard’s different education programs have helped fund every degree that I have received and every school I attended provided a special rate for military members. All junior members should take every opportunity to get as much education as possible. Use the benefits that the Coast Guard offers you so you can grow as a Coast Guardsman and as a person,” said Stringer.

At first look, it would appear that Stringer’s favorite part of serving was responding to disasters, but he actually took joy in some of the more subtle rewards of the job.

“Seeing successes in personnel who work for you is far more gratifying than personal success,” said Stringer.

Stringer had simple advice for the junior members of the Coast Guard.

“Focus on the mission and focus on being a good shipmate,” said Stringer. “Once I stopped thinking about the career impact of my decisions and focused solely on what was the best thing to do for the Coast Guard, and for my people, I realized the job was much more satisfying.”
11th District Reserve CMC Retires

Rear Adm. Joseph Servidio, Commander 11th District presented MCPO Nancy Seely, former 11th District Reserve Command Maser Chief, with her shadow box following a change of watch/retirement ceremony held on April 21, 2015 at Alameda, Calif. MCPO Seely served the Coast Guard Reserve and her country faithfully for more than 32 years in the CG Reserve.  
Photo by PA2 Barry Bena

Four Decades of Service

MKCM Scott L. Paine retired from the USCG Reserve after 41 years of service (4 Feb 1974 to 4 Feb 2015) during a ceremony held at USCG Station Port Canaveral, Fla., on February, 14, 2015.  
The Presiding Officer was Sector Jacksonville Commanding Officer Capt. Thomas G. Allan. The Master of Ceremony was Lt. Cmdr. Ernest Brown. Guest Speakers included Capt. Allan, Commander; Capt Franklin H. Schaefer, USCGR Commanding Officer Northern Command, Mr. Glen M. Paine, Executive Director Maritime Institute of Technology.

Retirement List

RET-1
(Retired With Pay)

FEBRUARY 2015
Capt. James M. Bradshaw  
Cmdr. Matthew P. Bernard  
Lt. Cmdr. Randolph O. Dodge  
Lt. Cmdr. Thomas R. Lynch  
MKCM Scott L. Paine  
YNCS Richard P. Maher  
MEC Jimmy W. Taylor  
MKC Michael W. Thomas  
MSTC Henry L. Lipe  
YNC Janet L. Bonds  
BM1 Charles P. Hill  
MK1 George W. Clauser

MARCH 2015
Capt. Barbara A. Anderson  
Capt. Alan L. Brown  
Cmdr. Dana J. St. James  
Lt. Cmdr. John M. Richards  
Lt. Wayne E. Thorpe  
Lt. Scott S. Way  
DCCM Kory V. Gabrielsen  
MECM Thomas W. McCook, Jr.

APRIL 2015
Cmdr. William F. Davenport  
Lt. Cmdr. David K. Whitcomb

MEC James A. Altier  
MEC Randolph A. Sherman  
BM1 Daniel L. Lewis  
MK1 Wesley G. Smith  
MK1 Joe Vella  
MST1 Jack D. LaTorre  
SK1 William E. White  
SK2 Robert D. Akers  
ET3 Richard D. Rios

RET-2
(Retired Awaiting Pay)

FEBRUARY 2015
BMCM James T. Cunningham  
EMC Daniel F. Sargent  
IVC Amy Garon  
MEC Michael B. Griffies  
MKC Oscar R. Perez  
OSC Darren T. Erickson  
SK1 Carolyn Ward  
MK3 Robert J. Buchanan

MARCH 2015
Lt. Cmdr. Russell G. Madeiros  
BMCM Karl J. Brobst  
MSTCM David S. Kokata  
BMCM Michael G. Goode  
MEC Richard A. Schefano  
DC1 Harold J. Downes

APRIL 2015
Lt. Cmdr. Kenneth W. Miller  
BMCM Andrew W. Ely  
MSTCM Brian P. Monahan  
OSC Amy L. Burrell  
YNC Cheryl A. Borg

ME1 Andrew L. Romero  
MK1 Warren Fisher  
BOSN3 DeMarque Underhill  
BMCM John Hebert  
MSTC Kevin Carroll  
SKC Randall T. Wilson  
OS1 Michael Zronek  
PS1 Craig A. Collins  
YNC Sheila D. Carr  
BM2 William S. James III  
BM2 Gregory Molloy  
MK2 John N. Kahiapo  
YNC Laurie A. Walsh  
IV1 Victoria J. Metker  
YN1 Eugene O. Baker  
SK2 Lynn V. Lovejoy

—— Compiled by  
YNC Joseph R. McGonagle,  
USCGR (ret.)
Shorty after the United States’ entry into World War II, it was determined that our ports were not only a vital part of our wartime efforts, but also an extremely vulnerable asset due to a myriad number of viable threats. As a lesson learned from the First World War, there was a movement afoot to avoid issues within the U.S. such as the sabotage experienced at New York City’s Black Tom Island. To confront these threats, leading members of Philadelphia’s port community decided to pursue different methods to counter these threats in order to secure the Port of Philadelphia. What they came up with was a unique strategy enacted through a newly created paradigm with the U.S. Coast Guard, an auxiliary platform designed to enhance Port Security in Philadelphia through volunteerism; the Volunteer Port Security Force (VPSF).

Called “The Philadelphia Plan” by its creators; it was the brainchild of two prominent Philadelphians, Donald F. Jenks and Dimitri F. White. This initiative called for the enlistment of nearly 1,200 unpaid volunteers into the Coast Guard Temporary Reserve (TR) to protect the port. Jenks and White presented this plan to the 4th District Coast Guard Officer, Capt. Eugene Coffin, who had reservations regarding the aspect of volunteerism securing the port. Despite his initial apprehension regarding the plan, Coffin did let the proposal move forward and it found its way to the desk of the Commandant, Admiral Russell Waesche, who gave his tacit support to the plan.

Once the blessing to proceed was given by the Commandant, the VPSF began to take shape in July of 1942. The first order of business was to select a proven leader for the new unit and Harold W. Scott, the Vice President of the Pennsylvania Company was selected as the Commanding Officer of the Philadelphia regiment. Using his human resources skills, he supervised the initial throes of the formation of the company, expertly selecting the leadership overseeing the initial enlistment of the reserve force. Being a relatively novel concept, there was deliberation on what the appropriate appearance of personnel with the VPSF. It was decided that the TRs needed to have a uniform similar to that of their active duty counterparts. To affect the outfitting of the TRs, the Coast Guard decided on a modified form of the Coast Guard Shore Establishment uniform, which was issued to the members in 1943.
With the selecting of personnel of the VPSF completed, training them to secure the port was another rather complex evolution. A facility that could handle the throughput needed to secure a port the size of Philadelphia needed to be acquired and had to happen quickly. With that in mind, the University of Pennsylvania graciously provided its law school facilities for the newly formed United States Coast Guard Training School. Once training was underway, the facility’s training quota grew from the initial recruitment of 1,200 personnel to 3,000 personnel, encompassing 36 platoons overseeing waterfront facilities in Philadelphia and Wilmington, Delaware. Over the three year period of its existence, nearly 6,700 personnel were enrolled in the training school.

Once trained, the life of a TR assigned to the VPSF could be interesting. Duties included everything from the mundane chores overseeing routine port operations to firefighting in the port. There was not much that TRs were not asked to do. Above all, they were charged with protecting the ports from all threats and there were times when the use of force was necessary to conduct these duties. In June 1943 at a facility in Chester, Pennsylvania, the TRs were directed to put down a riot. As a part of this assignment, they were told to escort an uncleared individual from the plant, when a brick was thrown in their general direction, with subsequent gunfire ensuing. A total of five of the plant’s personnel were wounded in the melee, leading to one person being formally charged with inciting the altercation.

In addition to securing shoreside facilities, it was incumbent upon the TRs to secure vessels as well. During the war, the Port of Philadelphia handled over 100,000,000 tons of cargo. Securing this portion of commerce was quite the daunting task.

On November 11, 1944, BM1c Charles Merbitz apprehended two German prisoners of war during an inspection of the Motor Vessel CASTILLO AMPUDIA. Petty Officer Merbitz’s keen eye and efforts to secure the port were used expeditiously. Once incarcerated, the interview process of these subjects, led to valuable intelligence regarding the transit of escaped prisoners of war within the United States and beyond.

On other occasions the balance between civilian and military life were strained. In August of 1943, four members of the TR working at a Johnsville, Pa., plant were charged with disobeying a direct order by not reporting for duty. The four TRs responded by stating that as members of the Aircraft Local 865 union they could report when and where they wished to work. These TRs eventually were court-martialed and received a bad conduct discharge from the Temporary Reserve for their role in the incident. Interestingly, this may be one of the first instances that civilians were prosecuted in accordance with articles of the Uniform Code of Military Justice.

Due to the success of the VPSF in Philadelphia, the movement was initiated in other ports. Overall, 21 other ports had VPSF regiments established to protect their shorelines. In conclusion, the overall performance of these unpaid volunteers was tremendously effective in safeguarding ports. The superb professionalism they demonstrated while conducting numerous patrols and guard duties ensured that the enhanced wartime security’s impact on the maritime economy was minimal. Although the VPSF was formally decommissioned in Philadelphia on the September 30, 1945, the legacy of the VPSF is still seen through the Temporary Reserve’s successor, the United States Coast Guard Auxiliary.
In the modern history of the United States Coast Guard, there has been a rapid shift from mistaken identity and anonymity, to a recognizable brand identity. One case provides a perfect example of this mistaken identity. On ocean station in October 1956, the cutter *PONTCHARTRAIN* held responsibility for coming to the aid of a downed trans-oceanic passenger aircraft. On the 19th, the Pan American clipper *SOVEREIGN OF THE SKIES* lost two of its engines en route from Hawaii to California. After the aircraft radioed the cutter and ditched nearby, the cutter sent out its small boats and gathered up all thirty-one passengers and crew. One survivor no sooner gained the safety of the cutter’s deck than he gratefully exclaimed, “Thank goodness for the Navy!” Unfortunately for the Coast Guard, this case was one of dozens in which the service seemed unrecognizable to the public it served.

Jack Kennedy was acutely aware of the importance of imagery, having relied heavily on image-building in his successful 1960 presidential campaign. When they moved into the White House in 1961, the president and the first lady began an effort to re-make the image of the presidency. With the aid of professional designers, First Lady Jacqueline Kennedy completed the redecoration of the White House interior.

The Kenndys also met with architects to direct the design and renovation of buildings surrounding Lafayette Square, a park located next to the White House.

Kennedy next undertook a re-design of the presidential jet Air Force One. The president believed an initial design and paint scheme provided by the Air Force as too regal looking, so on the advice of the First Lady, he turned to French-born industrial designer Raymond Loewy, whose work had been recognized the world over during the post-war period. Loewy’s Air Force One design won immediate praise from Kennedy and the press and the aircraft became an important symbol of the president and the United States in official visits across the country and overseas.

Delighted by the look of Air Force One, Kennedy granted Loewy’s request for a meeting on May 13, 1963. During the meeting and another the subsequent day, the men discussed improving the visual image of the federal government and Kennedy suggested the Coast Guard as an appropriate agency to start with. Shortly after the meetings, the design firm of Raymond Loewy/William Snaith, Inc. received a contract for a ninety-day feasibility study and in January 1964, the firm presented its findings to Coast Guard leadership.

With its experience in designing industry trademarks, Loewy/Snaith recommended the Coast Guard adopt an identification device similar to a commercial trademark. The firm believed the symbol should be easily identifiable.
The Coast Guard established an ad hoc committee to work with Loewy/Snaith on the project and on June 19, 1964, the Coast Guard signed a contract with the firm to “accomplish studies, prepare design efforts and make a presentation of a comprehensive and integrated identification plan for the U.S. Coast Guard.” On March 21, 1965, during an all-day session at Coast Guard Headquarters, representatives from Loewy/Snaith presented their findings to the service. And on the same day Coast Guard chief of staff, Rear Adm. Paul Trimble, agreed to proceed with the Integrated Visual Identification Program. During the prototyping process, Loewy/Snaith selected a wide red bar to the upper right of a narrow blue bar canted at sixty-four degrees and running from right to lower left. The Loewy/Snaith team used its own stylized version of the traditional Coast Guard emblem for placement on the center of the red bar. The overall design came to be known as the “Racing Stripe” or “Slash” emblem.

The Racing Stripe design was tested on cutters and facilities in the Coast Guard’s 7th District in the Florida area due to milder weather conditions and the greater variety of sea assets stationed there. Base Miami personnel affixed the prototype slash to the cutters DILIGENCE and ANDROSCOGGIN as well as a buoy tender, base vehicles and buildings. At North Carolina’s Air Station Elizabeth City, the Slash was affixed to an HH-52 helicopter, Grumman HU-16 “Albatross” amphibian and an HC-130 “Hercules” fixed wing aircraft.

On May 4, 1966, the service’s ad hoc committee for testing the Visual Identification System sent to the commandant a favorable report regarding service-wide use of the Racing Stripe. During the prototyping process, the Coast Guard’s selection committee decided against the Loewy stylized shield and opted for the service’s traditional shield emblem instead. While the plan received the stamp of approval, there remained a few wrinkles to be ironed out over the next several months. By early spring of 1967, most outstanding issues had been resolved, including the type-font for lettering and exact paint color specifications. On April 6, 1967, Commandant Edwin Roland issued Instruction 5030.5, which ordered service-wide implementation of the Integrated Visual Identification System and ended four years of study and experimentation.

The adoption of the Racing Stripe initially met with resistance from the Coast Guard’s service culture. However, over the course of the late 1960s and early 1970s the symbol spread to every maritime and aviation asset in the service. By 1975, the Coast Guard’s sail training ship EAGLE remained the last service asset not sporting the emblem. Traditionalists had long held that the Racing Stripe would destroy her classic lines and opposed application of the emblem since the late 1960s. However, with preparations underway for Operation Sail 1976 to celebrate the nation’s Bicentennial and EAGLE to serve as the host ship, Coast Guard leadership saw an opportunity to present the service’s brand identity to the world by distinguishing EAGLE from the other tall ships. The Racing Stripe received the public stamp of approval when CBS news anchor, experienced sailor and OpSail TV commentator, Walter Cronkite, singled out EAGLE and her Racing Stripe logo with approving remarks.

Since the 1970s, the Coast Guard Racing Stripe and color scheme has been affixed even to assets not commonly associated with the service. With alterations in coloration and angle, the Racing Stripe has become a symbol for sea service vessels at the federal, state, county and municipal levels throughout the U.S. and for scores of foreign sea services.

Now, for over forty years, the service and its missions have been associated with the Racing Stripe symbol and its unique color scheme. During this time, the U.S. Coast Guard has served throughout the world and collaborated on a variety of levels with foreign coast guards and sea services. These activities include training, international patrols, liaison personnel, and advisors to foreign sea services. And in recent deployments, such as Operation Iraqi Freedom and the recent deployment of Cutter DALLAS during the war between Russia and Georgia, the presence of Coast Guard cutters with the Racing Stripe and traditional color scheme has proved a de-escalating influence in high-tension maritime missions. This international engagement has spread the service’s reputation and brand identity throughout the world.

The Integrated Visual Identification Program stands as the most successful branding program of any federal military agency and possibly of any agency in the United States government. Future service assets will continue to feature the coloring and emblem developed over forty years ago to identify the Coast Guard and distinguish it from other federal sea services.

Where many could not identify the Coast Guard’s assets before it adopted a brand identity, most individuals connected with the water do now. Some of this trend must be credited to the missions carried out by the Coast Guard around the clock and the sort of operations in which it serves. However, some of that recognition should also be credited to the Coast Guard’s adoption of the Racing Stripe symbol. Today, Americans and foreigners alike readily identify assets of the Coast Guard thanks to a visionary president, talented industrial designers, and strong service leaders who understood the importance of brand identity to the U.S. Coast Guard.
Training Ramps Readiness for Reservists at Tobyhanna Army Depot

Submitted by Ed Mickley, Tobyhanna Army Depot

Reservists from every military branch can learn communications-electronics systems troubleshooting and repair techniques here at the Tobyhanna Army Depot to improve their maintenance and repair readiness. The depot, which enhanced Army and Marine reservist electronic capabilities for years, is now expanding the joint training program to include Air Force, Navy and Coast Guard Military Occupational Specialties (MOS).

Students work alongside Team Tobyhanna’s civilian counterparts to gain in-depth knowledge for sustainment of Command, Control, Communication, Computer, Intelligence, Surveillance, and reconnaissance (C4ISR) equipment associated with their MOS. Depot training reaches beyond the limits of general knowledge skills associated with occupational specialties and dramatically increases work force and unit readiness.

The hands-on experience has proven invaluable for Soldiers and Marines and will do the same for Sailors, Airmen and Coast Guardsmen who might deploy.

“This, by far, is better than any training I’ve ever had,” said a recent National Guardsman. “Training is usually convoluted with information you don’t ever use. Here we’re learning so many things that we can use in the field.”

Service members are assigned to work areas according to their MOS. They spend time in a classroom learning the capabilities of the equipment as well as the test and validation procedures then transition to hands-on training to perform tests and corrective maintenance on a variety of equipment.

“It costs less to bring our Marines here for two weeks than setting up a field exercise somewhere for a long weekend,” said one Marine sergeant. “Tobyhanna Army Depot has the facilities to accommodate our needs and there are tangible benefits derived from the relationship between the Marines that use the equipment and the civilians that repair it.”

This summer, in addition to traditional MOS courses, the depot is offering an opportunity to study cutting-edge technology that is gaining ground around the Department of Defense - Introduction to Robotics. The course covers the basic principles of robotics as applied in industry and the military. Instruction includes extensive use of an articulated robotic arm throughout the course to demonstrate automation and control processes.

Course topics include robotic arm basics, forward and inverse kinematics, familiarization with the lab-volt servo robot, point-to-point programs, task programs, program editing, servo control systems, robotic peripheral devices such as gravity feeders, pneumatic feeders, linear slides, belt conveyors and rotary carousels, mobile robots such as tracked vehicles and humanoids, and wireless control of robots.

Students will participate in numerous hands-on practical exercises emphasizing the programming of a Servo Robot System. They’ll also build and program two wireless mobile robots: a tracked vehicle with robotic arm, similar to many used throughout the military, and a humanoid.

Tobyhanna provides a welcoming environment for students to learn, train and gain experience while preparing for deployment.

“We greatly appreciate the professionalism and attentive interpersonal communication from the Tobyhanna staff and civilian work force,” a Marine executive officer said. “When our Marines deploy, they’ll take with them increased MOS skills thanks to what they learned and experienced at Tobyhanna.”

Tobyhanna Army Depot is the Defense Department’s largest center for the repair, overhaul and fabrication of a wide variety of electronics systems and components, from tactical field radios to the ground terminals for the defense satellite communications network. Tobyhanna’s missions support all branches of the Armed Forces.

For further information, contact Tobyhanna Army Depot Reserve Component Training Coordinator at 570-615-6492, DSN 795-6492.
Leadership and Management School:  
**Building Tomorrow’s Leaders Today**

Story by PA1 Brian S. Huth, 9th District Public Affairs

Anyone who has spent more than a few years as a Coast Guard reservist knows that the service affords members many opportunities to assert themselves as leaders. Whether it’s leading a boat crew or a Port Security Unit, your ability to lead will have a direct impact on the effectiveness of your team.

So what makes an effective leader? Is it someone who can think strategically? Someone who is a good communicator? Or perhaps it is a person passionate about their work? The answer is there is no exact science to effective leadership and it could be a combination of all of the above. Let’s face it, being a Reserve member of the country’s smallest military service beckons us all to be leaders in our specialized area and to be Semper Paratus when the training stops and the real work begins.

Being a first-line supervisor without proper training is like trying to sail a ship without sails. Proper tools are required to do the job correctly. That’s where the Coast Guard Leadership and Management School (LAMS) can help students in becoming more effective leaders. LAMS, a one-week course designed to enhance supervisory skills for first-line supervisors, is designed to help develop skills in communicating effectively, influencing others positively, creating an environment that motivates performance, getting the job done while taking care of subordinates, encouraging personal ethics, and promoting teamwork.

“Our objective is to provide our students with leadership tools and techniques they can use to positively influence workplace performance,” said Boatswain Mate Chief Petty Officer Mischa Winters, a LAMS instructor at TRACEN Petaluma.

Since 2009, the course has been a requirement for E-5s seeking advancement to E-6. The course is targeted at supervisors at the E-5 and E-6, O-1 and O-2 paygrades, as well Coast Guard civilians GS-9 and GS-11.

The course may be a requirement for advancement, but that doesn’t mean it can’t be fun. “In general, the feedback from students is quite positive,” said Winters. “We try to incorporate activities that not only help with retention, but keep the classroom fun and engaging. The students respond really well to the positive energy the instructors bring to the classroom; it helps keep them engaged.”

Asked what advice he would give a young petty officer who is looking to advance to a leadership position Winters said, “There are countless leadership theories and models out there and there isn’t really a ‘golden ticket’ for leadership. The simple fact that young petty officers are engaging in leadership discussions and putting themselves out there is a step in the right direction. My biggest piece of advice would be to get to know your people. Find out what makes them tick, what motivates them, their strengths and their weaknesses and their goals.”

LAMS is designed to enhance supervisory skills through an experience-based curriculum. Topics include:

- *Self-Leadership*
- *Motivation*
- *Leadership Theories*
- *Team Activities*
- *Conflict Management*
- *Performance Appraisal (Enlisted Performance Evaluation System)*
- *Personal Ethics*
- *Performance Problem-Solving*

The course also addresses 12 of the 28 Coast Guard leadership competencies. The course has been evaluated by the American Council of Education and has been awarded three upper-level college credits. All LAMS graduates receive this on their military transcripts.

Winters offered one last bit of advice when it comes to leadership. “Leadership is a relationship, and the stronger that relationship is the more successful and effective you will be as a leader. We have all heard about the Golden Rule, but we at LAMS like to say that we should be striving for is what we refer to as the Platinum Rule -- treat others the way they want to be treated.”
Joint Staff Badge
Now Permanent

The Joint Staff identification badge is now authorized to be worn permanently for reservists assigned to the Joint Staff after two years.

ME3 Jason Bodell, a reservist assigned at Coast Guard Academy Police Department in New London, Conn., was recently recognized as a 2014 Police Officer of the Year by the Cheshire Connecticut Exchange Club. The award was a result of numerous community service and charitable events, along with saving the life of a woman who was in a near fatal car accident. Bodell has been in the CG for over 12 years and currently is a full-time police officer for the Town of Cheshire, Conn. Bodell (right) is shown here with Sergeant Frederick Jortner (left) and Chief of Police Neil Dryfe.
PSU 313 Welcomes New Ombudsman
Mrs. Carmela Fortin and her “Special Assistant” 5-year old Cole were honored by Port Security Unit 313 in Everett, Wash., for Ombudsman Appreciation Day during the unit’s March drill weekend. She is a Coast Guard Reserve spouse and a volunteer appointed by Cmdr. James Hotchkiss, Commanding Officer of PSU 313. As Ombudsman she is actively engaged in sharing valuable points of contact and resources for the unit’s 140 members’ military families, including spouses, parents and children. Carmela is the spouse of BM2 Matt Fortin a 32’ Transportable Port Security Boat coxswain in the unit’s waterside security division. To learn more about the Ombudsman Program and how you can support your ombudsman visit: www.uscg.mil/ombudsman.

Meeting the Boss...
YN3 Sandy Schump, a reservist on ADOS orders at the SILC in Norfolk, Va., had the opportunity to meet CG Commandant Paul Zukunft during Captain Ivery’s (SFLC) retirement on Friday, March 20, 2015.

TO CHANGE YOUR MAILING ADDRESS:

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

Individual Ready Reservists (IRR):
Please contact the IRR Personnel Support Unit via email at: ARL-DG-CGPSCIRR@uscg.mil or at:
Commander (rpm-3) Personnel Service Center U.S. Coast Guard Stop 72004200 Wilson Blvd Ste. 1100 Arlington, Va 20598-7200

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

On Jan 10, 2015, a promotion ceremony was held for both MSTCS Wynn Whittington and MST2 Mary Lawson at MSD Ft. Macon. Pictured (L to R): Lt. Cmdr. Dave Solorzano (MSD Ft. Macon AD Supervisor), MST2 Mary Lawson, BMCM Walter Haven (Sector North Carolina Reserve CMC) and MSTCS Wynn Whittington.

Photo by Ens. Bill O'Connor

C4IT Crew Musters in Seattle

The crew C4IT Department at CG Base Seattle gathered for a group photo during their All-Hands, April 19, 2015. L-R (front): ET2 Ryan Richardson, ET3 Forrest Moore, IT3 Vince Castaldi, ET2 Bjorn Tovsrud, IT2 Brandon Bouchard, ETC Joe Orecchio, IT1 Matt Kraus, IT3 Brian Aebi and IT1 Phil Cyphers. L-R (back): IT3 Mike Williamson, IT2 Sto Ballie, IT1 Chris Wigginton, CWO4 Paul Bostwick, IT1 Chris Leibrant, ET1 Jeff Brizendine, IT1 Sean Gauslin, and ETC Jason Wallace.

Photo by IT1 Matthew Kraus

LA/LB Reservist Advances

IS2 James Snyder advanced to Intelligence Specialist 1st Class during Sector Los Angeles-Long Beach Reserve All Hands, April 11. His friends and co-workers, IS1 Brian Wickens and Intelligence Operations Specialist Richard Monarrez, do the "honors."

Now Batting…

Capt. Jerry Nauert’s promotion ceremony, officiated by Brig. Gen. Julius Berthold USANG (ret.), was held in front of the city of Louisville, Kentucky’s famous icon the World’s Biggest Bat. Made of steel, it weighs 68,000 pounds and stands 120-feet tall. It is an exact-scale replica of Babe Ruth’s 34-inch Hillerich & Bradsby Louisville Slugger bat. Assisting in the ceremony was Capt. Nauert’s daughter, Constance Miller, his wife Monica and his son, Sergeant Alex Nauert, USMCR, who served as emcee.

To Protect and Defend

The Reserve Enforcement Division at Sector San Diego, Calif., took advantage of this unique setting to re-enlist ME3 Jaime Perez on March 23, 2015. Lt. Chris Schubert read the oath. ME3 Perez has 4 years active duty in the USMC and 3 years in the USCGR.
MEC Ilcisko Reenlists at Sector Buffalo
Lt. Cmdr. Robyn Swan, Sector Buffalo Response Department Chief, administered the oath to MEC Richard Ilcisko as he re-enlisted in the Coast Guard Reserve in front of the Charity Shoal Fresnel lens at Sector Buffalo, N.Y.

Reservists Complete Operational Support/Theatre Security Decision Making Course

Sector Buffalo Reservist Graduates N.Y. State Police Academy
Sector Buffalo reservist Lt. Jeremy Schisler graduated from the New York State Police Academy on February 10, 2015. Shown here (left to right) following the graduation are Lt. Greg Jensen, Trooper Schisler, CWO3 Dominic Doldo (also a NY Trooper) and Lt. Cmdr. Robyn Swan.

Sector North Bend Reservists Show Their ‘Hawkish’ Side
Sector North Bend reservists gathered for an All Hands in early April at Station Yaquina Bay. Attendees are shown here holding the Seattle Seahawks 12th man flag, which they flew at the station during morning colors. It will go on to fly at Century Link Field during a Seahawk's football game this next year.

Moving Up…
Sector Lower Mississippi River’s Petty Officer Bradley Poen (center) advanced to BM1 on April 1. He was pinned at Sector on Sunday, April 12, 2015, by BM1 Jesse Sullivan and BM1 Emily Eudy. The advancement certificate was read by Lt. Corey Linen.

Photo by YN1 Brian Smith
Lightship Sailors
2015 Reunion Set For October

The USCG Lightship Sailors Association will be holding its:

2015 Reunion
Oct. 19 - 21
Holiday Inn
New London, Conn.

For additional information contact: Bill Quigley, Vice President, at 603-966-8690 or wanderingmanitook1@aol.com, or visit our website:

www.uscglightshipsailors.org
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Currently employed? Visit www.esgr.mil to find resources to support your service and career.

ESGR is a Department of Defense office, established in 1972, to promote cooperation and understanding between National Guard and Reserve service members and their civilian employers.
As part of their routinely intense training regimen, Coast Guard aviation survival technicians practice in and under the water June 16, 2015, at the Massachusetts Maritime Academy in Buzzards Bay. The elite crew, based out of Air Station Cape Cod, place a strong emphasis on maintaining peak fitness, focus, and endurance.

Photo by PA3 Ross Ruddell

Crew members of the Coast Guard Cutter VIGILANT off-load seized marijuana at Coast Guard Base Miami Beach, Florida, June 12. The crew off-loaded a total of $13.7 million worth of cocaine and marijuana.

Photo by PA3 Joseph Betson
Rehabilitated pelicans prepare for their first flight at Goleta Beach near Santa Barbara, Calif., June 12, 2015. Ten of 42 pelicans still under rehabilitation were released. The birds were rescued after the release of oil from an onshore pipeline just north of Refugio State Beach in Santa Barbara County, Calif., May 19, 2015.

Photo by Valerie Kushnerov, City of Goleta, Calif.
U.S. Coast Guard Reserve

Always Ready When Needed Most