RESERVIST

Official Publication of the United States Coast Guard Reserve

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PACIFIC REACH

A bilateral training event designed to ensure readiness and strengthen the partnership with the Republic of Korea.

Volume LXIV ≈ Issue 3 • 2017

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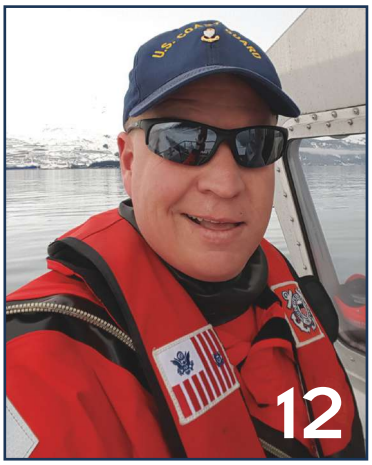

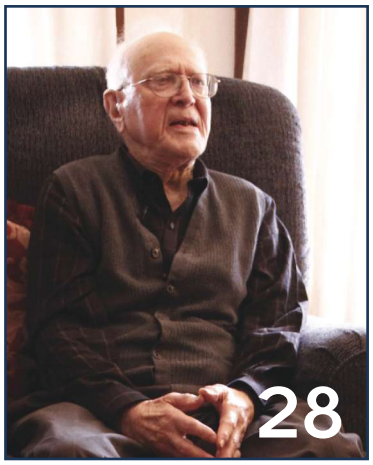

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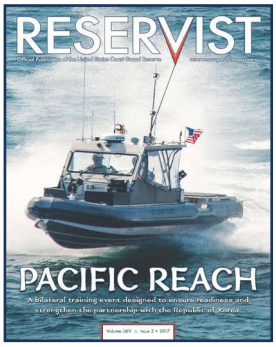
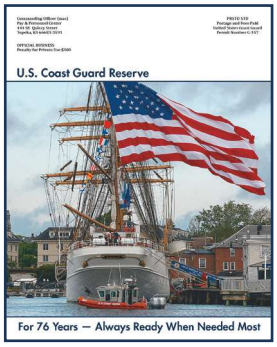


U.S. Coast Guard Port Security Unit 312 crews operate during Operation Pacific Reach 2017 in Pohang, Republic of Korea, April 7.

Photo by PA1 Rob Simpson



A Coast Guard 25-foot rescue boat performs a security patrol around Coast Guard Cutter EAGLE while moored at the Charlestown Navy Yard, Tuesday, June 20, for *Sail Boston*.

Photo by PA3 Andrew Barresi

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FROM THE EDITOR

It's pretty rare in your career that you walk in the door to take over an operation and find that it's already running like a well-oiled machine. As a newspaper man and the longest-serving Reserve Force Master Chief, Jeff Smith came with skills, contacts and experience, and he spent the last five years finely-tuning this magazine. I've got some big shoes to fill, but I'm blessed to be able to lean on Jeff, still, as a mentor and a friend.

I've been writing articles for RESERVIST magazine for the last two years or so, and most of that time has been spent looking backward, learning the history of the component's missions, getting to know its leaders and hearing about the challenges that shaped the Reserve. Now, sitting in the editor's chair, I'm looking forward to exploring how the Reserve is positioning itself to meet challenges in the future.

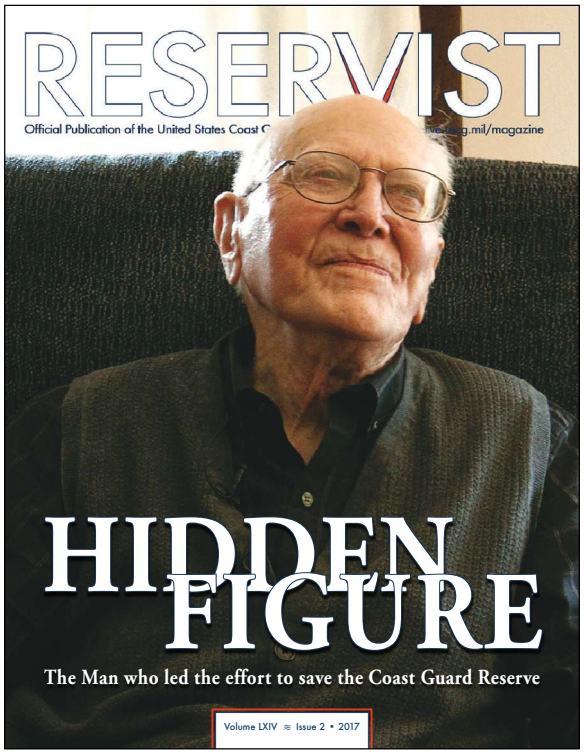
Adm. Thad Allen once said, "Transparency of information breeds self-correcting behavior." I like that, and I believe talking about our plans and getting feedback from those who've come before can only make us stronger.

As a type A, I like seeing things organized, and so this job suits me. From my vantage point, I can see good people using strategy and innovation to solve problems, from schools to RCD to competencies. I'm looking forward to helping our readers understand those processes, too.

So, in true "incoming guy" fashion, I'll keep this short. This is a dream job, and an honor. Looking forward to it.

CWO Anastasia Devlin
Editor-in-Chief

FROM OUR READERS



To the Editor:

Your recent article about the career of Capt. Handy bought back many great memories of what he imparted to me as a young ensign in 1972-73. I was assigned to the Reserve Programs Division at Headquarters (Commandant G-RP) following OCS, and I found myself in the midst of growing turmoil for the Reserve. The draft was about to end, and OMB was not advocating or recommending funding for our future. Both conditions threatened the stream of new recruits and training opportunities needed to sustain the program.

My job required me to collect information, do research and, as best I could, generate ideas to meet the challenge. Someone, possibly Cmdr. Joe Tyson, Cmdr. Elinor L'Ecuyer, or Lt. Don Jenkins, I don't remember specifically, told me to reach out to Capt. Handy for ideas.

Over several weeks, we met at his office at Main Treasury where he schooled me on the program, what it meant to him and what he saw as its importance to other reservists and the country. He bought to life what the various ORTU's did, and how they were silently integrated into their communities but were often never mentioned in the press. He gave me ideas on the need for new recruiting literature which hadn't been updated for years. Most of all he talked about the missed opportunity that was untapped by not having a robust SPAR program.

Capt. Handy was on target in every area, and his thoughts all became measures of success over the next few years.

I was eventually transferred to the Recruiting Division, and Capt. Handy retired, and we lost contact with each other. Sadly,

I haven't seen him since, but the article made me smile, and his guidance to a young ensign helped point me toward, and sustain, a successful Coast Guard Reserve career. BZ Capt. Handy for all you've done.

CAPT Russ Cherry, USCGR (ret.)

This letter is just one of the many we received about Capt. Handy's story. He was a delight to interview, and I'm honored to have had the opportunity to share his stories.

To the Editor:

The article in *Vol. LXIV, Issue 2* about Olivia Hooker's service in the Coast Guard mentions she was "advanced" from YN1 to YN2, which needs some correction.

— CAPT Jerome L. Grill, USCGR (ret.)

Thank you, Captain. We appreciate the sharp eye. Indeed, Dr. Hooker left yeoman school as a YN3, not a YN1.

To the Editor:

I was just glancing through *Vol. LXIV, Issue 2*, and was interested to see an article about the PSUs in the NAG. For the most part, the article was okay, with the information right "for the most part." The mission for PSUs 311 AND 313 to deploy began in February. One glaring error was the statement that PSU 313 redeployed in June 2003 - in fact, PSU 313 departed Kuwait on 26 August 2003.

— CDR Andrew Niemann, USCGR (ret.)

To the Editor:

I retired from the USCGR after serving almost 30 years (after 9-11 most of my time was on active duty). I served in District Nine and with PSU 309. I thoroughly enjoyed my time traveling, meeting other Coasties and serving this great country we are privileged to live in.

In this issue's "FROM THE EDITOR," I appreciate the take away: "while not special, reservists are unique…"

Loved reading Capt. Walter Handy's interview (Hidden Figure), and I and other members of the USCG should thank him every day for "saving the USCG". Can't wait for his next article. This is history that should be passed along in future "boot camps."

Another story which was heartfelt and great reading was some more history. The article on ME Carlos Sowell about Pvt. Charles Hazard.

I could comment on all of the articles, pictures, etc. found in every issue of Reservist but it would take a very long email. Safe to say, keep up the great work on these publications. I look forward to every issue!!

— YNC Barbara J. Bebout, USCGR (ret.)

CORRECTIONS

Last issue, we printed a story about SMTC's ME1 Carlos Sowell honoring his great uncle, Army Pvt. Charles Hazard. In it, 20-year-old Hazard was wounded in October 1864 but lived until "January of 1965." Several readers let us know that should have been 1865. Good catch.

In the article on the new C-school training process (p. 34), Cmdr. Ramassini's name is misspelled. Our apologies, sir.

UP FRONT

An all-reserve boarding team from Sector Los Angeles-Long Beach (LA-LB), Calif., conducted a boarding on a merchant vessel in the San Pedro Channel, May 27, near San Pedro, Calif. The reservists augmented the crew so their active duty counterparts could take part in a Memorial Day remembrance. Station LA-LB transported the boarding team to and from the merchant vessel on their 45-foot RB-M and escorted the vessel to port during the boarding.

Photo by PA3 DaVonté Marrow

THE VIEW FROM THE BRIDGE

Rear Admiral
Andrew S. McKinley

Acting Director of Reserve and Military Policy

Gen. George Patton once said, "Never tell people how to do things. Tell them what to do, and they will surprise you with their ingenuity."

As I prepare to transition into my new role as the Director of Reserve and Military Personnel, I reflect on these words, and how true they are. When I came onto active duty last year to lead the Human Capital Strategy (HCS) Implementation Team, I had no preconceived notions on how any of our focus areas should be executed. I simply trusted in the expertise and judgment of the many team members involved, and I was consistently impressed with the quality of the work.

The year I spent leading the HCS effort was both personally and professionally satisfying. It also afforded me an invaluable opportunity to gain an appreciation of all the many responsibilities and challenges facing the Coast Guard and the challenges facing the Reserve. In fact, the more you learn about Coast Guard operations and support, the more you discover you still have a lot to learn!

So, as I embark on this latest journey, I will once again take on the role of "new guy," trusting those around me to surprise me with their ingenuity. The degree of attention being placed on the Reserve is unlike any we've seen since 9/11. Evolving and emerging threats to the Homeland, coupled with our smaller end strength and reduced budgets, require us to extract every ounce of value from limited training opportunities.

While these challenges are daunting, I know we have the right people in place to help lead change and ensure the continued relevance of the Reserve into the future. Capt. Mike Barton took on the role as acting Chief of the Office of Reserve Affairs (CG-131) last fall and did a remarkable job building the coalitions across Headquarters necessary to begin restoring critical resources to our program. This summer, Capt. Bill Csisar will bring his wealth of experience to CG-131 where he will help build on the phenomenal work currently getting done.

In addition, through the hard work of senior leaders within the Reserve and Deputy Commandant for Operations (DCO) staffs, we've seen a remarkable maturation in the Reserve Component Force Planning System (RCFPS). By the end of this year, I expect to have nearly 90 percent of all Reserve positions on the Personnel Allowance List (PAL) under programmatic oversight. Understanding the Coast Guard's requirements will be essential to our ability to develop the right force, in the right places, at the right cost for the Coast Guard.

That said, the CG-131 staff continues to work diligently with stakeholders across the Coast Guard to address concerns with our current staffing gaps. Restoring the Reserve to its authorized end strength of 7,000 is one of my primary objectives, and from what I've seen so far, I have every confidence we will succeed.

Before taking over the helm, I thought deeply about where my focus would be during my tenure. Over the next few months, I will share more details on the issues and what we intend to do to keep the Reserve on track. However, there are three major areas of focus: (1) Stabilize and restore Reserve financial resources; (2) Restore the Reserve workforce; and (3) Use the RCFPS to guide force composition and mission assignments for the Reserve.

We have a lot to do; like Gen. Patton, I trust the many talented leaders across the Reserve who will bring their passion and talents to the table to generate the creative solutions we need ensure the long-term viability and relevance of the Reserve.

I would be remiss if I did not take a moment to thank Rear Adm. Kurt Hinrichs for his leadership over the past two years. During his tenure as Director of Reserve and Military Personnel, he oversaw changes in maternity leave policy, tattoo policy and other policies for the Coast Guard, in addition to the many issues impacting the Reserve directly. I salute him and wish him the best of luck as he, and his wife Amy, embark on the next chapter in their lives. I wish them both Fair Winds, and Following Seas.

Semper Paratus.

"I know we have the right people in place to help lead change and ensure the continued relevance of the Reserve into the future."

DECKPLATE SOUNDINGS

Master Chief Petty Officer Douglas G. Gilmer

5th Coast Guard District, Reserve Command Master Chief

Greetings from the Fifth District! I'm honored to serve as a Gold Badge Command Master Chief, and I draw on my experience as a senior law enforcement leader in my civilian career to benefit our workforce. As we get to know each other, I believe my leadership style and passion for developing others will be apparent.

In the meantime, I enjoy fly-fishing. It gives me time to think long and hard about the important stuff. I'm able to make comparisons between fly-fishing and (questionably) more important aspects of life. I've drawn some similarities to life as a successful Coast Guard reservist:

First, what's the goal? It's not enough to say, "I just want to catch a fish." Sometimes this works, but more often than not, I have to tailor my fishing to the fish I want to catch. I fish for trout in Virginia differently than salmon in Alaska. Different techniques and gear are required to achieve my goal.

As for your career, what do you want to achieve? Have you thought about it? I knew early on I wanted to be a master chief, so I spent time learning to be a leader, pursuing enlisted qualifications and studying for service wide exams.

Have a goal, make a plan, and go for it.

Next, read the current. Generally, you don't cast at a fish; you cast upstream and allow the fly to float downstream in front of awaiting fish. As reservists, we always need to be planning ahead (casting upstream). What is your financial plan if recalled? Do world events indicate the potential for deployment? Do you know the deadline for having sign-offs complete for the service wide exam? Have you been to the Chief's Academy? Are you planning for high-year tenure? Last-second preparation is failed planning.

Cast upstream.

Third, and similarly, be prepared for changing environmental conditions. Water, weather, and feeding conditions change the way I fish. I adapt to the environment. I carry different types of flies to mimic varying feeding patterns, and I carry gear for changing conditions. Semper Paratus is our motto: any threat, anywhere, anytime is our mission. We must be constantly prepared for the missions we do and the oath we swore to uphold.

Stay "green." Be ready. Be prepared. Your nation may need you at any time.

Fourth, some days the fishing stinks. No matter how hard I work, the fish don't cooperate. Early on, if I 'd quit because of a bad day or two, I'd have missed out on many more good days and incredible memories.

You may not always be recognized for your efforts as a reservist. Maybe despite the time and effort preparing for advancement, you don't make the cut. Maybe you have a poor supervisor, have a "bad" assignment, or you're just tired of giving up your weekends. Nothing is forever; work harder, do more, make your efforts unmistakable. Don't quit. Attitude is key.

Think ahead to what the future holds for you. Your day will come.

Finally, never stop learning, and never stop teaching others. I'm not the best fly-fisherman, so I'm constantly learning and seeking out expert instruction to make me better so I can be more successful. I love watching someone I've taught catch their first fish on a fly.

Master Chiefs George Ingraham and Sam Allred, and Capt. Sean Regan, have been important mentors to me throughout my career and have kept me focused. As a mentor in the Coast Guard myself, nothing makes me happier than watching someone I've mentored get advanced or recognized. Mentoring is essential to the success of our workforce. It doesn't have to come with a checklist or formal documentation. It should be built into what we do as leaders every day. It's not telling someone how to do something, rather a mentor, or "trusted advisor", is there to help others achieve goals they may not otherwise achieve on their own.

It's more about listening intentionally to our members and then providing them a path to success. When one person succeeds, we all benefit.

Now, if you'll excuse me, I have fish to catch.

Semper Paratus.

"Nothing is forever; work harder, do more, make your efforts unmistakable. Don't quit. Attitude is key. "

All-Reserve crew from Station Mayport rescues two

The night of April 3, an all-reserve crew from Station Mayport, Fla., saved two fishermen from a 73-foot-long sinking shrimp boat. After losing its anchor in the rough seas, the fishing vessel *PRIVATEER* was pushed against the St. John's River entrance jetty in Mayport. The crew, which had been out doing training, was on scene in 10 minutes.

"The best thing to do was put our boat along their boat and to get them to come off," Petty Officer 2nd Class Stephen Bamberski told the local news.

"We knew at that point the boat was sinking, and there was nothing more we can do besides get them off and to safety."

Despite 20-knot winds, the fishermen were unhurt, and were returned to their families who were waiting on the pier at the station.

"Adrenaline was definitely pumping, but your training kicks in," said Petty Officer 3rd Class Thomas Carroll. "We were trained to that job."

Then-Commanding Officer CWO Nicholas Pavlik said the evacuation of the two fishermen took "quite a bit of seamanship and skill at the helm to navigate through a debris field, at night, under cables and nets in four- to six-foot seas."

At the same time, the reserve machinery technicians worked alongside the active engineers until 3 a.m. the next morning to repair the station's 45-foot Response Boat Medium (RB-M) after the starboard jacket water pump was found to be leaking coolant.

"It was one heck of night for the Station Mayport Reserve force," said Pavlik, who has since transferred to the west coast. "They knocked it out of the park and far exceeded my expectations, underscoring the significant process we have made since putting augmentation at the forefront."

For more: http://www.actionnewsjax.com/news/local/coast-guard-rescues-two-from-shrimp-boat-near-mayport/508837581

— Submitted by CWO Nicholas M. Pavlik

Sector San Francisco reservists transition from all-hands weekend to San Francisco Bay incident response

Reservists from Sector San Francisco began to arrive Friday night, April 7, for the Sector's annual all-hands gathering at Yerba Buena Island, which was slated for the weekend. However, much earlier Friday morning, bad weather and high winds capsized and sunk a freight barge with a crane near the San Francisco-Oakland Bay Bridge. The 112-foot barge came to rest on top of the BART (Bay Area Rapid Transit) subterranean transbay tube, 25 feet below.

"Within the first few hours, you don't know how big something's going to be, but this was extremely visible and sensitive," said Lt. Cmdr. Kris Leverich, chief of the Sector's Reserve Force Readiness Staff division. "The San Francisco Bay Area is a cross-roads of human activity, so the community is also highly sensitive to public safety and environmental concerns."

After a swift personnel inspection, 40 of the reservists from the Sector staff quickly responded. On Saturday morning (April 8), they reported to the Sector's Incident Command Post (ICP), relieving the active duty staff. The barge owner estimated about 3,000 gallons of diesel remained in the tanks, as well as another 300 gallons of hydraulic oil on board.

"It was extremely providential how it all unfolded," said Lt. Megan Mervar, assistant chief of Sector San Francisco's Incident Management Division. "It was a huge relief to have the reservists able to augment the ICP so the active duty could have a break, knowing that the next few weeks would be pretty intense."

Reservists filled the majority of the positions in the ICP throughout the initial weekend, including incident commander, operations section chief, deputy operations section chief, and planning section chief, but also augmented in the field as group supervisors conducting shoreline cleanup assessments to determine the extent of environmental impacts from the oil on the shoreline. Reserve boat crews even provided the security zone around the incident.

"Our reservists arrived inspection-ready in trops for a day of admin and training, but also fully-qualified to assume key roles in the IMT (Incident Management Team)," said Leverich. "We plan and train with assumptions that our reservists may get deployed elsewhere, but this is one of the very scenarios the command envisions when it directs energy into training its reservists. We bring expansion capacity to in-house capability, which is operationally priceless."

There was an initial discharge of an unknown amount of diesel, with significant sheening in the vicinity of the incident, but in June, a salvage company removed 2,700 gallons of petroleum product from the barge. As of July, it remains on the sea floor, but pieces will be sectioned and lifted at a later date.

— Submitted by Lt. Megan K. Mervar

The reservists of Sector San Francisco gather in front of the Golden Gate Bridge on their all-hands weekend April 8.

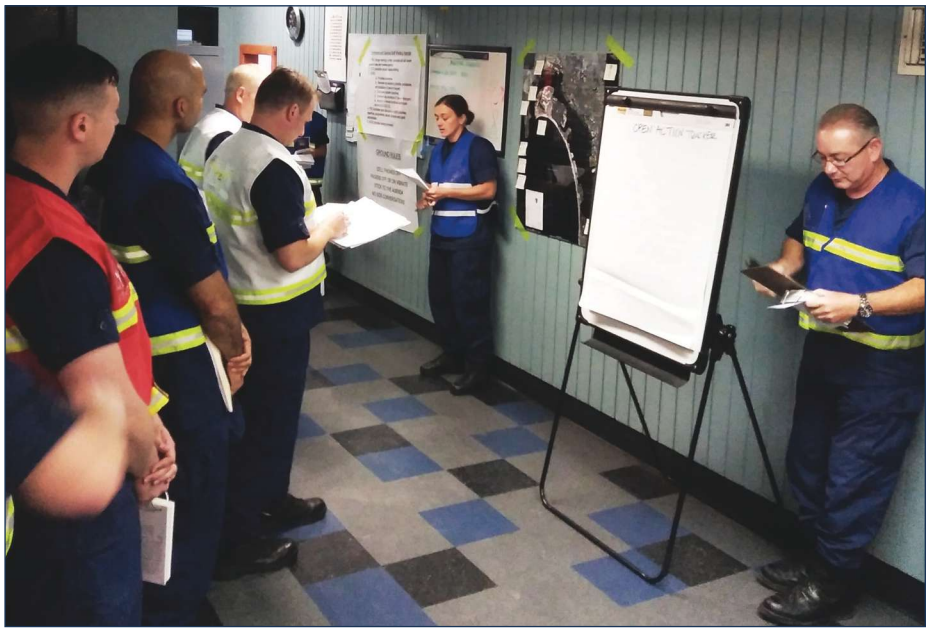
Photo by ME1 David Heaphy.

Sector San Diego's California Spill Drill

Contingency Planning reservists from Sector San Diego planned and facilitated a functional Incident Command System (ICS) exercise Mar. 19. This exercise, which consisted of more than 20 reserve and active duty personnel, simulated a fully staffed incident command post and tested their ability to respond to a marine casualty and oil spill in the San Diego Harbor. Military and civilian members from Sector San Diego, Sector LA/LB, and 11th District assisted with facilitating and evaluating the exercise.

As the Coast Guard adheres to a multi-year training and exercise plan that satisfies Congressionally-mandated and Commandant-directed exercises, events such as this functional exercise not only test and better prepare our members for real world events, but can greatly assist our active duty counterparts in fulfilling their contingency exercise requirements in support of the National Exercise Program (NEP).

— Submitted by Lt. Brad Bryan and Lt. David Bavencoff



Reservist Lt. Kelsey Barrion (Sector San Diego) serves as the Situation Unit Leader for this exercise to disseminate information on the status of current operations to the command and general staff.

Station Eaton's Neck reservists in right place at right time

Reservists from Station Eaton's Neck, N.Y., were conducting two-boat training in Huntington Harbor, N.Y., May 8 when they heard a faint cry for help. In a nearby mooring field, they spotted an 89-year-old man in the water, tangled in lines from his sailboat. While attempting to cross from an inflatable dinghy to his sailboat, he'd fallen into the 53-degree water and couldn't pull himself aboard. He'd been in the water for 20 minutes, when, as part of the training, the crew aboard the smaller of the two boats, the RBS, turned off their engine and heard his cries for help.

The helmsman, Chief Jim Strack, brought the RB-S alongside the sailboat, and Petty Officer 1st Class Bob Drescher climbed aboard to untangle the man. The boat was unstable, so Petty Officer 2nd Class John Guercio and Dresher worked together to help the man up. The victim was suffering from severe hypothermia. The crew transferred him to EMS onshore where he made a full recovery. The crew of RB-M ensured the stability of the sailboat and secured it along with the dinghy.

"Almost all of us on board were local cops, and we know the guys from the Halesite Volunteer Fire Department," said Strack. "We knew the area, and were able to pick the right transfer spot to get the victim to a hospital fast."

The crew of the RB-S, including Strack, Drescher, Guercio, boat coxswain Petty Officer 2nd Class Stephen McPhail, and Seaman Tyler Ketchum (active duty), were all awarded the Commandant's Letter of Commendation.

"Our reservists come in and integrate with the active duty crew right away," said Senior Chief Anthony Martinez, officer-in-charge for Station Eaton's Neck. "They know the area, and they train for times like these. I'm proud of my crew."

— Submitted by BMC Jim Strack

The crew of Station Eaton's Neck's CG-29269: BMC Jim Strack, SN Tyler Ketchum, MK1 Bob Dresher, BM2 John Guercio, and BM2 Stephen McPhail.

Focused study: STA Portland's Coxwain College

Imagine working 45 to 50 hours a week, ending your work week, and then going back to work at home to corral identical three-year-old twin daughters. Now, imagine reporting to a job for weekend duty that requires you to be ready at a moment's notice and be responsible for the lives of your crew and the safety of everyone on the water.

If everyone around you demands something from you every day of your life, time would feel restricted, if not fleeting, to meet all the challenges.

The only way to become proficient at a skill is to practice that skill over and over again.

An active-duty boatswain's mate (BM) is expected to earn the coxswain qualification within two years of graduating BM "A" school. Getting qualified for a job that entails life and death decisions can be a challenge for someone who only gets to practice one weekend a month and two weeks a year.

A boatcrew aboard a 29-foot Response Boat-Small II brings a towed vessel into a side tow during drills on the Willamette River in Portland, Ore., as part of the two-week long Coxswain College hosted by Coast Guard Station Portland, May 10.

This is the challenge faced by Petty Officer 3rd Class Kris Cochran, a reservist at Station Portland, Ore. While his challenges are specific, all reserve boatswain's mates are required to balance obtaining (and maintaining) their Coast Guard proficiencies and their life off-duty.

"My twins demand and deserve 100 percent of my attention in the evenings and weekends, as does my wife, two dogs and home," said Cochran. "Finding time to dedicate to the Coast Guard is very challenging. On top of that, as drilling reservists, we are faced with multiple challenges including the weather, asset availability and sharing time behind the wheel with active-duty personnel."

To give reservists more time behind the wheel and more time to become proficient with their boat handling skills, the Coxswain College was created. Coast Guard Station Portland hosted this year's college for six break-in coxswains in the Pacific Northwest. Station crewmembers provided a sheltered learning environment that allowed the students to learn and practice techniques with a fleet of 29-foot boats (RB-S II) on the Willamette River.

"We were able to get more than 40 underway hours," said Petty Officer 3rd Class Joseph Giannetti, a reservist from Station Cape Disappointment in Illwaco, Wa. "We were able to work on towing, search patterns, personnel transfers, man-overboard evolutions and Coast Guard policy for coxswains."

During the two weeks of Coxswain College, the break-ins were able to get the majority of their personal qualification standard (PQS) sign-offs completed. Most expect to stand for a coxswain board in August after completing the remaining sign-offs.

"Hosting the college here is a good thing for us," said Station Portland's Officer-in-Charge, Chief Ian Thompson. "It keeps the travel costs low because we're bringing the instructor out here, rather than sending six to ten members to the east coast. This year we were fortunate to have a reserve coxswain from Cape D and a coxswain instructor from Yorktown teaching, which minimized the impact to station operations and maximized training time for the reservists."

"The coxswain "C" school has played an imperative role in providing me with the knowledge and task repetition needed to certify as an RBS coxswain," said Petty Officer 3rd Class Derek Gruetter, another reservist from Cape D. "Without the instruction provided by the school, I envision that the certification would take an extra year or two to obtain."

Even with the fleet of RBSs at their disposal, the college relied on the dedicated service from a boat crew made up of Coast Guard Auxiliary members who acted as the boat in distress for long hours and through various scenarios.

The course is commonly known among reservists as the "Coxswain College," but the official title is called the Exportable RB-S Coxswain "C" school. The course content is taken directly from the coxswain course at Training Center Yorktown, Va., and instruction is led by a certified Yorktown trainer. While strenuous and fast-paced at times, the college gives the students the best opportunity to learn a lot of information in a short period of time.

"I got hands on experience with underway tasks that I had in the past only read through the steps of completing," said Cochran, "for example, certain search patterns, navigating using only radar and towing methods. If other future coxswains are ever presented with an opportunity like this, I highly encourage them to take advantage of it. I have much more confidence in myself having completed this college, and now I just have some fine-tuning to do."

The Reserve is a chance to take the skills developed in the civilian setting and apply them to a fast-paced environment. Many join the Coast Guard Reserve despite the time constraint it puts on their lives because they want to help others, but end up helping themselves more through leadership opportunities provided in the Coast Guard environment. Trying to be a professional in either a civilian role or a Coast Guard role is demanding enough, but trying to do them both at the same time – the challenges can rise to monumental levels. Programs like the Coxswain College help give civilians the training and qualifications they need while the rest of their world is demanding attention.

— Story and photos by PA1 Levi Read

Protecting America's last frontier

I was on a nine-month deployment to Djibouti, Africa, with my unit, Coastal Riverine Squadron One in the spring of 2014 when I read the first line of an email from RPM: "Congratulations on your assignment as the Senior Reserve Officer for District 17!"

Looking forward to my first week in Alaska, I called ADTRAV, and I realized for the first time the option for "travelling to Alaska" was now meant for me. Fast forward to my first flight to Juneau, I realized that the one-hour difference in time zones did not account for the four extra hours of flight time on my itinerary. My flight from Seattle landed first in Ketchikan, then Sitka, and on the way to Juneau, the pilot informed us of a potential diversion to Anchorage due to high winds. I had hit the jackpot! I'd never been to Alaska, and I was going to hit all the hot spots in one day! I felt like giving the next flight attendant safety briefing, since I knew it so well by now, and I was happy to get to town and check in at the Juneau Hotel. Like a well-kept secret, D17 personnel welcomed me aboard, and they felt bad as they realized I must have flown on the "milk run." (I'll only make that mistake once.)

I now realized what every Alaska resident already knew – this is not the lower 48. It's different. You can't even drive to Juneau, you have to take a ferry or a plane. Imagine departing Florida and heading to San Diego to conduct a single SAR case, or leaving Arkansas because you're needed in North Dakota. The state of Alaska will fit quite neatly in the middle of the United States and not leave a lot of room on either side. And the conditions can be brutal – just read the history of search and rescue cases over the last couple of years and note the loss of life involved. That's District 17.

In March 1964, the most powerful earthquake recorded in North America (magnitude 9.2) struck Alaska, killing 139 people and causing $300 million in damage. Anchorage, Seward, and Valdez were changed forever. Now, in 2017, Valdez has a $1.4 billion oil terminal and pipeline terminus (with a 7.13 million barrel storage capacity), Anchorage has tripled in population from less than 100,000 to over 300,000 people. The Arctic has become an intense focus of interest across the geopolitical spectrum, and almost two million tourists visit the state annually.

Over the next year, I started to have the same questions as everyone else: why don't we have more cutters? Why don't we have more assets, small boats, boat crews, reservists, Auxiliarists, oil pollution specialists, exercise planners, housing and medical clinics? Where is the exchange?! Why doesn't the sun come up until 10 in the morning during the winter?

Station Valdez's Petty Officer 1st Class Jennifer Stubblefield (coxswain), Petty Officer 2nd Class Danielle Campos and Petty Officer 3rd Class Ronald Payne patrol Prince William Sound in the station's 45-foot response boat - medium in Valdez, Alaska, April 4. Photo by BMC Shane Denny, SERA,Station Valdez.

The budget had not been kind to the Reserve program in Alaska, and I have been working closely with the district commander and DXR. We want to find ways to make the program more successful, and attract more people. The first thing we did is find out why people were not being assigned here. The flight and cost was certainly a factor, but more important, what would you do? Consolidating our reservists to two locations, Station Valdez and Sector Anchorage simplified things. If you like to drive a boat, you went to Valdez where we shifted our [boat forces] requirements from the RB-S to the year-round 45-foot RB-M.

Now, with a fully-qualified crew, we are rapidly increasing our competencies and providing capability to the station year round. In Sector Anchorage, our MEs and MSTs provide needed response capability in many cases throughout the year, and our officers provide critical ICS competencies during times of emergency and regularly-scheduled exercises. The location on Joint Base Elmendorf-Richardson provides great lodging, base amenities and access to a great infrastructure.

We have addressed the cost of transportation to Alaska through the scheduling of quarterly drill weekends (QDW). Our members complete four six-day drill periods per year (in addition to their two weeks of active duty). The QDWs, scheduled a year in advance, provide excellent opportunities for planning, and while air fare is the responsibility of the member, the advanced notice reduces personal cost, and berthing is provided. These longer drill periods also ensure more effective training is accomplished during the week and weekend in order to take advantage of all the resources.

In any event or emergency, the Coast Guard will be a major provider of support to the state of Alaska, and the reservists assigned here provide key, long term knowledge and expertise. We must be prepared, both for the first 96 hours of a natural disaster, and the long haul in the months afterward. Therefore, it is reasonable to expect that our reservists assigned to Alaska will be mobilized under Title 14 and play a key role in providing support. Our District 17 mission statement is "We serve and safeguard the public, protect the environment and its resources, and defend the Nation's interests in the Alaskan maritime region." Operational excellence through leadership, teamwork and innovation is our vision statement, and we need YOU to be part of our team. To find out more, contact me, the D17 DXR staff at (907) 463-2102, or your detailer!

— Submitted by Capt. Alan Tubbs,
D17 Senior Reserve Officer

ATTENTION ACTIVE DUTY: Come to the "Other" Side

How a switch to the Reserve can reivigorate your desire to serve

For various reasons, Coast Guard members decide to separate from the service prior to retirement. Whether it's to seek a new career, focus on family or gain an education, their life path takes them out of the service. Often though, the desire to serve never fully leaves.

For those members, a second career in the Coast Guard Reserve might be what they need.

Active duty members join the Reserve with the help of the In-Service Transfer Team at Coast Guard Recruiting Command.

"If you're coming up on the end of your enlistment, contact us and we'll help you find a Selected Reserve billet," said Petty Officer 1st Class Brandon Odell, a yeoman at the ISTT.

"We start the process six months out, so that gives us plenty of time to find you a billet, get your retention documentation in line, and then forward that information to your active duty command so they can include that on your separation orders."

The members of the ISTT act as career mentors for members transitioning into reserve status. As with any transitional period, it can be stressful, but the ISTT helps with every step of the process.

"The hardest part is making sure we have a billet available," said Odell. "We do a lot of work with the assignment officers. If a billet comes back that's not what the member wants, we work with the member and the assignment officer to find what's available."

"Every month Reserve Personnel Management gives us a list that tells us where the vacant billets are," said Lane Solak, head of the CGRC accessions department. "Let's say you're coming in as a YN2 into the First District. You check what's available, and then we make sure it fits your reasonable commuting distance, which is 100 miles. Basically, the ISTT does everything in their power to get you an assignment."

Aside from continued service to country, switching to the reserves carries with it additional benefits as well.

"Health care is the biggest benefit," said Odell. "Roughly, you're only going to be paying about $250 a month for Tricare Reserve Select."

Additionally, the Coast Guard offers interim healthcare coverage for members transitioning into the Reserve.

"Another big benefit is the Transitional Assistance Management Program," said Odell. "If you're active duty and get out and immediately affiliate with the reserves, you're entitled to 180 days of transition health care benefits. You don't have to pay for Tricare Reserve Select at that time."

The second biggest benefit of joining the Reserve is the retirement.

"If you have over six years of active duty, why throw it away?" said Solak. "You can go home, start a new career, and then give another 14 good years in the Reserve and get a retirement."

One Coast Guardsman did exactly that and then some. Master Chief Petty Officer Eric Johnson, the sixth Coast Guard Reserve Force Master Chief, started his career as active duty and transitioned into the Reserve.

"I joined the Reserve primarily to maintain my retirement," said Johnson, "but I stayed because of the people."

As someone who has spent the majority of his career in the Reserve, Johnson understands the reasons why active duty members would look to transfer over.

"They want to keep the door open; they want to leave and seek education or careers, but with affiliating with the Reserve, you have the opportunity to reintegrate with active duty," said Johnson. "So it isn't a clean break, and for a lot of people, they aren't ready for a clean break. People can try it, and see if it's a fit, and at least they're not closing the Coast Guard door completely."

Every year the Coast Guard has a set number of Reserve billets it needs to fill. The Coast Guard constantly seeks qualified active duty members to continue their hard work and commitment to service in the reserves.

"Something that's very important to me is that anyone leaving active duty, regardless of rating, regardless of time in service; if they have conducted themselves appropriately, if they have a good Coast Guard record, we want them as reservists," said Johnson. "Having someone who has proven themselves as dependable is critical in coming into the Coast Guard Reserves. I'm saying it loud and clear, any Coast Guard members will be welcomed into the Reserve."

— Story by PA2 Ryan Tippets

Now Hiring!

Law Enforcement Specialists

Do you have experience serving as a law enforcement officer? If so, consider joining the United States Coast Guard Reserve as a Maritime Enforcement Specialist. Here's your chance to get a good-paying, part-time job that comes with impressive benefits as well as action, adventure and the chance to make a difference. So consider maintaining a dual career path to serve two days a month and two weeks a year. Earn subsidized income, receive paid training, with the added benefit of low cost health, dental, and life insurance, and much more. Plus, as a reservist, you'll typically serve close to home.

ME Rating Performance Qualifications Standard

for E-4 at a minimum.

U.S. Army

- *Military Police*
- *CBRNE Specialist*
- *Infantry*
- *Special Forces*
- *Ranger*

USMC

- *Military Police*
- *CBRNE Specialist*
- *Infantry*
- *Special Operations Reconnaissance*

U.S. Navy

- *Master-at-Arms*
- *Special Warfare Combatant-Craft Crewman (SWCC)*
- *Special Warfare Operator (SO) (SEAL)*

USAF

- *Security Forces*
- *Phoenix Raven*

Civilian

- *Sworn Peace Officer*
- *Sworn Police Officer*
- *Sworn Law Enforcement Officer*
- *Local, State or Federal Maritime Law Enforcement Officer*

Additional Benefits

Service to Nation • Subsidized Monthly Income • Low cost health, life, and dental insurance available • Camaraderie • Worldwide Travel Opportunities • Networking • No Cost Uniforms • Veteran Status & Benefits • 3 Week Boot Camp • Retirement

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UNITED STATES COAST GUARD
RESERVE
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2016 REPOY:
GMC Nicole K. Cimino, PSU 313

Submitted by PAC Nicholas Ameen

Coast Guard Ombudsman-at-Large Valerie Johnson and her husband, Coast Guard Reserve Force Master Chief Eric L. Johnson, present a letter of appreciation to Chief Petty Officer Nicole Cimino's husband, Gabriel, during the 2016 Coast Guard Enlisted Persons of the Year Banquet at Fort McNair in Washington, D.C., Thursday, May 11.

The Enlisted Person of the Year program recognizes exemplary men and women from the active and reserve enlisted workforce who reflect the Coast Guard's core values of Honor, Respect, and Devotion to Duty. These enlisted personnel demonstrate sustained exceptional standards of proficiency and conduct, and their military appearance and bearing are consistently impeccable.

Port Security Unit 313's Petty Officer 1st Class Nicole K. Cimino was selected as the 2016 Enlisted Person of the Year – Reserve Component. She was recognized and meritoriously advanced to chief petty officer during a ceremony in Washington, D.C., May 11. Cimino proved that a part-time job can be performed with full-time devotion.

As a gunner's mate, Cimino serves as the lead petty officer for PSU 313's weapons division. During the PSU's deployment to Guantanamo Bay, Cuba, she led the armory team to an outstanding score in all inspection categories during the integrated forces readiness command and naval station explosive safety inspection team assessments.

Setting the example for others, she volunteered as a Coast Guard victim advocate aboard the naval station's critical incident management team. Additionally, she worked jointly with the Navy First Class Petty Officer Association to develop a legal charter allowing fundraising for both her own unit and future commands deploying to Cuba.

In her personal life, she serves as an emergency department nurse, assessing and initiating triaged patient care at a Level-1 Trauma Center for a five-state region. ≋

ME1 John Spada, Sector Boston, selected as 1st District Reserve Enlisted Person of the Year

Petty Officer 1st Class John Spada has been a member of the Coast Guard since 2002, and entered the Reserve after 13 years of honorable service.

He organized and led boarding team member (BTM) college for more than 20 BTMs and chaired several BTM member and Boarding Officer (BO) boards. In addition, he screened over 1,500 people on the Boston Harbor Ferry System and completed over 70 BO certified ashore missions. While assigned to Sector Boston's VBST, he was involved in numerous events of national significance including Fourth of July events and the 2016 Boston Marathon surge operations as a result of the Boston Marathon bombing.

Spada is commended for volunteering to raise $3,000 for the family of a fallen law enforcement officer and donating food and school supplies to United Way to fill packs for kids in need. He is known for mentoring numerous Homeland Security Investigators on the many benefits of joining the Reserve, as well as providing ferry operational boating safety for locals in his community.

Spada demonstrates true leadership, commitment and service to others in all of his actions.

— Submitted by Master Chief Rashaun Morris

Rear Adm. Steven D. Poulin, Commander, First Coast Guard District, MCPO Jason D. Griffin, 1st District Command Master Chief, and MCPO Rashaun R. Morris, 1st District Reserve Command Master Chief recognize ME1 John Spada as the 2016 1st District Reserve Enlisted Person of the Year.

MK1 Vincent G. Petracco, Station Cape May, selected as 5th District Reserve Enlisted Person of the Year

Petty Officer 1st Class Vincent G. Petracco enlisted in the Coast Guard in April 2007, beginning his career on active duty career at Station Fort Pierce, Fla. Petracco is a Reserve duty section leader, and he has multiple collateral duties including reserve unit health promotion coordinator, reserve law enforcement petty officer, machinery technician (MK) professional development coach and assistant training petty officer. In addition, he served as the only Reserve MK professional development coach at Station Cape May, effectively developing junior members in the MK rating. He certified as Response Boat-Small-II (RB-S) crewmember and Response Boat-Medium (RB-M) engineer within five days during summer 2016, while mentoring four others members to complete their training within 10 days.

MK1 Vincent Petracco, stands on the bow of CG-29293, Station Cape May's R-BS II

In his free time, he obtained a bachelor's degree in health and physical education, graduating summa cum laude from Monmouth University, and is five short months from being awarded his doctorate in physical therapy from Rutgers University. Petracco was also awarded the Abdol H lslami, M.D., scholarship for exceptional students pursuing medicine or related fields; accepted for a prestigious clinical residency at Walter Reed National Military Medical Center in Bethesda, Md.; and achieved a cumulative GPA of 3.62 in his demanding doctoral program while still maintaining 100 percent Coast Guard readiness.

Petracco upholds high physical fitness standards, completing his fifteenth triathlon and countless other road races. His service and commitment are demonstrated in and out of uniform: he engaged with local community members during Coast Guard Community Day at TRACEN Cape May, and he volunteered at the Global Ability Foundation's Rec Fest Philadelphia, where he helped coordinate events for individuals with disabilities. He epitomizes the highest degrees of the Coast Guard's core values of honor, respect and devotion to duty.

— Compiled by Cadet 1/c Sydney Vignola

BM2 Brooks A. Hargrove, Station Mayport, selected as 7th District Reserve Enlisted Person of the Year

Petty Officer 2nd Class Brooks A. Hargrove, a Florida native who joined the Coast Guard in 2011, was chosen as the Seventh Coast Guard District's Reserve Enlisted Person of the Year. According to many of his shipmates at Station Mayport, Hargrove is the first one at the unit and the last one to leave, showing his commitment to service.

Hargrove was the first reservist to qualify as RB-M coxswain. He then went on to play a vital role in 27 other certifications for his station shipmates, including BTMs, BOs, and RB-M crewmembers, engineers and coxswains. He volunteered to stay overnight at the station at least a dozen times during drill weekends to help with trainings and assist in any required missions that arose as well as mentored and trained seven junior and senior personnel aboard the response boat.

In addition, Hargrove accumulated over 100 hours underway and conducted more than 30 boardings in 2016 (and over 1,000 boardings since earning his certification in 2012).

He is an active member in his community, volunteering over 100 hours at stepson's elementary school; assisting teachers in regular and special needs classrooms with grading, small group and individual lessons; and assisting with construction of a home for needy families with Habitat for Humanity.

BM2 Brooks Hargrove and his family.

Hargrove is commended for his commitment to service and leadership in the Coast Guard and civilian community.

— Submitted by Master Chief Thomas Daniels and Chief Paul Davis

HS1 Lindsey Peters, Sector Corpus Christi, selected as 8th District Reserve Enlisted Person of the Year

HS1 Lindsey Peters, stands in one of the medical rooms at Sector Corpus Christi.

The Eighth District Reserve Enlisted Person of the Year goes to Petty Officer 1st Class Lindsey Peters of Sector Corpus Christi, Texas. After serving eight years of active duty, Peters transitioned to the Coast Guard Reserve. "You really don't know the happiness in yourself, until you've helped someone," she said. "I knew in elementary school this was the direction I wanted to go."

Her shipmate, Chief Petty Officer Natalie Rusk, said "This is one of the hardest working members I have been associated with. Her work ethic is well known around the base and she does it with such a wonderful spirit. She's always smiling, even during the toughest times."

While Peters serves as a Health Services Technician (HS) in the Coast Guard, she isn't new to this field. She worked with the American Red Cross as a Safety Instructor, was employed as a Registered Medical Assistant at John Hopkins Hospital in Baltimore and taught multiple CPR and first aid courses. Currently, Peters is enrolled at the University of the Incarnate Word in San Antonio, Texas, and will graduate next year with a bachelor of science degree in nursing.

In addition to her work as a health professional, Peters has volunteered numerous hours in the community by handing out packaged personal care items to the homeless and dedicated over 90 hours at local summer camps for children. "As long as you have the compassion, there's so much you can accomplish and ensure" said Peters.

Her dedication to service and positive attitude reflect the highest traditions and values of the United States Coast Guard.

— Submitted by PA3 Ivan Barnes

GM1 Nicholas Sturges, PSU 309, selected as 9th District Reserve Enlisted Person of the Year

Petty Officer 1st Class Nicholas Sturges was selected as the Ninth District's Reserve Enlisted Person of the Year. This highly-motivated, key member of Port Security Unit 309's weapons division specializes in the support of weapons, ammunition and training requirements for a 140-member, deployable, specialized force.

Sturges provided support to three successive operations: the 2016 Republican National Convention, the Grand Haven, Mi., Coast Guard Festival, and the Navy Expeditionary Combatant Commander's Embarked Security Training in Little Creek, Va. His other accomplishments included; conducting and assisting over 280 PQS training sessions, qualifying 364 of 386 members (94%) on weapons, and coordinating 20 range training dates, resulting in the expenditure of over 59,000 rounds of ammunition with zero mishaps.

Sturges volunteers with Girl Scout Troop 867 in Indianapolis, Ind., and serves as the unit health promotion coordinator, offering personal, customized nutrition and exercise programs to his shipmates – even providing weekly follow-up contact and encouragement outside of drill weekends. He regularly visits Troop 867 to educate members about the Coast Guard's national security and humanitarian missions, and he developed a handmade holiday greeting card program for Troop 867.

Sturges continuously strives to serve as the role model for the lead-by-example principle. His presence and mild-mannered course instruction style as a fire arms instructor (FAI) has allowed, and continues to allow, weapons training to be an invaluable and enjoyable learning experience, despite the hazardous environment for thousands of Coast Guard members over the years. Petty Officer Sturges is applauded for his devotion to duty within the Coast Guard and service around his community.

GM1 Nicholas Sturgis giving fire arms instruction after a course of fire at the range

— Submitted by Master Chief Jeff Dougherty

MST1 Anthony J. Knight, Sector San Francisco, selected as 11th District Reserve Enlisted Person of the Year

Petty Officer 1st Class Anthony J. Knight, was selected as the Eleventh District's Reserve Enlisted Person of the Year, is an exemplary citizen and reservist. Knight was selected to participate in the Incident Management Team's beta test, in which he provides training as an ICS instructor and a subject matter expert. In this capacity, he transcended his MST duties, rapidly demonstrating his worth as a citizen-sailor emergency manager.

Knight currently serves as the director of emergency management and business continuity for the department of emergency management at California Polytechnic State University (Cal Poly) in San Luis Obispo, Calif. Knight created the Campus Disaster Preparedness Executive Council and serves as a member of San Luis Obispo County's Public Health Emergency Preparedness Advisory Committee (PHEPAC). He helped coordinate (and participated in) the 2016 Tip-A-Cop, which raised $35,000 for the San Louis Obispo Special Olympics Team. He helped organize "Dining with the K-9s," which raised $33,000 for local police departments' K-9 programs. Knight also raised $2,500 for the Officer Down Foundation fundraiser.

Knight uses the knowledge obtained in his civilian career, coupled with experience from previous employment (FEMA, NASA, local fire department, and Santa Clara County Public Health Department), to benefit the Coast Guard as a whole. He is an outstanding role model with enthusiasm and passion to seek out new opportunities.

Vice Adm. Fred Midgette, Coast Guard Pacific Area commander, congratulates Petty Officer 1st Class Anthony Knight after he was named the reserve enlisted person of the year at a ceremony March 10, 2017 in Petaluma, Calif.

Photo by PA2 Cory J. Mendenhall

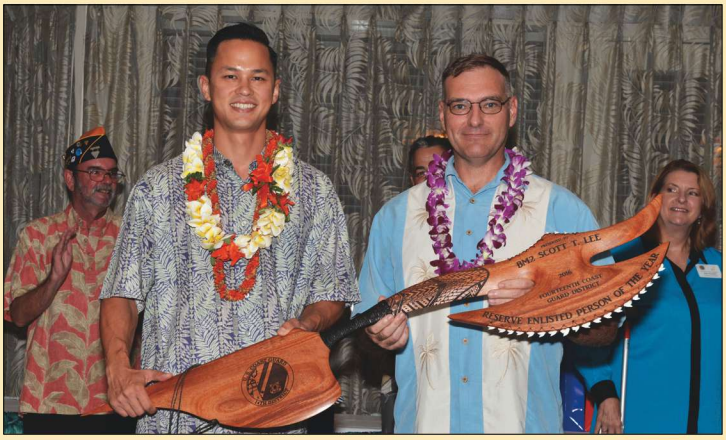
— Compiled by Cadet 1/c Sydney Vignola

BM2 Scott Lee, Station Honolulu, selected as 14th District Reserve Enlisted Person of the Year

The 14th District's Reserve Enlisted Person of the Year, Petty Officer 2nd Class Scott Lee, has been proudly serving in the Reserve since June 2004. As a qualified crewman and coxswain on both the RB-S I and the RB-S II, his leadership and experience were instrumental in qualifying four other reservists as smallboat crewmembers, exponentially improving Station Honolulu's operational readiness and ability to respond to search and rescue and law enforcement missions.

In November, Lee responded as coxswain to a report of three people in the water near Honolulu Airport's Reef Runway. He was able to quickly maneuver his RB-S, navigating through shallow waters and ensuring the safety of the persons on board the response boat.

Outside of the unit, Lee was able to save a life during a service call in his civilian job on Jun. 9, 2016. While at working a customer's home for the local telecom company, the homeowner went into cardiac arrest. Lee alerted 911, began CPR and kept the man alive until emergency responders arrived on scene. His quick, life-saving actions that day earned him the Honolulu Fire Department Certificate of Commendation, and a Certificate of Recognition by the City and County of Honolulu.



BM2 Scott Lee, receives a battle ax from MCPO Ed Lewis, 14th District Command Master Chief, during the Regional Enlisted Person of the Year Recognition Dinner, April 5.

Lee is an active member of both the Coast Guard and civilian community and in both, he demonstrates the utmost devotion to duty and service to others.

— Compiled by Cadet 1/c Sydney Vignola

YN2 Angela Harris, Sector Anchorage, selected as 17th District Reserve Enlisted Person of the Year

YN2 Angela Harris, Sector Anchorage, was named the 17th District's Reserve Enlisted Person of the Year.

Petty Officer 2nd Class Angela Harris, a member of Coast Guard Sector Anchorage, was named the Seventeenth Coast Guard District's Reserve Enlisted Person of the Year. A 19-year veteran of the Coast Guard, Harris began her career on the active side in 1998. After four years, she transitioned to the Reserve, and in 2010, she accepted a billet at the Sector.

Though originally serving as a storekeeper (SK), she transitioned to yeoman (YN) in 2014, where her unique combination of skills has helped her excel as an integral member of the Seventeenth District's Arctic Shield operations team. There, she created and processed almost 400 sets of travel orders totaling more than $1 million, approved a total of 205 orders and created 109 amendments. Her diligent efforts ensured timely travel expense reimbursement for deployed members, removing any financial hardship to the crews. She also worked closely with District staff to ensure accurate Arctic Shield budgeting and spending processes and facilitating financial accountability and stewardship for the multi-million dollar operation.

As a member of the local community, Harris is an active participant and fund-raiser in the Parent-Teacher Associations of three schools as well as her church, coordinating food and clothing drives for charity, and free health and wellness clinics for the public. Her service around her community and devotion to duty within the Coast Guard are highly regarded.

— Compiled by Cadet 1/c Sydney Vignola

CG SUPRT has launched a new mobile, self-management intervention based in CBT and Positive Psychology that can help CG SUPRT eligible members track, understand, and improve their mood, and become more resilient. **It is available at any time, on any smart phone, tablet, and desktop.**

HOW IT WORKS:

MoodHacker encourages self-management through a practical, real-life, and holistic intervention approach. Healthy habits that encourage physical activity, sleep, nutrition, and social support are woven into the user experience. Knowing which activities affect us in a positive way helps us plan healthier, happier days.

The app is used daily to rate mood, chart positive activities, and keep personal notes on what was motivating or challenging. Then users can view 7-day and 30-day charts to see what's working and what can be improved.

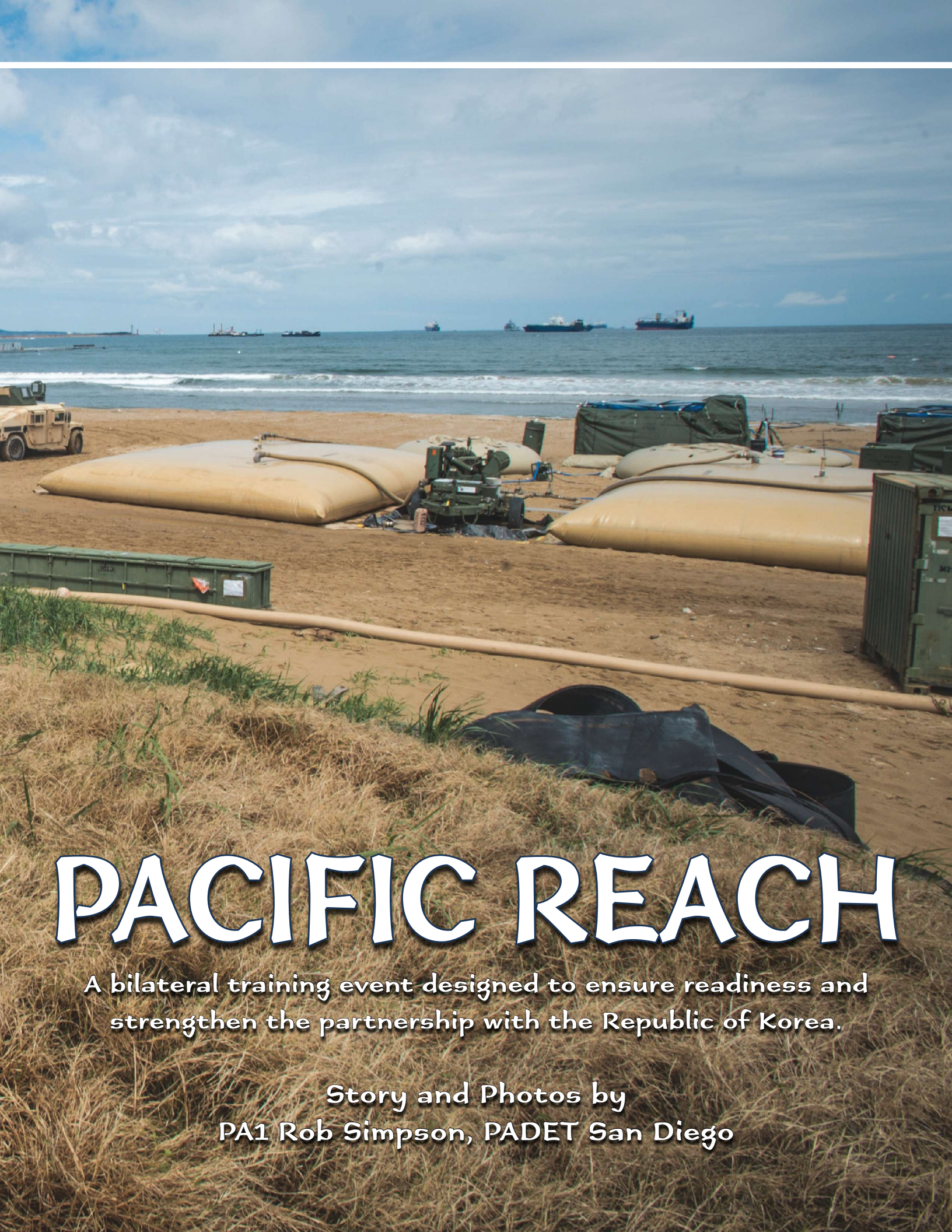
Personalized messages guide users on a proven intervention pathway and relevant feedback about what is working encourages users to stay on track. Helpful resources incorporated within the app, such as animated videos and articles, communicate key points.

MoodHacker is available to USCG Active Duty members, civilian employees, members of the Selected Reserve, and their family members. Services are free and confidential within the limits of the law. To get started, click on the link to "On-Demand, Personalized Resilience Building" on the CG SUPRT homepage.

The CG SUPRT Program is free and confidential within the limits of the law. It is also easy to access. Help is available 24 hours a day, 365 days a year— at **855-CG SUPRT (855-247-8778)** or online at **www.cgsuprt.com**

FEATURE STORY

ME2 Joe Schloss, assigned to Port Security Unit 311, and MEC Brian Putnam, assigned to Port Security Unit 308, conduct sentry duties at Dogu Beach, Republic of Korea, during Operation Pacific Reach Exercise 2017, April 11.



PACIFIC REACH

A bilateral training event designed to ensure readiness and strengthen the partnership with the Republic of Korea.

Story and Photos by
PA1 Rob Simpson, PADET San Diego

Turning past the jetty wall, barely visible light streams over the mountains, and a light fog fills the air. Passing the concrete jetty, the coxswains push their throttles, propelling the 32-foot Transportable Port Security boats (TPSB) into the mist toward their security zone. In the land of the morning calm, these Coast Guard Port Security Unit (PSU) crews are here to enforce an area around the USNS WHEELER as its crew lays a two-mile long pipeline and hose to shore.

Five thousand miles from home, the 126 members of PSU 312, augmented by crews from the other seven Coast Guard PSUs, deployed for Combined Logistics Over-the-Shore (CJLOTS), an operation of Exercise Operation Pacific Reach (OPRex17), in Pohang, Republic of Korea, April 1-15. More than 1,200 ROK forces and 2,500 U.S. personnel participated in OPRex17. Though they make up only a small portion of these deployed units, they are a force to be reckoned with. Their missions varied, from conducting security zones, to providing additional facility security alongside Republic of Korea military and police, to strengthening ROK and U.S. alliance logistics capabilities within air, land, maritime, space and information environments. In other words: it's what PSUs do best.

"We are a rapidly deployable unit, organized for sustained operations," said Lt. Chris Crowther, logistics officer for PSU 312. "We're ready for sea, rail or air transportation within hours of mobilization and establish port security operations within 24 hours upon arrival."

ABOVE: U.S. Coast Guard Port Security Unit 312 crews approach the USNS Vadm K. R. Wheeler during Operation Pacific Reach Exercise 2017 in Pohang, Republic of Korea, April 7.

LEFT: U.S. Coast Guard Port Security Unit 312 prepares weapons and body armor for a training exercise during Operation Pacific Reach Exercise 2017 in Pohang, Republic of Korea, April 4.

Port Security Units are a unique type of unit. Comprised of mostly reservists, these teams are a globally-deployable force that can provide security for military and critical logistics material and handling facilities from terrorism, sabotage, espionage, subversion and attacks. Additionally, they provide waterborne security and entry point protection at critical port facilities. They have specialized equipment and training and can be deployed and self-sufficient for extended periods, providing security to oil platforms, military ships and infrastructure. This makes them an advanced and adaptable force like no other in the Coast Guard's arsenal. They bring with them their TPSBs, armed with .50-calibur and M240 Bravo machine guns. Each boat is manned by the coxswain, boat crew and gunners, and each battle-ready crew will patrol for hours, interacting with other vessel operators and protecting its target.

When Marines, soldiers and sailors make landfall, their equipment needs fuel, and that's where WHEELER comes in. At 340 feet long, the naval ship's mission is to transfer fuel from another ship to shore, where forces can take in much-needed supplies. While the WHEELER can deliver its cargo in a way like no other, the crew relies on naval presence for their protection. During this exercise, WHEELER's crew delivered water to the shore, via its network of hoses, simulating fuel. The PSU crews kept a 24-hour watch on land and sea, and the waterside crews partnered with Korean interpreters who could talk to fishermen and help keep them clear of the security zone surrounding the ship. Working alongside U.S. allies, interpreters were instrumental in communicating with fishermen and to build a rapport with locals.

"We're not just translating, we're interpreting," said Petty Officer 2nd Class Henry Noeh, an operations specialist, and native Korean speaker, from Coast Guard Sector New York attached to PSU 312 for the deployment. "It's about understanding the culture, applying what I know to understand the context of the message. Pohang is a fishing town, and this is their livelihood," he said.

For the PSU crews, this was a new deployment, and a new opportunity to test their capabilities, build camaraderie and pursue new relationships with other services, and most importantly, our ROK allies.

"This was a challenging but beneficial opportunity for the Port Security Unit to demonstrate it can quickly deploy to support maritime contingency operations anywhere in the world," said Lt. Cmdr. James Fitzgerald, PSU 312's executive officer. "This experience enhanced our unit's ability to work with coalition partners and other armed services during peace or war-time missions."

Closing the two weeks in Pohang, the crew loads thousands of pounds of gear, boats, trucks and shipping containers, and they begin the nearly 30-hour trek home. For days on end, they stood watch under a parched sun and patrolled across camps in slippery mud, soaked by the drenching rain. Howling winds pulled away any dry warmth from exposed skin, and the sea spray chilled them to the bone. They embraced their motto "Vigilance, Strength, Endurance," and eagerly awaiting their next deployment, after some well-deserved time off with family and friends. ≋

TOP: ROK Navy Flotilla 5 Commander (CAPT Kim) and staff members receive a gift from Combined Task Group (CTG) 75.15 Commodore Capt. Tyler (USN) and his Deputy Capt. Galbo, USCG, OPS Officer Cmdr. Fischer USCG, and Lt. Bennet PSU-312. Photo by ROK Navy

MIDDLE: MEC Brian Putman and Republic of Korea (ROK) Marines conduct sentry duties at the Dogu Beach, ROK, entry control point during Operation Pacific Reach Exercise 2017 April 11. Photo by MC1 Torrey Lee, U.S. Navy

BOTTOM: CTG 75.15 members from PSU-311 and Coastal Riverine Squadron 11 (CRS-11) from left to Right; ME2 Jimmy Ku, CDR Steve Fischer, ROK Marine, ME2 Cameron Sims, ROK Marine, ME3 Jose Soto. Photo by ROK Marine

Core Values to the Core

Beyond his drills, beyond his country: OS1 Rojas is dedicated to his shipmates

Story and Photo by PA1 Rob Simpson, PADET San Diego

Radios buzz with activity, and hushed voices fill the room as radio chatter crackles across secured communications. Equipment warms the room to an uncomfortable level, and sweat runs down foreheads, stinging the eyes. Radio watchstanders talk to underway boat crews and foot patrols, and the communications lead petty officer keeps a keen ear to his crew, listening to the ground-force positions, their operations and what they see on scene. One person stands out above the rest--his friendly face and kind demeanor shine as a beacon through the darkened tent. No stranger to command centers, Operations Specialist 1st Class Jonathan Rojas is the communications lead petty officer as they broadcast over radios with the field across the bay, camps and vehicles in Pohang, Republic of Korea.

Deployed to Pohang for Combined Logistics Over-the-Shore (CJLOTS), an operation of Exercise Operation Pacific Reach (OPRex17), in Pohang from April 1-15, more than 126 members made up of all eight Coast Guard Port Security Units (PSU) augmented together with PSU 312 for the exercise.

Here in the tactical operations center (TOC), Rojas wouldn't have it any other way. With up to six boats underway and around-the-clock security personnel, juggling everyone's information is a job that requires patience and a multi-tasking passion for helping others.

"It's exciting here, being hands-on, and I'm helping everyone out and keeping them from getting overwhelmed," said Rojas. "The TOC stays on my mind when I'm off. I take pride in my shop and my unit…" He trailed off as he jumped to the watch station to help a junior OS on the radios.

Rojas has been in the Coast Guard Reserve and PSU 312 for his nine-year career. Currently, he's serving as the PSU's assistant command security officer, and was recently selected as PSU 312's reserve enlisted person on the year for 2016."He's a guy I can always depend on; I can always come to him if I need anything done," said Lt. Eileen Tomasiak, PSU 312's communications division chief.

During early planning stages for the exercise, Rojas was part of the small team that spearheaded the planning stages, starting the crew clearance and event evolutions in Pohang and Seoul eight months prior. While there, he worked closely with members from U.S. and Korean military forces to develop a joint-communications and operations plan. That was only a small part of his time away from home.

As a father of three, he knows the hardships that come with deploying and spending so much time away from family. In addition to this deployment, he has also answered the call to serve 10 months in Kuwait and nine in Guantanamo Bay, Cuba. He said the time away is tough, but coming home is all the reward he needs.

Operations Specialist 1st Class Jonathan Rojas

That pride carries beyond his work. And for a guy that works behind closed doors, everyone he passes knows him or his trademark smile. Passing through the camp in Pohang, nearly every PSU member waves, and often Rojas stops to chat people up. Command Master Chief Erica Graeber said that she can always count on him; that he wouldn't hesitate for a minute to drive eight hours to help a shipmate out.

"OS1 is the nexus of the PSU's comms division," Graeber said. "His positive energy and work ethic is infectious and leaves a tremendous impact on everyone at the PSU and those around him."

Having been with the PSU so long, he's built long-time friendships and comraderie with other reservists, with whom he has shared time at the unit. When asking around the camp about what single word would describe Rojas, the answers vary, but they all echo the same sentiments: Honor, Respect and Devotion to Duty. ≋

THE CONCLUSION

HIDDEN FIGURE

The continuing story of Walter Handy, the man who led the effort to save the Coast Guard Reserve

Story by
CWO3 Anastasia Devlin, USCGR

Editor's Note: *We covered the first part of Handy's story in our last issue. Handy, a 33-year veteran who served in World War II, started the first Coast Guard chapter of the Reserve Officers Association (ROA) and led the fight for the Reserve's initial appropriation. This $1 million amendment brought the Reserve back after a three-year disbandment following WWII. For more, read "Hidden Figure," on page 18 of Issue 2, 2017, at reserve.uscg.mil/magazine.*

A Change of Direction

The more I read the documents, the more I appreciate the work of good people who were in the right place at the right time. We all know reservists who quietly go above and beyond their job to make sure the Coast Guard succeeds, and this story, while at the congressional level, is no different. But as I heard the captain say many, many times during our interviews, "Let me back up for just a second."

After securing its initial appropriation, Handy spent the '50's strengthening the Reserve from the inside. He served on the first Reserve policy boards, and noted with pride that more than 4,100 reservists who were proficient in port security had voluntarily accepted orders in support of the Korean War. The officer corps alone was boosted by almost 30 percent.

Within the ROA, Handy corresponded with Secretaries, congressmen and military officials, growing the VIP list for the Coast Guard ROA's annual dinner in honor of National Defense Week. This anticipated and celebrated event cemented congressional and departmental connections for the Reserve, as well as the bond between active and reserve officers.

In 1957, he turned over the leadership of the ROA and the Coast Guard Affairs Committee to younger members, so he could focus on his orders as the new commanding officer of the Organized Reserve Training Unit (Port Security) ORTUPS 05-148 in Washington, D.C. Handy was a plankowner of the ORTUPS, which, in those days, only received official orders for the officers. As for enlisted, "we swore in anyone we managed to snare," said Handy, laughing at the old practice of increasing his unit's strength simply by word of mouth.

The unit itself was a product of Handy's earlier drive and initiative: the Reserve's first appropriation helped fund the Reserve training program nationwide. Fiercely loyal to his unit since becoming its first executive officer in 1951, Handy even asked to defer his promotion to commander when there was a chance he might be transferred afterward.

Handy worked for the Treasury as a financial analyst, about a block and a half from the White House, and his boss was aware of how much time his employee devoted to Coast Guard matters. In fact, Handy remembered encountering the man in an elevator as he was leaving for a meeting in uniform. Noting the new third stripe on his sleeve, his boss said, "Well, Handy, I see you got a promotion. If you worked as hard here as you do for the Coast Guard, you might get promoted here too!"

The corners of his mouth twitched, and Handy realized he was joking. As proof, two years later, Handy was offered the aforementioned promotion.

Leaving the Rat Race

"At the top of the Blue Ridge Mountains [in Virginia], the Bureau of the Mines had worked for years testing [drill] bits on the toughest rocks, drilling way into the mountains," said Handy. "Eisenhower arranged to take over the site and construct an underground system of offices protected against blasts and radiation. There were at least 25 or 30 separate buildings inside the mountain there."

Every department would have a representative in the line of succession who would be located there at all times in case of a surprise attack on the country.

Handy became the Treasury's permanent representative at the highly-classified facility in the Shenandoah Valley, now known as the Mount Weather Emergency Operations Center – the same location that sheltered members of Congress on 9/11.

Handy moved his young family to a three-acre property in a small town nearby, and he added a stable and a corral for horses. His daughters were delighted by the extra hours their father was able to spend with them, making up for his time being split between the Treasury and the Reserve in the '50s.

"If I have any one regret, it's that I spent so much time on Coast Guard matters that it took time from my two daughters," he said, pausing to think, as the words caught in his throat. "This always bothers me. I tried to spend weekends taking them mountain climbing, fishing, or visiting the local caverns."

Handy came to appreciate the slower, more private setting, as well as the opportunity to manage his own schedule. Making high-profile decisions was something he felt comfortable doing, and he spent the next ten years refining the Treasury's emergency plans and procedures – something he received both informal and formal recognition for multiple times. Years of researching both Treasury and Coast Guard matters had given him confidence, a level head and a predilection for giving honest feedback.

"I was never brash or confrontational," said Handy. "I prepared in advance, knew how I wanted to present my subject, and what position or action I wanted them to take."

These qualities would be essential to him as the 1960s came to a close. Equally, Handy's new location and schedule would be as helpful to the Reserve during the '70s as his co-located Treasury office had been in the '50s.

But, let me back up. Again.

In 1969, newly-elected President Richard Nixon inherited a weak economy from Lyndon Johnson, and Nixon's budget strategists were determined to prevent a recession.

Around the same time, the Coast Guard had just completed a two year-long "Reserve Training Concepts and Force Analysis" study. The study noted that the smallest the Selected Reserve (SELRES) could be, while still accomplishing its wartime functions, was 16,590 members. (The total figure was closer to 24,000, but that included the 30 percent of Ready Reserves – retirees and former service members.)

A copy of that study was sent to Department of Transportation Secretary John Volpe, because, two years earlier, the Service had been moved from the Treasury to the DOT.

But due to lack of communication, lack of understanding by a brand new department headed by a brand new Secretary, or said department's sheer desperation to save money, the relevance of the Reserve wouldn't be reflected in the president's 1971 budget.

An Officer and a Gentleman

Mail flooded the offices of representatives within the House Armed Services Committee (HASC), and in late February 1970, the commandant was called to appear before the committee.

Handy was two steps ahead. He worked with Doug Bennett, the secretary for Rep. Alexander Pirnie – a member of the HASC. Through Bennett, Handy sent Pirnie questions he could ask, which the commandant would have to answer truthfully (without giving his opinion). The most significant facts to be expressed, Handy said, were that the commandant had been blindsided by the elimination, and that without the Reserve, the Coast Guard's national security mission could fail.

Handy, by this time, had risen to the rank of captain with almost 30 years of service under his belt. He watched as Adm. Willard J. Smith, Commandant of the Coast Guard, testified under what the committee described as "trying circumstances." They were incensed by the fact that their jurisdiction over the legislation of reserve manpower hadn't been considered.

"If we needed 16,590 Selected Reservists as a minimal need 4 or 5 or 6 months ago," said committee Chief Counsel William H. Cook, "how do you justify the decision today that these people could now be safely eliminated?"

"I think this is a value judgment," Smith said, "a judgment where this particular program fits in with the priority of other programs."

Handy said the committee "could tell by his tone" that Smith was exasperated. After several minutes, the captain was called as the second witness, and he took the microphone. (One note: Handy did not do any of his work in an official status, leaving him free to speak as a private citizen.)

"Adm. Smith and I had discussed the fact that his hands would be tied by having to support the President's position, and that I would have to present the facts," he said, noting the palpable tension during any testimony.

Dressed in a suit and seated opposite the chairman, Handy strategically addressed the committee as "the guardian of the Reserve components."

A stark contrast to the commandant, who could not disobey the department's direction, Handy spoke with confidence and passion, calling the OMB's justification for Reserve elimination "a contradictory fantasy" and a "usurpation of the powers of Congress." He blasted OMB and DOT for being "dictatorial," and imposing decisions "without opportunities for advice, protest, appeal, or any other comment."

Handy supported his remarks with information from DOD and the Navy (whose statements did not align with OMB's), as well as the laws themselves, notably the one enabling the Reserve components to protect the nation.

Handy called out Volpe for having full knowledge of the weak nature of his plan to rely solely on retirees (who are not subject to a 30-day recall) to do the work of almost 17,000 reservists, citing the Force Analysis study that had been sent to the secretary as proof of the need for the SELRES strength. I can picture the commandant in the audience behind him, mute and dependent upon his reserve captain to express the true needs of the Coast Guard.

Handy presented financial and time estimates for restarting the Reserve after a lapse in funding, and he concluded with the frank suggestion that the committee speak directly with Volpe himself.

Throughout the printed testimony, it's evident his directness seemed to entertain the committee, and the chairman scolded the audience for applauding when Handy finished. He relished this opportunity to bring the thoughts of the ROA to life.

"I might have used some sarcasm," he admitted.

He'd spoken for more than 20 minutes using only his notes. "The time went by fast," said Handy, adding wryly, "I don't recall that any time limits were set, but I suspect they regretted that."

And *I* suspect his wit has been this sharp all his life.

Adding to the committee's alarm, Assistant Secretary of Defense (for Manpower and Reserve Affairs) Roger T. Kelley testified next that he'd never been consulted in the elimination decision – odd, since the Coast Guard was a critical part of the Navy's wartime maritime defense. He said in an emergency, the contingency plan required reservists who were ready to perform their jobs immediately, without requiring months of training to regain currency. This contradicted DOT and OMB statements and editorials that blithely explained the Navy would handle any problems that arose, and the elimination of the Coast Guard Reserve would create "no loss in national security."

Through the spring, Handy and his friends, Capt. John Kwekel (head of the ROA's Coast Guard Affairs Committee) and Capt. Joe Weilert (president of the New York CGROA) designed new kits for the ROA members to lobby their congressmen with correct information about the necessity of the Reserve. Amazingly, especially given the lack of technology, the reservists coordinated seamlessly nationwide via newsletters and phone trees.

And it was having an impact.

Chairman of the House Appropriations Committee Vaughn Gary sent Handy a letter in April that said, "I found… the letters [the Congressmen] are receiving concerning the CG Selected Reserve Appropriation are having a very excellent effect. Practically everyone… mentioned the fact that he had received a number of letters on the subject. One member mentioned to me the fact that he thought it was significant that the CGR were not called out along with the Reserves of the other branches of the service. Apparently that is being used as opposition material."

(This idea was first introduced in Handy's testimony to the HASC, when he said the elimination "could only be the first step leading to the similar destruction of the Selected Reserves of the other Armed Forces…")

The plan was working.

"But here's the thing: no one can just reorganize the Armed Forces. That's the constitutional prerogative of Congress. Handy made sure that the reservists knew this, and that they were fired up enough to take action."

Just before Christmas of '69, the Commandant of the Coast Guard, Adm. Willard J. Smith, received notification that DOT would not be including $25 million in funding for the SELRES in its budget proposal. Despite the lack of surveys or studies to justify the action, the SELRES was identified by DOT as an "unnecessary expense" due to the peaceful existence of the U.S in the years following WWII. (Part of the justification was that the Reserve hadn't been recalled in 20 years, but, just like the Korean War, the Vietnam War also prompted another 600 Reserve officers to voluntarily supplement the active duty officer corps by 30 percent.) Smith immediately sent back a memo to DOT presenting the impacts of the elimination, but he was told he would be expected to support the president's budget.

By the time Handy got the call from the Reserve office, he'd already hit the ground running. He'd been keeping tabs on the situation.

"The young fellow… who was the budget officer would send me copies of what was coming to him," he said with a smile. (Given the amount of memos in the files the captain gave me to research, many offices were sending Handy copies of documents.)

By mid-February 1970, his correspondence was crisscrossing the country again, as it had done so effectively twenty years earlier. He called old friends at ROA chapters nationwide and suggested additions to their monthly newsletters. He began spending late nights working on fact sheets, countering every argument made by DOT and OMB for the justification of the elimination. He leveraged the strength of the ROA at the national level and its paid lobbyists. His letters to ROA chapters identified congressional representatives, encouraged the writing of editorials and opinion pieces in the media, and raised funds.

Even his secretary at the Treasury, a lady named Shirley, worked long hours alongside Handy, typing out fact sheets, making copies, sending correspondence and fielding phone calls. And getting paid for none of it – Handy's drive was infectious, and he was able to get almost anyone to help him make headway. (This is saying a lot, because the captain's handwriting on every document I can find from 45 years ago is just awful. Thanks, Shirley.)

So, for perspective: can you imagine the current commandant being surprised by his department with the idea that they would cut the entire Reserve to save money? And that he needs to publicly support it? Also, heads up, Navy: port security is now your mission.

The Bottom Five Percent

By the beginning of summer 1970, the administration had taken another budget-reducing approach. In late May, all federal departments and agencies were forced to identify low-producing programs that could be cut to save five percent of their budgets.

The newly-appointed Coast Guard commandant, Adm. Chester Bender, sent a letter to Volpe, saying unapologetically that none of the programs operated by the Coast Guard met that standard.

"They are all valid today," he wrote. "The priorities enumerated above [national defense, safety of life at sea, maritime safety, polar/scientific support, and environmental protection] preclude abandonment, so the answer lies in greater support, not less. Thus, the Coast Guard does not have any priorities which can logically be reported as obsolete, ineffective, or otherwise susceptible to identification as targets for elimination or reduction."

"The subject of the Coast Guard's Selected Reserve," Bender wrote, was "not appropriate for consideration here."

Volpe sent back an angry memo saying, "the President means business, and I want to repeat that he does, and I do also."

Bender sent a list of $28 million in reductions, including cutting small arms training, decommissioning light ships, and reducing port manning. But at $7 million, the largest money-saving measure was a decrease in SELRES by 5,000 men. He refused to eliminate the Reserve, but would agree to decrease it temporarily. Volpe ignored this – the Reserve would not be part of his requested budget.

Yet, Congress voted in May 1970 to keep the Coast Guard Reserve, citing the fact that "…the Navy has not planned for the material and manpower resources or the unique expertise to assume this mission in peace, war, partial or full mobilization," and "no one in the Coast Guard furnished to the Administration any figures justifying the statement that the wartime functions of the Selected Reserve can be handled by the growing numbers of [retirees and standby reserves]." The report noted Handy's testimonial reference that Volpe had received the manpower study requiring 16,590 SELRES.

Congress also set a 15,000-man cap for the Reserve, and Volpe would also not allow Bender to appeal it.

Despite the outrage, hearings and recommendations by the HASC for a Reserve strength of 16,590, the president's 1972 budget was sent to Congress, again recommending the Reserve phase-out by mid-1972. The Secretary of Defense was told to adjust his own budget to be able to support national defense without the support of the Coast Guard Reserve.

Figures Don't Lie, But…

In early to mid-1970, DOT had begun withholding funding for Reserve recruiting. Only 15 men were recruited in the last six months of 1970, and Reserve strength dropped to less than 13,300 through attrition. Handy noted the diminishing numbers; hadn't Congress spoken on the matter?

Handy, thankful for a job where he had enough time to work on both Treasury *and* Coast Guard problems, continued working through congressional channels with Bender, his seventh commandant. He reracked his fact sheets (I found at least eight versions in Handy's collection) to reflect Volpe's failure to maintain the Service *he was legally responsible for*. He also came up with a new tactic.

A lawsuit.

James B. Carson was the executive officer of the ORTU in Baltimore, and he owned a small law practice. Representing eight reservists, he sent letters to both Volpe and the Director of OMB, George T. Shultz, promising that unless they could prove Reserve recruiting had resumed, his clients would file suit. The Navy Times reported that Carson received a two-line reply from Volpe, "stalling" them, and no reply from Shultz. The suit was filed in mid-February.

Carson also distributed copies of the lawsuit to select members of Congress. The Senate Subcommittee of Separation of Powers conducted hearings on "the question of executive impoundment of appropriated funds," and the complaint was published in the record of the hearings.

When asked directly by the Navy Times about the recruiting issue, Volpe blamed the lack of appropriations bill but said of the elimination, "…[I]t seems to me that the administration and the [OMB] has (sic) a pretty good case."

Of course, there were no copies of correspondence between Volpe and the Commandant, but by the end of March, reserve recruiting was quietly permitted to resume.

Handy said one reason Volpe fought so hard is that he did not want to give up the Coast Guard to the Navy in times of war – he wanted the service available for non-military functions. He specified a Navy Times press conference during which an undersecretary for DOT reportedly said that the Volpe would seek legislation to change the requirement for the wartime shift. I found mention of it in a March 1971 edition of the Navy Times, and while vague, it seemed to lend foundation to Volpe's attempt to relieve the Coast Guard of its national security mission.

Desperate Times

Two months before sending the FY72 budget, the Director of OMB George Shultz had sent Volpe a memo, saying, "… I believe the original proposal was sound," and he added that there was no need for a reserve training program "whose missions and functions are essentially non-military in nature…"

Volpe sent back a weakly-worded memo saying he would support the phase-out "if this is the President's decision." (Tellingly, within the same memo, he let Shultz know exactly how OMB could support the phase-out.)

Shultz's "non-military" comment was alarming. Obviously, the director was not up to speed on Title 10 and Title 14. Lt. Cmdr. James Carson, testifying as a private citizen before the HASC in April 1971, pointed out this fact, saying that the "people responsible for the decision to phase-out the Selected Reserve… simply do not have sufficient knowledge to make the kind of national security decision they have made."

Bender's staff wrote plans to phase out the Reserve TRACEN Yorktown, decommission the three reserve training cutters, close 150 ORTU facilities, and rehome the Reserve's fleet of 65 small boats.

Internally, Bender's official correspondence with DOT and OMB continued to have no effect; he was effectively gagged by his department. Handy continued to ensure that the Congressmen could see OMB's statements rebutted with facts, point by point.

Finally, Shultz sent a desperate letter to Secretary of Defense Melvin Laird. "The time has come for an expression of support from the [DOD] for the Administration's position…" He enclosed a letter drafted in Laird's name confirming DOD's favorable view of the elimination, which Laird was supposed to sign and send to Rep. Pirnie, supporting Shultz's own letter to Pirnie.

But Laird's staff was working with the ROA. Laird wrote his own memo to Pirnie, indicating that he was obligated to support the president, but that the Joint Chiefs disagreed with the action.

Pirnie wrote to Shultz, expressing his disgust with both OMB and the White House.

"Since when did your office become more competent to evaluate security missions than the Services?" Pirnie wrote.

OMB continued to put out misinformation supporting the elimination. The assistant to the director of the OMB wrote a letter, quoted in the Navy Times of May 1971. Still clinging to the idea, he said "It was determined that conditions of general mobilization for conventional warfare or large scale sabotage in and around U.S. homeports are highly unlikely. If these conditions should occur, active CG forces, CG ready reserve forces other than the Selected Reserve [those on active duty, retirees, and inactive], Navy Reserve and active Navy forces would all be utilized in such an emergency."

In reality, the Navy had no plans to take on any of the Reserve's duties. In fact, a month earlier, Vice Adm. Dick H. Guinn, Deputy CNO, had given testimony to the HASC, saying it was "virtually impossible to detail the size, structure and operation of those portions of the Selected Reserve functions which the Navy will perform." He also said there was no way to determine what the cost would be, since the Navy had no comparable unit on which to base its estimates. The units would need to be created to keep up the Coast Guard's port security responsibilities, and that would come at a cost.

In May, the report from the HASC recommended against the elimination of the Reserve, citing little cost savings (only a cost transfer from the Coast Guard to the Navy), loss of national security, and a lapse in security expertise. Toward the end, the committee said it felt "compelled" to report that there were "acts of defiance of the will of Congress by [Volpe] upon instructions of the [OMB]. We refer specifically to the withholding of funds to permit the recruitment of members of the Selected Reserve…" They noted that Volpe had only released the recruiting funds once they told him he'd be required to appear before the HASC to explain "why he was defying congressional will."

"He was caught red-handed deliberately trying to disobey a direct instruction by Congress," said Handy. "What excuse could he give, except perhaps, 'The Budget Bureau made me do it.'?"

By August 1971, both the House and Senate had approved a 15,000 member SELRES, as well as a $25.9 million appropriation. They also recommended that a peacetime mission be found for the Reserve.

Capt. Joe Weilert, head of the New York Reserve Officers Association, said in a letter to Handy in 1972, "The best wine, I'm told, is always saved for that last sparkling, meaningful toast. That you had decided to enter the Coast Guard Reserve has, indeed, redounded to the benefit of our service."

Cheers, Captain Weilert.

A Quiet Exit

Amazingly, you won't find any of this story in Handy's official military records, and he appeared before two boards without making flag officer. He'd requested that none of his work or contacts be used to garner any rewards for himself. Handy quietly retired from the Coast Guard three years after the elimination fight, following the loss of his first wife to cancer.

In the interviews for this story, his one constant request was that I include the names of the other officers. In almost every email I have, and in every interview I taped, Captain Handy remembered details of those who served with him. He regularly reminded me that he was not alone in saving the Reserve.

"All our progress in getting an initial appropriation for the reserve and building it up, and fighting the elimination of the Reserve," said Handy, "all of those efforts were successful largely because of the organization of Coast Guard reservists in the ROA."

But he was the leader who organized them – unofficially, of course.

One other person he credits: his wife of the last 40 years, who I mentioned earlier in her other capacity as Handy's secretary. Shirley was one more person who volunteered her hard work on behalf of the Coast Guard Reserve.

Shirley and Walt Handy had been a team for the last ten years of his civilian and military career. Two years after his retirement from the Coast Guard and the Treasury, Walter Handy realized he missed Shirley's calm, quiet presence in his life. They reconnected in 1978, and they've spent decades together taking on new projects, traveling and restoring their 1915 farmhouse.

Hundreds of Handy's documents fill almost a dozen three-inch binders. Letters of appreciation from Secretaries, commandants, congressmen, fellow reservists, and heads of ROA chapters pour from these volumes.

One letter from Adm. John McCubbin, Chief, Office of Reserve, reflected many sentiments: "I know that no man has scraped any harder for the Coast Guard or the Coast Guard Reserve."

It's strange to me that none of the binders hold any formal Coast Guard recognition. After all, his work – his legacy – was all done as a citizen and a veteran. He acted as an unpaid, individual reservist, but with the knowledge of Coast Guard officials. Handy, as well as Kwekel, Weilert, Carson and other ROA officers, were all advocates for the Reserve. Good people, doing what needed to be done.

They spoke up for their service when their service was not able to speak. Without these reservists, who would have communicated the need for the Coast Guard Reserve?

Their actions, while not formally recognized, made a difference for every reservist who's served in the last 45 years. ≋

A snapshot of the volume of documents kept by Capt. Handy about his tireless efforts to keep the Coast Guard Reserve funded and viable. These records give historical credence to the political battles being waged against the Reserve and the Reserve's ultimate victory.

Photo by CWO3 Anastasia Devlin

Coast Guard boat station crew at Quonocontaug, Rhode Island, dressed in their World War I uniforms. Coast Guard Collection

"Plan One, Acknowledge"

and the Coast Guard's Military Baptism of Fire

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

Were such a reminder necessary, I feel sure that the splendid record of its forbear, the Revenue Cutter Service, in all the previous wars in which this country has engaged, would serve as an incentive to the officers and men of the present Coast Guard to maintain unsullied its past reputation for heroic deeds in battling the Nation's enemies.

— Treasury Secretary William McAdoo

McAdoo wrote the words above to Coast Guard Commandant Ellsworth Bertholf Friday, Apr. 6, 1917, the day Congress declared war on Germany. That same day, the Navy's communications center in Arlington, Va., transmitted the code words "Plan one, acknowledge" to Coast Guard cutters, units and bases throughout the United States. This coded message initiated the Service's transfer from the Treasury Department to the Navy, placing the Service on a wartime footing.

Prior to World War I, President William Taft's administration had nearly disestablished the Revenue Cutter Service, the Coast Guard's predecessor service, as a cost-cutting measure. Taft proposed to dismantle the Service and distribute its assets and missions between

the Navy and other federal agencies. But contemporary events convinced American political leaders to scrap this plan. In April 1912, the Royal Mail Ship TITANIC struck an iceberg and sank in the North Atlantic. The accidental sinking of this "unsinkable" passenger liner and the consequent loss of life shocked the public on both sides of the Atlantic, initiating the 1913 Safety of Life at Sea Convention in England and the establishment of the International Ice Patrol. Originally supported by the Navy, this patrol tracked icebergs and reported their location to ships in the North Atlantic. Soon after the establishment of the International Ice Patrol, the Navy could no longer spare ships for patrols, so the RCS assumed the duty.

In 1914, another Service-related event took place when war erupted in Europe. As the conflict spread to other parts of the globe, President Woodrow Wilson saw the benefit of retaining the RCS as an armed sea service. And, when combined with the U.S. Life-Saving Service, the assets and personnel of the two agencies would prove effective in guarding the nation's shores both by land and at sea. On Jan. 28, 1915, Wilson signed the "Act to Create the Coast Guard," combining the Life-Saving Service and the RCS into one agency. The act went into effect on Jan. 30, establishing the United States Coast Guard as a military agency that would serve as a branch of the Navy during conflicts.

After the Coast Guard's formation, it became clear that the Service would play a vital role in future naval operations. From 1915 through early 1917, the Navy and Coast Guard collaborated to develop mobilization plans transferring the Service from the Treasury Department to the Navy in time of war. In early 1915, Bertholf began meeting with his Navy counterparts and developed a twenty-page report that evolved into the confidential document "Mobilization of the Coast Guard when Required to Operate as a Part of the Navy." This document included the Coast Guard's "Mobilization Plan No. 2" for combining the two services in peacetime and "Mobilization Plan No. 1" for combining the two services when war was declared.

Soon after the Navy transmitted the April 6th "Plan one, acknowledge" message, the Coast Guard answered the call. For example, at 6:00 pm, San Francisco-based cutter MCCULLOCH received telephone instructions from her division commander to put into effect Mobilization Plan No. 1. By 7:25 pm, the cutter received a similar "ALCUT (all cutters)" message from Coast Guard Headquarters. In response, the MCCULLOCH transmitted to the local Navy commander a coded radiogram reading "Commanding Officer, U.S.S. OREGON. Mobilization orders received. Report MCCULLOCH for duty under your command." In addition to MCCULLOCH, nearly fifty cutters and 280 shore installations came under Navy control.

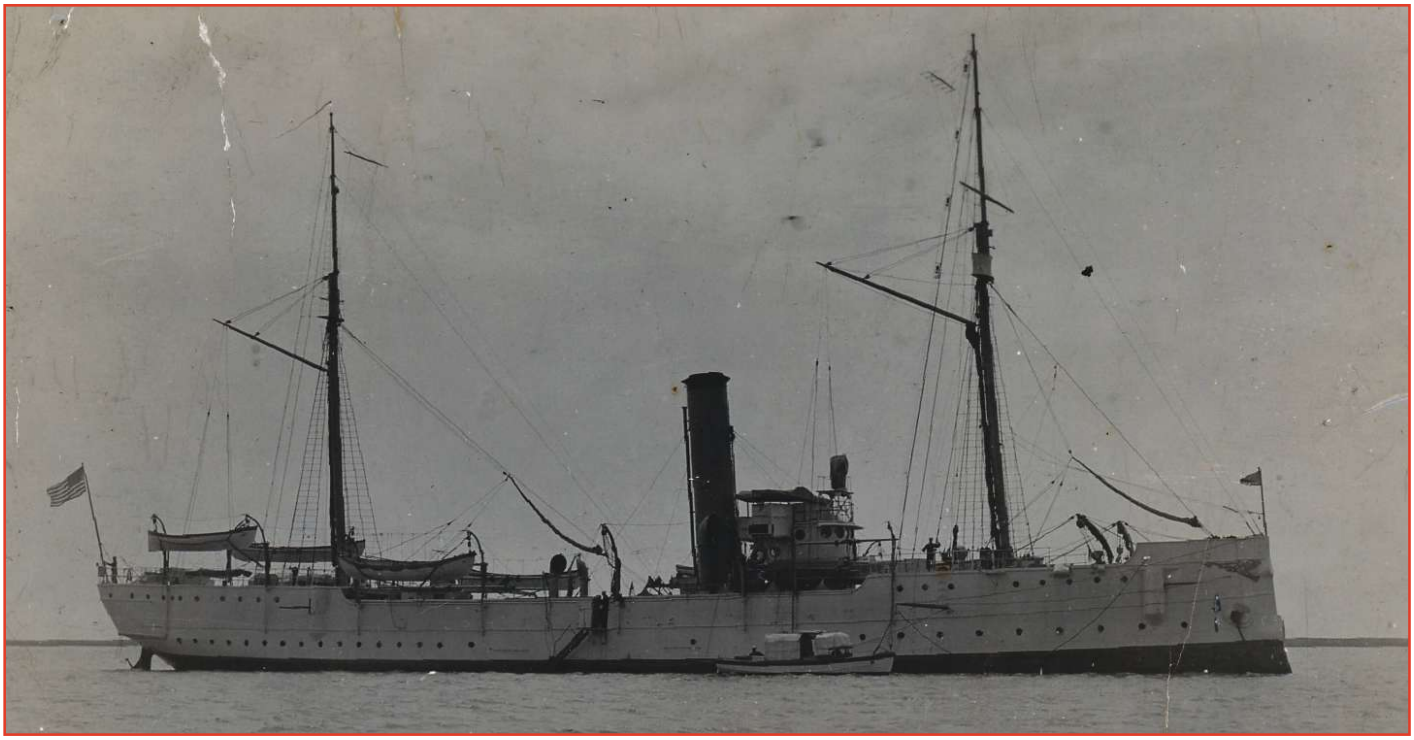
Treasury Secretary William McAdoo

Coast Guard Commandant Ellsworth Bertholf

World War I proved the first true test of the Coast Guard's military capability. During the conflict, the Service performed its traditional missions of search and rescue, maritime interdiction, law enforcement and humanitarian response. Meanwhile, the Service undertook new missions of shore patrol, port security, marine safety, and convoy escort duty while playing a vital role in naval aviation, troop transport operations and overseas naval missions. By war's end, these assignments had become a permanent part of the Coast Guard's defense readiness mission.

The war cemented the Service's role as a military agency. Nearly 9,000 Coast Guard men and women would participate in the war. This number included over 200 Coast Guard officers, many of whom served as warship commanders, troop ship captains, training camp commandants and naval air station commanders. In all, Coast Guard heroes received two Distinguished Service Medals, eight Gold Life-Saving Medals, almost a dozen foreign honors and nearly fifty Navy Cross Medals, dozens more than were awarded to Coast Guardsmen in World War II.

World War I also served as a baptism of fire for the Coast Guard. During the war's nearly nineteen months, the Service would lose almost two hundred men and five ships. These ships included two combat losses. On Aug. 6, 1918, U-140 sank the Diamond Shoals Lightship after her crew transmitted to shore the location of the marauding enemy submarine, but no lives were lost. However, on Sept. 26, 1918, after escorting a convoy



Coast Guard cutter MCCULLOCH, which received the coded message "Plan One, Acknowledge" on April 6, 1917, as did all Coast Guard units, stations and bases. (Photo courtesy NOAA)

from Gibraltar to the U.K., the TAMPA was torpedoed by UB-91. The cutter quickly sank killing all 131 persons on board, including four sailors, sixteen Royal Navy personnel and 111 Coast Guard officers and men. It proved America's greatest naval loss of life from combat.

In the years following the war, the Coast Guard would develop into a robust military agency. Prohibition saw the Service become the lead agency fighting the "Rum War," increasing the Coast Guard's size and technological sophistication. In this war against liquor smugglers, the Service operated 31 of the Navy's four-stack destroyers. It was the first time in history that Coast Guard crews had manned Navy warships. Prohibition also saw the first congressional funding for Coast Guard aviation to help fight the rumrunners; and, the establishment of the Coast Guard Intelligence Office, a leading Federal intelligence branch that would also decipher enemy codes in World War II. And 1932 saw the completion of the modern Coast Guard Academy, which produced many of the Service's combat leaders of WWII.

World War I would prove the first true test of the modern Coast Guard's military capability. This baptism of fire also cemented the Service's place among American military agencies and prepared it for the challenges it would face in WWII. ≋

NAUTICAL LORE

"Lucky" bag

These days, the "lucky bag" means a small compartment or locker where the master-at-arms stows articles of clothing, bedding, etc., picked up on deck.

Originally, these articles were placed in a bag called the "lucky bag," which was in the custody of the master-at-arms. Once a month, the lucky bag was brought to the mainmast, and the owner of the articles (if their names were on them) got them again, with a few lashes for their carelessness in leaving them about the deck. The term "lucky," in this case, is sailor's humor for "unfortunate."

Submitted by Master Chief Roger "Buck" Ward, USCG and USCGR (ret.)

"Plan one, acknowledge,"

....was the phrase transmitted by the Navy's communications center in Arlington, Va., to Coast Guard units, bases and cutters throughout the U.S. April 6, 1917, the day Congress declared war on Germany. These words, a coded message, initiated the Service's transfer from the Treasury Department to the Navy, placing the Service on a wartime footing.

Taken from this story by Dr. Bill Thiesen.

Tough training:

"...Ira Ayer Beal [a sailor on board Hamilton in 1938, serving a three-year enlistment] found the ways of a sailor, over half a century ago, harsh. Physical force was still used to enforce discipline. Beal described his petty officers and other shipmates as 'moderately intelligent [, yet] most had not finished high school, ... rough, [who] drank too much, but were superb seamen!' Beal described a method used to train enlisted Coast Guardsmen to be:

> *"superb seamen in small boats: 'When coming into San Francisco Bay, we would be dropped at up to 15 knots [in a pulling boat] off Treasure Island. We would try to beat the ship to the pier at the end of 7th Street in Oakland. If we beat the ship we got steaks for chow; if we lost, we were restricted & put on short rations....'"*

Written by Dr. Dennis Noble,
in* "Fog, Men, and Cutters: A Short History of the Bering Sea Patrol," *and found at uscg.mil/history

INCREASE YOUR FINANCIAL RESILIENCE

What enables people to deal with financial hardship? It involves resilience, an ongoing process that requires time and effort and engages people in taking a number of steps. Financial resilience is "bouncing back" from difficult times and being better prepared to handle unexpected problems in the future.

Did you know that through CG SUPRT, you have convenient access to a network of certified specialists that can help you take the steps toward financial resilience just by calling a toll free number? The staff of financial professionals has an average of twenty years of relevant professional experience, and each possess multiple certifications from the financial services industry. Designations and accreditations include Certified Public Accountant, Certified Credit Counselor, Certified Tax Coach, Certified Mortgage Planning Specialist, and Certified Financial Planner Professional.

90 Day Money Coaching

A Money Coach assists and guides with the end goal of teaching members new habits. Their sole focus is helping members improve their financial lives through one-on-one confidential and unbiased coaching relationships.

Sessions are held by phone, are typically 30 minutes in length, and occur every week – 2 weeks for a period of 90 days. They are totally free to you and can be scheduled Mon-Fri 0900-2200 ET by calling CG SUPRT and specifically requesting a Money Coach.

The Money Coaches provide help with:

- Budgeting
- Credit matters
- Estate planning
- Retirement planning
- College funding
- Investment subjects
- Tax issues
- Insurance-buying strategies
- Debt counseling
- Divorce planning
- Bankruptcy
- Mortgages
- Loans
- Identity Theft

Eligibility

CG SUPRT services are free and confidential to all USCG Active Duty members, menbers of the Selected Reserve, civilian employees, and their families.

Atlantic Strike Team reservist honored by Pennsylvania Governor and First Lady

Petty Officer 1st Class Alison Delaney was honored Mar. 29, 2017, by the Pennsylvania Commission for Women, as well as the governor and first lady of Pennsylvania. Ofc. Delaney was submitted for the award by the Abington Township Police Department, and is pictured here with Abington Police Ofc. Ray Townsend; Gov. Tom Wolf; Ofc. Delaney's wife, Heather; Rep. Madeleine Dean, and Abington Deputy Police Chief Patrick Molloy.

Petty Officer 1st Class Alison Delaney represented the Coast Guard at an event Mar. 29, 2017, honoring military women in celebration of Women's History Month.

The second annual event, hosted by Gov. Tom Wolf, First Lady Frances Wolf and the Pennsylvania Commission for Women, was held at the governor's residence in Harrisburg. Twenty-eight women from across the commonwealth, representing all the armed services, were recognized for their service.

"Frances and I are humbled and privileged to join these 28 remarkable women, who have made countless sacrifices so the rest of us can enjoy the freedoms we often take for granted," said Gov. Wolf. "These women, and the thousands of others who have served and are currently serving in the military, have broken boundaries and stereotypes while setting a new standard for what leadership looks like in the armed services and in our society."

An 11-year veteran of the Coast Guard, Delaney serves her country as a reserve machinery technician at the Atlantic Strike Team in Fort Dix, New, Jersey. She has also served her community as a police officer in the Abington Township Police Department in Abington, Pennsylvania.

"It was beyond humbling and inspiring to stand side-by-side with just 27 of the thousands of powerful women who have served our Commonwealth and our nation," said Delaney. "It was great to thank them for paving the way for me."

She and the other 27 military members spent time getting to know some of the retired veterans from other conflicts, including World War II and the Korean War.

"Like females serving in law enforcement, a lot of the hard work has already been done," said Delaney, who's been a police officer since 2009. "It was nice to meet a lot of the veterans who made it easier for women like me to serve." ≋

Coast Guard reservist is named *Save the Bay*'s new Narragansett Baykeeper

This article originally ran in The Western Sun.

Save The Bay has appointed Michael Jarbeau as its new Narragansett Baykeeper. Jarbeau, who began his new position Mar. 21, becomes *Save The Bay*'s fourth Baykeeper since 1992. As Baykeeper, he will be the public face of *Save The Bay* on the water, a point of contact for the public to report pollution concerns, and a contributor to *Save The Bay*'s policy and advocacy initiatives.

Jarbeau is a fourth-generation Rhode Islander, born and raised in Warwick, who spent most of his summers growing up at Buttonwoods Beach, swimming, fishing and sailing with his family. His first exposure to pollution problems on the Bay were shellfish closures, he said. "I remember being disheartened by the fact that the place I loved so much wasn't healthy and thriving. The Bay played a major role in my development and my education and career choices, which is why I'm thrilled to be in a position to directly advocate for the Bay as Baykeeper," he said.

In his first three weeks on the job, Jarbeau says he has been immersing himself in Save The Bay's past, present and future initiatives. "I'm trying to meet as many people as possible, and I'm looking forward to getting out on the water as soon as possible. I've been so impressed by just how much *Save The Bay* has been doing and how involved the entire staff is in everything we do. It's very humbling to be part of this team," he said.

Jarbeau says the Bay is much healthier than it was 40-50 years ago when *Save The Bay* was founded, "and that speaks to the hard work of the people who came before us. But there are still many issues facing Narragansett Bay, such as climate change, which is creating a whole new range of issues that people weren't thinking about decades ago."

Prior to joining *Save The Bay,* Jarbeau served his country with an environmental protection and life-saving focus as an officer in the U.S. Coast Guard. He earned a bachelor's degree at the Coast Guard Academy and a master's degree in marine affairs at the University of Rhode Island. He served as a commissioned officer aboard the Coast Guard Cutter Venturous in Florida, the Coast Guard Cutter Sanibel in Massachusetts, and the Fifth Coast Guard District in Virginia, participating in fisheries, counter-drug and other law-enforcement missions, search and rescue operations and development of Mid-Atlantic fisheries regulations. He is now a lieutenant commander in the Coast Guard Reserve. ≋

Lt. Cmdr. Michael Jarbeau, USCGR and the current Baykeeper of Narragansett Bay, Rhode Island

860.439.1790 | info@coastguardmuseum.org | www.CoastGuardMuseum.org

Get to know your detailer

Submitted by Cmdr. Monique Roebuck

The Reserve Assignments Branch (CG PSC-RPM-2) handles assignments for all officer and enlisted Selected Reserve (SELRES) personnel. They also provide career management counseling to reservists with special emphasis on future assignments and career management decisions.

Each year, we set aside the e-resume submission period, from mid-November to mid-January, for assignment counseling for those who are tour-complete or otherwise eligible to rotate during the assignment year. Dates for the counseling period and a list of assignment officers (AO) are announced in August in an ALCGRSV message.

Assignment officers work on developing assignment slates in the first half of the year (between January and May), and then begin preparing for the next assignment cycle. The second half of the year (between May and November) is a good time for AOs to talk to reservists who are NOT tour complete (or otherwise due to rotate) about various assignment scenarios and their potential impact on future career aspirations.

We encourage you to participate, get to know your detailer and take an active role in your career. The list of assignment officers is below -- schedule a meeting with your AO today.

Visit the CG PSC-RPM-2 website for the most current SELRES assignment information:
http://www.dcms.uscg.mil/Our-Organization/Assistant-Commandant-for-Human-Resources-CG-1/Personnel-Service-Center-PSC/Reserve-Personnel-Management-PSC-RPM/RPM-2/

AREA OF RESPONSIBILITY	NAME	PHONE 202-795-xxxx"	E-MAIL
O6 ASSIGNMENTS	CAPT Robert T. Hanley, RPM Division Chief	6499	Robert.T.Hanley@uscg.mil
O5 ASSIGNMENTS	CDR Troy E. Fryar, RPM Assistant Division Chief	6501	Troy.E.Fryar@uscg.mil
Reserve ASSIGNMENTS Branch Chief	LCDR Jocelyn L. Soriano	6525	Jocelyn.L.Soriano@uscg.mil
DISTRICTS 8, 9, 11, 13, & 17 ASSIGNMENTS			
Junior Officer (O1-O4) Assignments Districts 8, 9, 11, 13, & 17	LT Jessica L. Snyder Central Assignment Coordinator	6534	Jessica.L.Snyder@uscg.mil
Enlisted Assignment Officer District: 8	YNCS Claricia Gautier	6533	Claricia.Gautier@uscg.mil
Enlisted Assignment Officer Districts 8 & 9	LT Jessica L. Snyder	6531	Jessica.L.Snyder@uscg.mil
Enlisted Assignment Officer Districts: 11, 13, 14, & 17"	YNCS Toby S. Burke	6526	Toby.S.Burke@uscg.mil
DISTRICTS 1, 5, 7 & 14 & RCMC ASSIGNMENTS			
Junior Officer (O1-O4) Assignments Districts 1, 5, 7 & 14	LT Paul J. Radlinski Central Assignment Coordinator	6530	Paul.J.Radlinski@uscg.mil
Enlisted Assignment Officer District: 1	YNCM Jennifer L. Stiles	6503	Jennifer.L.Stiles@uscg.mil
Enlisted Assignment Officer District: 5	LT Jessica L. Snyder	6531	Jessica.L.Snyder@uscg.mil
Enlisted Assignment Officer District: 7	CWO Timothy C. Waldt	6528	Timothy.C.Waldt@uscg.mil
Enlisted Assignment Officer District: 14 & RCMC Assignments	YNCS Toby S. Burke	6526	Toby.S.Burke@uscg.mil
CHIEF WARRANT OFFICER ASSIGNMENTS			
CWO Assignments	CWO Timothy S. Waldt Central Assignment Coordinator	6528	Timothy.C.Waldt@uscg.mil

From the Office of Boat Forces

Submitted by Mr. Donald P. Hartmayer, Program Analyst, CG-731

RB-S Coxswain Intro Course

24 APR – 05 MAY 2017

BM3 William Shick	Station Elizabeth City
BM3 Anthony Sesa	Station New York
BM3 Timothy Harder	Station South Portland

Boarding Team Member Course

20 MAR – 31 MAR 2017

BM3 Andres Oquendo	Station Washington

Boarding Officer Practical Course

06 MAR – 17 MAR 2017

BMC Billy Cline	Station Grand Haven

03 APR – 14 APR 2017

BM1 Christopher Harris	Station Charleston

17 APR – 28 APR 2017

BM1 Theodore Gernaey	Station Milwaukee

RB-S Boat Crew Member

13 MAR – 24 MAR 2017

BM3 Jason Kovach	Station Brunswick
ME2 Ryan Hartnett	Station Philadelphia
ME2 Mark Klimowicz	Station Philidelphia
ME2 Ryan Morgan	Station Philadelphia
MK3 Sabrina Ayrton	Station South Portland
ME3 Frank Polink	Station Washington

10 APR – 21 APR 2017

SN Julia Carter	Station Grand Haven
MK3 Nathan Jones	PSU 305
ME1 David Roe	Sector New York
OS3 Lawrence Battiste	Sector New Orleans
ME1 Tawrence Battiste	Sector New Orleans

15 MAY – 26 MAY 2017

ME1 Clarence Michie	Station Cape May
SN Joshua Sanchez	Station Grand Haven
ME1 Daniel Pleskonko	Station Manasquan Inlet
BM3 Carlos Tobon	Station Point Judith

ICS-300

07 MAR – 10 MAR 2017

BMC Ashley White	Station Georgetown
BM3 Amanda Matos	Station Georgetown

14 MAR – 17 MAR 2017

MK2 Kurt Korpi	Station Sabine

21 MAR – 24 MAR 2017

BMC Michael Miehle	Station Gloucester

ICS-339

04 APR -05 APR 2017

MEC Peter Lamarch	Station Cape May
MKC Charles McGroary	Station King's Point
BM1 Theodore Gernaey	Station Milwaukee

11 APR – 12 APR 2017

BMC Micheal Cuneo	Station St. Clair Shores

03 MAY – 04 MAY 2017

MKC Jason Ott	Sector Ohio Valley

The Office of Boat Forces congratulates the following graduates from the following courses. *BZ to ALL!!*

BOAT FORCES RESERVE
READY TO RESPOND

The FY 2017 "C" School Schedule can be found on the FORCECOM Portal: https://cg.portal.uscg.mil/units/forcecom/tqc/Pages/Home.aspx

The Boat Forces Reserve Readiness Report (BF3R) and Reserve Underway Hours Report can be found on the Boat Forces Portal: https://cg.portal.uscg.mil/units/cg731/SitePages/Reserves.aspx

Reserve, Guard retirees win vet status

Story by Tom Philpott

Retired Army Reserve Command Sgt. Maj. Doug Gibbens served for 35 years and obeyed every lawful order given to him. But because he had never served 180 days or more consecutively on active duty, he was not entitled to be called a veteran. Until now.

Gibbens and about 200,000 other reserve and Guard retirees gained honorary veteran status in the eyes of the federal government Dec. 16, with enactment of the Jeff Miller and Richard Blumenthal Veterans Health Care and Benefits Improvement Act of 2016 (H.R. 6416).

Section 305 of the law states that any person entitled under Chapter 1223, Title 10, U.S. Code to "retired pay for nonregular service or, but for age, would be entitled under such chapter to retired pay for nonregular service, shall be honored as a veteran but shall not be entitled to any benefit by reason of this honor."

What, then, did Gibbens and other reserve retirees gain? What they had pressed Congress for over decades, he said.

"I can't speak for all," Gibbens said. "But the majority of us were not looking for anything beyond the right to call ourselves veterans, and to be recognized as veterans at any event where they say, 'Will all veterans stand and be recognized?' We can do so with a good conscience now."

The honor is limited. Most reserve and Guard members, after all, don't serve long enough to retire. They still cannot be called veterans unless they have a qualifying period of active duty under Title 10 orders, which typically means 180 days or longer of consecutive service but always results in a Certificate of Release or Discharge from Active Duty, or DD 214.

Years attending monthly drills and annual periods of active duty for training aren't enough to gain veteran status. But now, honorary veteran status is allowed if a reserve-component member serves 20 good years, enough to retire.

Gibbens, 75, learned that drill status alone did not make for a veteran during Operation Desert Shield/Desert Storm in 1990-1991. For the first time since the Korean War, large numbers of reserve forces, roughly 250,000, deployed to the Persian Gulf under mobilization orders.

"Most of those men and women came back and were entitled to be called veterans," Gibbens said. "But those of us who were still serving and had not been deployed were not entitled."

Many of the first activations were for periods short of 180 days, but they were still formal Title 10 federal orders and resulted in DD 214s.

The proportion of reserve personnel who gained veteran status through mobilization spiked after 9/11, with hundreds of thousands deployed to Iraq, Afghanistan or elsewhere.

The American Legion and other veterans service organizations urged support for bills to bestow veteran status on reserve and Guard members who completed full careers and qualified for retirement. In the past four Congresses, the bill failed as lawmakers argued privately that even honorary veteran status would evolve over time into full veteran status and additional VA entitlements.

Sponsors of such bills, including Rep. Tim Walz, D-Minn., and Sen. John Boozman, R-Ark., recently added language that specifically barred any new entitlements to ensure the legislation remained cost-neutral. And affected reservists like Gibbens, who is an Army Reserve ambassador emeritus and life member of the Legion, continually urged approval of the modified bill.

Today he is satisfied, and grateful.

"We aren't looking to call ourselves combat veterans," Gibbens said. "I'm very aware of the distinction between someone who served in combat versus a non-combat role." Nor were he and most other supporters looking for VA benefits.

"It was a matter of pride," he added. "We served. We wore the uniform. But we couldn't technically call ourselves veterans."

Now, finally, they can.

This article first appeared in American Legion Magazine. Tom Philpott has been covering military personnel and veterans issues for nearly 40 years. He also writes a weekly syndicated news column, Military Update, which appears in daily newspapers near military bases throughout the United States.

HS2 Angela Albright retired from Port Security Unit (PSU) 313 Sept. 30, 2016. "Doc" Albright, a PSU 313 plankowner, returned to the unit for a brief retirement ceremony Jan. 21. Albright holds her shadowbox, flanked by some of her PSU 313 shipmates. Left to right, Chief Joel Burkhardt, Petty Officer 2nd Class Angela Albright, Chief Chuck Hausworth, and Lt. Cmdr. Wes Burns.

Photo courtesy of of SK1 Stefen Montag.

Capt. Gary W. Jones, and his wife, Jill McGrath-Jones, pose with a family friend Lt. Matt Zolnierek, his wife Erica, and his daughter Amelia, after his retirement ceremony at Coast Guard Headquarters, July 21. Capt Jones retired after 26 years of distinguished service.

Photo by PA2 Emaia Rise

Retirement List

RET-1
(Retired With Pay)

MARCH 2017

Lt. Cmdr. Peter Schuberth
Lt. Walter Rogers
MED4 Charles Duncan
PSS4 Barbara Fagan
MAT3 Thomas McGee
BOSN2 Frank Verheul
BMCM Thomas Geiger
BMCM Richard Lieberman
BMCS Robert Fripp
IVC Jerry Meyer
PSC Joseph Nesdill
PSC Thomas Shea
PSC Robert Welch
AE1 Thomas Veasey
MK1 Robert King
MK1 Carl Taylor
SK1 James Green
BM3 Raymond Caton

APRIL 2017

Cmdr. Paul Anderson
Cmdr. Richard Daniels
Cmdr. Richard O'Rourke
Cmdr. G. Robbins
Lt. Jon Morris
INV4 Michael Reilly
MSSE4 Jeffrey Gradel
MECS Joseph Beeton
BMC Michael Collins
ETC Sigmund Mayerlen
FSC Robert Duffy
MKC Gordon Minter
EM1 William Kendall
FS1 Michael Roy
MK1 Keith Acosta
SK1 Ronald Braun
AET2 Mark Finelli
BM2 Swanson Pendleton
FS2 Thomas Dorfried

MAY 2017

Capt. James Howatson
Capt. Frank McConnell, Jr.
Lt. Cmdr. Joel Dannis
CWO Jamie Balzac
CWO Bruce Jones
MKCM Charles Wade
HSCS Kimberly Geno
MECS Anthony Guagnini
MECS John Sevos
MKCS James McQuillen
BMC Matthew Varhaug
OSC Douglas Weaver
PSC Steven Golda
BM1 Allen Pederson
MK1 Howard Brewer
YN1 Cynthia Brewer
BM2 Donald Gregory
ME2 LesMes Boyenger

RET-2
(Retired Awaiting Pay)

JANUARY 2017

Cmdr. Bruce K. Walker
Lt. Cmdr. Ronald E. Lewis
CWO Timothy F. Drew
IVCM Cletus R. Frederking
MSTC Curtis T. Hall
MSTC Harold A. Hebert, Jr.
ME1 Thomas Faulks
MK1 Steven DeLaCrausaz

APRIL 2017

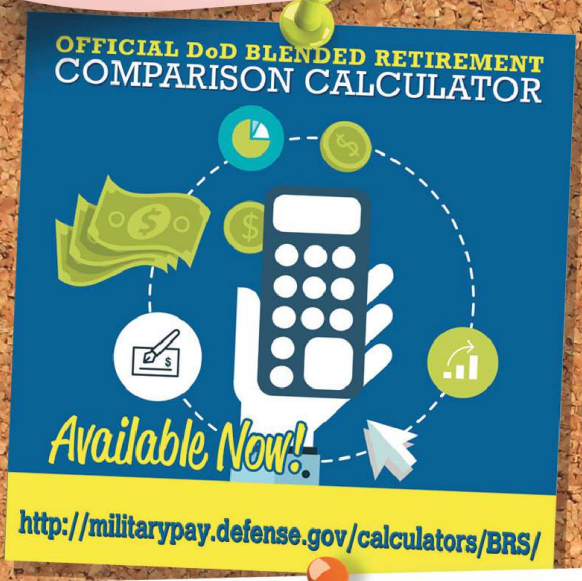
Lt. Cmdr. Daniel J. Garry
CWO Michael D. Usrey
BMCS Robert C. Milne
ITC Javier E. Diaz
SKC Adrienne M. Krass
GM1 Timothy A. Ritter
MK2 Thomas A. Lincoln

MAY 2017

Cmdr. Robert M. Cooper
Lt. Cmdr. Julie M. Nussberger
Lt. Mark Briggs
CWO Andrew J. Reyes
EMCS Phillip T. Martinez
MEC William D. Hooker
MKC James Henderson
DC2 James J. Petrini

— Compiled by YNC Joseph R. McGonagle, USCGR (ret.)

Bulletin Board



Do the Math:

Pentagon Unveils Official BRS Calculator

The Blended Retirement System (BRS) is the largest reform to the uniformed services retirement system in decades. Eligible personnel will be able to opt-in to the new system between Jan. 1 and Dec. 31, 2018, seeing benefits in the following pay period. These personnel include members who enter the military before 2018 who have served fewer than 12 years or service members in the Reserve who have fewer than 4,320 retirement points as of Dec. 31, 2017. Service members who join the military after Jan. 1 will automatically be enrolled in the BRS.

In June, the Department of Defense (DoD) released the official BRS comparison calculator. While service members are encouraged to use any tool that will help make them make a retirement plan decision, the DoD comparison tool is the official calculator, as many other calculators may have not received adequate vetting. The BRS comparison calculator assists service members in comparing the current retirement system, often referred to as the "High-3," to the new system, BRS.

The BRS calculator is based on the published military pay chart and will be updated no later than Dec. 31 each year to reflect the exact pay chart.

Prior to using the BRS calculator, service members should take the mandatory BRS opt-in course to familiarize themselves with the new system and know their exact pay entry base date to ensure accuracy when using the calculator.

http://militarypay.defense.gov/calculators/BRS/

Senior Chief Going Ashore

Senior Chief Petty Officer Robert Mayer, a reservist stationed at Station Atlantic City, N. J., went ashore after 27 years of combined military service in the Coast Guard and the Army.

Photo by Petty Officer 1st Class Wayne Chandler.

2017 Freedom Award

The Howard County Fire Department received the 2017 Secretary of Defense Employer Freedom Award, the highest honor given by the federal government to employers who support their employees in the National Guard and Reserve. Left to right: Ens. Gamaliel Baer who submitted the nomination; Jean Hulet, Maryland ESGR state chair; Chief John S. Butler, Howard County Fire Department; and Sam Peebles, Maryland ESGR vice chair.

Director of Reserve Retires

Rear Adm. Kurt Hinrichs (right) poses with his wife Amy, their son Joseph, and the Commandant Adm. Paul Zukunft and his wife, Fran DeNinno-Zunkunft, at his retirement ceremony June 30 at Air Station Clearwater. Rear Adm. Hinrichs retired after 35 years of distingushed service to the Coast Guard.

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 by:

Email: ARL-PF-CGPSC-rpm-3-Query@uscg.mil

Website: https://www.uscg.mil/rpm/rpm3/irr/

Mail:
Commander (rpm-3)
Personnel Service Center
U.S. Coast Guard Stop 7200
2703 MLK Jr. Ave SE
Washington, DC 20593-7200

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.

Shipmates attend MK A-school graduation

Members from Coast Guard Base Portsmouth's Reserve Maintenance Assist Team (R-MAT) attended the graduation of shipmate Petty Officer 3rd Class Rushane Smith from MK "A" school April 7. The RMAT works with the Naval Engineering Department at the Base. Smith is flanked by reservists Petty Officer 1st Class Matt Squires, Petty Officer 1st Class Phil Prisco and Petty Officer 1st Class Thomas McCullough.

Photo courtesy of MK1 Matt Squires.

Reservist's supervisor honored for patriotic support

Supervisor Laura Figueroa of Wells Fargo was presented with a Patriot Award Apr. 14 by Christine Juarez of California Employer Support of the Guard and Reserve (ESGR) in recognition of extraordinary support of her employee serving in the Reserve.

Figueroa was nominated for being highly supportive of the United States Coast Guard Reserve by her Reserve Component employee, Coast Guard Petty Officer 2nd Class Luis Garcia, a reservist at Sector Los Angeles-Long Beach.

"The Patriot Award was created by ESGR to publicly recognize individuals who provide outstanding patriotic support and cooperation to their employees," said Jim Combs, California ESGR state chair.

Supervisor Laura Figueroa is pictured with Petty Officer 2nd Class Luis Garcia, ESGR Volunteer Christine Juarez.

Photo courtesy of ESGR.

Senior Reserve gathering in D8

Rear Adm. David Callahan, 8th District Commander and Rear Adm. Melvin Bouboulis, Assitant Commandant for Engineering and Logistics pose for a photo with 8th District Senior Reserve Officers and Reserve Gold and Silver Badges after a Reserve weekend gathering May 20-21. The gathering was the first in 10 years, and afforded the opportunity for District Reserve leadership and District leadership to interact.

Photo courtesy Capt. Steven Hill

Coast Guardsmen hustle through the first of the one-mile runs book-ending the "Murph" workout. Some members completing the challenge wore 20-pound vests in tribute to the fallen Seal.

TOP: Active and Reserve Coast Guard participants in the Murph Challenge and their family members pose with Daniel Murphy, father of Lt. Michael Murphy.

Photo by PA3 Steven Strohmaier

Long Island Stations participate in Memorial Day "Murph Challenge"

Coast Guard reservists from the Long Island Stations took part in the "Murph Challenge" held May 29 at Station Jones Beach, N.Y. More than 100 active, reserve and family members participated in the event. "Murph" is the title of a CrossFit workout honoring Lt. Michael P. Murphy, a Navy Seal who was killed in Afghanistan in June 2005. Daniel Murphy, father of the eponymous officer, gave a speech motivating the Coast Guard members to complete the challenge of running, pushups, pull ups, and squats. The event was organized by the commanding officer of Station Jones Beach, CWO Bryan Hoffman, and Sector Southeast New England's Reserve Command Senior Chief Bryan Mastrangelo.

"We're huge supporters of Murph's legacy, and hearing his dad speak that morning was so motivating," said Mastrangelo, Senior Enlisted Reserve Advisor for the Sector. "The weather canceled a lot of parades that day, but it wasn't going to cancel the Murph Challenge."

Attempting the record

Reservists from Base Seattle participated in the "Ready, Set, Wear It!" life jacket world record attempt May 20 aboard the new Washington State ferry, the Chimicum, while kicking off National Safe Boating Week. In the U.S., the Connecticut Department of Energy and Environmental Protection set the national record in 2016 with 394 people wearing life jackets at one time.

Photo courtesy of CWO4 Paul Bostwick.

AWARDS

Legion of Merit
Rear Adm. Kurt B. Hinrichs
Capt. Gary W. Jones

Defense Meritorious Service Medal
Cmdr. Michelle Watson

Coast Guard Commendation Medal
CWO3 Anthony Giaccone
Cmdr. William Benn
Lt. Cmdr. Jereme Altendorf
Lt. Cmdr. Bobby L Lindsay
Lt. Michael Storino

Joint Service Achievement Medal
MEC Shane Stidman
MEC Derek Gawrilow
PA1 Elizabeth Bordelon
YN1 Shaun Marable

Coast Guard Achievement Medal
Lt.Cmdr. Daniel McMahon
Lt. Macy Tumblin
MEC Robert Freeman
MKC Jeffery Elkins
ETC Eliud Garrastegui
ETC Lance Barstow
ET1 Rhett Sampson
FS1 Edwin Ramirez
BM1 Brian Williams
BM1 Jeffrey Pires
BM1 Patrick Ferguson
BM1 Roberto Bobonis
ME1 Christian Guevara
ME1 Christian Larosa
ME1 E. Torres-Carrasquillo
ME1 Marvin Page
ME1 Rafael Ortiz
ME1 Ricky Justus
ME1 Glenn Miller
ME1 Travis Ferrantino
MK1 Eric Zupan
MK1 Brian Padgett
MK1 Buford Burke
YN1 Dorothy Bradley
GM1 Zachary Kaletsch
OS1 Rebekah Isaacs
BM2 Zachary Blanquer
ME2 Arthur Johnson
ME2 Nicholas Johnson
HS2 Tanya Kivitt
YN2 Jessica Shingleton
SK2 Lisa Jones

Commandant's Letter of Commendation
IS1 Celina Bolen
DC1 Brett Mangiaracina
ME1 Christian Guevara
ME1 James Gregg
ME1 Michael Burch
ME1 Pedro Rivera
ME1 Thomas Fabritiis
YN1 Ethan Corsbie
MK1 Robert Egger
GM2 Travis Scott
MK2 Adolfo Rodriguez
GM2 Anthony Bianco
ME2 Charles Kalck
GM2 Michael Plitsch
OS2 Rebecca Sadriyev
BM2 Anthony Rosselli
OS2 Zachary Lipinski
MK3 William Odell
ET3 Anthony Collins
OS3 Zachary Scott

Special Operations Ribbon
Cmdr. Jerry Brothers
BOSN3 A.J. Matthews
CMC Dave Schacher

Reserve Good Conduct Medal
YN1 M. Ruffino-Gallaher
YN1 Kelly Pool
MK2 Nicholas Ladner
BM2 Christopher Conners
ME2 Derek Adams
ET2 Nickoles Hill
ME2 Andrew Mckean
DC3 Jacob Floyd

CG Meritorious Unit Commendation
Station Mayport Reservists:
OSCM James Coffey
BMC Clint Cobb
BMC Patrick Davis
BMC Robert Shotwell
MKC David Dame
BM1 Jorge Carbajal
BM1 Justin Wood
MK1 Donny Almonte
MK1 Bobby Harrold
MK1 Frank Marinelli
ME1 Kevin Colletti
ME1 Kyle Pitcock
ME1 Joseph Walker
ME1 Roy Waters
BM2 Steve Bamberski
BM2 Thomas Carroll
BM2 Brooks Hargrove
BM2 Curtis Ludwig
BM2 Max Keesecker
BM2 Matthew J. Rutkowski
MK2 Erika Gonzalez
MK2 Eric Kasheta
MK2 Chris Ruppel
ME2 Ross Fenn
ME2 Joel Herron
ME2 Darren Jensen
BM3 Bradley Hite
BM3 Josh Langan
BM3 Owen Rivera-Betancourt

PSU Insignia
Lt. Andrew Fiddes
ME1 Clarence Hyder
FS2 Dennis Acosta
ME2 Steven Huseman
ME2 Arthur Johnson
ME2 Jonathan Cruzsepulveda
ME2 Nicholas Johnson
ME2 David Willits
MK3 Matthew Connell
MK3 Sean Molaison
ET2 Nickoles Hill
BM1 Justin G. Smith
YN1 Dorothy Bradley

Advanced Boat Forces Insignia:
BMC Clint Cobb
MKC Dave Dame
MK1 Donny Almonte
BM2 Steve Bamberski
BM2 Max Keesecker

OS3 Zachary Scott, PSU-305, is awarded a Commandant's Letter of Commendation from Cmdr. Michael McCarthy, Commanding Officer of PSU 305, at a recent all hands.

Reserve Repair Team Takes Trade Excellence Award in St. Louis

Fifteen members of the Industrial Production Detachment St. Louis Reserve Repair Team were recognized May 11 at the St. Louis Federal Executive Board Awards Breakfast held in St. Louis.

The Repair Team was recalled and deployed for last year's Hurricane Matthew disaster response efforts. In recognition of this effort, they received the "Level I - Trades and Craft Team Award" for their work fixing damage to buildings and infrastructure at several Coast Guard facilities in the impact zone.

This storm killed 47 people in the U.S., and according to the National Centers for Environmental Information, the damage from Matthew reached $10 billion.

Coordinating through the Coast Guard Surface Forces Logistics Center in Norfolk, Va., and deployed under Title 14 authority, the repair team and their two response trailers traveled over 3,000 miles across six states.

"When we headed into Savannah, we could see trees knocked down, houses destroyed, utility trucks lining the roads. The air station sustained a lot of roofing damage," said Chief Warrant Officer 3 Derek Holmes. "Our primary focus was making sure the units could maintain 100 percent operational readiness, so we adjusted our plan, whether it was restoring power, setting up generators or patching up roofs."

Over the next eight days, the team, consisting largely of engineers, electricians and damage controlmen, spent more than 1,440 man hours to complete comprehensive damage assessments and reconstruction repairs to Coast Guard infrastructure at Air Station Savannah, Ga., Fleet Law Enforcement Training Center Charleston, S.C., and Station Mayport, Fla.

The Hurricane Matthew Repair Team included:

CWO3 Derek Holmes, *Team Leader*
DCCM Mark Webb, *Team Supervisor*
DCC Theodore Reinker
DCC Todd Heigert
DCC Cory Yates
SKC Ronald Labahn
EM1 Jeremy Olson
EM1 Jared Charland
DC1 Jacob Wernsing
MK1 Kevin Saak
MK1 Jarrod Statler
MK2 Edward Schlueter
MK2 Daniel Schlueter
MK2 Kyle Saunders
MK2 Aaron Levinson

"We're honored to get this award for the work we did," said Holmes, who said the trade skills his team members brought from their civilian jobs are invaluable. "This [team] is one of the best kept secrets of the Coast Guard. It's a unique and necessary job, just not very well known. We're always looking for our next ADT project."

"The RT maintains their proficiency for their roles in contingency response by doing special projects. They spent their most recent two weeks of ADT rebuilding the OSAGE unaccompanied personnel housing, which includes remodeling four bathrooms and barrack rooms, saving the Coast Guard around $250,000 in one deployment," said Capt. Jen Grzelak-Ledoux, Office of Personnel and Reserve Force Readiness Chief for the DOL. "We've got a lot of hidden talent in our Reserve workforce, and we're thankful this team came through for the Coast Guard when we needed them. Bravo zulu."

— Submitted by Mr. Scott Ogan

TAPS

Florence Ebersol Finch, SPAR died Thursday, December 8, 2016, in Ithaca, New York. She was 101.

Of the thousands of women who have served with honor in the United States Coast Guard, one stands out for her bravery and devotion to duty. Florence Smith Finch, the daughter of a U.S. Army veteran and Filipino mother, was born on the island of Luzon, north of Manila, in Santiago City. She married navy PT boat crewman Charles E. Smith while working for an army intelligence unit located in Manila. In 1942, after the Japanese invaded the Philippines, her young husband died trying to re-supply American and Filipino troops trapped by the enemy on Corregidor Island and the Bataan Peninsula.

After the Japanese occupied Manila, Finch avoided internment by claiming her Philippine citizenship. She received a note from her imprisoned army intelligence boss regarding shortages of food and medicine in the POW camps. Finch began assisting with locating and providing smuggled supplies to American POWs and helping provide fuel to Filipino guerrillas. In October 1944, the Japanese arrested Finch, beating, torturing and interrogating her during her initial confinement. Through it all, she never revealed information regarding her underground operations or fellow resisters.

When American forces liberated her prison camp in February 1945, Finch weighed only eighty pounds. She boarded a Coast Guard-manned transport returning to the United States and moved to her late father's hometown of Buffalo, New York. In July 1945, she enlisted in the U.S. Coast Guard, eager to continue the struggle against an enemy that had killed her husband. Finch served through the end of the war and was among the first Pacific-Island American women to don a Coast Guard uniform.

After the war, she met U.S. Army veteran Robert Thorton Finch. They married and moved to Ithaca, New York, where they lived the remainder of their lives. Of the thousands of SPARs serving in World War II, she was the first to be honored with the Asiatic-Pacific Campaign Ribbon. In November 1947, she received the U.S. Medal of Freedom, the highest civilian medal awarded to Americans who aided in the war effort. In 1995, the Coast Guard honored her service by naming a facility for her at Coast Guard Base Honolulu.

She is survived by her daughter, Betty Finch Murphy, her son, Bob Finch. Also surviving are her sister, Olive Keats in California, her grandchildren Rob Murphy, Bryan Murphy, Heather Murphy, Chad Murphy, Annie Finch ,and Logan Finch. Also surviving Florence are her two great grandchildren, Trey and Lucas Murphy, along with numerous family members in New York, Maryland, California, Arizona and Alaska.

PARTING SHOTS

Members of the Coast Guard Ceremonial Honor Guard fold an American flag during a funeral ceremony held for Master Chief Phillip F. Smith, in the Tahoma National Cemetery, July 18. Master Chief Smith was the second Master Chief Petty Officer of the Coast Guard, assuming the duties on August 1, 1973. During his 28 years of service he was awarded the Coast Guard Achievement Medal, the National Defense Service Medal with bronze star, the United Nations Service Medal and the Korean Service Medal.

Photo by PA2 Ali Flockerzi

Petty Officer 1st Class Nathan Peters finishes placing Chief Warrant Officer Crystal Martens' new shoulder boards onto her uniform during her promotion ceremony at Coast Guard Sector San Diego on June 30. Martens was the first female gunner's mate to be promoted to chief warrant officer in the weapons specialty.

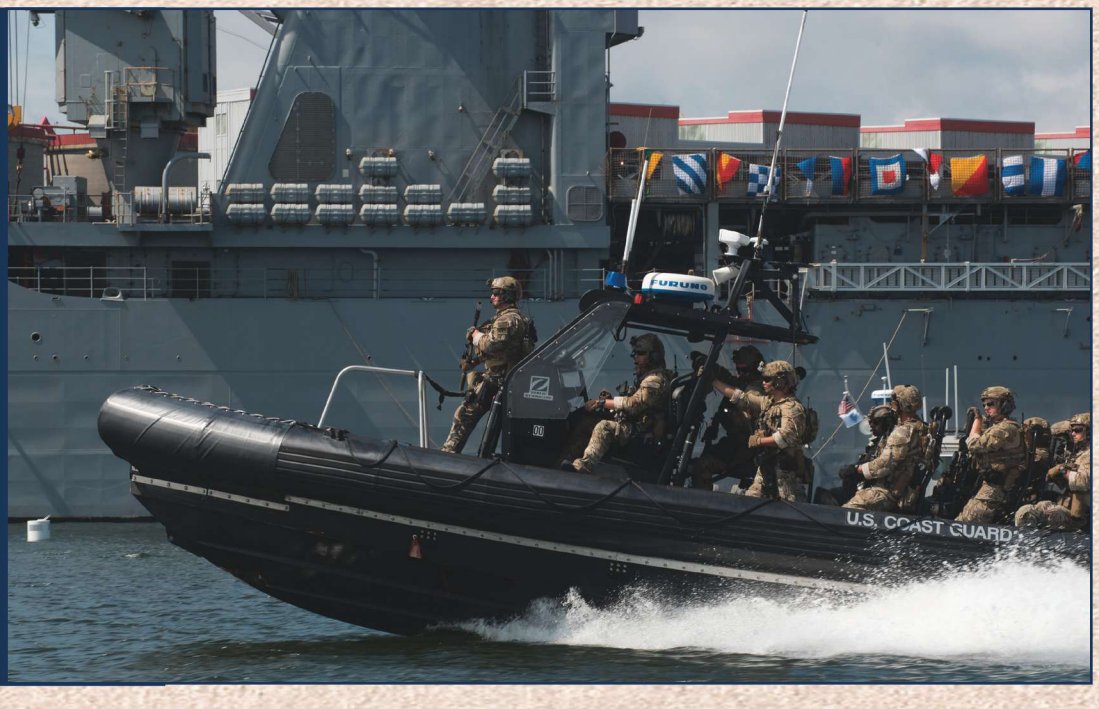
Photo by PA3 Joel Guzman

Capt. Clinton Carlson, right, relieves Capt. John Driscoll as commodore of U.S. Coast Guard Patrol Forces Southwest Asia (PATFORSWA) at a change of command ceremony held aboard Naval Support Activity Bahrain. Vice Adm. Karl Schultz, center, commander of Coast Guard Atlantic Area, presided over the ceremony. PATFORSWA's mission is to command, train, equip, and provide mission ready Coast Guard forces to conduct maritime security operations in U.S. Central Command's (CENTCOM) area of responsibility.

Photo by MC2 Victoria Kinney, U.S. Navy

The U.S. Coast Guard Maritime Security Response Team patrols Boston Harbor, Tuesday, June 20. The team deployed from Chesapeake, Virginia, to provide waterside security for the public and tall ships during Sail Boston 2017.

Photo by PA3 Andrew Barresi



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