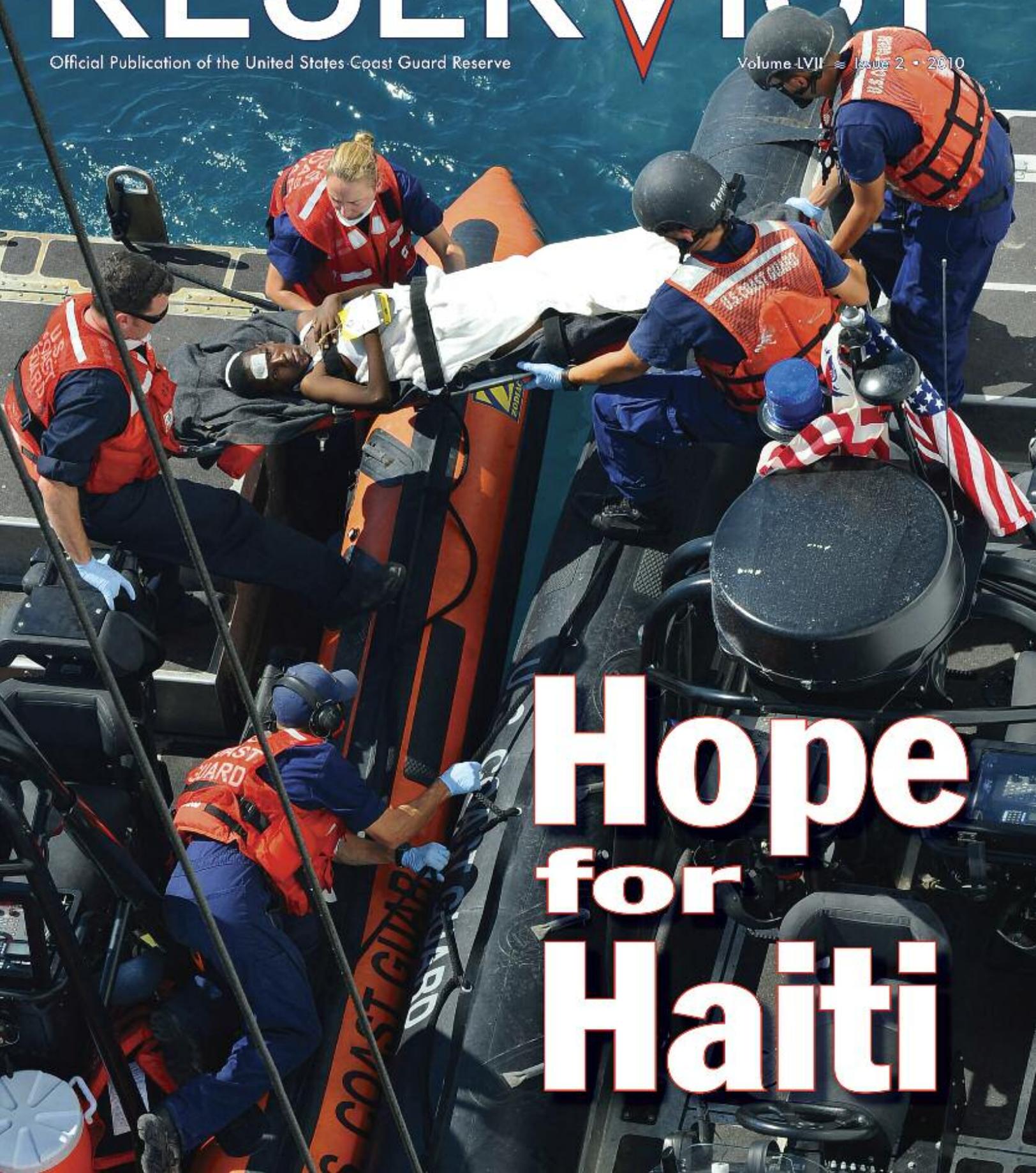


RESERVIST

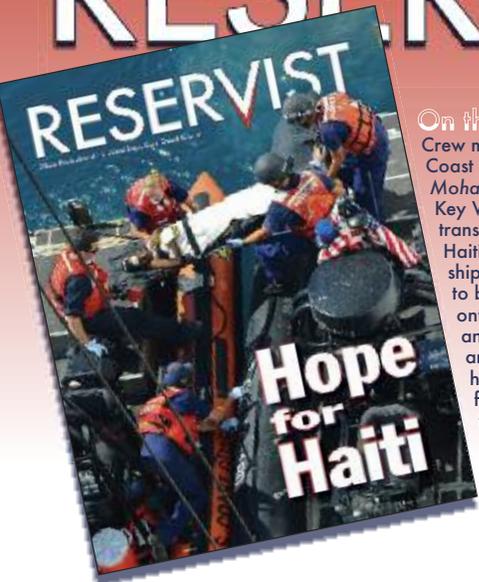
Official Publication of the United States Coast Guard Reserve

Volume LVII • Issue 2 • 2010



Hope for Haiti

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On the Cover:
Crew members from Coast Guard Cutter Mohawk, based in Key West, Fla., transfer an injured Haitian girl to the ship's small boat to be hoisted onto the ship and airlifted to an area hospital for further treatment.
Photo by PA2 Etta Smith

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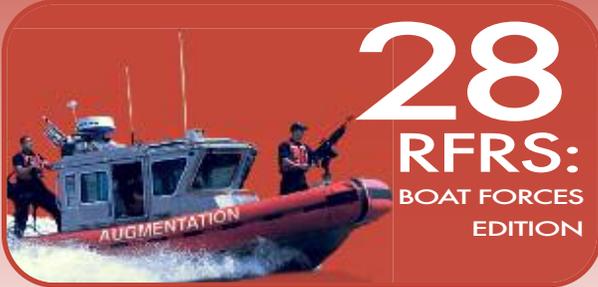
ADDRESS CHANGES

Selected Reservists (SELRES):
Please use Direct Access
<https://hr.direct-access.us>
or send your address change
to your unit SPO.

Individual Ready Reservists (IRR):
Please contact the IRR PERSRU
at the following:
1-866-735-3897;
Web: www.uscg.mil/rpm/irr

Retired Reservists:
Please send e-mail to
Personnel Service Center (ras) at:
psc-dg-ras@uscg.mil
or call 1-800-772-8724

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OPERATION UNIFIED RESPONSE



FROM THE EDITOR



It's encouraging to walk on deck as the new editor and be able to take the reins at a publication that has established as impressive a track-record as *Reservist*. Having served as a past editor for *American Veteran* and *Leatherneck* magazines, I can truly say that *Reservist* is as fine a publication as I have ever had the privilege of working with. I hope to continue to build upon the legacy of quality that former editor CWO Ed Kruska established over his two decades at the magazine's helm.

I bring with me a fighting resolve born of my Marine Corps background, and a love for our nation's uniformed service members of all stripes. Along with the critical input of *Reservist's* talented graphic artist, Chris Rose, our team will continue to produce a high-quality magazine that adds value to all those in the Coast Guard Reserve community who receive it.

Topping our highly popular last issue, and my first as editor, has proven to be an exciting challenge, especially since so many of our readers responded very positively to our "Fleet Review 2010" and "Ribbons, Ranks and Insignia" sections of the almanac. However, the recent events in Haiti have proved that our reservists not only have the right equipment for the job, but also the grit and determination required to make a difference in the lives of those who need it most. Be sure to check out our cover story about Coast Guard reservists who answered the call for the suffering Haitian people (page 14).

We have updated the layout of the magazine and consolidated our content into several new departments so that readers can more easily access important news and information. Our "Letters" pages allow you, the readers, to make your voices heard; the "Fleet Watch" section features current news throughout the Coast Guard and Reserve; "Bulletin Board" provides quick, digestible bites of news and announcements; and "Parting Shots" highlights the finest photography from around the fleet. We look forward to hearing your feedback about our new look.

Following the last issue, I received many questions about the TRICARE Benefits for Ret-2 retirees, mentioned in our "Member Benefits" section, and have included the most recent information below to help clarify some of your questions.

A new program, tentatively called TRICARE Retired Reserve, allows certain members of the Retired Reserve who are not yet age 60, called "gray-area" retirees, to purchase TRICARE Standard and TRICARE Extra coverage. The new program will differ from TRICARE Reserve Select (TRS) in its qualifications, premiums, copayment rates and catastrophic cap requirements. The premiums for the new gray-area retiree program will be announced after program rules are published in the Federal Register. For more information about TRICARE benefits, visit the TRICARE website at <http://www.tricare.mil>.

*Semper Fi and Semper Par,
Isaac D. Pacheco*

Letter of the Month

Decades ago, in my active and inactive Reserve days, the Coast Guard was poor as a church mouse. *Reservist* was a slender mimeographed thing representing the austerity of the service itself.

Now, the Coast Guard and its Reserve has become the keystone of homeland security, and you enjoy an embarrassment of riches. *Reservist* has become *Life Magazine* on steroids, with excessive pages on expensive paper bulging with color photographs. The costs of a staff to produce this and the costs of publication must be enormous.

Your effort is proof of one of Parkinson's Laws, the one that says the product expands to accommodate the resources available. Imagine the money that could be saved for reserve personnel, vessels, fuel, maintenance and bullets if the *Reservist* could be put on a taxpayment-saving diet. I am saddened and dismayed every time a copy of the magazine chokes my mailbox.

— **Cmdr. James C. Poole,**
USCGR (Ret.)

NOTE: *Cmdr. Poole's comments are a testament to the dedication and work of a two-man staff here at Reservist, and are as complimentary as any congratulatory note I have ever received. We are pretty tickled that someone would compare our small publication with Life, and we will continue to do our best to provide the highest quality product to our readers.*

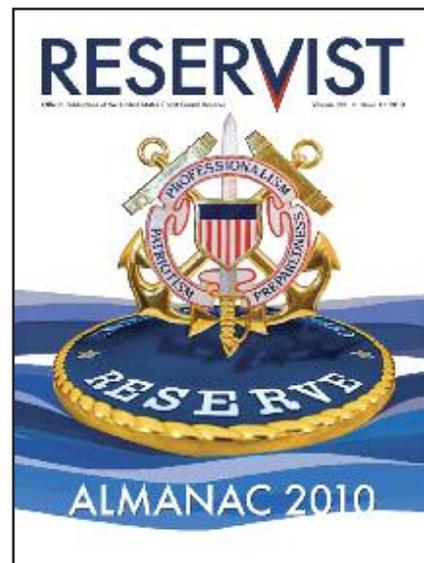
— **IDP**

More 'Traditional' Praise

You guys couldn't have put out a better issue out last month (Vol. LVII, Issue 1 of 2010) with all the new updated Coast Guard equipment to work with. The Coast Guard has come a long way since I served in the 50's. This issue was the greatest. Now you have to go back and take pictures of the old equipment like the SAR Boats that I worked with. You could compare them with the current equipment. What an eye-opening feature that would be. Then people could look at the old guard, as we called it back then.

— **MKC James Wolynetz,**
USCGR (Ret.)

Bravo Zulu on *Reservist* Almanac 2010! What a great piece of work. I am currently assisting numerous people



with getting into the DEPOT program and I believe a copy of this issue will go a long way in their endeavors.

— **MEC Ron Wenzel,**
USCGR

I received my copy of *Reservist* yesterday and was extremely happy with all the information you have listed: ranks, insignia, vessels, aircraft, etc. In fact, I was so impressed that I took the magazine to work and showed it to the people I work with here at CGIS in Seattle. Some of the civilian agents were also impressed and were wondering if it was possible to get a couple copies, as they could use it as a ready reference when interviewing and investigating Coasties. It is very informative. Keep up the great work.

— **Special Agent Larry Powalitz,**
CGIS

SROs' Roles in the RFRS World

With the new Reserve Force Readiness System standing up this year, and full time support billets providing direct reserve program expertise to the operational commanders, what will be the role of the Senior Reserve Officer in the modernized Coast Guard?

Senior Reserve Officer (SRO) positions have been created at most major units to assist the unit commander in maximizing their Reserve force capability. The SRO plays a substantial leadership role in supporting the unit commander's goals and objectives, but training, readiness and administrative support shall remain the unit commander's responsibility.

Senior Reserve Officers do not wear a command pin although they are a critical part of the command team. Unit commanders hold the ultimate responsibility and are directly accountable for their total force, including the readiness of assigned reservists.

The Assignment Officer for Reserve Officers considers Senior Reserve Officers as top priority when preparing recommendations for the annual Senior Reserve Officer Assignment Panel. There is no guide book or Personnel Qualification Standard (PQS) for the Senior Reserve Officer role.

Therefore, a junior reserve officer who aspires to a position as an SRO when he or she reaches the higher ranks will pay close attention to the effective SRO's they encounter. They will ask: which roles did you qualify for as a junior officer, what assignments have you had and what prepared you for the position of SRO?

— **Capt. Nona Smith,**
USCGR (Ret.)



We accidentally ran a photo of the Gulfstream I (above) as the C-143A Medium Range Command and Control aircraft. That role is actually filled by the Bombardier Challenger (below), as readers were quick to point out.



It's a Bird, It's a Plane... It's the Wrong Plane

I enjoyed the photos of the current ships, small boats and aircraft in the recent issue of *Reservist* (Vol. LVII, Issue 1 of 2010), but I noticed an error on page 27. The current CG-02 is a C-143A but the photo is of the old CG-02 which was a Gulfstream I of years past. As an ensign and Lt. j.g. from 1972 through 1975, I had the opportunity to fly on that G-1 many times, and I remember it well. I believe it was eventually transferred to Elizabeth City and subsequently sold or retired to the desert storage facilities in the southwest. The current CG-02 is an all-jet Bombardier Challenger as the narrative indicates.

— **Capt. Russ Cherry,**
USCGR (Ret.)

I look forward to each issue of *Reservist* that shows the Coast Guard's inventory of cutters, boats and aircraft. I especially like to see some of the new hardware in our inventory. I must however point out a discrepancy with a couple of the pictures on page 27 of Issue 1, 2010. The description of the C37A is accurate for the Gulfstream V, but the picture is of a Gulfstream III which was designated C20B and is no longer in Coast Guard service. Also, the description of the C143A is accurate for the Challenger 604, but the picture is of the Gulfstream I, which was designated VC4A and is also no longer in Coast Guard service. Thanks once again for the great information published in this Almanac issue of the *Reservist*, it is a great resource.

— **Lt. j.g. Timothy Fall,**
USCGR

I just received my *Reservist* and read "Fleet Review 2010" with great interest. However the page 27 photo of a "C-143A Medium Range Command and Control" fixed wing airplane is actually CGNR-02, a Grumman Gulfstream I (G-159/VC-4A), which was primarily based at CGAS Washington from the 1970s until the beginning of the 21st century. As I remember, it was utilized primarily to transport the U.S. Coast Guard Commandant and other V.I.P.s. During the early 1970s, it was one of three aircraft types flown and evaluated during a 6-month period to explore the possibility of obtaining an 'off the shelf business aircraft' to conduct the Medium Range Search (MRS) Mission which at that time was flown by the Grumman HU-16E "Albatross". I am quite sure that in later years CGNR 02, later called CGNR-102, performed operational missions from CGAS Elizabeth City, N.C., after it was replaced at CGAS Washington by an ex-USAF Gulfstream III.

— **Cmdr. Peter S. Heins,**
USCG (Ret.)

NOTE: Many thanks to the three gentlemen who took time to write and not only correct the mislabeled aircraft in the recent *Fleet Review* section of *Reservist*, but also provide some helpful historical information.

— **IDP**

Review Deja Vu

Admiral May's recent column in *Reservist* (Vol. LVII, Issue 1 of 2010) noted that the Coast Guard has another study underway on its Reserve. Ours is perhaps the most analyzed and studied military force in history. One would think that by now the CG Reserve program would not need another study unless one knows why the other multitude of studies, findings, recommendations and plans went astray.

Rear Adm. May claims this one will be different. Why? Because this one is called "a review and analysis that will provide clear answers" on quite similar questions that were

asked in previous studies. The other reason is because the study is not being led by the Reserve Program as was done in the past but that it is a FORCECOM-led initiative. That's impressive until you realize that the FORCECOMs are part of the new CG structure and "the review and analysis" is directed for the most part to maintain the augmentation/integration program in conjunction with training for mobilization (See U.S. Coast Guard Reserve Policy Statement).

This conundrum of mission, assignment, training, and mobilization differences built around individual Selected Reservists has always been the CG Reserve Program's Achilles Heel.

If there ever were an umbilical cord severing of the augmentation/integration program somebody might have recommended that the MSSTs should have been converting to fully staffed Reserve units long before the current Administration's proposed cuts to disband those Active Duty (with part-time Reserve billets) units.

I predict that this "review and analysis" will be prominently recorded in history but that by 2014 we shall be informed of yet another "new" study, review and analysis of the Reserve Program.

— **Capt. Joe Manfreda,**
USCGR (Ret.)

Staff Code Soup



I know this probably isn't an issue burning up the wires of concern for *Reservist* readers but it is an issue that I think should get addressed. The organization chart that depicts the staff codes, shown on page 38 (Vol. LVII, Issue 1 of 2010), has always been a bit confusing. Unlike NIMS and ICS, they don't seem to follow a consistent path.

NIMS and ICS works in the civilian emergency management and first responder community chiefly because when a unit or team shows up everyone know what they can and cannot do. Operations section chief, incident commander, or planning section chief position titles all mean the same thing, thus eliminating confusion and enhancing symmetry in the response. The Coast Guard has long used NIMS/ICS. The DOD and Coast Guard would do well to practice its basic tenets in the alignment of staff codes.

— **Cmdr. David L. Teska,**
USCGR



Members of a U.S. Coast Guard Port Security Unit (PSU) team depart a U.S. Air Force C-17 Globemaster III aircraft after arriving in Haiti, Jan. 24, 2010. More than 118 members from multiple Coast Guard PSU's across the U.S. were deployed to assist with relief efforts in earthquake-ravaged Haiti. Coast Guard reserve PSU members have been activated to join numerous Coast Guard assets already assisting in the relief effort and the re-establishment of Haiti's main port.

Photo by PO3 Brandon Blackwell



VIEW

FROM THE BRIDGE



Rear Admiral
Steven E. Day

Deputy Commander
for Mobilization
and Reserve Affairs
Atlantic Area

This is my third “View from the Bridge” since being assigned as Deputy Commander for Mobilization and Reserve Affairs, Atlantic Area. In my previous column, I highlighted:

1. The importance of being ready to deploy at a moment’s notice,
2. That our personal metrics are always green, and
3. The importance of explaining to our command what actions are necessary to address red issues.

Our command is responsible for providing the training and equipment necessary for us to meet qualifications associated with our mobilization billet. My second column covered my travels throughout Atlantic Area, and cited what I observed Reservists doing well, as well as areas where we needed improvement.

Since my last article, there has been a National MOBEX that included all Districts as well as DCMS. The recent earthquake in Haiti Jan. 12 necessitated the recall of SELRES under T-10, Operation Unified Response, which was approved Jan. 20. The Coast Guard was authorized to recall up to 900 personnel for up to 180 Days.

However, due to the application of a deliberate planning approach that coordinated LANT-1, Atlantic Command, D7, CGHQ, DOG, and SOUTHCOM, the number of personnel actually needed was far less. The total number of SELRES recalled was 184, with the bulk of that number (117) from PSU 307. LANT-3 stood up an IMT on Jan. 13, and 29 SELRES arrived OOA Jan. 20. By Jan. 22, the Active and Reserve Forces for the IMT were in place. Credit goes to the recalled personnel for being ready to step into the IMT assignments, which allowed the LANT-3 Active Duty members to return to their normal assignments.

SELRES personnel were demobilized beginning Feb. 19, and the remainder of personnel, including PSU 307, were demobilized March 3. This T-10 recall validated the MRTT (Mobilization Readiness Tracking Tool) process used for all forces whether Active, Reserve, Civilian or Auxiliary. The quick ramp up and ramp down had the vast majority of SELRES members returning to their families and employers within 45 days or less. The lessons learned during Operation Unified Response are expected to be completed within 30 days.

A hearty “Bravo Zulu” to all who participated in Operation Unified Response. It was truly Team Coast Guard at its best.



Photo by PA1 Adam Eagers, USCG

Reservists from various PSUs recalled for Operation Unified Response pose for a group photo in Haiti.

“A hearty ‘Bravo Zulu’ to all who participated in Operation Unified Response. It was truly Team Coast Guard at its best.”

A handwritten signature in blue ink that reads "Steven E. Day". The signature is stylized and written in cursive.

ON DECK

It is often stated that, "...the only thing constant is change itself." I would say that is a pretty fair statement and one to which I would add the following corollary: change brings both challenge and opportunity. Nowhere are challenges and opportunities more evident than in the area of leadership from the deck-plate to the most senior levels of our Coast Guard. The demand for the unique national capabilities our service brings has never been higher or more critical. We are reminded daily that Always Ready is more than a mere slogan. It is an "all hands" call to action for each of us to do our part every day.

President Herbert Hoover offered the following thoughts on opportunity and leadership. "Most people hold fast to an essential fact in American life: We believe in equal opportunity for all, but we also know that this includes the opportunity to rise to leadership. In other words—to be uncommon." "...the future of America rests not in mediocrity, but in constant renewal of leadership in every phase of our national life."

I submit those words are as applicable today as they were some eight decades ago. I would further submit that the need for "...constant renewal of leadership in every phase of our national life" is indeed an opportunity which applies to each and every one of you.

The Commandant, Admiral Allen, often defines leadership as reconciling competency with opportunity. President Abraham Lincoln put it this way, "I will study and get ready and opportunity will come." Over the course of my career I have repeatedly seen the leadership philosophies espoused by these leaders play out time and time again. I offer the following examples for your consideration.

In the mid-1980s someone had the idea that there might be value in starting to develop competency in something called expeditionary warfare. So Reserve personnel, primarily from District 9, started to get combat skills training from the Army and Air Force for capability that would become known as a Port Security Unit (PSU). Then comes August 1991 and the invasion of Kuwait by Iraq. PSUs were deployed in support of the expulsion of Iraq from Kuwait. By 2003 six PSUs had been created and four were deployed for the invasion of Iraq in March of that year. As I write this article PSU 301 stands the watch in Kuwait continuing the proud legacy of those pioneering units.

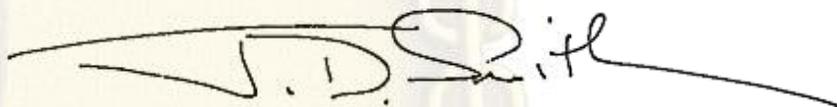
Another example can be found on the West Coast in Sector San Francisco. I'd been in my current assignment for about a year when I got a call from MCPO Tom Cowan the D11 RCMC. He asked whether money could be found to bring a Reserve Chief named Bob Taylor on active duty to develop a Sector-wide training plan for Reservists. Funds were made available and that training plan became the genesis for what has become Response Boat Small Boat Colleges around the Coast Guard.

In both these instances, Reservists were involved. Not only involved but often leading the way. These examples represent the opportunity each of you has to make a difference—to develop competency that will ultimately meet its opportunity.

While I hesitate to make specific predictions, I am certain the challenges we face today and the unforeseen challenges of the future will present countless opportunities for success, and yes, possibly failure. Quite often you do not get a vote in when or where an opportunity will appear and what its outcome will be. You do get a vote in the ability you bring to bare and the contribution you make.

There is a poem by William J. Lampton entitled "Opportunity Talks" I am partial to and feel it captures the essence of my message. I would like to leave you with the timeless wisdom found in its final few lines:

"Work on, watch on, Good hands, good heart. And some day you will see—Out of your efforts rising—Opportunity."



Master Chief
Jeff Smith

Master Chief Petty Officer
of the
Coast Guard Reserve Force

"I am certain the challenges we face today and the unforeseen challenges of the future will present countless opportunities for success..."



Fleet WATCH

Mark Allen Selected as Next Reserve Force Master Chief

BMCM Mark H. Allen has been selected as the fifth Master Chief Petty Officer of the Coast Guard Reserve Force. He will relieve MCPO - CGRF Jeffrey D. Smith during a change of watch ceremony on 15 May 2010 at TISCOM, Alexandria, Va.



BMCM Allen currently serves as sector Jacksonville's Reserve Command Master Chief and hails from Fort Washington, Md. He enlisted in the Coast Guard in April 1977 and has served in the Leadership and Professional Development and Coast Guard Reserve Affairs branch at CGHQ, Station St. Inigoes, Md., Station Washington, D.C., and Station Alexandria, Va. BMCM Allen has been recalled to active duty in response to contingencies such as the 9/11 terrorist attacks, *El Toro II* sinking, Air Florida Flight 90 crash, and *Mariel* boat lift. He has also served as a member of the Reservist's editorial board.

"BMCM Allen has been a personal mentor to me regarding Reserve Affairs and has proven you can lead from any level in an organization," Adm. Allen said in a statement. "BMCM Allen has demonstrated his commitment to our core values of honor, respect, and devotion to duty by his outstanding performance during a 32-year Coast Guard career."

Reserve Container Inspections Team Ensures Port Safety

With approximately one third of all international shipping container traffic in the U.S., the Ports of Los Angeles and Long Beach are the busiest ports in the United States. This amounts to \$250 billion in trade and 11 million containers flowing through these ports each year. Approximately 35% of these containers directly reach the heartland of

America by rail, and are distributed throughout the eastern states. Because the imports create a direct link between the international community and significant points within the country, container inspection is a critical mission. Members of the U.S. Coast Guard volunteer to carry out this vital job in U.S. Ports and abroad.

Assigned to the mission at Sector LA/LB is a container inspection team consisting of Active Duty, Reserve and Auxiliary members who train and operate together as a solid entity. Each weekend of the year, a team of qualified and highly experienced reservists and auxiliaries augment the Active Duty members by seamlessly continuing container inspections. Over time, a dynamic Reserve team has been created, and has been designed to maintain the integrity of the effective workforce by propagating knowledge of and training for the container inspection qualification (EC). New Reserve or Auxiliary members can join any of the four weekend teams, receive training from qualified mentors, and complete the EC qualification in a timely manner. Continuous augmentation of the active duty has developed a highly effective reserve force that is ready for mobilization. With events such as the recent earthquake in Haiti that resulted in many spilled containers, the reserve force at Sector LA/LB is ready to backfill Active Duty members, and travel to the location to immediately assist with clean-up operations.

Container inspection is both physically and mentally challenging. Armed with gas meters, radiation detectors, personal protective equipment, container straps, and bolt cutters the team navigates the chaotic and busy facilities in a government vehicle to target high risk containers, such as shipments of hazardous materials. Once a container is targeted, the qualified members must know, understand and be able to interpret strict federal regulations that govern the shipment and container. The team must also be prepared to react to hazards, such as escaping poisonous gases or a lack of oxygen, which may result from the container that has been opened. Continuous augmentation of the mission ensures that the reservists' safety, training and expertise are maintained.

A typical inspection results in either a shipment being cleared for movement or the shipment or container being placed on hold for violations. Either way, a Coast Guard seal is placed on the container. Cleared containers travel around the country and world letting the public know that the U.S. Coast Guard is a vigilant force guarding the nation. With the steady demand for internationally imported goods, the reserve container inspection team at Sector LA/LB will continue to train new members, maintain a prepared state of readiness for mobilization and conduct high quality container inspections.

— *Story by Dan Sopher*



Reserve Container Inspectors, or "Can Crackers" as they jokingly refer to themselves, open a suspicious shipping container as part of the Sector LA/LB Cargo Inspection Program.

Photo by Capt. Steve Ohms

Bellingham Reservists Support Olympic Security Operations

Coast Guard Reservists from Station Bellingham, Wash., recently played an integral role in supporting Olympic Security Operations along the U.S./Canada border. This totally integrated effort between active duty and reserve station personnel served as a model of what can be accomplished with aggressive and supportive senior leadership. BMCS James Herzog, Station Bellingham OIC, and BMC Glen Brannon, Senior Reservist at the station, have collaborated to develop a unit that draws no boundary lines between active duty and reserve personnel. Reservists at the station are held to the same qualification standards as their active duty shipmates and have worked hard to become fully qualified Coxswains, Crewmen, BOs and BTMs. Simply put, their work is an example of what can be done when leadership works to make it happen.

Today, integrated crews comprised of active duty and reserve members from Station Bellingham are participating in homeland security patrols and law-enforcement boardings along the border. Having been underway with one of these crews I was not only extremely impressed with their professionalism but also amazed at how the line between active and reserve is non-existent. The spirit of true integration leads to an enthusiasm and esprit de corps that is infectious. It is also an example of how Reserve augmentation and integration at the unit level ultimately leads to excellence in mission execution for the unit as well as full mobilization readiness for Reserve members; truly the best of both worlds.

— *Story by CMC Wayne A. North*

Former Director of Coast Guard Reserve nominated to become 24th Commandant of the Coast Guard

The White House nominated Vice Admiral Robert J. Papp Jr. to succeed Admiral Thad Allen as commandant of the Coast Guard. Homeland Security Secretary Janet Napolitano applauded President Barack Obama's nomination.

"The Coast Guard plays a vital role in protecting our nation—securing America's borders, protecting our ports, and providing critical aid during disasters," Napolitano said in a statement. "Vice Admiral Papp's extensive knowledge of the Coast Guard's operations and broad mission will strengthen our efforts to ensure the nation's maritime security."

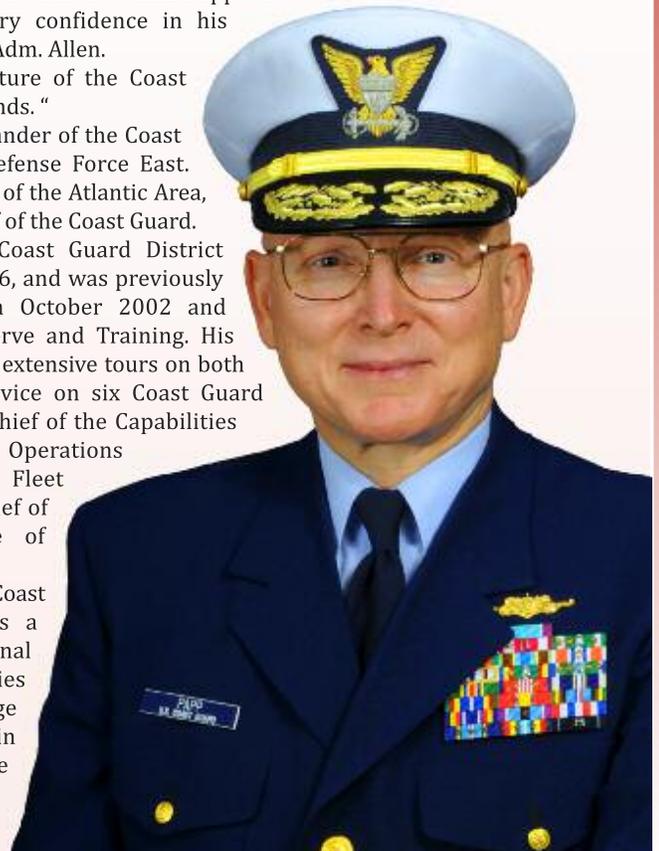
"I have known and worked with Vice Adm. Papp for many years and have every confidence in his leadership and ability," said Adm. Allen.

"Your future and the future of the Coast Guard will be in excellent hands."

Papp is currently commander of the Coast Guard Atlantic Area and Defense Force East. Prior to assuming command of the Atlantic Area, he served as the chief of staff of the Coast Guard.

Papp served as Ninth Coast Guard District Commander from 2004-2006, and was previously promoted to Flag rank in October 2002 and appointed Director of Reserve and Training. His Coast Guard career includes extensive tours on both land and sea including service on six Coast Guard Cutters and posts such as Chief of the Capabilities Branch in the Defense Operations Division; Chief of the Fleet Development Team; and Chief of the Coast Guard's Office of Congressional Affairs.

Papp graduated from the Coast Guard Academy and holds a Master's degree in national security and strategic studies from the Naval War College and a Master's degree in management from Salve Regina College. ≈



Petty Officer 3rd Class Joe Davin, a Station Bellingham reservist retrieves a heaving line aboard a 33-foot Special Purpose Craft Law Enforcement boat in Bellingham Bay, Wash., as part of boat crewman training for members of Marine Safety and Security Team from Kings Bay, Georgia, Feb. 16, 2010. Reservists at Station Bellingham are augmenting active duty personnel that are supporting the Shiprider Program with the Royal Canadian Mounted Police.

Photo by PA3 Colin White



Francine Razny receives her President's Volunteer Service Award from Tom Murgatroyd, Executive Director of Illinois ESGR

Reservist's Wife Receives Presidential Service Award

Spending more than 100 hours volunteering during the year may sound daunting to some. But for one New Lenox resident, dedicating this time was something she didn't think twice about.

"I was surprised since I didn't realize how much time I was putting in. I'm more focused on helping people instead of counting hours," said Francine Razny.

Razny received a President's Volunteer Service Award for her volunteer efforts with the Employer Support of the Guard and Reserve (ESGR). The ESGR is a Department of Defense agency established in 1972 to promote understanding and support among employers of

those who serve in the National Guard and Reserve.

For the third year in a row, Razny received a Bronze Award, which requires volunteers to dedicate 100-249 hours in one year. As a volunteer for the ESGR, Razny said she helps educate employers and service members on the rights covered under the Uniformed Services Employment and Reemployment Rights Act.

"I provide informal mediation between the service member and the employer if there is confusion on the law," she said.

Razny began her work with the ESGR in 2005, and said the 9/11 terrorist attacks drove her decision to get involved. Since her husband is in the Coast Guard Reserve and was activated at that time, she continued to hear story after story of issues with employers.

"I kept hearing of cases of people running into problems, they didn't have jobs and were not getting pay raises and such," Razny said. "I thought 'this is not right' and with my human resources background it was a no-brainer for me. I felt compelled to help get them back in their jobs and get back to normalcy."

Along with her volunteer work, Razny teaches a Career and Lifestyle Planning Class at Joliet Junior College and has been doing so since 2007. Razny predicts she will log many hours this year with the ESGR as troops start to return and is looking forward to being able to support the troops.

"These people are willing to do something I do not want to do," she said. "I totally respect what they do and I don't take it lightly. This is a way I can truly support the troops."

— *Story and photo by Amanda Battaglia*

Taking the Bite out of the DOG's Physical Fitness Test

Petty Officer 1st Class Brandon Hayward came sprinting across the finish line at 12 minutes 19 seconds. His Coast Guard t-shirt soaked with sweat. At 35 years old, Hayward would've passed the Coast Guard's normal boarding officer physical fitness test with flying colors, but Hayward isn't taking any normal test. He's competing for a coveted spot on Maritime Safety and Security Team Los Angeles/Long Beach's Maritime Law Enforcement/Force Protection Team, and to become a member, Hayward needs to pass the Deployable Operations Group's Tier I physical fitness test. His time of 12 minutes 19 seconds isn't going to cut it, but he's confident with continued training he can meet the standards of the grueling Tier I physical fitness test.

Hayward, like thousands of other Coast Guard members of the recently assembled DOG, is trying to meet these relatively new standards because it is a condition of employment for one of the Coast Guard's newest Headquarter commands. Everyone in the DOG, from the yeomen to the boatswain's mates, has to meet a certain level of physical fitness preparedness. Any new physical fitness regiment or challenge requires training and preparation, but the payout of a more physically fit workforce is invaluable, according to the DOG.

"This physical fitness test has been the DOG's standard now for over a year and a half," said Master Chief Petty Officer Darrick DeWitt, the DOG's command master chief. "Our goals were to first ensure we had a healthy work force, and second, ensure we had accountability for our people's physical readiness to do this job."

Hayward agrees with Dewitt about the importance of the new physical fitness test, and he's been working hard to prepare. With a hulking build, Hayward doesn't look a bit out of shape, but he's concentrated on heavy-weight training throughout his career. The new fitness requirements, however, are best suited for someone who's trained in calisthenics and running.

"I've lifted weights for years, but now I'm trying to run more alternating between sprinting and endurance training," says Hayward after easily knocking out 61 pushups during MSST LA/LB's initial Tier II physical fitness assessment. "I think this new test is critically important because it shows a level of commitment and sacrifice that's required for this job."

"We're asking a lot of the men and women of the DOG," said Dewitt. "They are doing things I definitely did not do when I came in the Coast Guard."

Some of the increased DOG capabilities include vertical insertion, SCUBA diving, aerial use of force, close-quarters combat, chemical, biological and hazardous material detection and response, and K9 explosive detection



USCG Station Seattle Active Duty and Reservists under the command of Lt. Melanie A. Burnham, and working closely with Sector Seattle and the USCG Auxiliary, enthusiastically took to Lake Washington to participate in supporting SEAFAIR 2009, Seattle's premier maritime festival, July 2009. Their crews paired Active Duty and Reserve Coxswain's, Boarding Officers, Boarding Team Members and Crewmembers, both commissioned and enlisted. Patrolling and enforcing the "no wake/no boating zones" on RB-S 25's, the crews actively engaged in a host of duties including: ensuring boating safety, responding to and assisting in first aid needs, and working with the local maritime police units and Washington State Patrol to stop Boating Under the Influence.

by Lt. j.g. Kyle Stone, Station Seattle



A crewmember of the Marine Safety and Security Team Los Angeles-Long Beach performs sit-ups at San Pedro High School as part of the first tier of the biannual physical fitness test, that is the new standard for the Deployable Operations Group (DOG).

Photo by PA3 Christina Bozeman

teams. Guardian's ability to do these increasingly physically demanding jobs has never been so important.

According to the DOG Physical Fitness Program, members who do not meet the minimum physical fitness requirements may be subject to enforcement actions beginning Oct. 31, 2009. This incentive maybe enough motivation for members assigned or considering assignment to the DOG to begin training now.

"There is support for people who are having trouble meeting the requirements on our website as well as through the individual's unit health promotion coordinator," said Dewitt.

"We're not going to punish people who don't meet the standard. We're going to work with them to bring them up to the level they need to be."

Hayward's motivation didn't waiver, and just more than a week after the Tier II physical fitness test, he was up early with the rest of MSST LA/LB to take the Tier I physical fitness test.

Hayward easily completed the necessary pull-ups for vertical insertion qualifications, the 23-inch vertical jump, and narrowly passed the 1.5-mile run. Gasping for air, Hayward blasted through his required pushups and sit-ups. All that stood between him and his chance

for a spot on the Team was a 300-yard sprint in less than 48 seconds.

The time keeper yelled from across the track, "ready, set, go," and like a sprinter Hayward was off.

The rest of the MSST waited for Hayward at the finish line screaming and yelling for him to push through the pain, and as he rounded the turn for his final lap, he pushed out what little energy he had crossing the finish line.

"47 seconds," yelled the timekeeper. The members of the MSST erupted into cheers.

He passed the Tier I physical fitness test. Just more than a week earlier, it didn't seem as if Hayward would make it, but he did it - with one second to spare.

"This isn't the end," said Hayward's friend, Petty Officer 1st Class Nate Schott. "We're only going to train harder and get better times. This isn't the end. This is just the beginning."

— Story by
PAC Donnie Brzuska, MOPIC

Surge Staffing Branch Shines in Haiti Response

When the Secretary of the Department of Homeland Security authorized the call-up of 900 Coast Guard reservists for up to 180 days for Operation Unified Response, a new modernized organization went into motion to effectively respond to the international humanitarian mission in Haiti. As the operational commanders for the Coast Guard's response efforts, the Atlantic Area and Seventh Coast Guard District Commanders, together with exceptional support from the Deputy Commandant for Mission Support (DCMS) and Force Readiness Command (FORCECOM), led our Guardians as they safely and expertly provided humanitarian aid to the people of Haiti following January's devastating earthquake.

During Haiti response efforts, the operational commanders set operational priorities, determined requirements and directed Coast Guard operations. When additional personnel resources were needed, they invoked the "Request For Forces" (RFF) process. RFFs are forwarded through the area to the Personnel Service Center (PSC) for CG-wide sourcing.

PSC's new Surge Staffing Branch within its Personnel Services Division (PSC-PSD-SSB) manages TDY Augmentation and surge staffing requirements, utilizing a network throughout the Coast Guard when the need for personnel

arises. FORCECOM's Reserve Force Readiness Division (FC-1) is a key partner with LANT-1 and PSC-PSD-SSB to bring trained, ready reserve forces into the RFF or surge staffing process. FC-1 monitors the total reserve force readiness posture and ensures the personnel who are identified to fill RFFs are fully qualified for those positions. The Reserve Force Operations Division at Atlantic Area (LANT-1) is responsible for reserve program execution within the Area and directs the mobilization and demobilization of required reserve forces to meet mission requirements.

Since its establishment in September 2009, PSC-PSD-SSB has filled over 400 mission-critical positions, more than 350 of which were sourced with command-approved volunteers within 24 hours of receiving the request.

FC-1 and LANT-1 work together to carefully consider the deployment experience of all reservists and make every effort to provide deployment opportunities for those who have not previously deployed. This practice increases the readiness posture of the entire workforce and minimizes the impacts on the civilian workforce.

For more information about the procedures for Surge Staffing, see ALCOAST 591/09, October 7, 2009.

— *By Capt. Nona Smith
USCGR (Ret.)*

MRTT Serves as Vital Enterprise-wide Resource

The Mobilization Readiness Tracking Tool (MRTT), sponsored by CG-5, is an internet-based, user-friendly database used to source staffing requirements. It provides a quick and easy way for Coast Guard personnel to see current resource needs and volunteer for those opportunities. It also provides resource managers with a real-time view of filled and unfilled staffing requests throughout the Coast Guard.

All stakeholders, including Atlantic Area, Pacific Area, FORCECOM and DCMS, namely



Photo by PO3 Brandon Blackwell

MRTT was used for tracking more than 118 members from multiple Coast Guard PSU's from throughout the U.S. who were deployed to assist with relief efforts in earthquake-torn Haiti. Coast Guard Reserve members have been activated to join numerous Coast Guard assets already assisting in support of Operation Unified Response.

PSC-PSD-SSB, have successfully used MRTT to rapidly find qualified personnel from the Active and Reserve Components to fill requirements for Operation Unified Response and other events during the 2009 hurricane season.

The Coast Guard began using MRTT in May 2008 for tracking resources deployed for Midwest flood operations. It was used again in 2008 for the response to Hurricanes Ike and Gustav and has been in use for all surge operations since June 2008. Most recently, MRTT was used for tracking personnel deployed in support of Operation Unified Response.

MRTT features include a Volunteer Bulletin Board (VBB) where individuals may search for surge requirements and apply for the positions. MRTT has been met with success because it is

readily accessible from any computer with an Internet connection. This capability means reservists don't have to be at their drill sites or on a Coast Guard workstation to inquire about active duty opportunities.

MRTT may be accessed online at:

<https://www.uscg-mrttcpms.net/uscg.mrtt/mod.vm/home.aspx>. Job aids are available within the database to assist users in applying for positions in the Volunteer Bulletin Board. Additional information is also available on the Coast Guard Reserve website at www.uscg.mil/reserve. Questions concerning MRTT should be addressed to Mr. Sam Korson at (202) 372-2243 or Samuel.J.Korson@uscg.mil

— *By Capt. Nona Smith
USCGR (Ret.)*



In July 2009, over 70 Active Duty, 80 Reservist, and 50 Auxiliary Coast Guard personnel supported Sail Boston 2009 in Boston, Mass. This event granted each "responder" the opportunity to apply Incident Command System (ICS) principles to a practical, inter-agency event with all of the challenges and constraints of an incident. Therefore, as challenges began to mount, ICS training took over. Before the first ship was underway, the incident brief was transitioning into the Incident Action Plan. This event provided the Coast Guard and her partner agencies their own brand of education and valuable experience in practicing the ICS program.

*By Ensign Ronald Mac Donald
Photo by MST1 Allendorph, USCGR*



United States Coast Guard Commandant Adm. Thad Allen and former Coast Guard reservist U.S. Rep. Bill Delahunt (D-Mass.) use a ceremonial sword to cut a cake in honor of the Coast Guard Reserve's 69th Anniversary [Feb. 19, 1941]. Both leaders delivered brief remarks, saluting the service of America's maritime force in readiness at USCG headquarters in Washington D.C., Feb. 24.

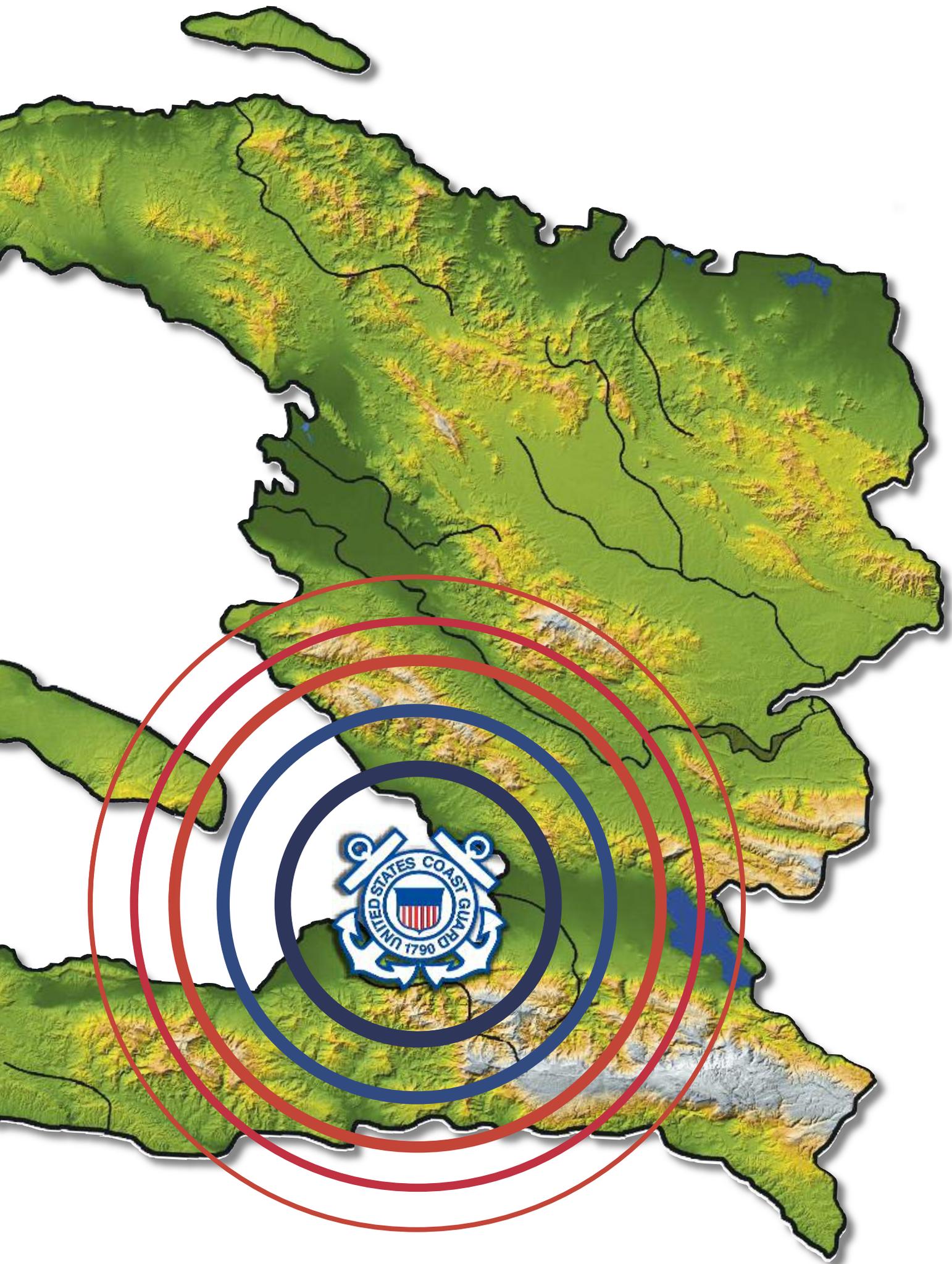
Photos by Isaac D. Pacheco



Unified Response

Team Coast Guard Brings Assistance and Hope to Haitians in the aftermath of a devastating earthquake.





On January 12, a violent earthquake devastated Port Au Prince, Haiti.

Thousands of people lost their lives and many thousands more were injured and left homeless.

The Coast Guard was the first American asset on scene, as the Coast Guard Cutter *Forward* arrived overnight.

In the days and weeks that followed, thousands of guardians, working inside and outside the Coast Guard, supported the forward operations, lead by the Seventh District Commander.

On January 19, Secretary Napolitano authorized the temporary activation of 900 Coast Guard Reservists to bolster the more than 500 Coast Guard personnel already serving in Haiti.



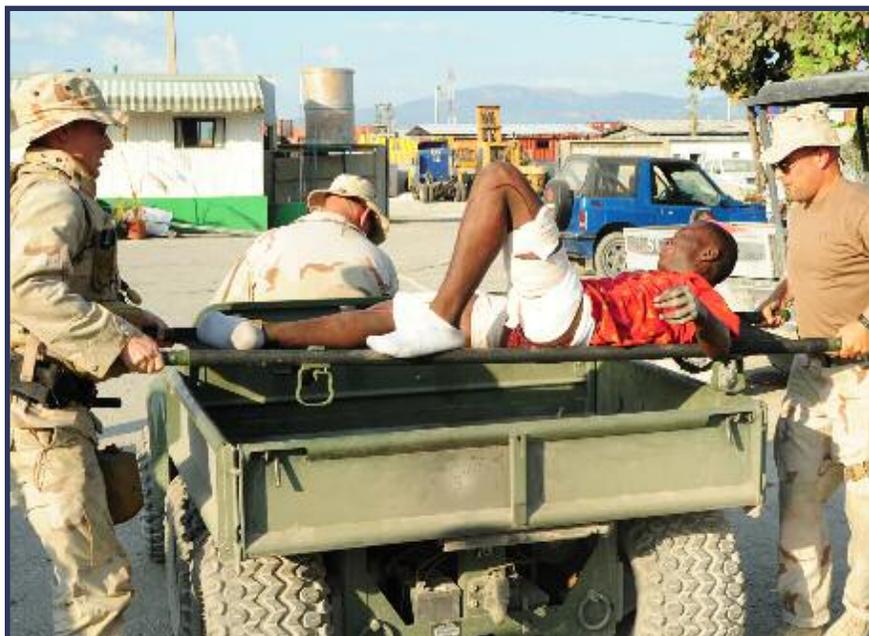
Members from Coast Guard Port Security Unit 307 conduct a foot patrol at the South Terminal in Port-au-Prince. PSU 307 is in Haiti to assist with the relief efforts and to provide security for the surrounding ports.

Photo by PA1 Adam Eggers



Petty Officer 2nd Class William Poertner carries a 5-year-old girl to a small boat for transfer to a medical station at Killick Point, Haiti. Poertner, a firefighter and paramedic with the city of Tampa, Fla., is a reservist assigned to Port Security Unit 307. The mother and little girl arrived at the port seeking medical attention and Poertner and PSU 307's Physician Assistant responded to the call for help.

Photo by PA2 Adam Eggers



Top, above and right: Members from Port Security Unit 307 administer first aid and transport a Haitian man to a small boat for transport to a medical station. The man was robbed and shot multiple times, but his wounds were not life threatening.

Photos by PA2 Adam Eggers

Giving the Gift of Life

Lt. Wolf of PSU 307 is a Physician's Assistant who deployed to Haiti to bring much needed medical care. However, some of the injured needed more than just her medical skills.

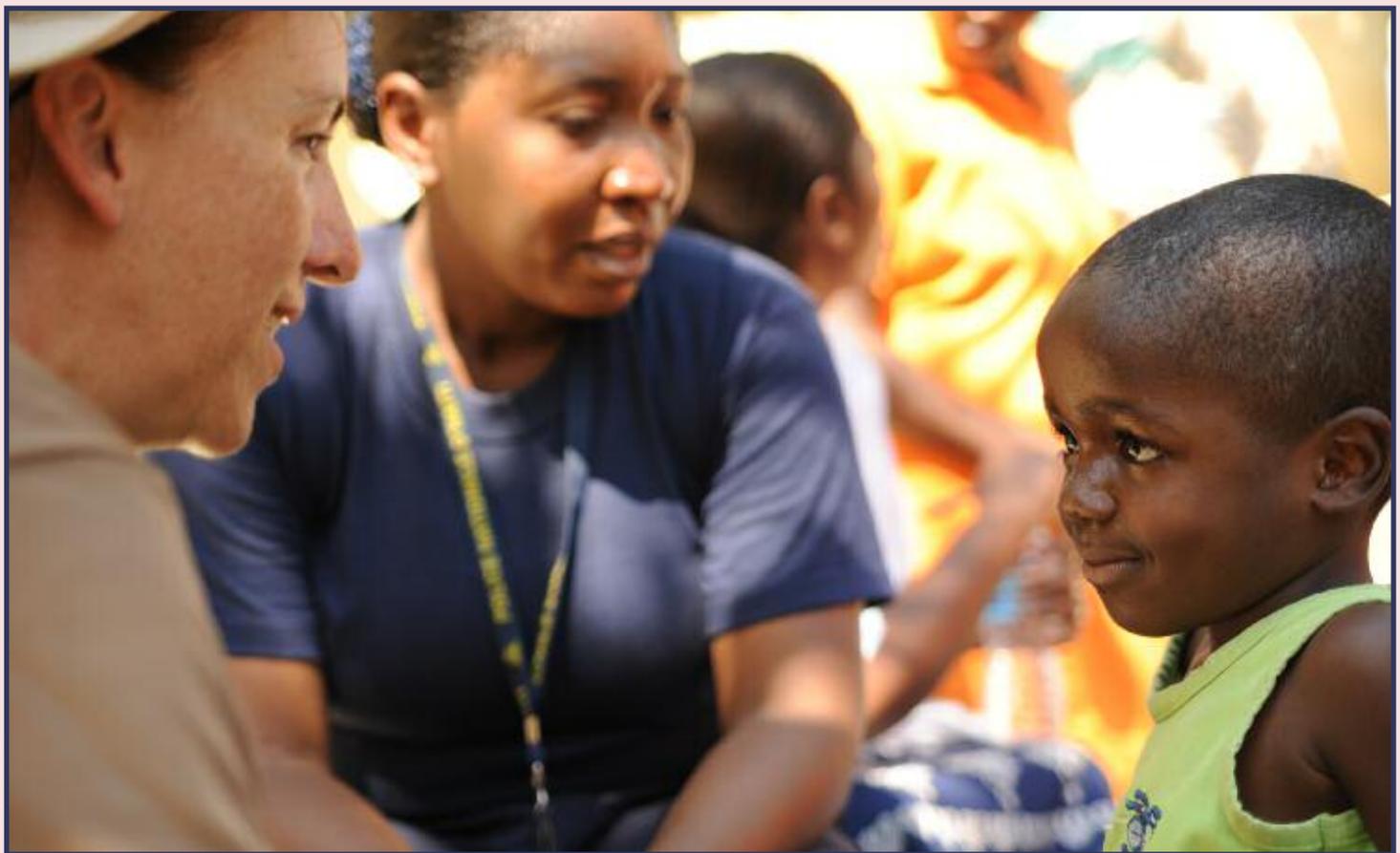
Story by PA1 Adam Eggers



PA2 Adam Eggers

Coast Guard Lt. Teresa Wolf, a Physician Assistant, donated her breast milk to the Pediatric Ward aboard the USNS *Comfort* in Port-au-Prince, Haiti, during Operation Unified Response. Wolf, from Goldsborough, N.C., began donating milk daily to the medical ship after learning about their

severe need. She is deployed with Port Security Unit 307 in support of relief efforts, leaving behind her 10-week-old girl, Chloe Danielle. "It's the right thing to do," said Wolf. "Babies get so much more nutrients from breast milk. It's good for the eyes, brain... everything." ≈



PA2 Eric J. Chondler

Coast Guard Lt. Teresa Wolf and Methelus Edelette, a Haitian Coast Guard corpsman, provide medical attention and medicine during an orphanage relief project, Feb. 3, 2010. Wolf contributed her skills while the PSU provided materials and labor to refurbish and supply the orphanage only 21 days after a magnitude 7.0 earthquake struck.

Right: Members of Coast Guard Port Security Unit 307 survey the damage to the port in Port-Au-Prince, Haiti. PSU 307 is supporting Operation Unified Response in Haiti with relief efforts and security for the surrounding ports.

Below: Petty Officer 2nd Class Todd Robinson, assigned to Port Security Unit 313 based out of Everett, Wash., patrols Port-au-Prince waters, Jan. 29. Members of PSU's 305, 308, 311 and 313 have joined PSU 307 to form a security force to ensure safe passage of relief supplies and commerce in the port and surrounding waters.

Photos by PA2 Adam Eggers





Coast Guard Lt. Cmdr. Jay Wamsley holds a Haitian toddler during a Humanitarian visit to multiple small villages outside of Port-Au-Prince, Haiti. Wamsley, an Environmental Health and Safety Officer, is temporarily assigned to Port Security Unit 307. Members of PSU 307 visited a Haitian orphanage and non-profit charity run by Coast Guard Chief Petty Officer Paul Cormier, to donate food and lift the spirits of the children. An estimated 400 people received food donated by PSU 307.

Photo by PA2 Adam Eggers



When Worlds Collide

Story by PA2 Thomas M. Blue • Photos by PA3 Brandon Blackwell

In his reserve life, PSC Randolph Cormier, is a Mission Specialist for PSU-309. In his civilian life, he runs a foundation for the poor and disadvantaged in Haiti. The devastating earthquake brought both of his lives together.

When the 7.0 magnitude earthquake struck the capital city of Port-au-Prince, Haiti in mid January, the U.S. Coast Guard deployed assets to assist the more than two million people that had their lives turned upside down in a matter of seconds. Thousands of homes lay destroyed, cities leveled and small villages and towns turned to rubble forcing families to construct makeshift shelters in streets away from the unstable walls that were left.

Meet one of those displaced and one of our own, U.S. Coast Guard Chief Petty Officer Paul Cormier. He like thousands was going about the daily routine at his Haitian home in the small town of Leogane, west of Port-au-Prince when Haiti experienced its first quake since 1770.

"The earth was moving and shaking like it was in a rage," Cormier remembered. "The force and distance of each of the shocks shook me more than I had ever imagined an earthquake could!"

Like so many others, MEC Cormier was forced to set up shelter those first few days following the quake, most notable where he and most of the villagers slept out in the open under the stars protected only by bed sheets they scrounged from their homes under massive piles of debris. But let's back track...

Cormier, a reservist with more than 26 years of service from Bay City, Mich., is attached to the Port Security Unit 309 out of Port Clinton, Ohio and during his many deployments throughout the world he fell in love with the country of Haiti.

"During my first deployment here (Haiti), in support of Operation Uphold Democracy in 1994, I just fell in love with the country," Cormier said smiling. "We were guarding the port and after several weeks we began talking to some of the local kids as they would paddle up in dug-out canoes trying to sell us carvings and such."

Those first conversations would change his life forever. He fell so much in love with the

country that he formed the Soleil "Sun" Foundation. This non-profit charity provides the funding and opportunity for poverty stricken children to attend school to receive a formal education.

In Haiti, historically only middle and upper class citizens attend school and the others are left to learn basically, by on the job training and through others. According to visual geography.com, public education is free in Haiti however, the cost of uniforms, supplies and text books remain quite high, which only few families can afford.

"After speaking with locals and encountering more kids, I originally agreed to pay for half of the education cost of eight kids from the village I had met at the port," Cormier said. "Also, I stipulated the kid with the highest grades, I would pay his or her entire education needs, as long as they kept up their grades."

From that a bond was formed. Over the next several years Cormier made several trips to Haiti in juggling his civilian job and reservist duties. Each trip, grooming and shaping his foundation and his children, as he so lovingly refers to them.

Also, over his many visits to the village, two small boys, Anarc and Nason, then ages two and three, clung to his side and would not let go. For days, everywhere he went, they would follow.

"In 1996, on a visit to the village, they ran up to me and would not let go," said Cormier. "Right then I knew I wanted to personally help these kids and become their foster parent."

Now, those same children he has fostered for so many years are first in their class and helping guide the direction of the foundation while he is back in the states.

Back to present day. On the afternoon of Jan. 12th, Cormier was on the second floor of his Leogane home when the earth began to shake. As the walls of his home began to crumble he found refuge clinging to a tree in his front yard, consequently a tree that he was going to cut down.

"It was 45 seconds of hell," he recalls. Still visibly shaken weeks later. "I was going to cut the tree down, but I can't now...the kids in the village have tied a ribbon and flower to it where I was holding on."

Immediately after the quake, Cormier started accessing the damages and administering basic first aid on neighboring villagers.

Later the next day, he made his way to the Port-au-Prince Airport to catch a State Department flight back to the states, but voluntarily gave up his seat to a young woman that needed medication she could only get in the U.S. He opted to stay in Haiti to see how he could help. Returning to the airport on Saturday, he was approached by Coast Guard Cmdr. Daniel Deptula, commanding officer of Maritime Safety and Security Team Boston 91110. The MSST had been deployed to help with the relief efforts and provide security at the port.

"I was walking through the airport trying to set up some sort of travel for the team and I spotted him (Cormier)," said Deptula. "I said to him, 'We've been looking for you,' I knew that his knowledge of Haiti and his translation skills would prove extremely valuable to the Coast Guard's operation."

With a few calls to the states, the Creole fluent Cormier was activated and assigned as a Haitian liaison for the Coast Guard.

"His vast knowledge of Port-au-Prince, the culture and speaking ability was a critical component for the Coast Guard's success," Deptula added.

As the weeks past for Cormier his duties became more and more valuable. On one occasion he even served as the head translator for the commanding officer of the surgical ward aboard the U.S.S. Comfort during a press brief for more than 45 reporters.

When the MSST returned to the U.S. their port security responsible was turned over to Port Security Unit 307. There with the PSU, Cormier served as the primary translator during many joint projects with the Port-au-Prince Port Authority, including explaining how to maintain their new

outboard motors on their smallboats.

With operations gearing up for a transition, Cormier was transferred to the Joint Information Center Haiti where once again his knowledge of the country and its people proved valuable.

Once active duty orders end, the real work begins for Cormier. He must once again juggle his time between the states and Haiti, but this time as a rebuilding mission.

"I have to start the rebuilding process for our village," Cormier said. "We lost several homes, our school and two bridges, which all need to be rebuilt so we can move forward."

The next several months will be extremely challenging for Cormier. He can only stay a few weeks at a time before he must travel back to the U.S., where he maintains a home in Michigan. He will do what he can while he is in Haiti, and the rest of the rebuild must be left up to his appointed director.

"I love this country," he said. "I have family here, that I take care of. They need me and I need them."

He plans to rebuild his home, the bridges, the school and help a community that is so desperately in need through his own time and that of others.

As the Soleil Foundation motto states: "An open book is an open world!" "Education is the key," he adds.

Cormier's devotion not only to the Coast Guard and to the U.S., but to the people of Haiti makes him a true humanitarian, exactly what kind of service the Coast Guard is. ≈



MARCHING ORDERS

UNDERSTANDING YOUR ACTIVE DUTY OPTIONS



by Lt. Monique Roebuck, USCGR

Active duty is defined in law as “Full-time duty in the active military service of the United States. Such term includes full-time training duty, annual training duty, and attendance, while in the active military service, at a school designated as a service school by law or by the Secretary of the military department concerned” (10 U.S.C. 101).

For Coast Guard Reservists, active duty is comprised of two broad categories: Active Duty for Training and Active Duty Other than for Training; and there are some associated sub-categories. The chart to the right depicts these two categories and sub-categories.

This article describes the types of active duty most Coast Guard

reservists may perform during the course of their career. It is the first in a series of articles discussing active duty types. Future articles will include information about entitlements associated with each of these duty types.

Active Duty for Training (ADT) is for the purpose of providing reservists with structured individual and/or unit training. This may be on-the-job training or formal courses of instruction through resident or exportable training. In some instances, augmentation to support Coast Guard operations may provide optimal opportunities for learning and maintaining mobilization skills. Training shall be the paramount consideration in the performance

of ADT. Sub-categories of ADT include IADT, ADT-AT and ADT-OTD.

Initial Active Duty Training (IADT) is for basic military training (boot camp) and technical skills training (A-School). Reservists must complete basic training requirements on initial entry into the military service as required by Title 10 U.S.C. 671 before they may be deployed outside the United States and its territories. The length of IADT varies depending on the program the member was recruited under (see Chapter 1.E of Coast Guard Reserve Policy Manual, COMDTINST M1001.28 (series) and Coast Guard Recruiting Manual, COMDTINST M1100.2 (series)); however, a total of 84 days of training must be completed prior to deploying outside the U.S.

Note: Service members only perform IADT upon their initial entry into the military. ADT-AT or ADT-OTD should be used for prior service personnel attending Reserve Enlisted Basic Indoctrination (REBI) or Direct Entry Petty Officer Training (DEPOT) programs.

Active Duty for Training – Annual Training (ADT-AT) is the period of active duty reservists must perform each fiscal year to satisfy minimum training and participation requirements. The primary purpose of ADT-AT is to provide individual and/or unit readiness training. Augmentation while on ADT-AT may provide opportunities for learning or maintaining mobilization, specialty or rating skills. ADT-AT shall be for a minimum of 12 days and not more than 15 days* (exclusive of travel time) each fiscal year and may be authorized for on-the-job training or formal courses.

*ADT-AT for formal courses may exceed 15 days.

Active Duty for Training – Other Training Duty (ADT-OTD) is for training in addition to IADT or ADT-AT. ADT-OTD may be authorized for formal courses, on-the-job training or professional development. Training conducted using ADT-OTD must have a clear end result such as certification, re-certification, qualification, completion of performance qualifications, or graduation from a formal course of instruction. In addition, the training must be related to the member’s position, specialty or rating. ADT-OTD for general unit augmentation is not authorized unless it provides a clear training benefit to the member as mentioned above.

Active Duty Other than for Training (ADOT) is used to provide reserve support to either Active component or Reserve component missions. Training may also occur while on ADOT.

Active Duty for Operational Support (ADOS) is to provide the necessary skilled manpower assets to temporarily support existing or emerging requirements. ADOS may be in support of the Active Component (ADOS-AC) or the Reserve Component (ADOS-RC).

Reservists may be involuntarily recalled to active duty under various sections of Title 10 U.S.C. or 14 U.S.C. 712. Involuntary active duty is used to support military operations when the President or the Congress determines that Reserve forces are required to augment the Active Component. It is also used to support response to domestic emergencies when the Secretary of Homeland Security determines that augmentation of Coast Guard Active forces is required. There are limits to the number of times and duration an individual may be recalled within a set time period under involuntary active duty based on the authority for which they were mobilized.

CATEGORY	SUB-CATEGORY
Active Duty for Training (ADT)	Initial Active Duty for Training (IADT),
	ADT-Annual Training (ADT-AT),
	ADT-Other Training Duty (ADT-OTD)
Active Duty Other than for Training (ADOT)	Active Duty for Operational Support (ADOS-AC and ADOS-RC) (formerly Active Duty for Special Work (ADSW-AC and ADSW-RC))
	Extended Active Duty (EAD)
	Reserve Program Administrator (RPA)
	Active Duty for Health Care (ADHC)
	Involuntary Recall under 14 U.S.C. 712 and various sections under 10 U.S.C.

Involuntary ADOT under pertinent sections of Title 10 U.S.C. is more commonly known as “Involuntary Title 10.” An example is active duty in support of Operation Iraqi Freedom (OIF).

Involuntary ADOT under Title 14 U.S.C. 712 is more commonly known as “Title 14.” An example is active duty in support of Hurricane Katrina response operations.

Involuntary active duty may also include reservists in a captive status (see 10 U.S.C. 12301(g)) and reservists ordered to active duty for disciplinary reasons (10 U.S.C. 802).

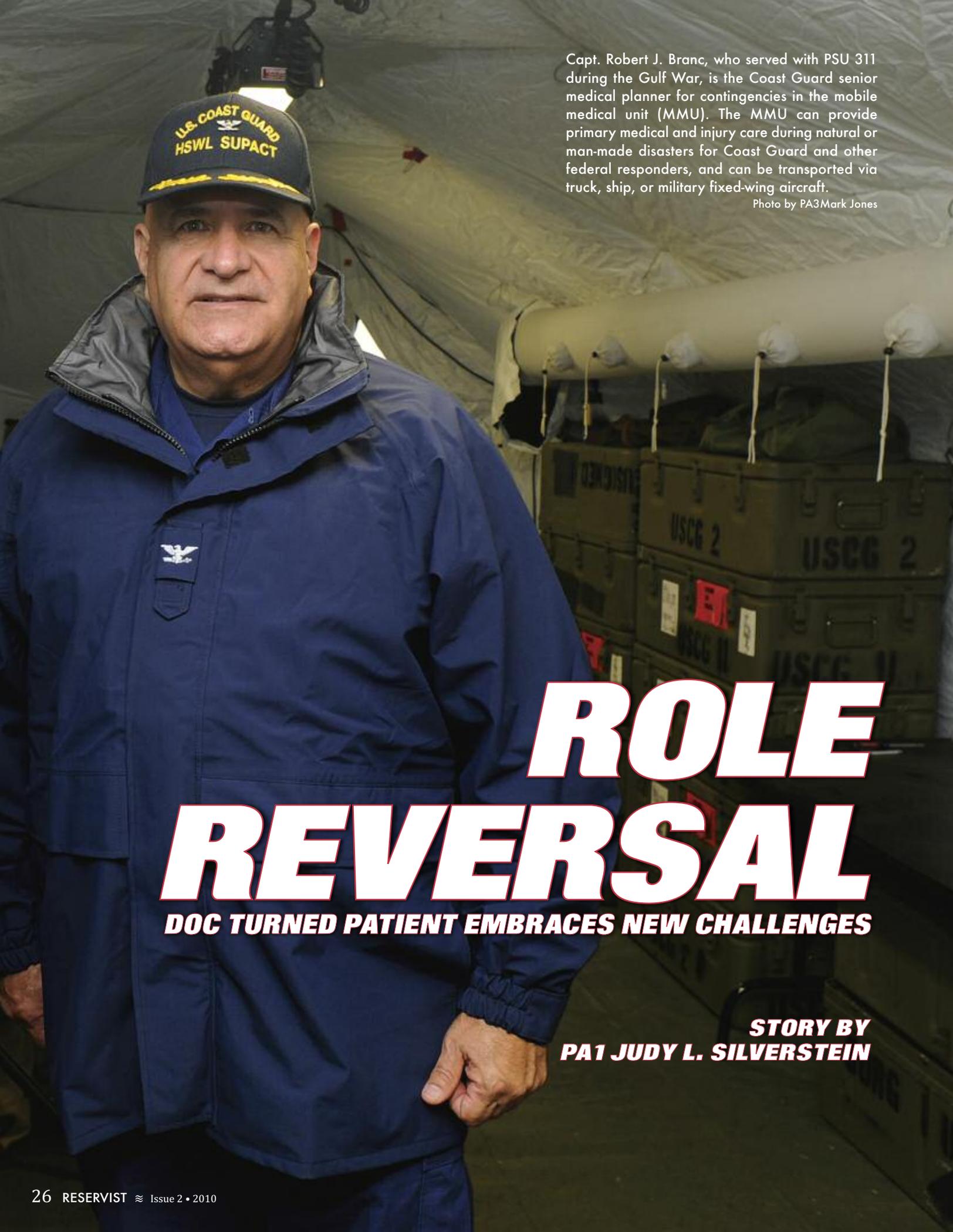
ADOS may be authorized for voluntary

active duty. An example is ADOS-AC to fill summer personnel shortages.

Extended Active Duty (EAD) is active duty for reservists who serve in an Active Component duty status. It is used to provide reserve support to fill occasional personnel shortages in specific pay grades, ratings or specialties when vacant positions exist. EAD is typically authorized for two or more years. Reservists on EAD must compete with their active duty peers for advancement or promotion.

Reserve Program Administrator (RPA) duty is performed by certain Reserve officers on extended active duty to manage reserve personnel readiness, organize, administer, recruit, instruct, or train members of the Reserve Component.

Active Duty for Health Care (ADHC) is for reservists to remain on active duty for 30 days or more while being treated for (or recovering from) injuries or illnesses incurred or aggravated in the line of duty (see Reserve Policy Manual chapter 6.A.6.d).



Capt. Robert J. Branc, who served with PSU 311 during the Gulf War, is the Coast Guard senior medical planner for contingencies in the mobile medical unit (MMU). The MMU can provide primary medical and injury care during natural or man-made disasters for Coast Guard and other federal responders, and can be transported via truck, ship, or military fixed-wing aircraft.

Photo by PA3Mark Jones

ROLE REVERSAL

DOC TURNED PATIENT EMBRACES NEW CHALLENGES

***STORY BY
PA1 JUDY L. SILVERSTEIN***

"I've learned that what happens to you in life is 10 percent of the equation, but what you do with those challenges is 90 percent attitude."

Robert Branc tells anecdotes and laughs out loud, his deep belly laugh reflecting memories of camaraderie from his past deployments. Branc holds the distinction of being the first Coast Guard Physician Assistant, reserve or active duty, to attain the rank of captain. His easygoing attitude belies a foundation of long hours and hard work that he has built upon in his 34-year career. Branc's colleagues say his loyalty, passion for learning and sense of humor are the hallmarks of his personality. He is also known to have a more serious side, and has developed a reputation as a hard charger.

"I've known 'Doc' Branc for almost as long as I've been in the Coast Guard," said Cmdr. Robert Hanley, Assistant Chief of Reserve Personnel Management. "He is a wonderful guy with a zany, wacky sense of humor that often broke the tension and eased the monotony during overseas deployments, including those we made together to Korea and the Mideast. But when things turned serious and someone needed attention, 'Doc' was all business. He is an outstanding clinician and I'd trust him with my life."

Similar words of praise for Branc's medical and planning skills come from all corners of the Coast Guard.

"When things get crazy, go back to basics, find your boundaries, stay within them and don't get paralyzed by things around you," said Branc.

Branc is unafraid to push the envelope when it comes to planning. He counts development of a deployment medicine program, handling reserve medical issues for Port Security Units and a stint as medical officer aboard *Eagle* among the most fulfilling duties in his Coast Guard tour. Yet in a career studded with impressive accolades and interesting deployments he says the friendships are what matter most.

"I've worked everywhere, from San Diego to an ice breaker in the Arctic, to Haitian ops...I've served from the Arctic to the Antarctic. You could say I'm bi-polar," quipped Branc. However, I have found it's the people that really make the difference and stand out in your memory," he said, laughing as he recalled whipping up crepes for a hungry crew aboard the Coast Guard Cutter *Boutwell*, in the Northern Arabian Gulf in 2003.

"It hasn't been 'Grey's Anatomy,' but it sure has been interesting," Branc said of his three decades as a physician assistant. For many of his drilling years, he treated patients with lacerations, high blood pressure and mild cardiac issues. He has comforted others who suffered from depression and even administered lifesaving defibrillation to one person.

INSIDE JOB

Although he's held an inside job for several years, he's enjoyed the problem solving, policy development and autonomy offered by his active duty assignment. Serving as Senior Medical Planner/Contingency Operations, Operational Medicine Division for the Coast Guard Health, Safety and Work-life Support Activity has been an adventure and by all accounts, a great fit. It's a position involving a healthy dose of choreography, as Branc often coordinates with organizations ranging from the Navy's Second Fleet in Norfolk, Va. to the Fifth Fleet in Bahrain as well as Canadian agencies.

Planning readily appeals to Branc, who has been motivated by that concept since graduate school, where he crafted a thesis on weapons of mass destruction. He studies military readiness, including immunizations, physical exams and dental health for reservists. Over

the years, Branc said he has seen mobilization become more precise. Some days, he guides Coast Guard planning contingencies for mass migrations in the Southern Hemisphere. Also considered something of an expert on chemical and biological warfare, he spent months poring over evidence-based medicine, developing chemical detectors for cutter crews.

"I like looking at the big picture, but also the details," said Branc. "For me, it's always been about the operators. That's what keeps me focused."

OUTSIDE THE LINES

His title doesn't begin to tell the story of his journey from enlisted service member to commissioned officer. He started his career as an E-1 in 1969 and rose to the rank of captain. Branc left active duty after 37 months of service and worked as a draftsman before taking the plunge into graduate school. In 1972, he used his GI Bill to participate in the newly-minted physician assistant program at George Washington University, and then returned to the Coast Guard as a reservist.

Deftly starting I.V.s while on roiling seas, Branc has also stabilized fractures, with only a flashlight for illumination. He smiles proudly as he reflects on his field medicine days and brightens as he talks about field-testing a Deployable Rapid Assembly Shelter for response to Hurricane Ike, in 2008.

"Getting out into the field has always been something I enjoy," said Branc. "Working with Coast Guard crews validates what we do."

Though he often speaks of going back to basics when the going gets rough, Branc has a full life outside the service. A storyteller at heart, his banter highlights his passion for helping others. Now in the twilight of his military career, he has mostly traded clinic duties for policy work. Yet he is still known for working long hours and a

voracious appetite for reading.

"Captain Branc always sets a high standard," said Mark Munson, Deputy Commanding Officer in Norfolk, Va. "He sees beyond the horizon, charts his course and does his best to get the crew there with him. He has never hesitated to explore new seas."

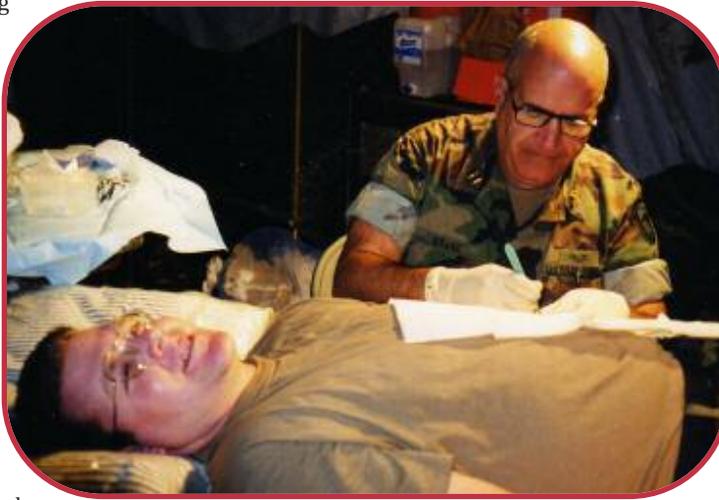
SEA CHANGE

In the months leading to his retirement, Branc has, ironically, become a patient himself. Diagnosed with Multiple Sclerosis (MS), he is contemplating ways to keep mentally and physically active, while designing a home that accommodates his new limitations. For the first time in his career, he has found himself having to battle through some of his workdays. Though known for his upbeat attitude, pedaling a recumbent bicycle at home can be as challenging as charging through the final leg of marathon for Branc.

He understands better than most the ravages of his autoimmune system disorder, and has found that it sometimes takes a lot of effort to cope with the resultant exhaustion and depression. At 60 years old, he has watched his body change markedly. Sometimes, his legs are excruciatingly painful. Other times, he smiles at how simple activities like knotting a tie require intense concentration. His uniform now includes a cane, since MS affects his balance, movement and sensation.

Once a master gardener, that activity has grown more difficult, he says. The disease has weakened his once-powerful grip. Yet he works hard to maintain a good attitude. His curiosity and determination seem to push him forward as he tackles his new personal challenge head on.

"I've learned that what happens to you in life is 10 percent of the equation, but what you do with those challenges is 90 percent attitude," said Branc. "I have much to look forward to." ≈





Mobilization Readiness

RFRS and the Office of Boat Forces Roll Out Standardized Qualification System For Reservists on the RB-S

by CWO Fred Eshelman, USCGR

The Coast Guard needs certified boat coxswains and boat crew members from the selected reserve who can integrate seamlessly with the entire boat forces community, regardless of the contingency.

Efforts are underway, lead by the Office of Boat Forces (CG-731) and in partnership with other offices, to build a repeatable and sustainable system that trains our Reserve Boat Forces for mobilization readiness. While boat colleges fill the immediate need, they are costly to operate and do not address the long-term solution: the need for consistent training on standard platforms.

The plan addresses these issues:

- Every reservist deserves to know their mobilization requirements. We are building the right competencies into the PAL for every boat force reservist.
- Apprentice or basic skills should be taught at a “school house” whenever possible and before arriving to their first unit. We are working to include basic boat crew training in conjunction with MK and ME “A” school. BM “A” students currently receive this training as part of their school. BTM school should be scheduled during the members first two weeks of ADT. Advance training should be consistent. OJT and “C” schools should be developed to help meet the needs of E-5 and above.
- People and resources should be aligned to locations and in the right quantities to ensure personnel can train and maintain proficiency. We are working on reviewing all reserve Boat Force PAL billets and boat allowances. We are reviewing the purpose of MKs in the Boat Forces and determining where the ME rate fits. We are also investigating the possibility of establishing a contingency fleet of RB-Ss ready to deploy and usable for reserve mobilization readiness.
- Just in Time training and currency maintenance plans should be prepared and ready for use by the reserves to increase mobilization readiness.
- Reserve leadership positions are required. SERA billets are a move in the right direction. Support leadership and capability is also needed.

We will provide more information on each element of the plan in upcoming issues of Reservist Magazine. Comments or questions regarding Reserve Boat Forces should be directed to BOSN2 Fred Eshelman at Frederick.L.Eshelman@uscg.mil or by phone at 202-372-2474.

Congress Needs Your Training Requests

by Capt. Nona Smith, USCGR (Ret.)

The cool crisp air and the spray of salt water reminded BM1 Jones why he loved to get underway in the RB-S.

"You'll make an outstanding coxswain," said BM1 Jones, the active duty supervisor of BM3 Benson, a Reservist assigned to his Station who was driving the RB-S. He was impressed by the BM3's maturity and boat handling skills. "I've got a new tool that will help us get you there."

Back at the Station, they stowed their gear; then BM3 followed the BM1 into the Station office, expecting to have to log into another system with set up time and new passwords. Instead, BM1 Jones pulled out a sheet of paper and invited the BM3 to sit down.

"This just came out — the Individual Reserve Member Training Planning Tool," he explained, holding up the one-page form. "It's required by Sector for every Reservist we have. We will map out all of the requirements to get you ready for mobilization as a coxswain, and actually schedule the duty days we'll need all year."

The Reservist and his supervisor discussed the kinds of things that had been holding him back over the last year while working toward his crew qualification. Sometimes the BM3 would come to the Station and the boat was not available for training. Sometimes the boat was available but the BM3 had to spend his drill time doing administrative work on the Coast Guard workstation.

"Money to train you will be budgeted ahead of time once we fill out this planning schedule. And money is tight," added BM1. "We'll lay out your duty days and send this form up the chain of command. Sector and District will make sure the resources are there to get you qualified."

Expectations were discussed. It is going to take a lot of time to train and practice, become familiar with the area on the water, and learn the leadership aspects of being a coxswain.

This Individual Training Plan (ITP) will explain and schedule:

- Drills (IDT).
- Berthing Needs.
- Reserve Management Periods (paid administrative days that can be used for weigh-ins, medical and dental appointments, etc).
- Required C-Schools (3 years out).
- Active Duty for Training (ADT), especially when on-the-job training is needed at the Station.

- Extra training days (if necessary), Active Duty for Training and Other Training Duty (OTD) for additional mobilization training, including formal schools.

The established schedule and the explicit expectations were the motivation that the BM3 needed to advance. He was juggling a demanding civilian job and a busy family life, but his Coast Guard career was important to him and he wanted to make the best use of his time when he was on duty.

Each duty day translates into dollars. The Individual Training Plan provides an on-the-job training schedule for both the member and the unit. It facilitates C-school requests for the next three years, and it lays out extra duty days that will be needed. These are planning factors that Sectors and Districts need from each Reservist to make sure units have personnel scheduled to provide training, to ensure boat hours are set aside at the unit for training, and that a boat is available for them to train on. It also justifies the Sector and District budget request up the chain of command.

Each Sector will compile a consolidated training plan that is based on all of their assigned Reservists' Individual Training Plans. Each Sector's consolidated plan will be used by the district to build their annual budget request, identifying training requirements for its units and for those DCMS units within its area of responsibility.

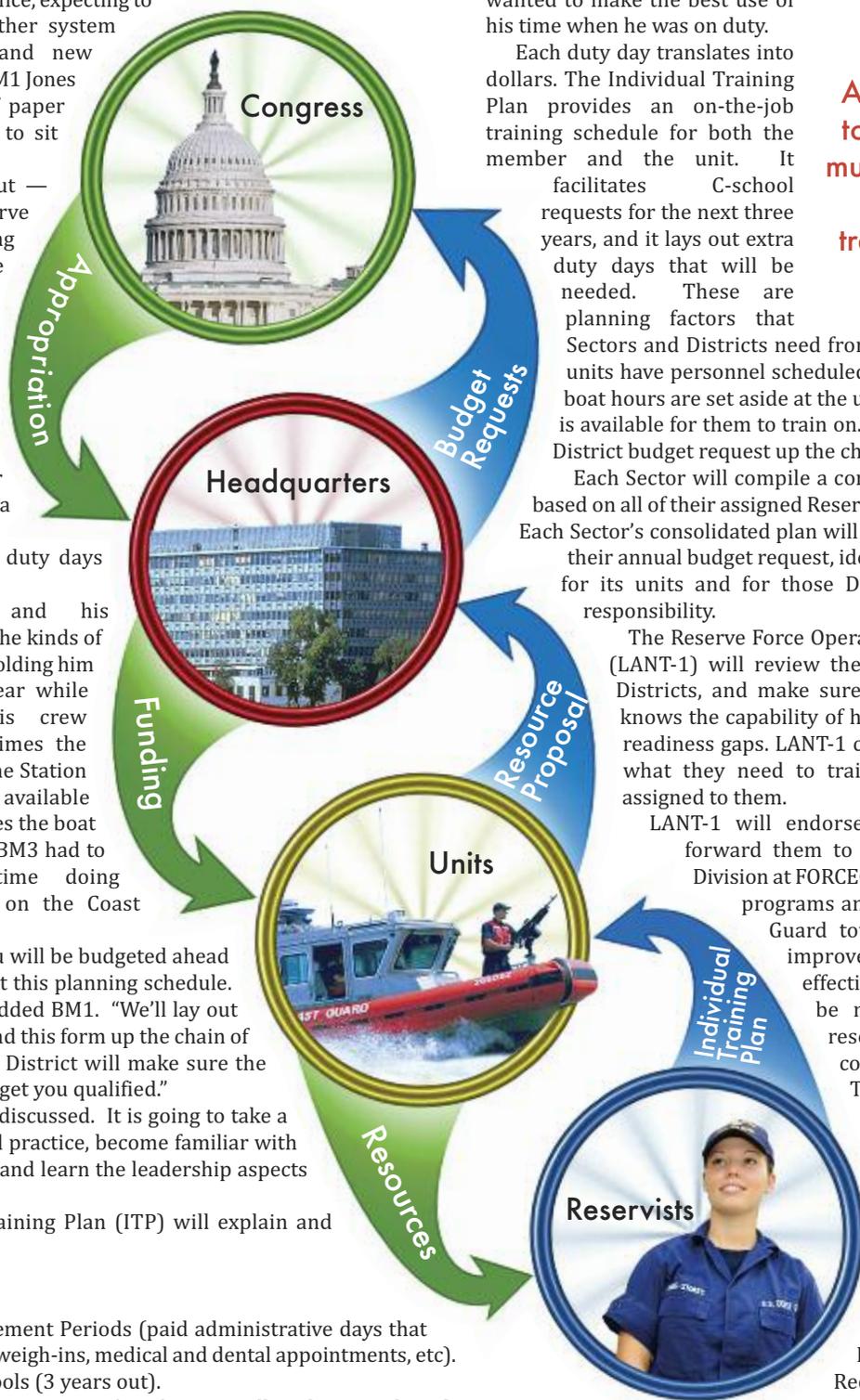
The Reserve Force Operations Division at Atlantic Area (LANT-1) will review the requests from the all of the Districts, and make sure the Operational Commander knows the capability of his or her Reserve Force and its readiness gaps. LANT-1 can also help ensure units have what they need to train and qualify the Reservists assigned to them.

LANT-1 will endorse the training requests then forward them to the Reserve Force Readiness Division at FORCECOM (FC-1), who will work with programs and commands across the Coast Guard toward the changes needed to improve Reserve workforce training effectiveness and efficiency. They will be measuring the attainment of reserve qualification and competency to make sure Reserve Training is accomplishing its readiness goals.

The Commandant's request to Congress for Reserve Training covers SELRES pay and benefits for drills and Active Duty for Training. It also addresses the needs at training facilities that are generated by Individual Training Plans.

Requests to fund extra duty days must be justified and linked to a mobilization requirement.

"The Coast Guard Reserve Training Appropriation Request to Congress each year must be justified, linking your mobilization training requirement to dollars."



Bulletin Board



Rear Adm. Daniel May presents Lt. Jacob Katz with the Coast Guard Reserve Outstanding Junior Officer (ROJO) Award at the Coast Guard Affairs Committee meeting, Feb. 10. The competition for the ROJO Award is very intense. Nominations are only accepted with a flag endorsement, and each flag may submit only one nomination.

Photo by Eric Minton

CG Enlisted Association Looking for New Members

You may not have heard of the CGEA. CGEA invites enlisted members to consider joining an established CGEA branch. There are branches throughout the Coast Guard. Please log on to the CPOA website and read about the CGEA at www.uscgcpoa.org. You will find a list of CGEA branches and the application for membership. If there is no branch near you, you can become a Member At Large (MAL) with all the benefits of the CGEA.

The CGEA is an Association conceived of and administered by the USCG Chief Petty Officers Association (CPOA) formally approved by the CPOA Board of Directors on 16 August 1991. It is a part of the CPOA, and as such, is qualified as a "Not For Profit" organization as specified in Section 501(c)(19) of the IRS Code. It is not a part of the US Coast Guard or any government agency.

As an organization, formed under the CPOA, our purpose is to assist our fellow shipmates, command and community. The following identifies some of our many missions: Be prepared to support members and dependants in need, assist the CPOA in their endeavors, promote professional advancement through responsible leadership,

-Encourage involvement in personal growth, support your command policies and functions, promote and sponsor social programs, be active in community affairs and aid those in need, remain positive and focused and have fun along the way.

This is a great association for all enlisted members E1-E6, and includes Active Duty, Reserve, retirees, and other branches of the military.



Work the Great Lakes for Summerstock

Summerstock is an outstanding opportunity for fully-qualified Coxswains, Crewmen, Boarding Officers, and Boarding Team Members to hone their skills while augmenting multi-mission Stations on the Great Lakes. Over 5 million U.S. and Canadian recreational boats operate in the Great Lakes Region, making USCG presence paramount to the safety and security of this diverse and unique waterways system.

Summerstock offers an outstanding opportunity to gain valuable experience performing ADOS-AC while both improving and maintaining rate-related qualifications.

In keeping with the COMDT's policy on readiness, eligible candidates must have a current physical, dental, ASQ and NAC on record when submitting requests for Summerstock. If you do not have a current National Agency Check (NAC) on file, please submit the appropriate paperwork and fingerprint cards to your local security office PRIOR to reporting for Summerstock.

We're looking for Reservists: E-3 thru E-6 for ADOS-AC from May 22 - Sept. 5, 2010.

Fully qualified with one or more specified competencies: Coxswain, crewman, boarding officer, boarding team member, must possess current weapons qualifications and must have a current NAC on file. If not, submit completed package and fingerprints to security officer prior to reporting for Summerstock duty.

Be current on readiness requirements (medical, dental, ASQ).

Application/command endorsement requirements: Members must have command approval to apply: Command endorsement validates the applicant's medical and dental readiness (within last five years). Commands will provide command endorsement via mobilization readiness tracking tool volunteer bulletin board (MRTT VBB). Members may apply at: <https://www.uscg-mrttcps.net/uscg.mrtt/mod.vm/home.aspx>.

SECTOR BUFFALO LTJG J. BOWER (716) 843-9521

- 1) AUXOP SACKETS HARBOR, NY (3 BILLETS) MRTT-RTN 15838
- 2) AUXOP SODUS POINT, NY (3 BILLETS) MRTT-RTN 15839
- 3) STA OSWEGO, NY (3 BILLETS) MRTT-RTN 15840

SECTOR DETROIT CDR S. MASON (313) 568-9551

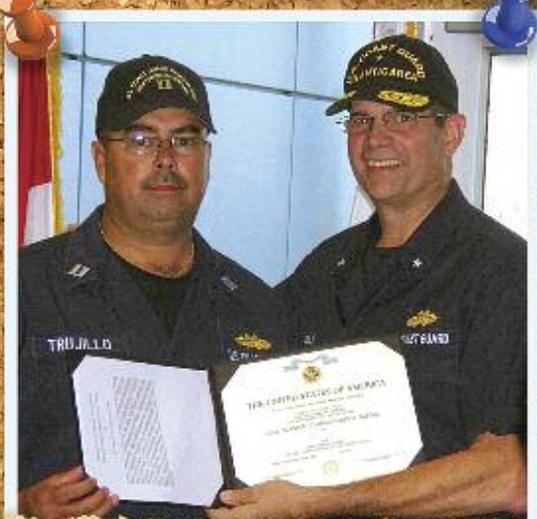
- 1) AUXOP ALPENA, MI (3 BILLETS) MRTT-RTN 15841
- 2) STA ST CLAIR SHORES, MI (3 BILLETS) MRTT-RTN 15842

SECTOR LAKE MICHIGAN CDR D. GODFREY (414) 747-7156

- 1) AUXOP GREEN BAY, WI (3 BILLETS) MRTT-RTN 15843
- 2) AUXOP HOLLAND, MI (5 BILLETS) MRTT-RTN 15844
- 3) STA (SMALL) WASHINGTON ISLAND, WI (3 BILLETS) MRTT-RTN 15845
- 4) STA SHEBOYGAN, WI (2 BILLETS) MRTT-RTN 15846

SECTOR SAULT STE MARIE LCDR M. DUREN (906) 635-3207

- 1) STA NORTH SUPERIOR, MN (2 BILLETS) MRTT-RTN 15847
- 2) STA DULUTH, MN (DUTY PERFORMED AT LAKE OF THE WOODS) (3 BILLETS) MRTT-RTN 15848



Rear Adm. Steve Day presided over Lt. Ted Trujillo's retirement ceremony Nov. 7, 2009, at USNORTHCOM in Colorado Springs, Colo. LT Trujillo retired with more than 24 years of combined service between the USCGR, USMC, and USN. He was presented with the Joint Service Commendation Medal while serving at USNORTHCOM and supporting the J3 Directorate.

Photo by Chief Thomas Fogarty

TRICARE Program for Gray Area Reservists On Its Way

A new program will offer "gray area" reservists the opportunity to purchase TRICARE health care coverage. While qualified members of the Selected Reserve may purchase premium-based coverage under TRICARE Reserve Select (TRS), retired National Guard and Reserve personnel did not have TRICARE health coverage options until they reached age 60.

Under a provision of the National Defense Authorization Act for 2010, that's all changed. The new provision will allow certain members of the Retired Reserve who are not yet age 60 ("gray-area" retirees), to purchase TRICARE Standard (and Extra) coverage. TRICARE Extra simply means beneficiaries have lower out of pocket costs if they use a network provider.

"We're working hard to coordinate all the details of eligibility, coverage and costs, and expedite implementation of this important program," said Rear Adm. Christine Hunter, deputy director of the TRICARE Management Activity. "This is a major benefit program with implementation on the same magnitude as TRS. It will require detailed design, development and testing, but qualified retired reservists should be able to purchase coverage by late summer or early fall of 2010."

While the health care benefit provided for gray-area retirees will be TRICARE Standard and Extra – similar to TRS – the new program will differ from TRS in its qualifications, premiums, copayment rates and catastrophic cap requirements. The program is tentatively called TRICARE Retired Reserve.

The new statute requires premium rates to equal the full cost of the coverage. That is the major difference contrasted with TRS, where the statute provides that Selected Reserve members pay only 28 percent of the cost of the coverage. Premiums for the new gray area retiree program will be announced after program rules are published in the Federal Register.

This new program offers an important health coverage option for Reserve and National Guard members who served their country honorably before hanging up their uniforms at retirement, said Hunter. For more information about TRICARE benefits go to <http://www.tricare.mil>.



Post 9/11 GI Bill Goes into Effect for Reservists

The Post 9/11 GI Bill became effective on Aug. 1, 2009. Reservists may be eligible for this benefit if they served at least 90 aggregate days of qualifying active duty on or after 9/11/2001.

Benefits may include tuition, fees, monthly living stipend, books and supplies. This program allows the reservist to transfer benefits to DEERS eligible dependents; however you must be SELRES and obligate additional service if required. Once you transfer to IRR, retire, or are discharged, you are no longer eligible to transfer benefits but you may use them for yourself.

For further information, visit the VA Website: <http://www.gibill.va.gov/>. Also check out Education Programs on the Reserve Homepage at www.uscg.mil/reserve and ALCGRSV 042/09.

For more info:
www.gibill.va.gov/

For more info:
www.gibill.va.gov/

For more info:
www.gibill.va.gov/

For more info:
www.gibill.va.gov/



ASSISTANT COMMANDANT FOR HUMAN RESOURCES
Washington, D.C. 20593-7801

Early Receipt of Retired Pay For Ready Reserve Members

CG-13 recently outlined the policy for "Early Receipt of Retired Pay for Ready Reserve Members" in ALCOAST 399/09 on July 2009. This is a unique opportunity announced in the 2008 National Defense Authorization Act which permits Reserve members to reduce the age at which they may receive retired pay. Qualification for early receipt of retired pay is based on performing specific types of active duty that began on or after 28 January 2008.

The normal eligibility age to receive reserve retired pay is 60; however, under this statute, for every 90 day period of qualifying active duty performed (consecutively or non-consecutively) retirement age may be reduced by 3 months. Retirement age cannot be reduced to less than age 50. The 90 day period must be in the same Fiscal Year (FY) to qualify. For example:

LT Semper was activated on 1 August 2008 for 120 days, leaving active service on 30 November 2009. Because he served 60 days in FY08 and 60 days in FY09, he will not receive retirement age credit for FY08. However, if he serves at least 30 more days in FY09, he will get retirement age service credit for that year.

Qualifying active duty includes, but is not limited to, involuntary or voluntary active duty for the current contingency; extended active duty (EAD); and active duty for operational support (ADOS-formerly ADSW) regardless of the nature of the duties performed. A reservist's Inactive Duty for Training drills (IDT), Initial Active Duty for Training (IADT), annual training (ADT-OT or ADT-OTD), and Reserve Program Administrator (RPA) duty do not qualify for Reserve Early Retirement.

Currently involuntary active duty under Title 14 does not qualify; however, a proposal has been submitted to the DoD for consideration. I will keep you informed of the status of this request.

The recently released ALCGRSV 051/09 on 6 October provides you the detailed process for requesting Reserve Early Retirement. Ready Reserve members who wish to apply may do so through the Personnel Service Center (PSC-rpm). Questions may be addressed to the Personnel Service Center (RPM) via e-mail: [ARL-PF-CGPSC-RPM-QUERY\(AT\)USCG.MIL](mailto:ARL-PF-CGPSC-RPM-QUERY(AT)USCG.MIL).

Ronald T. Hewitt,
Assistant Commandant for Human Resources



Adopt a Hero Program

Adopt a Hero is a program started by Automobile Racing Club of America (ARCA) series race car driver Ryan Rust and his family to help make the lives of members of the Armed Services who are currently serving overseas, a little easier. The Adopt a Hero Program is a free service in which program organizers simply connect the adoptee and the deployed service personnel. Ryan and his family started Adopt a Marine in March 2006 and it flourished and expanded to Adopt a Hero in March 2009 to include all the Armed Services. So far it has over 50,000 supporters and thousands of packages have been sent out under the Adopt a Hero umbrella. The program has now partnered with the United Service Organization with a mutual goal of providing support to as many of our service men and women as possible. This program has received recognition from the United States Armed Services, has received a Marine Corps Medal as well as the Young American Patriots Award. If you would like more information, are interested in adopting a hero or if you are a deployed American service member (including USCG) and would like to be adopted, please see Ryan's Web site: www.ryanrust.com or www.adoptahero.us/.

Bulletin Board cont.



Defense Meritorious Service Medal
Cmdr. Hines, Kenneth



Coast Guard Commendation Medal
BMC Sterling, Ken
MKC Sutton, Perry
PSCS Young, Robert



Navy Commendation Medal
Lt. Orchard, Daniel R.



Army Commendation Medal
EMCM Apenburg, Andreas O.
Lt. j.g. Archambault, Murray A.
Lt.Cmdr: Bernstein, Eric S.
ME1 Pupo, Christopher M.
Lt.Cmdr: Wallace, Aaron P.



Coast Guard Achievement Medal
BM1 Ashton, Gregory C.
ME1 Berg, Matthew A.
BM2 Clooney, Christopher J
ME2 Czynowski, Stefan J
BM3 Doucette, John R.
BM1 Dundas, Ian R.
BM2 Finni Jr, Mark E
BM2 Ley, Jonathan P.
EMC Powel, Donovan
ENS Radlinski, Paul
MST2 Scierka, Nina
Lt. Twomey, David P.
BM2 Vamosi, Timothy J.
BM1 Zella, Michael R



Navy/MC Achievement Medal
GM1 Almahaieri, Tiffany N.
ME2 Carson, Christian H.
ME2 Couture, David C.
ME2 Delaney, Christopher J.
ME1 Donahue, Timothy G.
BM1 Duckworth, Scott R.
ME3 Fish, Christopher M
ME1 Flynn, Sean M.
HS2 Folks, Ryan L.
GM1 Gibson, Wayne M.
BM1 Hammonds, Tyrone D.
GM2 Hansbury, Matthew J.
ME2 Herzlinger, Jack K
ME3 Mccarron, Patrick R
ET1 Olson, Shawn M.
ME2 Plante, Henry J
ME1 Pupo, Christopher M.
ME3 Shapiro, Joseph B
ME3 Silva, Jonathan S
ME3 Sowell, Carlos A
Lt. Stuart, Mark A.
ME3 Tryon, Kevin T
BM2 Vamosi, Timothy J.
ME2 Wilmarth, Timothy D.
GM2 Wilson, Keith M



Army Achievement Medal
ME2 Couture, David C.
ME2 Delaney, Christopher J.
ME3 Grabert, Adam S

ME2 Herzlinger, Jack K
ME2 Hicks, Timothy R
ME3 Hunter, Christopher Micha
Lt. j.g. Kravetz, Jason T.
ME3 Layden, Dennis M
ME3 Mcbrien, Shaun M.
MEC McClintock, Matthew
ME3 Messier, Michael R
ME1 Pupo, Christopher M.
ME3 Sowell, Carlos A
ME2 Wilmarth, Timothy D.
ME2 Yaris, Jared K.



COMDT's Letter Of Commendation
ME3 Diccico, Nicholas J
ME1 Donahue, Timothy G.
ME2 Herzlinger, Jack K
ME3 Hogan, Christopher J
BM2 Ley, Jonathan P.
ME3 Medeiros, Christen M
ME1 Pupo, Christopher M.
ME3 Reid, Jonathan J.
ME3 Shapiro, Joseph B
GM2 Wilson, Keith M
ME2 Ziminsky, Nicholas P.

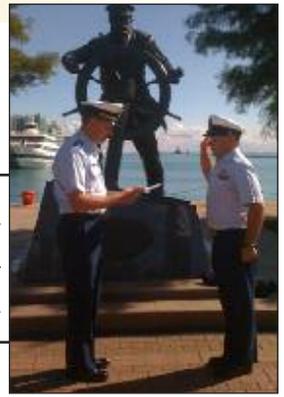


Iraq Campaign Medal
ME2 Carson, Christian H.
ME3 Corbett, Timothy W
ME3 Cornell, Michael J
ME2 Couture, David C.
ME3 Cruz Jr, Robert
ME3 Darling, Jared T
ME2 Delaney, Christopher J.
ME3 Diccico, Nicholas J
ME1 Donahue, Timothy G.
BM1 Duckworth, Scott R.
ME3 Fish, Christopher M
GM1 Gibson, Wayne M.
ME3 Grabert, Adam S
GM2 Hansbury, Matthew J.
ME2 Herzlinger, Jack K
ME2 Hicks, Timothy R
ME3 Hogan, Christopher J
IT3 Holt, Trevor J
ME3 Hunter, Christopher M.
ME3 Kew, David L
ME3 Layden, Dennis M
ME3 Mcbrien, Shaun M.
ME3 Mccarron, Patrick R
ME3 Medeiros, Christen M
ME3 Messier, Michael R
Lt. Orchard, Daniel R.
ME3 Pereira, Tiago J
ME2 Plante, Henry J
ME1 Pupo, Christopher M.
ME3 Reid, Jonathan J.
ME3 Salvo, Corey
ME3 Shaw, Stephen H
ME3 Silva, Jonathan S
ME3 Sowell, Carlos A
OS3 Strickland, Brandon C
ME2 Stusse, Bennett J.
ME3 Sulham, Douglas M
ME3 Tryon, Kevin T

ME2 Wilmarth, Timothy D.
GM2 Wilson, Keith M
ME2 Yaris, Jared K.
ME2 Ziminsky, Nicholas P.

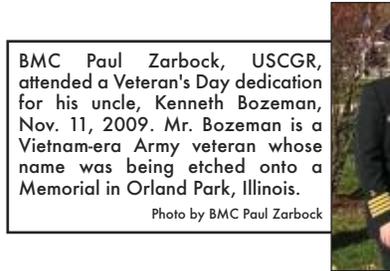
CWO Darrin Kimsey reads the service oath to PS1 Brian Peters, during Peters' 3-year re-enlistment at Navy Pier, Chicago, Ill. Both men are members of Station Calumet Harbor, Chicago, Ill.

Photo by CWO Michael Cleary



Capt. Lori A. Mathieu presents YNCS Tom R. Illich with his fourth Commendation for Reserve recruiter of the year at a 2009 award ceremony held in Dallas, Texas .

Photo courtesy of YNCS Tom Illich



BMC Paul Zarbock, USCGR, attended a Veteran's Day dedication for his uncle, Kenneth Bozeman, Nov. 11, 2009. Mr. Bozeman is a Vietnam-era Army veteran whose name was being etched onto a Memorial in Orland Park, Illinois.

Photo by BMC Paul Zarbock



CPO Roger Holland receives the silver badge signifying the responsibilities of Reserve Sector Anchorage Command Chief from Capt. Jason Fosdick, commander Sector Anchorage, Dec. 3, 2009.

Photo by PO3 Walter Shinn



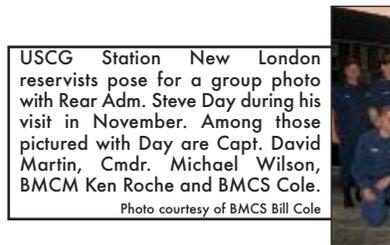
MK1 Stephen Quinn, a reservist at Station Gloucester, poses for a family photo at his retirement ceremony in 2009. Quinn was activated after 9/11, and stood up the Boston harbor defense unit.

Photo Courtesy of BM2 Jeff Quinn



Unit Sector New York, Engineering Division celebrates EMC Roger Edington's Retirement after 30 years at a ceremony held Jan. 9.

Photo courtesy of EMC Roger Edington



USCG Station New London reservists pose for a group photo with Rear Adm. Steve Day during his visit in November. Among those pictured with Day are Capt. David Martin, Cmdr. Michael Wilson, BMCM Ken Roche and BMCS Cole.

Photo courtesy of BMCS Bill Cole

Capt. Mary E. McWilliams, USCGR (Ret.)

A native of Brooklyn, Captain Mary E. McWilliams, of Great Neck, served on active duty in the US Coast Guard for two years during WWII, performing duties in the Intelligence and Legal Divisions in Washington, DC, and Cleveland, OH.



Returning to school after the war, she completed work for a BA from Brooklyn College (1949) and an MA from Teachers College, Columbia University (1950). Her teaching career includes service in the elementary and secondary schools of New York City and 21 years in the Great Neck public schools, from which she retired in 1975.

Paralleling her teaching career, Captain McWilliams was continuously assigned to Coast Guard Reserve units in the New York area from 1951 until her retirement in 1979. Because of the policy restrictions on assignment of women during those years, her duties were mainly administrative. In 1971 she was appointed commanding officer of a Reserve unit – a first for women in the Coast Guard. As a result of both internal and external pressures, the Coast Guard began examining its traditional policies concerning enlistment and commissioning of women, and, in 1972, established an indoctrination school for women petty officers at Yorktown, VA, and appointed Captain McWilliams commanding officer. In 1973, following House of Representatives hearings, at which Captain McWilliams testified, prior restrictions concerning the enlistment and commissioning of women in the Coast Guard were removed.

Additional assignments include service as the Women's Program advisor at the US Merchant Marine Academy, Kings Point, as that academy integrated its student body (1974-76); summer session at the US Coast Guard Academy, New London, CT (1977); Coast Guard representatives to the Defense Advisory Committee on Women in the Services (1977-80). In 1980 she was appointed by the Carter Administration to a three-year term on the DACOWITS. She has twice been awarded the Coast Guard Commendation Medal.

An activist in teacher unionism, Captain McWilliams was a charter member of the Retired Educators Chapter of the Great Neck Teachers Association, served on the New York State United Teachers Retiree Organizing Committee, the Retiree Advisory Committee and was currently a delegate to both the State and National (AFT) governing bodies. Other professional organization affiliations include: Reserve Officers Association of the US (NY State president in 1975) and the Retired Officers Association.

CWO Elizabeth "Betty" Splaine, USCGR (Ret.)

The only SPAR warrant officer ever to serve on active duty, retired on Dec. 31, 1970 after 20 years of active duty and several years of inactive service. She is also the only Reserve Warrant Officer to retire on 20 years active service.

Well known throughout Headquarters and the entire Coast Guard Reserve, Splaine, better known as "Betty," had served as the Administrative Assistant in the Office of Reserve since appointed

CW01 in 1958.

"Betty" first entered the Coast Guard Reserve in 1943 after becoming interested in the Coast Guard as a result of her and other local girls' serving coffee and donuts to the beach patrol personnel of the Revere Lifeboat Station near her home in Massachusetts.

After boot camp at Hunter College, New York she was assigned to Headquarters and had advanced to Chief Yeoman by the end of World War II.

"Betty" returned to civilian life in Boston for several years following the War. In 1950 when Coast Guard Reserve recruiting opened up, she was the first SPAR to reenlist. She drilled with the first Organized Reserve Training Unit, in Boston, until she moved to Washington. While living in Washington, "Betty" was a member of an interservice unit at Anacostia Naval Air Station.

In 1953, "Betty" returned to active duty and was assigned to what is now the Reserve Training Division in Headquarters. In December 1958, she became the first SPAR to be appointed to warrant grade (W-1).



She is survived by her sister, Margaret Jeglinski; aunt of Patricia Hillman, Kathleen Splaine-Vella, Terry Splaine, Michael Splaine, Daniel Splaine and James Jeglinski. Also survived by numerous grand-nieces and nephews.

Memorial contributions may be made in her name to Women in Military Service For American Memorial Foundation, Inc, Dept 560, Washington, DC 20042 or to the Coast Guard Mutual Assistance, 4200 Wilson Blvd., Suite 610, Arlington, VA 22203.

SKC Everett L. Benton, USCGR (Ret.)

SKC Everett L. Benton, USCGR (Ret.), of Burleson, Texas, passed away June 13, 2009, of natural causes and was buried in Dallas. He is survived by his wife Elizabeth J. Benton.

BM1 Rene Sojo, USCGR (Ret.)

Former members of CGRU Port Canaveral, Florida met in Cocoa Beach for their fifth annual reunion, Oct. 9, 2009. As members and their families chatted about old times one member was conspicuously absent. BM1 Rene Sojo, USCGR (Ret.), 62, passed away Sept. 23, 2009, after a ten month battle with Guillen-Barre syndrome.

BM1 Sojo was an indispensable member of the RU Port Canaveral for almost 20 years. He was a qualified coxswain on the Reserve Unit's 20' Penn Yan boats in addition to the station 23' Sea Ox, 30' UTM, and 41' UTB. He was also a qualified radio watch-stander. He put his civilian job training as an Orlando police officer and Orange County deputy sheriff to use as a weapons instructor for the Reserve unit.

During the Mariel Boatlift in 1980 he was involuntarily recalled along with many members of RU Port Canaveral to make the nine hour drive to Key West. BMCM E.Y. Fry, USCGR (Ret.), remembered Sojo thus:

"Rene was my number one coxswain. We were underway within hours of arriving in Key West and on our first patrol we had three small Cuban craft



(Left to right) BM1 Rene Sojo, BMCM E.Y. Fry, Lt. Katy Coombs and MKC Darryl Robertson pause for a photo during the 2007 CGRU Port Canaveral member reunion.

loaded with refugees in tow—one in an alongside tow on the starboard side, one on the port side, and one in an astern tow. I realized that these people we had just rescued were absolutely silent. I called Rene into the cabin to find out what was going on. He told me that they were all scared to death because of the way they were treated by the military and police in Cuba. Since Rene spoke Spanish I had him to go back and tell the folks that they had made it—they were going to America. Only then did the refugees begin to celebrate."

Back at RU Port Canaveral, BM1 Sojo was the 41' UTB coxswain for the fourth weekend reserve duty section. He was always eager to train any of the new members of the unit on small boat operations. Katy Coombs, then SNBM, was assigned to his crew after finishing BM "A" school in 1981. She credits him with training her as a 41' coxswain. Coombs, now a lieutenant, recalled the incident.

"This was the early 1980s and there were very few women BMs in the Coast Guard and no female BMs at Station Port Canaveral. Rene was always ready to help me with any of the qualification tasks. He was all business underway, but I always enjoyed serving on a boat crew with him. I didn't find out until much later in my career how lucky I had been to be a member Rene's crew at RU Port Canaveral."

MKC Darryl "Robbie" Robertson, USCGR (Ret.), the UTB Engineer on fourth weekend agreed, "Overdue boats seemed to be the specialty for our weekend. Rene made sure the boat was always ready to go and his crew was trained."

BM1 Rene Sojo will be sorely missed by all who knew and worked with him.

MK3 Caleb Benjamin White

Petty Officer Third Class Caleb Benjamin White, 21, of Marietta, passed away Sunday, Oct. 4, 2009, at Charleston, WV Area Medical Center. He was born Sept. 19, 1988 in Marietta to David A. and Anita L. Taylor White. He was a senior at Marietta College, majoring in Petroleum Engineering and an intern at Artex Oil and James Engineering in Marietta.



White was an active member of the United States Coast Guard Reserve, at Marine Safety Unit Pittsburgh. Caleb is survived by his wife, Pat, his parents and his brother, Seth. Funeral services were held at Cawley & Peoples Funeral Home on Thursday, Oct. 8, 2009. Military services in Muskingum Park followed.

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Reservist Honored Half a Century after Heroic Deeds

By Russell Drumm

Sixty-six years after jumping into Arctic waters as a young Coast Guard reservist to save soldiers whose troop ship had been torpedoed by a German U-boat, John Simmons of East Hampton was posthumously awarded the Navy and Marine Corps Medal, the service's highest non-combat citation for heroism, in New York City, Nov. 17, 2009. The award ceremony took place at a private club in New York City with Coast Guard Capt. Gregory Hitchen officiating. Twenty-four family members attended Tuesday's award ceremony, during which Capt. Hitchen took them back to the night of Feb. 3, 1943.

"There was an invocation, the Coast Guard prayer [and] a petty officer sang the national anthem a cappella," said Lorraine Tuohy, Mr. Simmons's daughter. "Captain Hitchen talked about the incident from the official records declassified 10 years ago. He apologized it had taken 66 years. He said it was a privilege. The grandchildren were mesmerized. It was great."

The S.S. *Dorchester*, a former ocean liner serving as a U.S. Army troop ship with 900 men on board, was off Greenland en route to Europe escorted by three Coast Guard cutters, *Tampa*, *Escanaba* and *Comanche*. Nearly 700 men died in what was to become the second largest loss of life at sea in World War II when the troop ship was torpedoed by U-223 just before midnight.

Beyond the terrible loss of life, the incident gained national attention because four military chaplains representing Protestant, Catholic, and Jewish faiths, who had led soldiers in prayer, gave up their life preservers, linked arms, and went down with the ship.

The crew of *Comanche* saw the flash of an explosion. The troop ship sank fast. Those who were not trapped below decks were cast into 39-degree water. That night, three officers and nine enlisted men from the *Comanche* acted as "retrievers"—rescue swimmers wearing newly developed suits and attached to their cutter by ropes. The *Dorchester's* men who were in the water were too weak to climb the cargo nets that had been hung over the side of *Comanche*. Many were dead or unconscious, so the retrievers concentrated on those threatened by exposure on overcrowded and capsizing lifeboats and rafts. The swimmers jumped over the side with a line attached and were hauled back with 93 of the U-boat's victims.

Comanche's commanding officer, Lt. Cmdr. Ralph Curry, later named the men who had gone over the side again



and again, Ensign John W. Simmons, among them.

"For heroic conduct while serving onboard U.S.S. *Comanche* in effecting the rescue of survivors from the torpedoed S.S. *Dorchester* on 3 February 1943," Captain Hitchens said, reading from the medal citation signed by B.J. Penn, acting secretary of the Navy, on behalf of President Barack Obama.

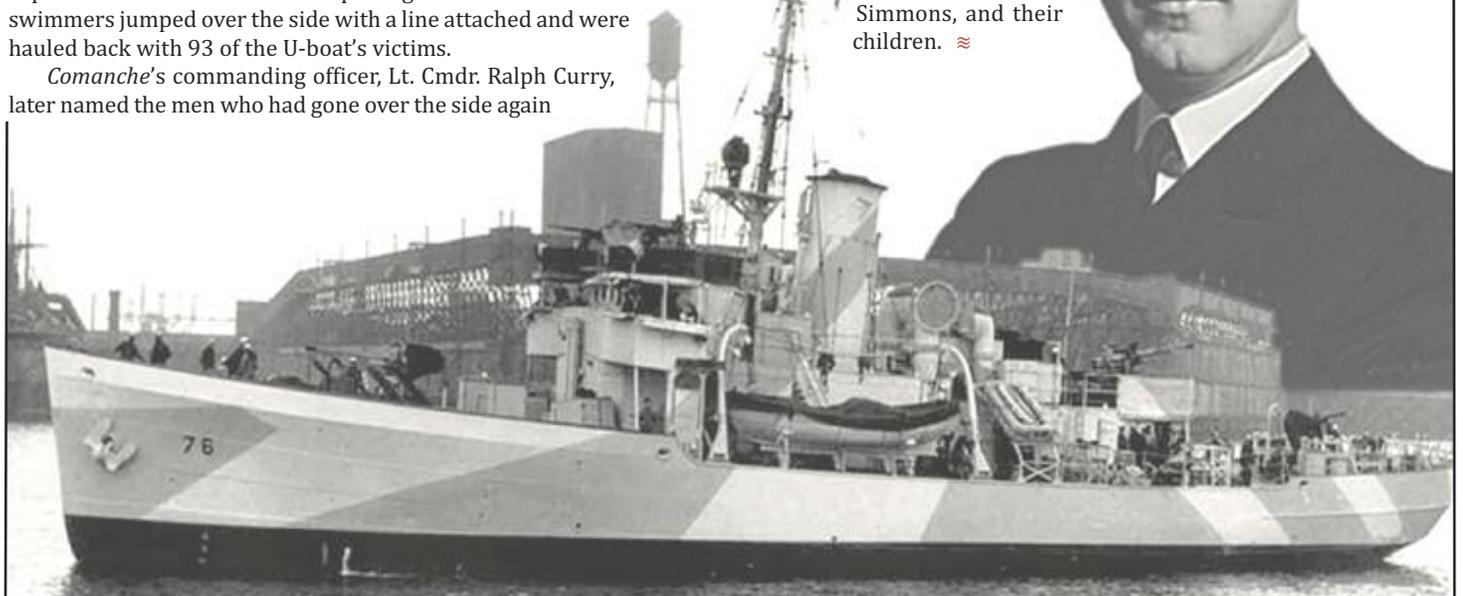
"When the benumbed survivors of *Dorchester* were unable, because of heavy seas and freezing wind, to make any effort to climb on board the rescuing ship, Ensign Simmons volunteered for the dangerous task of going over the side and working in the rough, freezing water in order to assist the exhausted and helpless survivors. . . ."

After the war, Mr. Simmons went to work for Becton and Dickinson, a pharmaceutical company, and in the early 1970s, he became president of Morton Salt. He and his wife, Paula Simmons, who was given her husband's medal on Tuesday, moved to Highway Behind the Pond in East Hampton in 1968 with their family. Mr. Simmons passed away in 1980 and was buried in Most Holy Trinity Cemetery in East Hampton.

"It came from out of the blue," said Ms. Tuohy of the posthumous award presentation. "I almost didn't pick up the phone until I heard the person mention the *Comanche* and *Dorchester*. She said they were looking for children of John Simmons. I knew a tiny bit about this, but my dad never talked about it."

In addition to Mrs. Simmons and Lorraine Tuohy, other attending family members included:

Mr. Simmons's other daughters, Paula Butler and Carol Rathborne, his son, John Simmons, and their children. ≈



Parting Shots



Rear Admiral Ronald T. Hewitt, Assistant Commandant for Human Resources, presides over the Oath of Enlistment for Coast Guard Recruits at Baltimore MEPS as Rear Admiral Daniel A. Neptun, Personnel Service Center commander (right center), looks on with Coast Guard Recruiting representatives and recruit family members, Jan. 12.

Photo by Isaac D. Pacheco



A MH-65C Dolphin helicopter from Coast Guard Air Station Los Angeles recently returned from Coast Guard Aviation Logistics Center in Elizabeth City, N. C. where it received "retro" paint colors to celebrate the Dolphin's 25th Anniversary in the Coast Guard.

Photo by Michael Darcy

Crewmembers aboard the Boston-based Coast Guard Cutter *Escanaba* hold on to nets on the flight deck of the cutter when the ship rolls in 15-foot seas, Dec. 17, 2009.

USCG Photo





Above: Petty Officer 2nd Class Jarred Devito, a vertical insertion team member from Honolulu-based MSST 91107, secures a perimeter after rappelling from a helicopter during vertical insertion training at Marine Corps Base Hawaii, Jan. 7.

Left: Motor Lifeboat 47305 cuts through a wave during surf training near Dillon Beach, Calif., Jan. 14.

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