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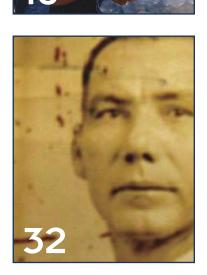
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#### On the Covers



Sector Houston's reserve enforcement team takes a group selfie while enroute to assist in the aftermath of Hurricane Maria in San Juan, Puerto Rico.

Photo by Chief Petty Officer Michael Bazzrea



Lt. j.g. David Goodwyn assists with the distribution of water and food to hurricane victims in Puerto Rico.

Photo by Petty Officer 1st Class Jon-Paul Rios



# **RESERVIST**

Celebrating Our 65th Year!

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#### **MAGAZINE**

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#### **RESERVIST MAGAZINE**

### FROM THE EDITOR



I'm so glad to be back on track. You may have noticed that our fall issue arrived closer to February. Due to some contract negotiations with our publisher, we had a three-month delay in getting the magazine out to you. We'll be on schedule again here shortly.

THOSE HURRICANES THOUGH! I told you it would take two issues to cover it, and here we are. Last issue, we covered the operations. This time... we cover the reservists themselves.

You know we sent 1,300 people down to help? Some hardchargers are still there. I met so many good people during my deployment, and I wish I could cover more of their stories.

Some of my fellow PAs joined me in bringing you stories of those reservists who left their civilian jobs to respond. We tried to get one person from each area, Houston, Key West, San Juan, etc., but getting these people to talk about themselves was like pulling teeth. To a person, they all passed credit to their Coast Guard shipmates, and each was awed by the resiliency of the people they were serving.

I tell you what - just the most interesting people.... I never get tired of writing about the caliber of people the Reserve brings to the table. They hold down demanding jobs in the civilian world while staying on retainer to plus up the Reserve in times of need.

For example, in this issue, you'll meet a doctor who became an HS3; an MST2 who called upon his experience as a water safety specialist; reservists who, as company commanders, train active duty; a BM3 who, as a medical tech, recognized trauma symptoms and saved a woman's life on the streets of San Juan.

In the Taps section at the back, we'll honor two shipmates who are too young to be lost this early. If you didn't know Chief Johnson or ME1 Copeland, you'll wish you had.

Finally, after thirteen years, it's time to update our infamous UNIFORM ISSUE! (We're not wearing the tucked ODUs anymore, it's about time for a new copy...) Any questions, recommendations or requests, please send them in - thereservist@uscg.mil.

> Anastasia Devlin Editor-in-Chief

### FROM OUR READERS

#### A Reach Too Far?

I am an avid reader of the Reservist, and thank you for the hard work it takes to put forth the publication. I request to inform you that the insert I received had some errors on it. The wall calendar insert is great, and I put it up in my office at my civilian job. Unfortunately, there are a few errors with it.

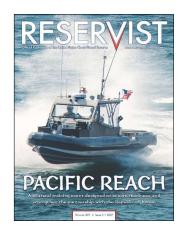
'Calendar' is misspelled on the header of the insert. March, April and July all have substantial errors with the numbered dates. Hopefully the particular document that I received was a typo and was not the standard sent out to all of the Reserve force.

#### Petty Officer 2nd Class Elliott Cavanaugh, USCGR Sector San Francisco

Thank you for your kind words! We noted the errors the day we opened our copies and were completely horrified. Then we had a laugh and shook our heads. Of all the things to get wrong, ha... For our readers, ten days in April and July have all shifted by one day, starting at the 19th, but correcting at the 29th. March 9 for some reason came out as March 12. (Sorry for those who searched for their birthdays and got a surprise.)

Capt. Paul Kirkpatrick found another error – the Marine Corps Reserve birthday should be noted as Aug. 29.

I found another mistake myself – 'commendation' is misspelled on the CLOC ribbon.



Yikes. We live, we learn!

Thanks to those of you who wrote in about the calendar for your great attention to detail. And yes, MST2, every copy of the pull-out looks exactly like yours. Sheeh.

#### **Fundraising for CG families**

Thanks for the terrific coverage of the hurricane response. Had one comment. I spent considerable time during the last six months facilitating support for our folks with the Coast Guard Foundation, including Thanksgiving and Christmas events for the families displaced from Puerto Rico who were

temporarily housed in Westin, Fla.

\_\_\_\_\_

Foundation President Susan Ludwig forward deployed to New Orleans to support Harvey victims and negotiated with the Silver and Gold Badge community and local CPOA chapters to get money directly to families. Acknowledging that [Coast Guard] Mutual Assistance is a terrific organization that performed exceptionally, there is a broader community that works to "rescue the rescuers."

#### Adm. Thad Allen, USCG, Ret.

Thank you, Admiral. We appreciate all the help that these organizations give the Coast Guard. While the spotlight falls on us, as the rescuers, there are numerous people behind the scenes supporting us and, more importantly, our families during these tough times. BZ to Ms. Ludwig and the Coast Guard Foundation for their support.



## **UP FRONT**







### THE VIEW FROM THE BRIDGE



Capt. William Csisar

Chief, Office of Reserve Affairs

"The combination of a strong ownership mentality in the active component and informed leadership support in the Reserve component will finally provide for the truly integrated workforce envisioned over 20 years ago."

f there's one thing we learned during 2017, it's that the Reserve remains a relevant and essential force multiplier for the Coast Guard. We experienced the most active Atlantic hurricane season in decades, we increased our support to the security mission at Naval Station Guantanamo Bay, Cuba, and we did it all successfully in the midst of an extremely challenging and uncertain budget environment.

Under normal circumstances, we might take the time to pat ourselves on the back for a job well done and continue down the path of "operations normal." But these are extraordinary times, and they require extraordinary solutions to the many long-standing issues that have left our Reserve at its smallest size since the Korean War.

Our efforts in the past often focused on addressing the symptoms that are more easily identifiable, rather than looking at the systemic solutions that will better position the Reserve for long-term success. Only by getting at the heart of issues, like assignments outside of the reasonable commuting distance, will we be able to find enduring solutions that provide for a stronger Reserve.

To this end, the Office of Reserve Affairs will be focusing its efforts over the next few years within three strategic priorities: "Getting the Organization Right," "Getting the Force Right" and "Building Leadership for the Reserve."

#### **Getting the Organization Right**

Integration of Active and Reserve Component operations in the mid 1990's has been successful in creating a more efficient organization at the field level. However, the Coast Guard did not complete the integration process at the Headquarters level. This has created challenges with our ability to tie operational contingency response requirements with enterprise capability management and resourcing processes.

In order to optimize our Reserve Component, we must fully integrate Reserve equities into the greater Coast Guard management and processes. We are working closely with stakeholders across the Coast Guard to define a way forward with Reserve governance that will ensure cross-programmatic visibility in the management and allocation of Reserve resources.

#### **Getting the Force Right**

We need to look at novel solutions to constraints in the accession, assignment and training systems in order to ensure we provide a ready workforce. Establishing a better understanding of accession and training capacity limits in specific geographic areas will help us to focus on the highest return on investment for our limited resources.

This effort is not just limited to Reserve positions; we must look to how Reserve-funded Full Time Support (FTS) positions are justified and allocated across the Coast Guard. From the Program level at Headquarters to the individual sector, we need to increase the number of positions in direct support of the Reserve in order to provide the necessary level of Reserve-specific expertise within the operational chain of command to build to higher levels of readiness.

#### **Building Leadership for the Reserve**

Here again, an integrated approach is necessary. Active component leaders must become more conversant in Reserve matters given their organizational responsibilities. At the same time, we need to increase the capability of our Reserve Program Administrator (RPA) corps by implementing an Apprentice/Journeyman/Master concept within the specialty. More importantly, we need to ensure we support the growth of the next generation of Reserve leaders (officer and enlisted) to ensure a thorough understanding of the resource management system and the role of the Reserve within the wider Coast Guard.

The combination of a strong ownership mentality in the active component and informed leadership support in the Reserve component will finally provide for the truly integrated workforce envisioned over 20 years ago. Only by working together will we remove barriers, create transparency and achieve the best outcomes for the Coast Guard and our nation. I look forward to partnering with many of you in the years to come as we do this work together.

Semper Paratus.

## **DECKPLATE SOUNDINGS**

reetings once again from PACAREA. The beginning of a new year comes with reflection on the year that has now passed. Let me start by reminding you of our purpose as reservists, which can be found on the CG-131 website: "Provide the Coast Guard a Ready Reserve Force that embodies the competencies necessary to perform Maritime Homeland Security, Domestic and Expeditionary Support to National Defense, and Response to Domestic Disasters, both natural and man-made..."

Last year we lived up to that statement once again. Coast Guard reservists continued to have a footprint both domestically and abroad. On the expeditionary side, reservists maintained a sustained presence in Guantanamo Bay, Cuba. Port Security Unit members participated in the Combined Joint Logistics Over the Shore (CJLOTS) exercise, held in the Republic of Korea with both U.S. and foreign military forces. Additionally, there are Coast Guard reservists embedded within the Navy CORIVRON (Coastal Riverine Squadron) and CORIVGRU (Coastal Riverine Group) communities, several of whom are routinely deployed to Camp Lemonnier in Djibouti.

Domestically, over 1,300 Coast Guard reservists answered the call to mobilize for Hurricanes Harvey, Irma and Maria. Now some are volunteering to extend their orders or return on ADOS.

I mobilized at the end of September, not as a command master chief, but as an electrician's mate. As I'm sure you are keenly aware, Puerto Rico was especially hard hit with regard to infrastructure, particularly electrical power. Upon my arrival at the Air Station Borinquen Facilities Engineering Office, there was already a mix of local and deployed active, Reserve, civilians and Auxiliarists busily working on the air station, the exchange and the housing complex. Power was being exclusively provided by generators with no timetable being given for the restoration of commercial power.

Making the situation all the more difficult, the tap water was not drinkable. Coast Guard dependents had been evacuated to Florida prior to Hurricane Maria's arrival. Their return to Puerto Rico was tied to the restoration of commercial power and safe drinking water. The perimeter fences around the airfield and housing were damaged, making security a significant concern. Coast Guard personnel worked diligently to repair downed power lines and broken fencing, remove fallen trees and ruined furniture. Progress was clearly visible each day.

Responding to a disaster of this proportion on an island presented several unique challenges. In addition to the lack of power, unsafe driving conditions, unreliable communication and scarcity of cash for transactions, the items critical for our response were in short supply; building material and machinery, such as generators, had to be brought in on barges.

In spite of the challenges that made the day's work more difficult than it would have been on the mainland, I witnessed remarkable contributions from the members of our organization. They took care of the base and then went out into the communities several times a week to help take care of the citizens. People from all over the Coast Guard came together to do a difficult job, under extreme conditions, and they did it well.

In closing, I'm back in Puerto Rico with a small team of reservists who share a construction background. We'll be helping to rebuild the infrastructure at Air Station Borinquen. While I understand that not all of the administrative and logistical aspects of these mobilizations have gone smoothly, you can be assured that our organization is continually striving to improve in these areas. There will be 'lessons learned' for future mobilizations.

I want to sincerely thank you for your service to the Coast Guard and to our nation. Whether you were mobilized to respond to the hurricanes, remained to drill at your home unit, or you're serving halfway around the globe, you continued to represent the Coast Guard Reserve as professionals and patriots. I have seen firsthand all aspects of our organization come together to make a difference in people's lives, and ultimately, that is why we serve.



**Master Chief Petty Officer** Andreas O. Apenburg

**Command Master Chief Pacific Area** 

"People from all over the Coast Guard came together to do a difficult job, under extreme conditions. and they did it well. "



## AROUND THE RESERVE

### Vice Adm. Karl L. Schultz named 26th Commandant, Vice Adm. Charles W. Ray named 31st Vice Commandant



Vice Adm. Karl L. Schultz

Homeland Security Secretary Kirstjen M. Nielsen announced the nomination by President Donald J. Trump of Vice Adm. Karl L. Schultz to be the 26th Commandant of the Coast Guard March 9.

Schultz, the commander of the Coast Guard's Atlantic Area, currently serves as the operational commander for all Coast Guard missions from the Rocky Mountains to the Arabian Gulf, spanning across five Coast Guard districts and 40 states. Pending confirmation, he is expected to relieve Commandant of the Coast Guard Adm. Paul F. Zukunft in a change of command ceremony June 1, in Washington, Zukunft will retire following the change of command.

"Vice Adm. Schultz will provide the sound leadership and steady hand needed to guide our global military service further into this dynamic and extraordinary era of our nation," said Zukunft.

Schultz has selected and the president has nominated Vice Adm. Charles W. Ray, the current deputy commandant for operations, as the Coast Guard's 31st Vice Commandant. Pending confirmation, Ray will relieve Adm. Charles D. Michel in a change of watch ceremony May 24, in Washington. Michel, the Coast Guard's first four-star Vice Commandant, will retire following the change of watch.



Vice Adm. Charles W. Ray

#### The Commandants of the United States Coast Guard

- 1 Capt. Leonard G. Shepard 14 Dec. 1889 - 14 Mar. 1895
- 2 Capt. Charles F. Shoemaker 19 Mar. 1895 – 27 Mar. 1905
- 3 Capt.-Commandant Worth G. Ross 25 Apr. 1905 - 30 Apr. 1911
- Commodore Ellsworth P. Bertholf 19 June 1911 - 30 June 1919
- 5 Rear Adm. William E. Reynolds 2 Oct. 1919 - 11 Jan. 1924
- Rear Adm. Frederick C. Billard 11 Jan. 1924 – 17 May 1932
- 7 Rear Adm. Harry G. Hamlet 14 June 1932 - 1 January 1936
- 8 Adm. Russell R. Waesche 1 Jan. 1936 - 1 Jan. 1946

- 9 Adm. Joseph F. Farley 1 Jan. 1946 - 1 Jan. 1950
- 10 Vice Adm. Merlin O'Neill 1 Jan. 1950 - 1 June 1954
- 11 Adm. Alfred C. Richmond 1 June 1954 – 1 June 1962
- 12 Adm. Edwin J. Roland 1 June 1962 - 1 June 1966
- 13 Adm. Willard J. Smith 1 June 1966 – 1 June 1970
- 14 Adm. Chester R. Bender 1 June 1970 – 1 June 1974
- 15 Adm. Owen W. Siler 1 June 1974 – 1 June 1978
- 16 Adm. John B. Hayes 1 June 1978 - 28 May 1982

- 17 Adm. James S. Gracev 28 May 1982 - 30 May 1986
- 18 Adm. Paul A. Yost, Jr. 30 May 1986 - 31 May 1990
- Adm. J. William Kime 31 May 1990 - 1 June 1994
- 20 Adm. Robert E. Kramek 1 June 1994 - 30 May 1998
- 21 Adm. James Loy 30 May 1998 - 30 May 2002
- 22 Adm. Thomas H. Collins 30 May 2002 - 25 May 2006
- 23 Adm. Thad W. Allen 25 May 2006 - 25 May 2010
- 24 Adm. Robert J. Papp, Jr. 25 May 2010 - 30 May 2014
- 25 Adm. Paul F. Zukunft 30 May 2014 - 24 May 2018



**Petty Officer 2nd Class Frederick** Delaney, a reservist at Sector Maryland-NCR, equips law enforcement gear for his mission protecting the waterfront during the State of the Union address in Washington, Jan. 30. A total of 13 reserve Coast Guard members were mobilized to augment Coast Guard security efforts in protecting the Potomac River and shoreside facilities.

### **Securing the State of the Union**

As the wind screamed across the Potomac River, the assembled Coast Guardsmen put on their cold weather gear, strapped on gun belts and checked their weapons. The pier at Coast Guard Station Washington buzzed with serious conversation, and members looked down river toward the Capitol where President Trump would give his first State of the Union address.

Away from the water, a small group of Coast Guard Reserve members gathered around Chief Petty Officer Rick Schiffer, a maritime enforcement specialist at Sector Maryland National-Capital Region, for a mission brief.

"We are trying to keep the capital safe during a critical event here," said Schiffer. "It's a big annual event to be at the State of the Union address, and, for obvious reasons, it's a high-profile target, so we need to do what we can to protect the waterfront."

A few moments later, they loaded up government vehicles and set out on security patrols along shoreside facilities.

About two miles away, on Joint Base Anacostia-Bolling in Washington, Coast Guard members in an Incident Command Post (ICP) worked to keep communication flowing between all of the partner agencies.

In charge of this task was Lt. Cecilia Robinson, a reservist on an extended active duty contract at Sector Maryland-NCR as the chief of river operations. Serving as primary liaison officer in the ICP, she coordinated communication between agency representatives.

"We have four agency reps. One is at Joint Forces Headquarters National Capital Region. We also have one with U.S. Capitol Police, one with the Secret Service Multi Agency Communication Center and with Department of Homeland Security Emergency Management Agency," said Robinson. "With people sitting in those strategic spots, in addition to us monitoring different databases, we are able to communicate requests upon us or any requests we may have toward other agencies. That's pretty much what the ICP in here is doing - making sure we keep a good common operating picture."

Thirteen reservists were given positions between the security teams on and along the river and in the ICP.

"I believe it's key to include the reservists because, of course, by nature, they are supposed to be a just-in-case support system for the everyday workings that may be going on at Sector," said Robinson. "You may not want to pull some of your personnel from there, so you'll want to use your reservists during moments like this so you can keep the everyday going, and the reservists can step in and help out with these activities."

"The reservists at Sector Maryland-NCR get the opportunity for an experience that maybe other sectors don't offer just because of where we are located," said Robinson. Exposure to the national special security events that are planned using the National Incident Management System provide the reservists vital opportunities to prepare for other contingency responses that are also managed with NIMS. These events enable Reserve personnel to work towards their required qualifications that are critical to major incidents like natural disasters and oil spills.

The State of the Union address involves coordination of security efforts on a massive scale, all with the expectation that, in an emergency, first responders can act quickly and efficiently.

At the end of the night, the State of the Union address went on without the need for emergency action. Coast Guard crews returned to shore from the freezing cold of the Potomac and packed away their gear, the lights of the Capitol and Washington Monument shining behind them.

> — Story and photos by Petty Officer 2nd Class Dustin Williams



Lt. Cecilia Robinson, a reservist on extended active duty at Sector Maryland-NCR, works as the incident command post liaison officer coordinating joint agency security efforts for the State of the Union address in Washington, Jan. 30.



### **Standing Guard in Guantanamo Bay**

Deep in the Caribbean, fleets of Coast Guard, Navy, Army, Air Force and Marine personnel need to move through and around Guantanamo Bay, Cuba. Ensuring their safety is a huge responsibility, which requires the 24-hour presence of highlytrained personnel to ensure the world's elite military force is safe from harm. Those highly-trained personnel come from the nation's smallest military branch - the U.S. Coast Guard.

Coast Guard port security units serve as anti-terrorism force protection expeditionary units with boat crews and shoreside security teams capable of supporting port and waterway security within the United States or anywhere in the world the military operates. While deployed to Guantanamo Bay, PSU members provide around-the-clock waterborne security and point defense force protection to Department of Defense assets, and they operate alongside Navy, Marine, Air Force and Army service members conducting joint operations.

More than 100 Coast Guardsmen from Port Security Unit 305, based in Fort Eustis, Va., recently returned from executing multiple missions alongside DoD partners who staff the Maritime Security Detachment (MARSECDET) at Naval Station Guantanamo Bay, Cuba, during a nearly year-long deployment.

Transiting through the mouthwash-blue Caribbean Sea, PSU crew members aboard 32-foot transportable port security boats (TPSB) provide armed escorts to inbound Coast Guard cutters, Navy ships and commercial ships transiting to Guantanamo Bay. PSU crewmembers also escort authorized maritime traffic passing through Guantanamo Bay en route to Cuba, and they enforced offshore security zones.

During an emergency response, moving personnel through remote regions in the area can be difficult. Should a medical evacuation or a need to get personnel to these remote locations arise, the fastest route is across the bay via boat. PSU crewmembers routinely train with Marines in launching and recovering personnel from remote locations throughout the bay.

On land, PSU service members provide anti-terrorism defense protection to assets and personnel at Naval Station Guantanamo Bay.

"People come to Port Security Units for moments like this - for the deployment," said Cmdr. Michael McCarthy, who served as the MARSECDET commanding officer with PSU 305. "You spend four or five years training, but it's not until you actually go on a deployment that you get into the game. This is the highlight and culmination of the training and hard work our people put in getting their boat [qualifications] or their shoreside security [qualifications]."

Boatswain's mates, machinery technicians and maritime enforcement specialists make up the majority of the personnel on most GTMO deployments. Beyond operations, a wide support umbrella of administration staff, intelligence, engineering departments, communications, logistics and armory personnel work behind the scenes keeping the boats in the water, the equipment operating, the security forces properly equipped and the service members mission-ready.

A cache of replacement parts and consumables are kept on hand for the engineering department, minimizing downtime for vehicles, equipment and boats. When repair items were needed beyond what the unit stocks, the PSU relied on a five-person crew at Air Station Miami Aviation Detachment Guantanamo Bay to deliver the needed parts.

"For the PSUs, the AVDET provides depot-level inventory from the Surface Forces Logistics Center in Baltimore for the transportable port security boats," said Chief Petty Officer David Knapp, AVDET Guantanamo Bay supervisor. "The PSU has their own inventory for small things, but we stage depot-level repair items such as a stern drive or an engine."

Beyond managing the forward-staged inventory, Knapp said AVDET crewmembers also supported the PSU by facilitating logistics - getting people on and off the island for emergency leave.

"Our job is to make sure they can do their job and they don't fail, which was sometimes hard since the PSU is operating boats 24 hours a day, seven days a week," said Knapp.

PSU 305's deployment marked the first time a complete PSU deployed to Guantanamo Bay to staff boat forces and shoreside security missions for an entire deployment.

Being the first full PSU to deploy to Guantanamo Bay for the complete deployment, the PSU needed additional members to be fully staffed to carry out the missions. A number of members from



A Coast Guardsman with Port Security Unit 305 stands the watch protecting Naval Station Guantanamo Bay, Cuba, July 19.

as far as Alaska volunteered to deploy with PSU 305, McCarthy said. Though the deployment was nine months long, the PSU was staffed with people who wanted to be deployed and were committed to the mission.

"I [had] two individuals from Station Valdez, [Alaska], people from Station Seattle, folks from the Great Lakes area, Galveston,

> [Texas], and others from up and down the East Coast who raised their hand and volunteered," said McCarthy. "It's unique. Coast Guard reservists get called up everyone once in a while to do contingency operations. These are the best opportunities for anyone in the Reserve. It's an opportunity to get exposed to a significant mission and for members to get specialized training, qualifications, educational benefits, health benefits and to take care of themselves and grow professionally and personally."

> Operating on a naval base with representation from all five branches of the armed forces, the PSU may be the first and possibly the only time other service members will ever interact with the Coast Guard.

> "We realize this is our chance to make a great impression of our service," added McCarthy. "This is our time to showcase what we're made of, and we're proud to do it."

— Story and photos by Petty Officer 2nd Class Matt Masaschi, **PACAREA Public Affairs** 



Coast Guardsmen from Port Security Unit 305 aboard a 32-foot transportable port security boat escort the Coast Guard Cutter Reliance and a commercial vessel as the two ships transit into and out of Naval Station Guantanamo Bay, Cuba, July 19.



Members of PSU 311 occupy the battle positions emulating the remote, but fully capable, defensive posts overlooking the maritime security zone during a field training exercise in preparation for their upcoming overseas deployment Jan. 20. Photos courtesy of PSU 311

# **PSU 311 Conducts Field Training Exercise Ahead of Future Deployment**

President Ronald Reagan once said, "Peace does not exist of its own will. It depends on us, on our courage to build it and guard it."

Port Security Unit 311, located in San Pedro, Calif., prides itself on being ready to protect that peace, domestically or overseas, and in late January, they tested their capabilities to respond when called upon.

The unit conducted a field training exercise Jan. 20 in preparation for their upcoming overseas deployment, which requires elevated cohesion among the communication, shoreside, and waterside security components. Planners designed the exercise to test and elevate the unit's capacity for operational interoperability - how the components of the PSU interact with each other. Through extensive coordination with Coast Guard Sector Los Angeles/Long Beach, its partners in the Port of Long Beach, and the Navy, the exercise was conducted at the Navy "mole" in Long Beach, Calif. (The "mole" is a man-made peninsula that juts in front of the former site of the Long Beach Naval Shipyard and fuel pier.)

"This secure, sheltered area gave the PSU an isolated training environment where we didn't have to worry about commercial shipping traffic or alarming the public," said Lt. Ricardo J. Rodriguez, assistant operations officer for PSU 311. "It set a realistic scene, giving us a chance for the individual pieces of the

PSUs to become familiar with each other's jobs. This just provides for a more cohesive strategy when we're executing any mission."

The 12-hour evolution challenged the crew in both daylight and evening hours with near-zero visibility. The shoreside battle positions (BPs) simulated the remote, but fully capable, defensive posts overlooking a maritime security zone. Crewmembers aboard unit's 32-foot transportable port security boats roleplayed an opposing force, but they also provided on-scene safety and security. The battle positions and TPSBs were armed with crew-served automatic weapons filled with blanks, which added intensity and realism to the controlled, scenario-based exercise. Infused into the exercise were genuine aspects of mission execution, including specified security zones, safety plan and rules of engagement.

"While this evolution tested our operational capabilities, the success of any exercise really comes down to the hard work and logistics," said Lt. Cmdr. David Cripe. "Despite changing conditions and last-minute additions, the equipment, food, and transportation were all facilitated smoothly, and that helped us concentrate on the scenarios."

During the exercise, the efficiency and precision of the crew of PSU 311 was tested with numerous scenarios. This consistent flow of scenarios, a new one every half hour, maximized training

and reduced the potential for stagnation and crew disengagement. The use of these scenarios served to test and expose the crew to realworld situations that they might encounter while serving in their maritime security role.

"Usually with exercises, the biggest challenge is time. If there's a problem with comms, equipment or assignments, the clock continues to run," said Cripe. "But whatever the issues were, we had the engagement necessary to start the next scenario. All the crews really performed well and we were able to keep things moving to accomplish all of our objectives.

Despite the many moving parts and players, communications were stable. This capability afforded the officers and chiefs the unique opportunity to step into the position of tactical actions officer, a critical command and control role. The TAO maintains control of PSU assets at all times, and that officer has the authority to direct the operational action in any situation the crews encounter during the deployment. These situations could range from routine vessel traffic to heavily armed hostile threats.

In addition to their primary functions within the unit, all officers and chiefs will routinely stand watch as a TAO while deployed.

"The TAO is like the quarterback," said Rodriguez. "In order for them to be effective, they need to learn how to manage all their resources and comms. When we rotate officers and chiefs through that role, it gives them the opportunity to learn how their



Utilizing portable communication stations, PSU 311's highly proficient and motivated communications division kept this operational exercise together, despite the many moving parts and players.



Members of Port Security Unit 311 gather with for a pre-brief prior to the start of a field training exercise in preparation for their upcoming overseas deployment Jan. 20.

shipmates work, communicate and speak when they're in a stressful environment. Managing people is easier than managing people under stress. We test that, and we learn from it."

Coast Guard Pacific Area Reserve Chief of Staff Capt. Mark Murakami had the opportunity to observe the exercise site. He got underway with the waterside security, and he spoke with unit members manning both the battle positions and the Joint Operations Center. During the after-action discussion, Murakami said how impressed he was with the exercise, and he conveyed his

> sincere appreciation for their hard work, pride and energy. The captain said the success of the exercise serves as another example of how Coast Guard reservists continue to be relevant todav.

> The commanding officer of the PSU, Cmdr. Laila Grassley, voiced her pride as well. "I can't tell you how proud I am of my crew. From the planners to the operators to the logisticians, it's good to see how proficient they are, but even better, how well they work as a team."

> PSU 311 is an expeditionary warfare unit whose tradition of maritime security missions abroad dates back to 1995. Since the unit's commissioning, they have executed a variety of security missions in numerous countries, including Cuba, Bahrain, Kuwait, Iraq and South Korea

> PSU 311 continues to shine as a beacon of Reserve excellence as they train, build and guard that peace.

> > - Story by PSU 311



Participants in the 10-day joint military bilateral exercise Gema Bhakti, 2017 in Jakarta, Indonesia.

## **Unity in Diversity**

Bhinneka tunggal ika, the Indonesian national motto, means "unity in diversity."

This theme resonated with two reservists from Coast Guard Reserve Unit Pacific Command (USPACOM) who traveled to Jakarta, Indonesia, the world's largest archipelago, in September. Capt. Joanna Hiigel and Cmdr. John Mower traveled halfway around the world to support the 10-day joint military bilateral exercise, Gema Bhakti 17 (GB17). This was the fifth exercise of its kind held between the U.S. and Indonesia's military, Tentara National Indonesia. It was designed to enhance collaboration and skill in planning a response to a regional crisis, with an emphasis on maritime security. For a second year, the Coast Guard was invited to support the design and execution of the exercise using its maritime security expertise.

About 50 U.S. service members from all branches of the military joined about 50 Indonesian military participants, as well members from civilian aid organizations.

The primary purpose of GB17 was to build allied relationships through execution of a simulated United Nations Security Council resolution authorizing international assistance for the general peace and welfare of a simulated nation. Tasks included providing protection from piracy, securing refugee camps, facilitating a safe environment for humanitarian aid delivery and preparing for a potential typhoon.

Participants were divided into two teams, each tasked with developing a course of action to meet the UN resolution. Hiigel and Mower, each assisting their respective team, worked with BAKAMLA - the Indonesian coast guard - as well as other military and civilian members to identify resources and provide expertise on maritime security and civilian-military collaboration in support of humanitarian and disaster response operations. The Coast Guard's participation afforded both U.S. and foreign military services a chance to gain a greater understanding of Coast Guard missions and capabilities as a potential force multiplier in bilateral operations.

"The hard part was the language barrier, of course," said Mower. Some participants spoke English, but not many of the American participants spoke the languages there. Hiigel said the DoD provided interpreters to smooth the way.

The teams worked through a seven-step decision-making process used in multinational response environments. This cyclical process encompasses planning, execution, assessment, and adaptation for achieving military end-state goals and supporting both operational and strategic objectives. It's used to refine and update multinational force plans and orders as the command learns and effectively adapts to changing situations.

"The overall goal is having a good professional relationship with our Indonesian counterparts," said Hijgel.

"Like any other exercise, it's about raising the issues that get people thinking about plans and improving preparedness," added Mower, "but with this exercise, we had a unique opportunity to share best practices with their coast guard."

A second purpose of attending the exercise was to develop professional relationships with the Coast Guard's Indonesian counterparts in BAKAMLA. The name BAKAMLA is an acronym made from the translation for Maritime Security Board.) Because Indonesia is archipelagic, it has an extremely large amount of coastline. However, the service is still in its infancy, and it

maintains a strong sense of its naval origins. Hijgel said she and Mower spent time with the BAKAMLA counterparts to help define and separate BAKAMLA's roles from their naval counterparts.

Mower said, "All the great things we're trying to do [in the U.S.], [BAKAMLA is] trying to do there," like forming area maritime security councils, or working with port counterparts and other agencies to enhance their country's security, preparedness and interoperability.

USPACOM's reps at GB17 appreciated the chance to get to know their Indonesian counterparts, who took time to show the Americans around Jakarta. Hiigel said a social event attended by the participants really helped bring the countries together quickly. "There's something about karaoke and dancing that breaks the ice and sets the tone," she said. "The folks that participated formed a bond that lasted the rest of the week."

She said the whole experience, from working inside the exercise to exploring the culture of Jakarta, was memorable. "We had a great time getting to see the Indonesian history and culture in Jakarta," said Hiigel, who laughed as she remembered "getting up close and personal with a Komodo dragon, python, and crocodile." Mower said that while it may have been risky, he jumped at the opportunity to get in the cage with the dragon.

Through their work in Indonesia, as well as other countries like Australia, Vietnam and Djibouti, Coast Guard representatives at USPACOM continue to support their DOD counterparts by building diplomacy and building capacity for all threats and all hazards, despite diverse military capabilities and foreign cultures.

Through shared knowledge and experiences, they are a part of USPACOM's mission to increase understanding and, ultimately, create regional stability and unity in diversity.

> Submitted by Capt. Joanna Hiigel and Cmdr. John Mower, **CGRU Pacific Command**



# **Pacific Area deputy commander visits Coast Guard** reservists deployed to Africa, awards warfare pins

Rear Adm. Pat DeQuattro, the deputy commander of Coast Guard Pacific Area, spent the last few days of November visiting Coast Guard reservists deployed to Camp Lemonnier in Djibouti, in the Horn of Africa. DeQuattro is the first Coast Guard flag officer to visit Camp Lemonnier in support of Coast Guard reservists deployed there.

Djibouti is strategically located near some of the world's busiest shipping lanes, and Coast Guard reservists embedded with Navy Coastal Riverine Squadrons (CRS) in both California and Florida forward-deployed to the U.S. Sixth Fleet area of operations. There, the reservists assist with the full spectrum of joint and naval operations, often in concert with allied, joint and interagency partners, to advance U.S. national interests and security and stability in Europe and Africa.

Maritime force protection of U.S. naval ships calling on the Port of Djibouti, and sailing through the threat-prone waters adjacent to the Horn of Africa, is a primary mission set of the detachment deployed to Camp Lemonnier. A CRS WAVE deployment has a typical complement of three Coast Guard reservists in this Navy-lead mission that now has an end strength close to 250 personnel. Coast Guard reservists have continuously been deployed with the CRS missions to the Horn of Africa and Bahrain regions since February 2013.

The afternoon of Nov. 30, DeQuattro, assisted by Pacific Area Reserve Command Master Chief Andreas Apenburg, took time to present Petty Officers 1st Class Robert Hemenway and

Victor Mayhew with their Navy Expeditionary Warfare (EXW) Specialist pins. Hemenway and Mayhew, both members of CRS-1 in Coronado, Calif., had both just completed sevenmonth deployments.

The Navy EXW qualification is similar to the Coast Guard Port Security Badge, but there are subtle differences between the two warfare devices. The Port Security Badge was developed in 1991 and may be earned by both enlisted members and officers. In contrast, the Navy EXW pin was developed in 2006 and may be earned only by enlisted members assigned to Navy expeditionary combat units. (Coast Guard enlisted reservists who wish to earn the EXW qualification should pursue assignment to a CRS [or Group].)

Both qualifications are extremely challenging to earn and require a very high level of expeditionary warfare knowledge and experience. For Coast Guard Reserve members hoping to earn a warfare qualification in their careers, both of these warfare devices are excellent qualifications to pursue but do have their own separate, distinct paths to completion.

Before departing Djibouti, DeQuattro, Appenburg and Capt. Evan Galbo, Coastal Riverine Group 1 (CRG-1) Coast Guard advisor, attended the transfer of authority ceremony between previous (Wave 8) and current (Wave 9) mission commanders.

> - Submitted by Capt. Evan Galbo, Coastal Riverine Group 1

### Florida boatcrew's quick actions save 5



The crew of the CG29195, Petty Officers 1st Class James Ketcham, Gabriel Aquino, and David Beeler, Petty Officer 2nd Class Thomas Godfrey, and Petty Officers 3rd Class Chris Findley and Franklin Fernandez.

A crew of reservists from Coast Guard Station St. Petersburg, Fla., saved five people from a sailing vessel that was drifting onto a rock jetty Jan. 29.

The six-member boatcrew was headed in to refuel after completing a routine security patrol when they observed a 32-foot sailboat adrift with smoke coming from the engine room.

The vessel's sails were down, and the operator of the vessel told the Coast Guard crewmembers that the engine was inoperable. The crew of the Coast Guard's 29-foot rescue boat took the sailing vessel in a side tow, and embarked the five people aboard, including an infant. A safety inspection revealed expired extinguishers.

The crew, Petty Officers 1st Class James Ketcham, Gabriel Aguino, and David Beeler, Petty Officer 2nd Class Thomas Godfrey, and Petty Officers 3rd Class Chris Findley and Franklin Fernandez, saved the vessel from drifting onto the rocks and injuring the occupants. Bravo zulu.

> - Submitted by Chief Petty Officers Michael Durrett and Steve Tacia, Station St. Petersburg, Fla.

### **BM3** Awarded for Rescue

Last November, Petty Officer 3rd Class Katrina Aronoff, a reservist at Coast Guard Station Shinnecock in Hampton Bays, N.Y., was mobilized in support of Hurricane Maria in San Juan, Puerto Rico. There, she served in the Incident Command Post as the Demobilization Unit leader.

On her way back from dinner with shipmates one night, she glanced out the car window to see a woman at a restaurant being lowered to the ground. Several people were assisting the woman, but she looked limp and unresponsive.

Aronoff, a medical professional with 20 years of experience and a chief radiation therapist at Phelps Hospital in Sleepy Hollow, N.Y., recognized the woman's condition and asked the driver to pull over.

She ran back to the restaurant.

The woman, who was slumped against her husband's legs, wasn't breathing and had no pulse. Aronoff yelled for bystanders to call 911 and began CPR. Her shipmates, recognizing the Puerto Rico's systems might not yield an ambulance as quickly as needed, ran to alert the officers in a nearby police car while Aronoff continued to keep the woman conscious.

"I was talking to her, trying to keep her conscious, and I saw the light leave her eyes - I knew I was losing her," said Aronoff. "I never gave up; I couldn't give up."

The woman's heart stopped beating four times, said Aronoff. While waiting for EMS crews, she said she even spoke with police when they arrived on scene and requested that they clear the traffic down the narrow street in order for EMS arrive faster.



Petty Officer 3rd Class Katrina Aronoff and fellow reservists, Lt. j.g Terry Medlin and Lt. j.g. David Goodwyn, were instrumental in saving a women's life in San Juan, while mobilized in support of Hurricane Maria. Photo Courtesy of Lt. j.g. David Goodwyn

Half an hour later, the ambulance pulled up, and paramedics took over. Aronoff and fellow reservists, Lt. j.g Terry Medlin and Lt. j.g. David Goodwyn, headed home. They found out a few days later that the woman was in stable condition.

Cmdr. Shaun Edwards presented Aronoff with a positive page 7 for her efforts, and she later received the Coast Guard Commendation Medal at her home unit.

> — Submitted by Lt. j.g. Terry Medlin, Sector North Carolina



Coast Guard Sector San Francisco leveraged its reservists from the Reserve Sector Boarding Team (SBT) as a force multiplier for added security and response during Fleet Week 2018. Photo by Petty Officer 1st Class David Heaphy

# Sector San Francisco's reservists prepare for Fleet Week 2018

Fleet Week first transpired in San Diego, Calif., in 1935 and has since been celebrated in several major cities. For a solid week, this tradition stands to commemorate our country's military forces.

San Francisco carried on the tradition this year by putting on their 39th annual Fleet Week celebration. The event featured a parade of ships, vessel tours, and an airshow, drawing more than a million spectators to the bay. Hundreds of vessels crowded around a safety box between the Golden Gate Bridge and Alcatraz Island while hundreds of thousands watched from ashore. Pulling off such an event and maintaining the safety of all involved required 'all hands on deck' and vast multi-agency coordination.

Coast Guard Sector San Francisco leveraged its reservists from the reserve Sector Boarding Team (SBT) as a force multiplier for added security and response. The SBT is a crucial part of the Sector's Response Division.

"Sector San Francisco reservists welcomed the opportunity to significantly expand the safety and security footprint for this event, both ashore and afloat," said Cmdr. Kevin Lavery, the sector's senior reserve officer.

The SBT, through a collaborative effort with the active duty staff, recently achieved 100 percent qualification of its team. As a result, the Sector's reserve boarding officers and boarding team members doubled the strength of their active duty counterparts by adding 11 reservists, contributing to security patrols, base security detail, vessel boardings and security zone enforcement. SBT officers also assisted with communication and coordinating multi-agency assets throughout the enforcement of the airshow safety zone.

Although a variety of support took place to assist operational needs during Fleet Week, the team took a moment to acknowledge and celebrate a significant milestone as one of their own, Cesar Umali, advanced to chief petty officer, and bade farewell to the SBT's very dedicated Petty Officer 1st Class Michael Nishikawa.

Whether it's a show of amazing human capabilities or a significant milestone, people are worth protecting and celebrating.

> — Story by Petty Officer 1st Class Eric Roberts, Sector San Francisco

### **Hands-on experience**

More than 20 reservists from Sector Miami participated in an Incident Command System oil spill exercise at the Port of Miami Jan. 20-21. The exercise simulated an allision between two commercial passenger vessels, which resulted in 50 injured and two missing people, as well as 11,000 gallons of oil spilled in the waterway.

Lt. Cmdr. Regina Adams planned and oversaw the scenario, which stressed the importance of using ICS to work in a uniform manner during large scale incidents. Sector Miami reservists gained experience and completed qualification sign-offs for a variety of ICS positions during the event. With

assistance from a Station Miami Beach 45-foot response boat, Reserve members practiced deploying several hundred feet of boom to contain simulated oil.

This hands-on evolution was paramount to understanding how containment boom aids in the removal of oil from the water. Through this full-scale exercise, Sector Miami members tested their skills and trained to assist in future large-scale emergency incidents.

> - Story by Lt. Marco Rodriguez, Sector Miami Photos by Cmdr. Natalie Murphy, Sector Miami







Petty Officer 1st Class Neena Santiago provides service with a smile in delivering water and boxed meals to families in Barranquitas, Puerto Rico. Santiago is a deployed reservist from Sector Delaware Bay, in Philadelphia. Photo by Petty Officer 1st Class Jon-Paul Rios

# MEET THE RESERVISTS WHO RESPONDED TO THE CALL

## Introduction by Chief Petty Officer Elizabeth H. Bordelon

hen Hurricane Harvey slammed into the coast of Texas in August, it left a trail of destruction, debris and pollution in its wake. September followed with the one-two punch of Hurricanes Irma and Maria, which decimated the Caribbean and the Florida Keys.

From Bangor, Maine, to Barbers Point, Hawaii, and Sitka, Alaska, to San Juan, Puerto Rico, Reserve members from across the country mobilized in response to what would ultimately be a record-shattering Atlantic Hurricane Season.

More than 1,300 reservists reported to fill a myriad of roles across the impacted areas, contributing expertise and decades of experience to the response efforts. The area of response most widely filled by Coast Guard members was Emergency Support Function 10 (ESF-10).

ESF-10 is the framework by which federal support is coordinated with state agencies in response to actual or potential oil spills or hazardous material releases. In conjunction with the affected states or regions, ESF-10 coordinates the provision of support and overall management of the various



response sites with the mission of overseeing the assessment, mitigation and removal of hazardous substances and vessels from ports and waterways. During these assessments, a higher priority is placed on vessels found to be actively leaking pollution. As teams locate emergent pollution situations, immediate action is taken to contain the material and remove it from the environment.

ESF-10 operations can be messy work. As the long and arduous process of picking up the post-storm pieces drags on, tensions are usually running pretty high. Decisions must be made on prioritization and resource allocation — decisions which may or may not be congruent with the agendas of the various stakeholders in the response. Environmental sensitivity, public frustration with the pace of operations, and bureaucratic hurdles add additional levels of intricacies to an already complex mission. Factor in the glare of the media's spotlight on response activities and responders are stretched to the limit of both their potential and patience.

Every reservist's experience on a contingency response is different. Two members from the same rating sometimes end up filling completely different roles in the response depending on when they arrive and what their ICS training portfolio contains. And no two responses are the same, so all these factors have the making for some incredible sea stories and some unforgettable memories. These are just a few of the stories from the 2017 ESF-10 responses. ≋

# 2017 ATLANTIC HURRICANE SEASON RECORDS:

- SEPTEMBER BROKE ALL-TIME RECORDS FOR THE NUMBER OF STORM DAYS, HURRICANE DAYS AND MAJOR HURRICANE DAYS.
   THERE WERE 40.25 HURRICANE DAYS, SINCE THE DAYS OF EACH STORM ARE COUNTED SEPARATELY.
- SEPT. 8 SET THE ONE-DAY RECORD FOR ACCUMULATED CYCLONE ENERGY (ACE), THANKS THE COMBINED FORCES OF HURRICANES IRMA, JOSE, AND KATIA. SEPTEMBER ALSO BROKE THE RECORD FOR MOST ACE IN A MONTH.
- IRMA'S MAXIMUM SUSTAINED WIND SPEED OF 185 MPH MADE IT THE STRONGEST STORM THAT'S EVER EXISTED IN THE ATLANTIC, OUTSIDE THE CARIBBEAN AND GULF OF MEXICO.
- IRMA SET A RECORD FOR MAINTAINING THAT SAME INTENSITY FOR 37 HOURS, LONGER THAN ANY OTHER STORM ON THE GLOBE.
- HARVEY BROKE THE RECORD FOR MOST RAINFALL FROM A TROPICAL CYCLONE IN THE US, WITH MORE THAN 60 INCHES OF RAIN FALLING AT TWO MEASURING STATIONS IN SOUTHEAST TEXAS.
- THIS WAS THE FIRST KNOWN YEAR THAT TWO CATEGORY 4 STORMS MADE LANDFALL IN THE CONTINENTAL US: IRMA AND HARVEY.
- MARIA WAS THE FIRST CATEGORY 5 STORM TO HIT DOMINICA AND THE STRONGEST STORM TO HIT PUERTO RICO SINCE 1928.

(Source: Colorado State University Tropical Meteorology Project)







U.S. Coast Guard Investigative Service agents, and Tactical Law Enforcement Team South crewmembers load a Coast Guard MH-60 Jayhawk helicopter from Air Station Clearwater, with food and water for residents in Utuado, Puerto Rico, Sept. 29. As part of the Department of Homeland Security team, the Coast Guard is linked directly to FEMA and the overall federal hurricane recovery phase of the response to Hurricane Maria.

Photo by Petry Officer 2nd Class Meredith Manning

MIDDLE: U.S. Coast Guard Petty Officer 2nd Class Joe Kelly, a Tactical Law Enforcement Team South crewmember, hands a bottle of water to a child in Utuado, Puerto Rico, Sept. 29. As part of the Department of Homeland Security team, the Coast Guard is linked directly to FEMA and the overall federal hurricane recovery phase of the response to Hurricane Maria.

Photo by Petty Officer 2nd Class Meredith Manning

BOTTOM: Petty Officer 3rd Class Christopher Stirling, Coast Guard Tactical Law Enforcement Team South crewmember, and a Coast Guard Investigative Service agent hug locals in Aguadilla, Puerto Rico, on Oct. 6, after delivering relief supplies. The Coast Guard is part of the overall federal hurricane recovery phase of the response to Hurricane Maria.

# MST2 TRAVIS ADAMS → SAN JUAN, PUERTO RICO

#### STORY BY ANASTASIA DEVLIN

n Atlanta last October, Coast Guard Petty Officer 2nd Class Travis Adams was in the middle of a suit-and-tie meeting with the senior vice president of his company when his cell phone started ringing. He excused himself from the discussion (hashing out a multi-million dollar proposal) and left to take the call he'd been expecting. It was the mobilization unit from his reserve job at Coast Guard Sector Mobile, Ala.

The marine science technician, a 39-year-old father of three, joined the Coast Guard five years ago. At the time, he'd been looking for a stable insurance plan which would cover the care for his daughter who'd recently been diagnosed with cystic fibrosis.

"I found out that I love the MST world," said Adams. "I wish I'd done it 20 years ago."

He'd volunteered for the Coast Guard's response to Hurricane Harvey, so, as the hurricane season intensified, it wasn't a surprise

to be recalled. Adams noted the support of the senior leadership of his company, American States Utilities Services, where he served as an environmental health and safety supervisor. He was pleasantly surprised when he returned to the meeting to tell them he'd been told to report to the Coast Guard's Hurricane Maria response.

Senior Vice President and Procurement Officer Jim Cotton immediately shook hands with Adams and said he was glad to help him "be able to take off and take care of the nation's business."

"Part of our mission statement is 'serving those who serve,'" said Cotton. "I told him 'We'll be here when you get back.' It's that simple to me."

Adams departed immediately for San Juan, Puerto Rico. His experience as a seasoned and qualified facilities inspector was desperately needed.

"We didn't have the amount of people ready to do the inspections," said Adams' supervisor, Lt. Juan Martinez, head of the Facilities and Containers Branch of the Sector San Juan Prevention Department.

"My job was to go out and do the post-hurricane assessments at waterfront facilities, to help them get back into compliance with the safety and security regulations," said Adams, who spent much of his deployment working near Fajardo in eastern Puerto Rico, as well as the nearby islands of Culebra and Vieques.

Martinez said Adams had just the right demeanor to sit down with each facility's security officer and review the corrections, especially when stress was running high. Due to the amount of damage to the island and the dearth of supplies needed for rebuilding structures and perimeters, Adams worked with the facilities coordinate fair timelines for within compliance.

"He had a humble demeanor," said Martinez. "He understood what people were going through."

"They were hurting when I was there," said Adams. "It was tough to push people to get back into compliance when they don't have power at home."

With the amount of people brought in to assist with the reconstruction on the island, space in hotels was at a premium, and Coast Guardsmen split hotel rooms. Adams' roommate was Chief Petty Officer Jeremiah Leos from Sector Miami; he served as the assistant safety officer for Sector San Juan. Leos heard from a fellow deployed Miami shipmate that Coast Guard Air Station Borinquen in Aguadilla, Puerto Rico, was dealing with potable water issues. The storage tank on the air station that provided water to the unit and base housing needed tests run to ensure confidence in the water system.

Luckily, Leos knew a water guy.

"He asked if I'd assist in giving the command at Air Station Boringuen some [subject matter expert] advice, and I said absolutely," said Adams.

> He drove across the island to the air station where he met with another reservist, Senior Chief Petty Officer Jeffrey Wildes, a full-time firefighter and paramedic from Seattle who'd been recalled to active duty as well.

"He looked at our situation and came up with a plan," said Wildes, the safety officer for the air station. "He helped us understand our limitations with the current system."

"When we supply water to that many people, there's a lot of requirements that we need to meet to call a water system a potable water

system," said Adams. "I assessed the situation and got them pointed toward the local water authority. The sampling was already done in house with the [health services] staff, like they do on cutters. They just needed some extra confidence that the water system was good."

"This is what the Reserve is all about," said Wildes. "He's an MST, but he's using this outside experience. So many times you think, 'This guy's just a BM3', but it turns out he's an expert in his field. Adams used his experience to conquer a monumental problem we were having in Borinquen."

Adams reiterated how much his two jobs complemented each other. Briefing senior level people, both in the Coast Guard and for his civilian job, is something he excels at.

In early December, Adams returned to Mobile, and had no trouble snapping back into his office routine again. He'd brought his work laptop with him to Puerto Rico, and when internet was available, would spend time keeping up with emails and reports, though he wasn't required to do anything.

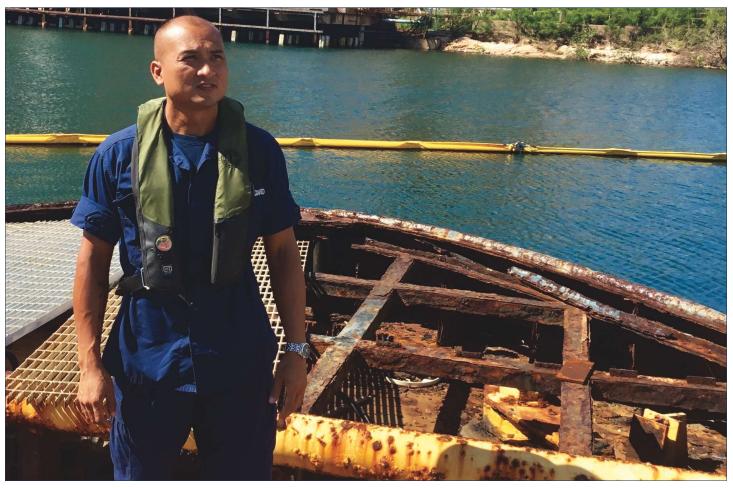
"They didn't ask me to," said Adams. "I just took the initiative. And the talented individuals I work with banded together to fill in the gaps."

Adams values both his jobs.

"I want to stay an MST2 for the rest of my life so I can do this work," he said. "I get enough management in my civilian career - I just like coming to the Coast Guard to do this job." ≋



Petty Officer 2nd Class Travis Adams with his family.



Petty Officer 2nd Class Ky Nguyen, an electronic technician for the Gulf Strike Team, Mobile, Ala., assesses vessels as part of his work as a vessel assessment field responder, St. Croix, U.S. Virgin Islands, Nov. 2.

# ET2 KY NGUYEN → ST. CROIX, U.S.V.I.

### BY PETTY OFFICER 2ND CLASS PAUL DRAGIN

ast October, Petty Officer 2nd Class Ky Nguyen was in the middle of moving his family into a new house when he received a phone call. The reserve electronics technician for the Gulf Coast Strike Team in Mobile, Ala., had been recalled to support the Coast Guard's response to the one-two punch of Hurricanes Irma and Maria.

Nguyen was in the middle of one of the busiest times of his life, but he answered the call to step up and put his skills to use in the middle of the widespread devastation. He notified his job where he worked as HVAC specialist to deploy the following day to the U.S. Virgin Islands.

#### ST. CROIX MARITIME OPERATIONS

When Nguyen arrived on the island of St. Croix in mid-October, the needs of the people were readily apparent, yet he was struck by the resiliency and sense of community he experienced.

"People were very friendly and seemed optimistic, despite all of the challenges ahead," Nguyen said. "Slowly, things were improving on the island, and people celebrated those little victories, rather than focusing on what they may be lacking."

The Coast Guard, as part of a coordinated Federal Emergency Management Agency response, was working to evaluate and clean up spills and hazardous materials in the maritime

environment. They also had to identify and recover vessels that had sunk or been displaced due to the hurricanes.

On St. Croix, Nguyen served as a vessel assessment field responder. On most days, he conducted shoreside or waterside inspections of hurricane-impacted vessels. Throughout the Virgin Islands, over 400 vessels have been identified for removal from the waterways.

Nguyen especially enjoyed working with the Coast Guard's partner agency, the Department of Planning and Natural Resources. While in the field, Coast Guard assessment teams worked alongside members of DPNR, local area experts who proved to be invaluable partners.

"These are men and women who had their homes destroyed by the hurricanes, who worked full days with us, then went home to help with the cleanup and rebuilding process of their homes and those of their neighbors," Nguyen said. "The recovery will come to an end, but the friendships I've developed with people here on the island will endure for years to come."

#### **FLEEING FOR HIS LIFE**

Growing up, Nguyen never envisioned that joining the Coast Guard was even a possibility. He spent the first 13 years of his life in Saigon, Vietnam. Late one night in 1989, with the political situation becoming increasingly dire for the Vietnamese who supported the United States during the Vietnam War, Nguyen was awakened by his father. That night, they would flee the country, with little knowledge that it would be the last time he would ever see his home again. His mother made the difficult decision to stay behind—along with some of his siblings—to help care for her aging mother, planning to escape at a later time.

With only minutes to collect the few valuables they could carry, Nguyen and his father made their way to the shore where a boat was waiting to whisk them out of the country. As they approached the boat, the moonlight illuminated the men, women and children lying down, packed side-by-side, covering the boat's surface. Nguyen and his father were instructed to lie down beside the more than 30 people packed inside a boat meant for half of that.

For the next several days, they faced the haunting prospects of sickness, limited food and water, and a terrifying ordeal with Thai pirates who boarded their boat, stealing all of the meager valuables the passengers had.

After several days on the open seas, the boat finally made landing in Malaysia. Nguyen later learned that his cousin, who was traveling on another boat, perished on the journey.

With family members dislocated far and wide and no way of knowing of their condition, Nguyen and his father would spend the next year of their lives in a Malaysian refugee camp. Living in overcrowded and stifling conditions, they held onto hope that they would eventually find refuge in America.

#### **GIVING BACK**

Eventually, Nguyen and his immediate family, made it to the United States for a new beginning. After graduating from college with a degree in biology, Nguyen had a yearning to give back in a tangible way. He decided on the Coast Guard, in large part due to its mission of saving lives and maritime environmental protection.

After serving nine years on active duty, Nguyen joined the Coast Guard Reserve in 2016. Responding to the hurricanes was his first deployment as a reservist. The deployment caused Nguyen to reflect on his experiences of displacement, and he understood firsthand what it felt like to lose everything and start over.

"We can never walk in another's shoes, but as a refugee, I can relate to losing everything and starting over," Nguyen said.

At times during his deployment on St. Croix, he found his mind racing with thoughts of the life he left behind in Vietnam and all that he lost in the process.

"So many of my neighbors and friends never made it out of Vietnam, and I often think about what their lives are like compared to mine," Nguyen said.

He admired the tenacious spirit of the people in St. Croix, refusing to let circumstance dictate their outlook as they picked up the pieces of their lives shattered by Hurricanes Irma and Maria.

"For me, a big takeaway from this deployment is that despite some people losing everything they had, they still exuded a happiness in their spirit, lifting mine in the process," Nguyen said.

His supervisor at the Gulf Strike Team, Senior Chief Petty Officer Direck Satterfield, an electrician's mate, worked alongside Nguyen during their deployment.

"Ky was relatively new to our unit, so this [was] the first chance I had to work closely with him," Satterfield said. "Ky was very supportive of his shipmates and bonded well with the local agency partners. I can't say enough about what an impressive young man he is."

Satterfield was so impressed with Nguyen in terms of his work ethic and ability at adapting to any situation, he added, "In my book, there's God, Mother Teresa and Ky."

Nguyen was grateful for the opportunity to serve alongside the residents, volunteers and federal emergency responders who continue with the cleanup and restoration efforts throughout the Virgin Islands.

"Serving others after the devastating hurricanes in the Virgin Islands is a privilege that I will never forget." ≥



Nguyen and Department of Planning and Natural **Resources Conservation** Officer Jose Berrios assess the damage to a beached sailboat on Princess Beach, St. Croix, U.S. Virgin Islands, November 3. Together with the EPA, DPNR and other agency partners, the Coast Guard is responding to active pollution and removing hazards from the harbors, waterways and shorelines of the U.S.V.I.

> **Photos by Petty Officer** 2nd Class Paul Dragin

# PA1 SARA ROMERO → KEY WEST, FLORIDA

### BY PETTY OFFICER 1ST CLASS ROBERT HARCLERODE

The 2017 hurricane season led to a major activation of the Coast Guard Reserve, and reservists from all over the country left their family behind to answer the call. For some though, the hurricane came right to their front door.

Both first class petty officers in the Coast Guard, Sara and Bert Romero moved to Ramrod Key, Fla., in August from New York. The

Romeros and their 18-month-old son Myles got the keys to their home, along with their household goods on Aug. 9. Bert, an active duty machinery technician, transferred from Coast Guard Sector New York to Sector Key West, while Sara took a reserve PA billet and stayed home with Myles. Also moving with them was Sara's in-laws and their cat.

Eighteen days later, Sara was activated Aug. 27 in response to Hurricane Harvey. She had only the afternoon to pack and take care of outstanding bills and other personal affairs. She flew out that same night to Mobile, Ala., where she was assigned to be the public affairs logistical coordinator. She would receive the public affairs specialists that were activated for Harvey from all over the country and ensure they got to the correct locations. All the PAs were flown to

their area of operations on Coast Guard flights. Sara met with Operations to find out where each flight was going, when they were leaving, verify if there was room for PAs, and get them on the correct flights – coordinating travel and logistics for as many as 16 people in one day.

While Sara was in Mobile, she covered events at Air Station Clearwater, Fla. She ran the social media accounts, escorted local and national media and published news releases. "I have never in my life seen an operation handled so beautifully," Sara said.

While she was deployed for Harvey, her husband Bert was doing his daily Coast Guard duties at Sector Key West, and Sara's in-laws were watching their son. She found out news that would alter her deployment.

"I was just getting into my groove, and then Irma hit." Sara said. "Members in District Seven became a main priority and concern."

Sara's orders were cancelled because Hurricane Irma was predicted to affect the Florida Keys, where Sara had just moved earlier in the month. She flew home Sept. 5 early in the morning. Sara and Bert needed to decide whether Bert would go with the family to Tampa Bay to wait out the storm, or if he was going to respond to the storm himself and move Coast Guard Sector Key West assets to St. Petersburg, Fla., and back to Sector Key West after the storm.

"I told Bert that he had a job to do and that I could handle it," Sara said. "I told him that I will make sure we are safe. It was a very hard decision, but I took my 14 years of experience and put them to use."

Sara and Bert had one day to prepare their home to be hit by

Hurricane Irma. Their stuff was still in boxes from when their household goods arrived less than a month earlier. Sara prepped the inside of their home, locating important documents and moving belongings to the highest floor, while Bert prepped the outside, putting up hurricane shutters. The next day was a mandatory Coast Guard dependent evacuation, and Sara received

dependent activation orders. Sara, baby Myles, Bert's parents and the cat traveled to Tampa Bay to her aunt's house, while Bert transported the Coast Guard boats and stayed in a hotel room in St. Petersburg, where they would both wait out the storm respectively.

After Irma passed through the Florida Keys, Bert moved back to their house. He found the siding ripped off the house, windows in the street, parts of the roof completely ripped off and missing, and the downstairs storage was filled with six-inches of muck. There were boats from another Key in the canal behind their home.

At this time in late-September, Sara's dependent evacuation orders were lifted. She was issued Title 14 orders to respond to Hurricane Irma as the supervisor for Public Affairs Detachment St. Petersburg.

Sara moved to a hotel room in Clearwater with her family while Bert stayed at their home in Ramrod Key, clearing moldy drywall and scooping muck from their downstairs. He was clearing mailboxes from the yard that belonged to homes three miles away. The construction crew that was working on their home was also sleeping there, because there were no hotel rooms available.

Meanwhile, Sara reported to PADET St. Pete, where she handled not only the everyday search and rescue cases for St. Petersburg, but also took on the increased media queries and general questions related to Hurricane Irma for Air Station Clearwater. She shot photos and video, sent out press releases



Petty Officer 1st Class Sara Romero and her family at their home in the Florida Keys.



The lower level of the Romero house in the aftermath of the storm.

and accommodated interviews. "Planes were constantly handling supplies and Coast Guard families were being offloaded at Air Station Clearwater," Sara said. "I have not experienced displaced Coast Guard families before, and here I was one myself."

She was thrust into a new role - she'd never stood duty before, and now the calls were constant.

In early November, her orders were up and it was finally deemed safe enough for Sara, her son, her in-laws and her cat to return home. She had seen Bert a total of three days since the hurricanes hit.

"It was a very trying time for our family and for our marriage," Sara said. "Just going through a hurricane in general is extremely difficult. I am blessed, because I have such a great support structure around me. I couldn't have handled the relief efforts if my husband wasn't taking care of the home and my in-laws weren't taking care of Myles. Also, it's really hard to feel helpful when you're helpless - when you have no home to go home to and you're not with your family - but other people still had it worse."

In addition to the support of her family, Sara said she appreciated the behind-the-scenes view of the coordination it takes to support the responders who do the hands-on work in crisis response.

"There's more to a response then the disaster zone. There's so many logistical aspects to a disaster response that both the external and internal audience take for granted because they don't see it." ≋

# **HS3 MICHAEL GRAHAM** → BORINQUEN, PUERTO RICO

#### BY PETTY OFFICER 2ND CLASS MICHAEL HIMES

ast October, Coast Guard Petty Officer 3rd Class Michael Graham boarded one of the emptiest flights he'd ever been on when he left New York to fly to Puerto Rico. He landed on the western side of the island at an old Air Force base.

He immediately learned the importance of a good personal technology/communication plan.

"My [cell]phone didn't have service, but luckily, my point of contact was waiting for me at the airport," said Graham, who'd arrived just three weeks after the storm made landfall on the island. The hurricane was the worst natural disaster on record for its residents.

Graham's objective was simple: he would support Coast Guard Air Station Boringuen clinic in Aguadilla, Puerto Rico, in its mission to maintain service to military members and their dependents. Executing his mission proved to be much more challenging.

"The air station's clinic was completely destroyed by the hurricane, so we were operating in a makeshift space that was significantly smaller," recalled Graham. "Imagine you and your coworkers pick up your computers and supplies from your workspace and then move into a workspace that's two or three times smaller."

In addition to servicing a higher than normal patient count due to response efforts in the area, he also supported the flight surgeon.

"An air station clinic is different than other Coast Guard clinics, because they assess the medical readiness of aviators and their supporting crews," said Graham. "After every patient encounter, we issued either an 'up-chit,' indicating that the member is authorized to fly, or a 'down-chit,' indicating that the member is prohibited from flying until their condition resolves. It was definitely a learning experience for me."

Graham, 34, is a member of the clinic staff at the Coast Guard Yard in Baltimore. He joined the Coast Guard Reserve in 2013 as a way to change his career path away from financial regulation.

"I certainly appreciate the work that financial regulators do, but it wasn't for me. I felt like I was just pushing papers around," he said. "I wanted a 180-degree career change. I wanted pursue something that would enable me to make a more tangible difference in people's lives, so I became [a

health services technician] in order to help jumpstart my career in healthcare."

During his deployment to Puerto Rico, Graham would occasionally spend his off-duty hours going on humanitarian aid runs with the local fire department, delivering food and water to smaller communities around Aguadilla. He even helped make a direct impact in the life of a local resident.

"One of the civilian employees at the clinic was without electricity for over two months, and her home was destroyed by the hurricane," said Graham. "We all pitched in and surprised her with a new generator."

After a 60-day mobilization, Graham departed Puerto Rico in early December to return home to Brooklyn, N.Y. There, he's working on completing the prerequisite college classes to apply to occupational therapy school, but if the opportunity to return to Puerto Rico arose, Graham would be ready.

"I'd hop on a plane tomorrow and head back," he said. ≋ (At press time, Graham was headed down to Borinquen on another set of orders through the end of March.)



Air Station Borinquen clinic staff during Hurricane Maria response. Graham is fourth from the left. Photo courtesy of Petty Officer 3rd Class Michael Graham

# **CWO4 TOMMY ROMAN** → MIAMI, FLORIDA

### BY CHIEF PETTY OFFICER ELIZABETH H. BORDELON

hief Warrant Officer 4 Tommy Roman has been a jack-of-alltrades during his Coast Guard Liaison, security career. specialist, safety officer, planning guru, chief, mentor... there's no job too big or too small for him to embrace with the enthusiasm and quick wit that his shipmates know and respect.

The 2017 hurricane season, however, added a new job title to his extensive resume: Call Center Operator for the ESF-10 Florida Response to Hurricane Irma.

Roman, a civilian employee (and geo-bachelor) at Sector San Juan, Puerto Rico, was on the island serving in the planning section in his civilian role as a port security specialist when Hurricane Irma made landfall on Puerto Rico. He was able to make it back to his family in Florida by the time Irma reached the Keys.

"I was already slated to deploy to New York City for the United Nations General Assembly and POTUS visit in mid-September," said Roman whose reserve billet is in Sector New York's Enforcement Division. "I was at my home in Kissimmee with my family, preparing for my next deployment, when Irma hit Florida."

It would be a quick turnaround in New York for Roman. Hurricane Maria was wreaking havoc in the Caribbean and the Coast Guard was scrambling to deploy assets and personnel the Southeastern United States in response to the widespread devastation left in Irma's wake. With his civilian work office in San Juan completely destroyed, Roman was ready to jump into response mode but unsure where he would end up.

The Coast Guard's Atlantic Area decided he would be spending the rest of 2017 in Florida.

Roman reported to the ESF-10 Florida response in October. He was quickly assigned to the Operations Section as head of the Vessel Removal Hotline. The hotline was established for members of the general public to report displaced vessels, check on the status of their personal vessels that were removed by the response, and answer questions regarding criteria for vessel removal.

The first ring came with the initial press release advertising the hotline number.

And the phone just kept ringing.

Roman and his team received more than 3,500 calls in the first two and a half months the call line was operational. Crammed into a tiny office space barely large enough for one workstation, Roman and his team worked seven days a week to handle the influx of callers.

"The [information] provided by state agencies, which was distributed by the local news outlets, and the changing of requirements for vessel removal in the early stages of the



Chief Warrant Officer Tommy Roman, a reservist from Sector New York, deployed to Miami to support the hurricane response. Photo by Chief Petty Officer Elizabeth H. Bordelon

response really had people fired up," Roman said. "We got calls from people that had been told the Coast Guard or FWC was going to pick up all abandoned and derelict vessels, and I had to tell some of them that they didn't qualify for removal. I was cursed at a lot, and some people called crying. We got a whole range of emotions."

A seasoned response veteran, Roman has learned to shake off the negative.

"In this job, you can't take it personal."

But Irma was personal to Roman-he still had extended family on the island.

"I was able to sometimes get through on the phone after the storms passed but was mostly communicating through Facebook and other social media outlets," said Roman. "Everyone weathered the storms okay, except my Uncle Benny. Things like this are especially difficult on the elderly. With the change to his routine and interruption of services on the island, it was just too much for him, and he passed in late October. Irma and Maria really hit our family hard, and, because of the storms, the rest of the family will be moving to Florida in the next few months."

With his hurricane deployment in his rearview mirror, Roman has set a course towards retirement. And although he has had some incredible deployments during his years of service, the one thing he will miss the most about the Coast Guard when he finally hands over the watch is the people.

"All responses are different, but all have the same objective — safely doing whatever job it is and getting it done right," said Roman. "I have deployed numerous times but what I find consistent on every response is the quality of Coasties. Whether active, reserve or civilian, they are all outstanding. I sometimes see the same people from response to response, always doing what we do, which is being ready to perform any job to accomplish the mission of either saving lives or helping the environment. I am very proud of serving with all who respond to the call." ≋



Chief Petty Officer Michael Bazzrea on roving foot patrols around the island of St. Thomas. After the storm, his team accompanied the Coast Guard teams that were doing damage assessments, and provided armed escorts for supplies.

# MEC MICHAEL BAZZREA → ST. THOMAS, U.S.V.I.

#### BY ANASTASIA DEVLIN

he night the hurricane hit, Chief Petty Officer Michael Bazzrea was on his farm in Oklahoma with a cell phone glued to his ear. The members of his sector's reserve enforcement team were chomping at the bit, wondering when they'd be recalled.

Not yet, click. Not yet, click. I don't know when, but be ready when we do, click.

Bazzrea, a member of the Sector Houston-Galveston's Response Department reserve enforcement team, watched the news and kept in touch with Sector's Reserve Force Readiness Staff chief, Lt. Cmdr. Omar Baraias.

"Things were changing every six hours," said Barajas, who also spent much of his time on the phone, working to organize more than 200 Sector Houston-Galveston reservists in response to the late August monster storm, Hurricane Harvey. "Every few hours the need would change."

The next morning, Bazzrea finally got the call to mobilize as many members of his team as he could. He stood down from his job as a federal agent with the Department of Homeland Security and grabbed his Coast Guard uniform. He and his wife would look to neighbors and friends to help with the farm while he was away, but he wasn't worried.

"The small community I'm from is about helping our neighbors when they have a need," said Bazzrea. "It's just how life is in rural America. Even though these people we were helping were hundreds and thousands of miles away they're still our global neighbors - and fellow Americans."

With his mind clicking through numbers and scenarios, he began calling back the members of his team to let them know it was time.

The maritime enforcement specialists began arriving at sector as early as 10 a.m. Sector Houston doesn't have active duty MEs, so some of the reservists began setting up a security perimeter around the base.

The rest of the law enforcement team began manning the phones in the emergency call center. They stayed there for the first few days of the response.

"About 70 percent of my team works in law enforcement," said Bazzrea, who was thankful for their fire department or EMS expertise when it came to dealing with triaging emergency calls. "Having that outside [law enforcement] experience, other than maritime LE, helped out tremendously."

Besides having a ready set of 60-day mobilization orders queued up, Bazzrea said it helped that all 10 of the enforcement team members were trained and ready to respond in their law enforcement capacity.

"All the people in [boarding team member] billets are qualified, and same for the boarding officers. Plus, all my BOs are BOCAs [Boarding Officer Certified Ashore]. That's why we were able to deploy so quickly and do so many things. We knew many of our active duty counter parts weren't able to report in, but we were able to tell them, 'Don't worry, stay home and take care of your families and neighbors. We've got this."

Once the call center duties were transferred to Coast Guard Headquarters, the reserve enforcement team was able to take on other non-traditional maritime LE roles, like helping do security assessments on facilities in the port, which was still closed. At one point, they provided security for Sector Field Office Galveston, Texas, the place where the Coast Guard was amassing supplies and providing support to displaced family members. When the president, the commandant or other dignitaries visited, the team augmented their assigned security details as necessary. When a crowd of vessels waited offshore with supplies for the damaged city of Houston, the team saw an opportunity.

"We talked to the [command center] and started going out with the station to do [high interest vessel] boardings to help clear the backlog."

When the port reopened, the intense two weeks of Hurricane Harvey's response finally slowed down for the reserve enforcement team, but with a chain of hurricanes looming in the Caribbean, Bazzrea knew the team was just getting warmed up.

"I started emailing all the chiefs from the affected areas letting them know that we could come help," he said, "and they emailed me back almost immediately - from Miami, from Key West, from Puerto Rico - they needed help."

Within days, Sector Houston's reserve enforcement team grabbed whatever food and supplies they could and took off in rental cars for New Orleans. From there, they flew to Coast Guard Air Station Clearwater, Fla., which was the hub for military

members transiting to the hurricane-wrecked Caribbean. Irma had just swept through, and Bazzrea and his team were headed to St. Thomas, U.S. Virgin Islands. On the way, they made friends with the Clearwater pilots, who proved to be a great resource when the team needed generators, food, water or other supplies.

Upon arrival in St. Thomas, the dozen or so MEs took random assignments, everything from setting tarps, cleaning buildings, assisting Coast Guard Investigative Service agents, providing security for Marine Safety Detachment St. Thomas, sending roving foot patrols around the island, accompanying the Coast Guard teams that were doing assessments, and providing armed escorts for supplies. They shared their gear and rations with fellow Coast Guardsmen and their dependents.

"We worked the guys hard and long, but they all knew what the mission was, and they stepped up to do it," said Bazzrea. "We tried to give them a few hours off every now and then, but we were working 16- to 18-hour days, easily."

When Hurricane Maria came through the islands, the team evacuated back to Clearwater for a few days. Bazzrea and his team called to check on their families when they could.

## **LCDR MARIE SEVIN** → HOUSTON, TEXAS

### BY ANASTASIA DEVLIN

fter a dozen years in the active duty Coast Guard, Marie Sevin made the difficult decision to transfer to the Reserve. Her friends were in awe - not only was Sevin a Type 3 Incident Commander and seasoned prevention officer, but she'd just pinned on her new rank of lieutenant commander.

After moving around the country so many times, Sevin was giving her husband Ty the chance to follow his dream of being the track and field coach for the University of Texas. She took a billet at Marine Safety Detachment Texas City, and nestled into her new role as a stay-at-home mother to her newborn son and three-year-old daughter.

Last August, she was getting ready for her daughter's first day of first grade, but by force of habit, Sevin kept one eye on the news, noting the unusual weather predicted for Houston. She'd responded to Hurricane Katrina and could feel things were about to get hairy. She put in calls to both sets of grandparents, asking them if they could find time in their schedules for an extended visit.

lust in case.

Working with the RFRS staff, Sevin drove down from Austin to be the liaison officer for Sector Houston hours before the storm hit. A light rain was falling as the sector set up its ICS structure, and staffing dropped to minimal levels as people went home to ready their families. Before heading to her hotel for the night, Sevin put in a call to the mayor's office for a potential meeting the next day to discuss any damage that might occur in the upcoming storm.

"It all promptly got cancelled," remembered Sevin. "We were not expecting anything to that magnitude." She said the next few days following the hurricane blurred into one very, very

Her hotel, chosen for its proximity to base, became a haven for those stuck by flooded roads. Rescue personnel (both military and first responders) couldn't report in. They were stuck in their homes and hotel rooms, or riding bikes, driving in the middle of the road (the high point), catching a lift with other first responders. She threw her suitcase into her car and



Lt. Cmdr. Marie Sevin spent several weeks deployed to Sector Houston in support of the hurricane response. Photo courtesy of the Sevin family.

"It was definitely a heavy lift for them with me being away," said the chief. "They had to keep the farm up and running by themselves, which they did wonderfully."

In Clearwater, his team bought more generators and gathered supplies. They scored a few pairs of coveralls to make their uniforms go a little further.

"I've been in 23 years, so I've been to Katrina, Deepwater, Operation Iraqi Freedom...," said Bazzrea. "I tell my guys, 'When we get called to go, be prepared to stay indefinitely. Don't just bring one uniform and three pairs of socks, vou know?"

Sector Houston's scrappy and well-traveled enforcement team hitched a ride back down to the Caribbean on a C-130, this time to San Juan. The gray sky Hurricane Maria left still hadn't cleared before the team's boots hit the ground, augmenting the Coast Guard's Tactical Law Enforcement Team South from Miami. They helped with Sector San Juan's base and housing security, assisted in evacuations and conducted accountability checks for Coast Guardsmen and their dependents.

"Everything that was accomplished was because of them, not me," said Bazzrea, who wouldn't take credit for anything. "I was the helmsman, but my team was the ship. I made minor course corrections as needed, but without them, none of what we accomplished would have been possible."

As resourceful as a pack of scouts, the team made a few phone calls, working with Barajas back in Houston as well as the local incident command posts to go where the most help was needed.

Barajas amended orders for the team as needed, keeping constant communication as they traveled around the Caribbean

They headed back to St. Thomas. The tiny island had taken a double whammy from Hurricanes Irma and Maria. Commercial flights off the island were booked solid, but Bazzrea's resourcefulness was becoming more finely-honed. "[We jumped on] Anything going over there, cutters, helicopters, two guys here, three guys there, until we got set up back on St. Thomas."

Eventually the MSST from Miami joined the enforcement team on the island. Bazzrea recalled how surprised people were to see the LE team with the words "Sector Houston-Galveston" on their covers.

"They'd say, "Man, you guys are here? Isn't your area affected?" and I'd say, "Yeah, we already handled that. We're here now." ≥

drove to the base, pretty sure she wouldn't have time for a hotel in the near future. She didn't even remember checking out.

As the liaison officer, Sevin coordinated with the area's emergency operations centers to triage and prioritize calls for assistance. Everything from kids needing dialysis to pregnant women who'd begun early labor. The Coast Guard had embedded representatives in each EOC, and Sevin coordinated with them whenever Coast Guard assets were needed to support a city rescue.

Houston's shelters hadn't been set up for the kind of evacuations that were now taking place. Up to 200 people per day were taken to the sector by Coast Guard Air Station Houston, located just a mile away. The sector hadn't been set up for this.

"People needed everything, they left everything, they had nothing," she said. "Anything from a toothbrush to a hair tie, we were taking our own stuff to give them at this point, just to make them comfortable.

With the unit still minimally staffed (but gaining strength as personnel rolled in), Sevin took on the small logistics role of rearranging the galley to house survivors. When the shelters finally opened, she worked out arrangements with the National Guard to arrange buses for transportation to the shelters. She saw people with only the soaked clothes on their backs trying to take care of children and the more senior residents. Active duty members worked with Sevin to provide security, document the names of those rescued, and retrieve (or distribute) flight suits and dry blankets for the soaked visitors.

She'd learned the Incident Command System before formal qualifications existed, and that helped her slide from role to role as needed.

"It was like running a shelter, which is not something the Coast Guard does. There's no training for this. It was very much kind of 'roll with it,'" said Sevin. "You go where you're needed, and you just do the job."

Meanwhile, her parents had just switched places with her inlaws. They'd driven down from Iowa to watch the Sevins' children. When her daughter had her first day of school, Sevin wished her luck over the phone and had to quickly get back to work. Her husband texted the former stay-at-home mother a photo of her big girl's first day.

"I have very good parents," said Sevin. "They've been so supportive of any choice I've made. When push came to shove and we needed help with the kids, they were here in a heartbeat. And that just eased my mind, knowing they're back there."

In Houston, Sevin found sleep when she could, dragging a cot to an empty office or conference room, but she was always ready to go the next day. She transitioned into the role of governmental affairs officer, arranging everything from transportation to talking points for the Coast Guard's alignment with senior officials, including the president, the commandant, the speaker of the house, senators, and Houston's mayor and judge. Coordinating a smooth visit with the staff of each dignitary required hours of phone calls, despite the knowledge that the plan would change dozens of times.

Sevin's versatility shone as she moved from job to job, from coordinating rescue efforts to running a makeshift shelter, from liaison officer to governmental affairs. She laughed thinking of all the small emergencies she handled. One day, she was called to help make breakfast in the galley. Another time, she arranged formal sit-down lunch for a last minute VIP visit with the Secretary of Homeland Security.

"It was really like an 'all hands on deck' evolution," said Sevin. "I get the foundation of the training and why we have schedules, but it really comes down to your ability to roll with it. You just come in and do it."

"She was the point person; she wore many hats like we all did," said Lt. Cmdr. Omar Barajas, reserve force readiness staff chief. "And she was running for days. Man, if Marie Sevin didn't take the job she did...."

Barajas broke off, his appreciation filling the silence.

When the pace of operations slowed back down after several weeks, Sevin headed up to Austin to be with her family. Her husband, her parents and her children greeted the tired officer with smiles and hugs.

The following day, she walked her little girl to school. ≋



### LIGHT ON YESTERYEAR



A rare photograph of the Brazos Life-Saving Station (later the South Padre Island Station) in 1919. Coast Guard Collection

# **Brazos Station's Hispanic Lifesavers** and the Florida Keys Hurricane

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

Hispanic-American personnel have served in search and rescue operations since the nineteenth century. For example, in 1899, James Lopez of the Provincetown Life-Saving Station in Massachusetts became the first Hispanic-American service member to receive the Silver Lifesaving Medal. But the greatest number of Hispanic American personnel served not in stations along the East Coast, but in Florida and along the Gulf Coast.

In South Padre, Texas, Coast Guard Station Number 222, also known as the Brazos Life-Saving Station (currently named Coast Guard Station South Padre Island), was known for employing several distinguished Hispanic lifesavers. In

1897, surfmen Telesford Pena and Ramon Delgado became two of the first Hispanic Americans to join the United States Life-Saving Service. Over the years, Brazos men endured numerous storms and hurricanes, including the deadly Galveston Hurricane of 1900; however, none of these storms proved as memorable as the killer storm of 1919.

Early September 1919 found Hispanic-American lifesavers Pablo Valent, Mariano Holland and Indalecio Lopez serving at the Brazos Station. Valent was born in Corpus Christi, Texas, to Spanish immigrant Antonio Valent and native Texan, Romana Dominguez Valent. In 1912, Valent joined the U.S. Life-Saving Service and would spend most of his career at Brazos Station. By 1915, he had already advanced to Brazos Station's Number 1 Surfman (or boatswain's mate first class by later standards) and recognized by his superiors as "a very efficient man." Two years older than Valent, Surfman Holland joined the Life-Saving Service in 1915, the same year it became the modern U.S. Coast Guard. And Surfman Lopez began serving in 1919, only a few months after his discharge from the U.S. Army. He suffered from gas poisoning in World War I, an injury that would plague him till his early death in 1933.

Unknown to these men, a tropical disturbance in the Lesser Antilles had spawned a storm, which grew rapidly into a Category 4 hurricane. The storm grazed the Florida Keys and slipped into the sheltered waters of the Gulf of Mexico. This hurricane later became known as the notorious "Florida Keys Hurricane," one of the top ten deadliest storms in U.S. history. In its path sailed numerous unsuspecting vessels, several of which would be lost with all hands.

One of these ships, the 77-ton schooner Cape Horn, had been fishing far out in the Gulf. The storm descended on the schooner and its crew of eight the night of Saturday, Sept. 13, capsizing the vessel and flooding the hold. The crew managed to cut away the sails and rigging, allowing the mastless vessel to right itself. But for the next two days and nights, the crew had to man the bilge pumps non-stop to keep the hulk afloat. Meanwhile, the men clung to the foundering vessel as the storm pushed it toward the Texas

At daybreak on Tuesday, Sept. 16, the Brazos Station watchman spotted the Cape Horn in the distant, stormtossed seas. She was lying low in the water with stumps left for masts, and it was obvious that the schooner was about to sink. Station Keeper Wallace Reed, Valent, Lopez, Holland and the rest of the boat crew knew quick action was required. They launched the surfboat in some of the worst sea conditions ever seen in the area. Huge waves broke as far as the eye could see, and the bar they had to pass to reach the Gulf was a cauldron of cross currents, roiling seas and angry whitewater.

Nonetheless, the crew deployed its Type "E" 36-foot motor surfboat into the teeth of the storm. The Type E relied on oar power as well as an early internal combustion engine. Starting out in the storm-tossed surf, the craft rolled onto its beam-ends, throwing the men violently from side to side. The surfboat constantly shipped seas and flew over bruising combers. Several times the surfboat jumped clear of the seas to come crashing down into the trough below. A veteran of 20 years' service, Reed had never seen such dangerous and confused seas in his life.

After battling the elements for two hours, Valent, Lopez, Holland and the rest of the men managed to reach the foundering schooner. Cape Horn's dispirited crew managed to hang-on even with heavy seas surging over the schooner's deck. To avoid wrecking the surfboat against the submerged vessel, the Brazos crew used their oars to accelerate the surfboat to the hulk in the interval between



Pablo Valent shown later in his career as a chief bosun's mate. Coast Guard Collection

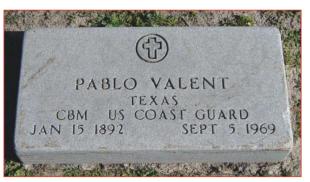
each breaker. Using this method, they snatched off the survivors one at a time, retreating before the next breaker and then returning for another victim.

The lifesavers brought all eight survivors into the boat for the ride back to shore. Unfortunately, the return trip appeared more dangerous than the struggle to reach the ship. The lifeboat was overloaded with 15 men, and heavy seas formed huge breakers cascading onto the beach. Turning back was not an option, because the Cape Horn had slipped below the waves shortly after the last survivor was rescued. As the surfboat neared the shore, Keeper Reed found the surf pummeling the beach and had to choose a landing point two miles from his original embarkation point. Though crewmembers Valent, Lopez and Holland were skilled surfmen, the boat shipped seas constantly as huge waves boarded the surfboat from the stern.

With his crew soaked and exhausted and the Cape Horn survivors clutching thwarts and gunnels for safety, the odds weighed heavily against a safe landing. Reed deployed the surfboat's drogue, a service-issued bucket-like device made of canvas and designed to work like a sea anchor. This contrivance controlled the boat's speed as it surfed over powerful waves and helped Reed keep the boat on course for the beach.

Disaster struck within 100 yards of land when heavy seas burst the drogue. With huge breakers curling all around, loss of the drogue could propel the surfboat into the deadly surf, overturning the watercraft and killing or injuring those inside. In more than one such case, an entire surfboat crew had been drowned. But Valent, Lopez, Holland, Reed and the rest of the crew managed to hold the boat steady using their oars and, with the aid of the boat's engine, powered the boat on top of a towering wave headed for shore. Riding on the crest of the roller, the surfboat sped toward the beach and, without any added effort by the crew, landed high and dry without spilling out any of the 15 occupants.

The Cape Horn rescue proved a complete success. In addition to bringing back the schooner's eight men alive, the Brazos crew skillfully maneuvered their surfboat onto the beach without serious damage to the craft. In its Annual Report for 1920, the Treasury Department noted:



Headstone of Pablo Valent at the Buena Vista Burial Park in Brownsville, Texas. "CBM" refers to an older abbreviation of the rank of chief boatswains' mate. Courtesy of Lionel Alva, Jr.

"The rescue of the crew of the water-logged schooner Cape Horn on September 16, 1919, by the crew of Coast Guard Station No. 222 (coast of Texas) affords an instance of wreck service in which superb surfmanship, added to dogged grit, overcame well-nigh insuperable difficulties and brought success to a hazardous effort."

For their death-defying feat, the Brazos crew received a commendation from Coast Guard commandant William Reynolds, in which he wrote, "The conduct of all who embarked upon this perilous enterprise appears to have been deserving of high praise, and I take great pleasure in commending all concerned for the gallantry displayed." The

privately run American Cross of Honor Society awarded the men the prestigious Grand Cross Medal for this act of "unusual heroism." And, in 1921, the men received the Silver Life-Saving Medal from the Coast Guard. This was only the second time in Service history that Hispanic-American lifesavers had received the award.

The Florida Keys Hurricane of September 1919 was one of the deadliest in Texas history. It heavily damaged the Brazos Station and leveled the Coast

Guard Station at nearby Aransas, Texas. In addition to the scores of victims lost in the Gulf, hundreds of men, women and children lost their lives along the flooded Texas coast.

Pablo Valent went on to a successful career in the Coast Guard. In 1935, he took command of the Brazos Station (Port Isabel, Texas), becoming the Service's first Hispanic-American station commander. In 1940, Valent retired after 28 years of service in the Coast Guard, and he passed away in 1969 at the age of 77. Today, his memory lives on as the namesake of Sector Corpus Christi's new headquarters building, Valent Hall, and his name will also grace one of the service's new fast response cutters. ≋



A Type "E" 36-foot motor surfboat similar to the one used by the Brazos Station crew to rescue the crew of the schooner Cape Horn in 1919.



# Maintaining your mental and emotional wellness is key to suicide prevention.

Relationship stress, financial problems, trouble sleeping, worries about the future, and difficulties at work are all issues that can trigger an emotional crisis. It is important to be prepared for difficult times before they arise, to maintain readiness, in order to be resilient during the storm.

If you are in a turbulent time right now or you simply want to be more prepared, just reach out. We are not meant to fix these things on our own. **CG SUPRT** has free and confidential services available to you and your family including:

- Money Coaching
- Counseling
- · Health and Wellness Coaching
- Daily Living Resources
- Legal Consultation

REACH OUT To set up services or get more information, call 855-CG-SUPRT (247-8778) or visit www.cgsuprt.com



You can also contact your Employee Assistance Program Coordinator in your Work-Life Office for more information on CG SUPRT and other services through the office.



www



### **RESERVIST MAGAZINE**

# **HEADQUARTERS UPDATE**

# Continued Underway Training Opportunities Offered at TRACEN Yorktown's Boat Forces Center

Any reservist assigned to a boat forces unit knows it's tough to get in all the underway hours needed to be qualified on the boats. Luckily, the Coast Guard Training Center Yorktown's Boat Forces Center provides underway training to boat force personnel across all service mission areas.

The personnel at the Center understand the time and platform limitations for reservists, and they offer multiple courses, both in person and online (through the Coast Guard's Learning Management System), to help with that qualification process.

"Attending the courses speeds up the process," said Chief Petty Officer Philip Null, C-school course chief for the BFC. "We have two weeks dedicated to them as individuals. They don't have to split time with other break-ins at their parent units or wait for time behind the wheel."

With 16 years of boat experience, and qualifications on 15 platforms, Null has extensive experience teaching, and he said the RB-S crewmember and coxswain classes are especially tailored for reservists.

"Our reserve classes are a little smaller, like four to six guys per class," said Null.

"They leave with a memo accounting for 80 percent of their signoffs," said instructor Chief Petty Officer Marshall Reedy. "We can't sign off the PQS [personnel qualification standard], but we can confer with the students' training officers at their home units."

Reedy, a reserve instructor who also serves as an advisor to the school, said he understood the difficulties in getting qualified for a reservist.

"I've been active duty and reserve; things are different," said Reedy, who was assigned specifically to support the reserve courses. "Getting on the water often enough to complete PQS is a tough problem for reservists. [The BFC] expedites their training and experience in the coast Guard."

The center's location on Chesapeake Bay gives it access to a mix of fresh water and seawater environments, mimicking coastal areas nationwide. First established as Surfman and Engineer School, and later, the Utility Boat Systems Center in 1989, the facility became the Boat Forces Center in 2005 with the delivery of multiple boat types and the establishment of related courses.

The instructors at BFC train more than 800 students in seamanship navigation and boathandling each year. Routine training days are spent entirely underway, with instructor coxswains and students on the water for sorties focused on the successful performance of PQS tasks and standardized underway drills.

- Submitted by Boat Forces Center

# Response Boat – Small (I or II) Coxswain Course

Preferred option for reserve BM3s seeking dedicated underway training time that may be unavailable at their parent unit. Graduates will be prepared to complete the certification process upon return to their units.

#### Prerequisites -

- Participants must be assigned to a unit a Boat Forces unit
- Must have successfully completed the Deck Watch Officer (DWO) exam
- Must be a certified crewmember or coxswain on another standard boat platform.

### **Reserve Boat Crewmember Course**

Designed specifically for enlisted reserve personnel assigned to boat force units who are not boatswain's mates. Training sorties are focused on the performance of boat crewmember PQS tasks and STAN team underway drills.

#### Prerequisites –

- Participants must be enlisted reservists assigned to a boat forces unit. Quotas are intended for non-BM rates, primarily MK/ME. (BMs complete course material in A-School.)
- Participants must NOT be a qualified boat crew member
- Participants must have passed the personal physical fitness test, as outlined in the Boat Operations and Training (BOAT) Manual, Volume II, COMDTINST M16114.33, in the last six months.

### From the Office of Boat Forces

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

**RB-M Operator Course** 

1/22 - 2/2/2018

PO1 Matthew Willett Station New London

**RB-S Coxswain Intro Course** 

11/27 - 12/8/2017

PO3 Seth Hurley Station Little Creek

PO3 Sarah Durden Station Wrightsville Beach

1/22 - 2/2/2018

PO3 Christopher Marquez Station Little Creek PO3 Jerry Pacius Station New York PO3 Margaret Nicol Station Seattle PO3 Michael Provo Station Tybee PO3 Carol Lipnick Station Yaquina Bay

**Boarding Officer Practical Course** 

9/25 - 10/06/2017

PO1 Scott VanNote Station Oak Island

> **Chief Petty Officer Academy** 11/06 - 11/17/2017

**CPO William Proctor** Station Yaquina Bay **CPO Michael Nilsen** Station Shinnecock CPO Angila Berni Station Oak Island **CPO Ashley White** Station Brunswick **CPO David Bangit** Station Annapolis

ICS-300

9/12 - 9/14/2017

CPO Douglas Niendick Sector Lower Mississippi 10/24 - 10/27/2017

CPO Jeffrey Kropp Station New York PO1 Jason Jablonski **Station Sandy Hook** 

11/28 - 12/1/2017

PO1 Nathan Basirico **MSU Baton Rouge** PO1 Kyle Fischer Sector Lower Miss. River

12/05 - 12/08/2017

SCPO Ross Larson Station San Diego

12/12 - 12/15/2017

CPO Morgan Stepp Sector Ohio Valley CPO Jorge Carbajal Station Mayport PO1 Stephen Bamberski **Station Mayport** PO1 Donny Almonte **Station Mayport** PO1 Ryan Raifsnider MSU Huntington PO2 Daniel Johns Station Tybee

1/16 - 1/19/2018

PO1 Elliot Diaz Station Iones Beach PO3 Katrina Aronoff Station Shinnecock

1/23 - 1/26/2018

PO2 Nickolas Williams Station Seattle

2/06 - 2/09/2018

**CPO Charles McGroary** Station King's Point PO3 Todd Pagel **Station Sandy Hook** 

**ICS-339 DIVS** 

11/01 - 11/02/2017

**CPO Matthew Bell** Station Point Judith

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



The FY 2018 "C" School Schedule can be found on the FORCECOM Portal:

https://cg.portal.uscg.mil/units/forcecom/tqc/

Pages/Home.aspx

The Boat Forces Reserve Readiness Report (BF3R) and Reserve Underway Hours Report can be found on the Boat Forces Portal:

https://cg.portal.uscg.mil/units/cg731/SitePages/Reserves.aspx



#### RESERVIST MAGAZINE

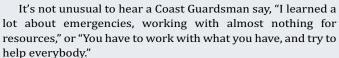
## SHIPMATES IN FOCUS

# Onto the next challenge

Meet one of the Coast Guard Reserve's newest recruits: Dr. Angel Valles-Bravo.

Story by Anastasia M. Devlin





Although, they're not usually talking about treating gunshot victims.

Dr. Angel Valles-Bravo, 29, was born and raised in Sancti Spiritus, Cuba. He said he remembered the medical field calling to him at a young age.

"I've always like being able to help people in need," said Valles-Bravo. "My grandpa told me I should have a vocation [where I] help others. It was because of him that I thought about it; I chose it, and I've never regretted it."

After six years of medical school, Valles-Bravo traveled from Cuba to Caracas, the capital of Venezuela, to serve in a medical program called Barrio Adentro, which was part of an agreement between the two governments. There, he worked at an emergency clinic helping the poorer members of the community, providing cradle-to-grave treatment for those who couldn't afford access to medical care.



There, the young physician was baptized by fire.

"There was so much violence in Venezuela," he said. "I was treating gun shots, knife wounds, car accidents. I learned a lot about emergency medicine."

Though this wasn't his first time experiencing limited resources, it certainly presented challenges.

"Sometimes, I'd think, 'What am I going to do? I need this... I don't have this," said Valles-Bravo, referring to equipment or tests he needed for his patients. "Sometimes it was frustrating, but we'd have to go back to old-school [methods]."

"You'd have to improvise a lot."

Work at the clinic was exhausting, and the area he lived in was dangerous -- he was robbed twice during his 15 months there.

Things began to change for him when his grandfather passed away in Cuba. Valles-Bravo was devastated, and the government would not allow him to leave his post at the clinic to attend the funeral. Eight months later, Valles-Bravo crossed the border into Colombia, and he applied at the U.S. Embassy as a Cuban refugee.

In pursuit of freedom, Valles-Bravo had to leave behind his pursuit of a career in medicine, and because of his defection, he would be prevented from reentering his home country for eight years.

In the U.S., he moved to Hampton Roads, Va., and began working as a substitute teacher, but his passion for his craft simmered under the surface. He decided to see if he could scratch the itch a little, as well as get help with becoming a citizen of the U.S. He visited his local recruiters. There, he met Coast Guard Petty Officer 1st Class Blaine Meserve-Niblev.

"I wanted to make sure he understood the commitment he was making," said Meserve-Nibley, a Reserve recruiter at the time. "I said as [a health services technician (HS)] you won't have the same responsibilities as what you had as

a doctor in Cuba and Venezuela, and we went over the roles of a junior HS."

The recruiter remembered that Valles-Bravo put out a hand and said, "Blaine, I get it, it's okay."

He understood he wouldn't be a doctor in the Coast Guard, but he wanted to serve.

After completing a three-week basic training program at Coast Guard Training Center Cape May, N. J., Valles-Bravo started a 23-week-long A-school in Coast Guard Training Center Petaluma, Calif., in summer 2017.

The course instructors noted a man who was quiet and definitely over qualified for their course. Pulling the doctor back from his mindset of addressing the problem, given his knowledge and background, proved to be a challenge.

Chief Petty Officer Elias Gomez, the Health Services Technician A-School Course Chief, has spent 15 years as an HS. He said the instructors worked with Valles-Bravo to help him trust their resources and learn the steps of being a medical assistant. He knew they would be testing the doctor on jobs that, in the past, he'd have assigned to someone in the clinic.

"But we face those challenges all the time," said Gomez, noting that while Valles-Bravo is one of the more qualified students to come through the course, the Coast Guard often brings in people with medical backgrounds: nurses, paramedics, aides, therapists and many with degrees and certifications from every state. They all bring with them their own ways of doing medical techniques. It's a task the course chief is ready for.

"You can't overthink it." said Gomez, "We've encountered those barriers before, but the instructors are there to ensure [the students'] success."

It isn't always easy to bring all that talent under one standard, but, because subsequent C-schools build on standardized A-school training, all students, regardless of background, need to adhere to the Coast Guard's approach.

Valles-Bravo was no exception.

"The instructors were very knowledgeable; they always tried to push everyone to be more prepared for the outside," he said. "Sometimes it was a little frustrating because I knew these



Angel Valles-Bravo during blood draw training at HS "A" School.

Photo courtesy of Angel Valles-Brayo

things, but I looked at it as a refresher."

His mentor during the class was another instructor, Petty Officer 1st Class Roy Mesen Scott, an HS with 18 years of experience. Mesen Scott, who was born in Costa Rica, shared an important bond with Valles-Bravo -- the two men had both learned English as their second language.

Mesen Scott laughed, remembering how sometimes Valles-Bravo couldn't think of the words for a technique in English, and they'd discuss in Spanish for a while, but even in Spanish, sometimes the doctor's medical knowledge was above Mesen Scott's skillset.

He worked with Valles-Bravo to help him stop jumping ahead in the process - a difficulty for a doctor who's used to doing emergency medicine where he wasn't afforded the luxury of time.

"I knew his knowledge was there. He understood the nuances of the patient-provider conversation, like alcohol usage, exercise, and smoking. We [HSs] have 19 steps from, 'What brings you in?' to 'Do you have a family history of diabetes, cancer...," said Mesen Scott, "but for him, when he asks those questions, you can tell he's got more knowledge, [and] he'll go further than he needs to because of his experience. He ... puts the answers and conditions together in a way that we didn't think of."

After months of school, Valles-Bravo graduated and reported to his new unit, the clinic at Coast Guard Base Portsmouth. He said the experience of A-school was both humbling and a good refresher.

Not surprising, his favorite part was the first few weeks, in which the HS students ride along with the TRACEN paramedics on emergency calls.

Assisted by fellow Coast Guardsmen from TRACEN Petaluma, he's actively working on getting his transcripts from medical school in Cuba.

"I miss it every day, but I've made my peace with it," he said. "I'm working hard to make my goal of practicing again come true. If everything goes well, I can be taking the boards this year." ≋



Petty Officer 1st Class Jonathan LaKose addresses recruits during a session of extra military instruction at Training Center Cape May, N.J.

# **Company commander corps** rounded out by reservists

By Anastasia M. Devlin

The recruits at the Coast Guard's Training Center in Cape

May, N.J., spend a lot of time trying to blend in with their shipmates. They may not recognize that two of their company commanders are also blending in with their shipmates, who may not realize their peers are reservists.

Last summer, Petty Officers 1st Class Jonathan LaKose and Joseph Spruce both began twoyear tours at TRACEN Cape May where they serve as assistant company commanders. The training center is the fifth largest base in the Coast Guard, and it's the sole accession point for the entire enlisted work force.

As part of the training to teach



Company Commanders Petty Officers 1st Class Justin Repasi, Joseph Spruce, Jonathan Jarman, and Leonel Abascal, pose behind a makeshift Christmas tree on the beach at Training Center Cape May, N.J.

and lead new recruits, Spruce and LaKose first attended a indoctrination rigorous course called Company

Commander School. LaKose, a member of the Reserve for the last ten-plus years, finished the class in June of 2017, which he said was "no

joke."

"I've been a police officer for 18 years, but this was the hardest thing I've ever had physically, academically, mentally," said LaKose, who was the only reservist in his class. "There's nothing they can tell you that will ever prepare you for what [school] is like."

LaKose draws on his time as an officer with the Haverford Township Police Department, just outside Philadelphia, to help him balance his skills in training both active duty and reserve recruits.

"You have to be motivating and intimidating at the same time, so you have to strike that balance," said LaKose. "You don't want the delivery to be non-motivational. They need to want to do what you're telling them to do, and that's what carries them in the fleet."

Spruce, who advanced to first class petty officer in January, joined the Coast Guard in 2011 after seeing the rescue station near his house on the Upper Peninsula of Michigan. After a stint as a police officer, he transitioned to managing a housing unit for the Michigan Department of Corrections.

"I was tired of being in prison," joked Spruce, who, at 39, was ready for a career change. "The prison environment was affecting my health, my attitude, my personality. But when I [drilled] at the small boat station, it didn't feel like I was working there. It felt like I was doing stuff, enjoying it."

When the opportunity came up to apply for a new reserve position, Spruce saw the company commander job on the list. He said he'd always admired the role of drill instructor from his time at the police academy, and after working in the Summerstock program on the Great Lakes the summer before, he knew he was ready to apply for this position.

"I've been through the police academy, the corrections

academy and boot camp," said Spruce, "but company commander school was the most challenging out of them all."

At 45, LaKose is the oldest of the company commanders at Cape May, and he uses his life experience, as a seasoned veteran of both the Coast Guard and the police force, to mentor his recruits through life choices.

"There comes a time in training when recruits are allowed to have a dialogue with [their company commanders]," said LaKose, who rounds out his background as a local volunteer firefighter. "They ask me questions that relate to not just their future in the Coast Guard, but their personal future, and I'm able to help them out with that."

"My experience [working for the prison system] helps out quite a bit here," said Spruce, a father of three. "In the prison system, you never bring anything home with you."

Spruce and LaKose agree that, as reservists, they view the experience as company commanders through different eyes. Spruce said depending on a recruit's question, he thinks having more Coast Guard experience would have been better, but sometimes having that real world perspective is better.

The physical fitness and intensity can be tough, but there's not too many drawbacks to being a company commander.

Well, maybe one.

"Indoc weekend, usually sometime Friday night or Saturday," said Spruce with a laugh, "the voice is gone. It comes back really quick. Lots of cough drops." ≋

# Rebuilding Puerto Rico, on and off the clock

### Story and photo by Chief Petty Officer Shane Denny

We had been in Puerto Rico for a little over two weeks, working sun up till sundown with no days off. We were doing what were sent there to do - assist with the recovery of the Coast Guard. I had been activated Sept. 5 to assist with Harvey and Irma, but after 30 days, I was sent to Puerto Rico for the last 30 days of my 60-day orders. While awaiting transport to Puerto Rico, I met Petty Officers 2nd Class Luis Estrada and Kyle Graeber in the Family Resource Center in Weston, Fla. We spent a week there helping the families of the displaced service members from the wrath of Hurricane Maria. We all caught the same flight down to Puerto Rico and became friends.

While out on a patrol to check on certain coastal areas, Luis and Kyle ended up taking back roads in Arecibo, Puerto Rico. (At that point many of the main roads were still crowded with debris.) The stopped when they came across a dog in the road. There, they looked around at all the damaged houses and spoke briefly with the residents. The next day, while passing through the same town, they brought some water and food to a lady who lived there, and she helped them hand out supplies to her neighbors in need. Their conversation continued and she told them the story of how the storm had ripped off part of her roof, the back wall, and part of her son's room, leaving them exposed to the ocean out her back door, as well as the daily rain showers. The house was covered in blue tarps that her family and friends had supplied. She was a single parent, homeschooling her son, and she had little income other than the crafts she and her son would sell at the local market.

The mother said that her son has expressed a desire to join the Coast Guard when he gets older. Luis and Kyle approached me about helping the family, and I told them we'd find a way to get it done.



Chief Petty Officer Shane Denny, with the mother and son, and the other deployed reservists who all helped out with rebuilding their hurricane damaged home in Arebico, Puerto Rico.

Luis and Kyle brought me on another harbor patrol run, and we stopped by her house again. She was very surprised to see us - she was certain that she wouldn't have seen anyone again. She started crying when we told her our plans to return with the supplies and personnel needed to complete the task. Luis showed me the stray dog that got his attention, and his plans for all the work that would need to get done. I said it was a lot, but it was manageable.

A few days later, after talking to other deployed Coast Guard friends - all from different units and regions - we found enough shipmates to do something to help her out, but we'd have to do it on our own time and on our own dime. So we set to work.

Luis went back, made some final measurements and priced the supplies and resources we'd need to get the job done. We estimated that it would cost close to \$1,600 to get the work done. Luis set up a fundraising webpage, and Petty Officer 1st Class Mike Leyman reached out to his construction company back home, which donated more than \$1,000. The local chiefs mess pitched in \$300, and, after contributing some of our own money, we raised over \$1,700 to buy the supplies.

The first day was spent buying and transporting the supplies. tearing down water-damaged walls and removing debris from the house and yard. Afterward, we got to work rebuilding what she'd lost - eight hours in the open sun. Her family even came to thank us - her father was in tears, and he couldn't believe how much we were helping his family. Even with all the destruction and loss surrounding them, the family found time to celebrate a cousin's birthday, and, of course, shared some cake with us.

We finished the walls the first day and began repairing the roof. We came back the next day, and the following weekend. As work and duty obligations permitted, we made several trips back over the next four weekends to reconstruct three walls, replace the torn-off roof and re-shingle the entire home. It wasn't back to pre-hurricane status yet, but we fixed it so the rain stayed out, and the lady and her son could start to recover a bit easier. We pitched in and bought her son some much-needed school supplies, and a Coast Guard T-shirt and hat. He wore it every day that we were there.

As the project went on, we went back for more supplies, including a window I bought. We all spent a little more out of our pockets than we intended, but it was worth it.



Deployed reservists begin work to repair the roof, destroyed during the hurricane, on the home of a local resident in Arecibo, Puerto Rico.

I'm thankful to Luis, who was the planner, interpreter and the heart and soul of our team. In the end, nine Coast Guard members worked on this project, donating their own money, as well as hundreds of man hours and thousands of dollars of free labor. Petty Officers Stephanie Daley, David Schaeffer, Pete Hidalgo, Charles Stewart and Sarah Kessler all helped out, as well as Luis, Mike, Kyle and me. Not everyone helped out every day, but they all played important roles.

We all have since returned to our units and homes, but we formed a bond and stayed in touch, checking on each other and creating a family out of helping another family in need. We went to Puerto Rico and did our jobs - did them well - but we did more, worked more and learned more than we ever thought possible. ≥

# **Anchors for Eagles**

Story and photo submitted by PSU 313

Lt. Jasmine Barnard of Port Security Unit 313 was recently designated by Master Chief Petty Officer of the Coast Guard Steven Cantrell as an honorary chief. Her local chiefs mess cited her genuine care, honest feedback, job expertise, humor and humility as reason for the honor. Barnard's motivation and support of her people has led to high morale, and she's propelled almost a dozen members toward the officer corps.

cemented officer/chief the relationship, participating in six Chiefs Call To Initiation (CCTI) ceremonies in the last 10 years.

"Lt. B. is a wonderful person," said Master Chief Petty Officer Ryan Hooper, Command Master Chief of PSU 313, "and her advancement to chief is a real honor for those of us that have had the privilege to know and serve with her.

The lieutenant's track record of persistence in problemsolving, non-profit fundraising, personnel support and camaraderie with the chiefs mess has followed her from the east coast to the west coast units, on deployments from Hurricane Gustov to Deepwater Horizon to Guantanamo Bay.



Lt. Jasmine Barnard poses with the Chief's Mess of PSU 313 after being designated an honorary chief by Master Chief Petty Officer of the Coast Guard Steven Cantrell.

"Lt. Barnard is an inspirational leader that embodies the meaning of the anchor," said Chief Petty Officer Joel Burkhardt, Chief of the Mess, Port Security Unit 313. "It's rare that an officer is made an honorary chief, but she's one of us."

The Chiefs Mess of PSU 313 surprised Barnard with honorary anchors and certificate, presented during PSU's allhands gathering Jan. 21. ≥



Lt. Brad Bryan, of Sector San Diego, delivers presents to children on the island of St. Croix.

# Planting the seed for a new generation of future Guardians on St. Croix

### Story and photos courtesy of Lt. Brad A. Bryan, Sector San Diego

When most people imagine taking a trip to the U.S. Virgin Islands, they think of sandy beaches and relaxation. This wasn't the case for a group of dedicated Coast Guard members who spent their fall on St. Croix following the immense devastation of Hurricanes Irma and Maria. These service members helped reconstruct vital infrastructure on the island, reestablished normal Coast Guard operations, and restored commerce by ensuring that ports and waterways were fully functional. While their recovery efforts will certainly be remembered in the hearts and minds of many Crucians, the humanitarian efforts they took part in may influence a generation of promising children serve in the U.S. military.

In their spare time, deployed Coast Guard members partnered with Project Promise, a non-profit organization dedicated to empowering at-risk youth on St. Croix. These members met with many of the youth and provided educational outreach by talking about different career paths that the Coast Guard has to offer them. The children were full of questions about what it takes to be a Coast Guardsman, and were completely sold on joining the service after touring our response boats. These deployed men and women continued to support Project Promise over the holiday season by hosting a toy drive and delivering wrapped presents to the children on Christmas Day.

I am honored to have served with these Coast Guard members, and I'm proud to know that in a few years, we can expect some young, inspired recruits to apply for our service from a tiny island in the middle of the Caribbean Sea. ≥



Deployed reservists on St. Croix assist local residents with cleaning up a park, in the aftermath of two hurricanes that struck the island in 2018.



#### RESERVIST MAGAZINE

# THE MORE YOU KNOW



# **ESGR** – The Military's Middle Man

The 2017 Atlantic hurricane season was one of the most difficult seasons on record with three major storms making landfall in the U. S. within four weeks. As a result, nearly 1,300 reservists have answered the call, playing essential roles in the Coast Guard's successful response and recovery operations.

The majority of these reservists left their civilian jobs with only a few days' notice, providing precious little time for their employers to address any short-term needs prior to leaving. This reality can lead to damaged relationships between an employee and their employer if not properly managed by the reservist before, during and after an event.

One of the best resources available for navigating the sometimes challenging relationship between reservists and their employers is the Employer Support of the Guard and Reserve (ESGR). This volunteer-led organization is invaluable to the development and promotion of strong relationships between reservists and their employers.

ESGR representatives do this through proactive outreach to employers. As a neutral party, they clearly explain the rights and responsibilities of both the service member and their employer. ESGR also holds "Boss Lifts" where employers spend a day with reservists from each of the military services. These opportunities

help employers and supervisors understand what their employees do when they are away from their civilian occupation for military duty.

Coast Guard Sector Puget Sound, Wash., hosted a Boss Lift last summer providing an opportunity to build relationships between reservists and their employers. Lt. Kevin Adams, a reserve marine inspector stationed at the sector, attended the event with his employer, Arne Abrams of Trident Seafoods. For the last three years, Adams has been a sales and production coordinator for the Seattle seafood company.

"Whenever a company hires a reservist, there may be some issues with scheduling, but I am getting a lot of things in the bargain that we did not realize as a company," said Abrams. "The reservist brings existing skills that bring value to the organization, so it is a win-win for everybody."

Adams found a number of ways to integrate his military experience with his civilian duties.

"I've learned a lot about leadership as a team leader that I was able to apply at work. In the Coast Guard, we have a concept called "one team, one fight", which is the same for my work at Trident," said Adams. "It's important for everyone to have a clear, unified vision, so we're all on the same page. This really paid off

during a minor reorganization our team recently went through." His employer agreed.

"I think his organizational skills and the ability to interface with different groups and getting everyone working in the same direction are invaluable," said Abrams, "He always tries to keep everyone informed [of] what we are trying to accomplish."

The strengths reservists gain from their civilian careers can also be extremely valuable to the Coast Guard.

"My experience in managing floor processes in a large private business helped give me a better understanding of how to make strong business cases for budgets and resources," said Adams. "Now I'm better positioned to support my team members as we navigate the Coast Guard's budget process."

At the same time, ESGR administers an award program where reservists can recognize their employers for outstanding support.

The Patriot Award gives reservists a way to recognize the individual contributions and support of a supervisor while the Secretary of Defense Employer Support Freedom Award recognizes entire organizations for their efforts to support the Guard and Reserve.

In her nomination package for the 2014 Freedom Award, Coast Guard Capt. Julia Hein took time to recognize what her employer, AT&T, has done for all of its military employees. Among other programs, the telecommunications company provided tablets and mobile phones to deployed service members, sent gift cards to families during the holidays and built calling centers in combat zones.

As the old saying goes, "thank you" is a two-way street, and taking the time to recognize supervisors and companies that make fulfilling service obligations easier helps maintain the positive relationship critical to long-term military and civilian career success.

"Taking the time to recognize your employer can have some real positive effects beyond the building a strong relationship between you and your boss," Hein said. "Some of these awards, like the Freedom Award, are built into "military friendly employer" ratings, which can help attract even more current or former military members."

ESGR also regularly engages each of the Reserve component chiefs to identify situations where the services can help alleviate employer concerns or conflicts. In his role as the Coast Guard's Director of Reserve and Military Personnel, Rear Adm. Scott McKinley recently participated in ESGR's national leadership meeting. McKinley knows the complexities reservists and employers face, having advanced from patrol officer to chief of police over the course of his 21-year civilian career.

"Reserve service can put a strain on everyone, especially during periods of unplanned deployments like we had this summer," McKinley said. "ESGR services are meant to be preventative by helping everyone communicate early and often. By working with ESGR, we can effectively address questions and concerns before they become problems."

Reservists and their employers can visit www.esgr.mil to find additional information, request assistance in addressing a conflict or learn how to become an ESGR volunteer.

— Story by Cmdr. Alex Foos CG-1313

# Boatcrew Seamanship Manual Becomes Series of Boat Crew Handbooks

SUBJ: PROMULGATION OF BOAT CREW HANDBOOKS, ACN 135/17

**Summary:** The Office of Boat Forces announced the promulgation of five Boat Crew Handbooks, which are designed to better manage the information previously contained in the Boat Crew Seamanship Manual, COMDTINST M16114.5C. The five handbooks, below, can be found online at the Office of Boat Forces SharePoint/Portal Site. For more information, see ACN 135/17.

Boat Crew Handbook-Boat Operations, BCH16114.1
Boat Crew Handbook-Rescue and Survival Procedures, BCH16114.2
Boat Crew Handbook-Navigation and Piloting, BCH16114.3
Boat Crew Handbook-Seamanship Fundamentals, BCH16114.4
Boat Crew Handbook-First Aid, BCH16114.5

# **Health Assessments for First Responders**

SUBJ: HEALTH ASSESSMENT REQUIREMENTS FOR COAST GUARD RESPONDERS TO 2017 HURRICANES, ALCOAST 342/17

**Summary:** All Coast Guard personnel, including SELRES, who participated in a 2017 hurricane response to complete the Significant Event Acute Exposure Tracking Tool (SEAETT), which is found at https://hswl.uscg.mil/kseomsep/AcuteExposure/index\_omsep.asp. This tool tracks injuries or illnesses that could have long-term health effects or fitness-for-duty implications. See ALCOAST 342/17 for more details.

# **Mental Preparedness for First Responders: Preparing for the Disaster**

The Department of Homeland Security encompasses components that are on the daily forefront of domestic security. In addition, many DHS agencies have personnel who play first responder roles and are deployed to natural or manmade disasters in the United States. These agencies include the Coast Guard, the Federal Emergency Management Agency Customs and Border Protection (CBP), Immigration and Customs Enforcement (ICE), the Countering Weapons of Mass Destruction Office, and the Office of Operations Coordination.

As a member of the Coast Guard, I have been a part of the DHS since its founding in 2002. I experienced a sudden recall to active duty from the Coast Guard Reserve, following the terrorist attacks on 9/11.

I had just transitioned out of active duty two weeks prior to the attacks. I was driving to prepare for a new civilian management career when I received the call that I was to report to Coast Guard Station Miami Beach immediately. I remained on active duty there and conducted homeland security operations for the next four years.

Transitioning to an unexpected Title 10 recall following the terrorist attacks placed stress on my family and me. We addressed it through exercise, the development of a proper work-life balance and peer support.

I've witnessed several other incidents when Coast Guard and DHS personnel were temporarily reassigned from their daily work to assist in natural or manmade disasters away from home. While these responses are important and part of the job, it is also important to examine and mitigate the stress all response personnel face in an emergency.

Emergency personnel who respond to disasters experience a wide range of physical and mental health issues. As a result, it is important to take steps to mitigate the effects of responding to these emergencies.

#### Step 1: Have a Family Preparedness Plan in Place

Personnel who may be recalled to emergency responder status should have a written plan prepared well in advance. This plan should be coordinated with family members. It should account for child care, finances (including emergency cash on hand) and changes in work schedules.

The written plan should also take into consideration that communications may be limited during an emergency. Accordingly, the plan should include emergency contact information for family members and work supervisors. When emergency responders feel confident that their priorities at home are being met, they will be much more effective and focused while in an emergency response role.



#### **Step 2: Complete Deployment Training in Advance**

DHS agencies often train emergency personnel on mobilization and demobilization. It is important to complete this training, which gives personnel information explaining the different resources and support available to them.

#### Step 3: Self-Monitor for Problems Following an Event

Emergency responders who are exposed to disasters are at an increased risk of acute stress, including post-traumatic stress disorder (PTSD) and other emotional problems.

DHS personnel and other first responders should learn the signs of emotional problems and PTSD. Symptoms include difficulty moving beyond emotional feelings about an emergency incident, difficulty sleeping and depression.

Studies show that emergency responders are at a substantially higher risk of depression seven months following their participation in a disaster. They are also at a higher risk of acute stress disorder and PTSD 13 months later. Young, single emergency responders are more likely to develop acute stress disorder than older and more experienced responders.

Emergency responders should monitor themselves for signs that they are struggling with their participation in a disaster and seek counseling and guidance through their agency's Employee Assistance Program.

#### - Submitted by Dr. Jarrod Sadulski

This article was originally published on EDMDigest.com through American Military University. Dr. Jarrod Sadulski is a faculty member and a 21-year veteran of the Coast Guard Reserve. His expertise includes infrastructure security, maritime security, homeland security, contraband interdiction and intelligence gathering. He is a chief petty officer in the Coast Guard Reserve, assigned as the senior enlisted reserve advisor (SERA) at Station Lake Worth Inlet, Fla.

# **Enlisted Evaluations Receive Revision**

Beginning in March, the Coast Guard implemented sweeping changes to the way enlisted members are evaluated. The Enlisted Evaluation System (EES) replaced the former Enlisted Employee Review System (EERS).

Most notable among the changes is a reduction in the number of competencies by about half and the implementation of pay grade-specific performance standards from E-4 to E-9. Having competencies specific to each individual grade helps reset higher performance expectations after each advancement.

Under the old system, a third class petty officer who recently graduated from A-school was marked using the same standards as those used for first class petty officers who may have been in the service for over a decade. The new system provides more tailored expectations to help develop members incrementally as they advance.

The competency categories under the new EES better align with the Coast Guard's Leadership Development Framework, which combines the leadership competencies with five responsibility levels that apply to all employees and provides the expertise anticipated at each grade. This provides better support for the continuing development of Coast Guard enlisted members and improves the information available to support myriad human resources decisions.

While in the past, there has been only a "Not Recommended" or "Recommended" option in the "Recommendation for Advancement" block, the new EES introduces a significant addition in the "Not Ready" option. This option may be used by supervisors for those individuals who are satisfactorily performing at their current level but haven't demonstrated the capability to perform at the next higher pay grade.

"I think that, culturally, we're going to have to understand that 'Not Ready' is not a negative thing," said Coast Guard Reserve Force Master Chief Petty Officer Eric Johnson. "Rather, it just means that an individual hasn't completed the required EPQ or RPO, or that, although they may be a stellar performer, they just need a little more time before stepping into that next role. It's just that the individual is not ready for the next pay grade for any number of reasons, and the leadership needs to articulate that."

Supervisors, especially in the Selected Reserve, need to be completely certain a member should be marked "Not Ready" before doing so, as this will result in the subordinate member not receiving a service wide exam for that year. This will potentially impact individuals in the SELRES more significantly than their active duty counterparts, because there is only one SWE offered each year to reservists. However, even if an individual is marked as "Not Ready" on their annual evaluation, the supervisor will still be able to change the members "Recommendation for Advancement" to "Ready" prior to the SWE cut-off date. This would enable the individual to receive a SWE for that cycle.

The previous evaluation system required comments for marks of 1, 2 and 7. The new EES will now require comments for a mark of 3. "Under the previous system, an individual could receive a three without the reason being documented, and the individual might not even know exactly why," said Johnson. "Under the new EES, any unsatisfactory behavior or performance will include comments."

Offsetting the increased number of required comments is a reduction in space available for comments. Under the new EES, comments are limited to only two lines per performance measure. Some of the feedback from the fleet on the evaluation system was

> that it was too long and timeconsuming. The new EES this issue addresses limiting the length of required comments and reducing the number of competencies. Limiting the comments to two lines also provides better uniformity of expectations from one supervisor to the next and from one command to the next.

> > — Story by Ens. Dennis O'Neill, CG-1313

For more information on the new Enlisted Evaluation System, please visit the PSC-RPM website at: http:// www.dcms.uscg.mil/Our-Organization/Assistant-Commandant-for-Human-Resources-CG-1/Personnel-Service-Center-PSC/Reserve-Personnel-Management-PSC-RPM/RPM-1/Enlisted-Evaluations-System/.





### **RESERVIST MAGAZINE**

# RETIREE SITREP

# TRICARE Reserve Select and Retired Reserve 2018

**Submitted by Lt. Macy Peck, Pacific Area, PAC-13** 

#### TRICARE Reserve Select

TRICARE Reserve Select (TRS) is a premium-based plan, available worldwide for qualified Selected Reserve members and their families. Members in the Selected Reserve and their families may participate if the sponsor is not on active duty orders, not covered under the Transitional Assistance Management Program (TAMP), and who are not eligible or enrolled in the Federal Employees Health Benefits (FEHB) program.

Type of Coverage	2016 TRS Monthly Rate	2017 TRS Monthly Rate	2018 TRS Monthly Rate	Change 2017 & 2018
TRS Member-Only	\$ 47.90	\$ 47.82	\$ 46.09	3%
TRS Member & Family	\$ 210.83	\$ 217.51	\$ 221.38	+.2%

**LAPSES IN PAYMENT:** Due to new Department of Defense policy (effective Jan. 1, 2018), TRS members who are disenrolled for failing to pay their premiums will NO LONGER have the option of seeking new TRS enrollment if the reinstatement request is received by the regional contractor more than 90 days from the last paid-though-date. In addition, to be considered for reinstatement, members must ensure their request includes premium payments from the last paid-through-date through the current month plus the amount for the following two months (to include administrative fees) and include information to establish recurring electronic premium payments. Failure to meet the requirements will result in no reinstated coverage, and the member will be locked out of the new coverage for twelve months.

### TRICARE Retired Reserve

TRICARE Retired Reserve (TRR) is afforded to those who are members of the retired Reserve and eligible family members who are qualified for non-regular retirement under 10 U.S.C. Chapter 1223, under the age of 60, and not eligible for FEHB. TRR is also available to survivors of retired Reserve members if one of the following criteria are met: the sponsor was covered by TRICARE Retired Reserve when the sponsor died; immediate family members of the deceased sponsor (spouses cannot have remarried); TRR coverage would begin before the date the deceased sponsor would have turned 60 years old; and survivor coverage is not affected by FEHB eligibility.

Type of Coverage	2016 TRR Monthly Rate	2017 TRR Monthly Rate	2018 TRR Monthly Rate	Change 2017 & 2018
TRR Member-Only	\$ 388.79	\$ 402.81	\$ 431.35	+6.6%
TRR Member & Family	\$ 957.44	\$ 1,013.36	\$ 1,038.31	+2.5%

Need help with the DMDC Reserve Component Purchased TRICARE Application? Call the DMDC Support Center at 1-800-477-8227.

## **Retirement List**

### **RET-1 (Retired With Pay)**

#### **APRIL 2014**

PO1 Ludig Toledo

#### **DECEMBER 2016**

PO1 Patrick Cunningham

#### **FEBRUARY 2017**

**CPO John Williams** 

#### **MAY 2017**

CWO Michael Valenta

#### **JUNE 2017**

**PO1 Donald Thomas** 

#### **JULY 2017**

CDR Carla Kinney

#### **SEPTEMBER 2017**

CAPT Gerald Nauert CAPT Bill Travis LCDR Ronald Kohlstaedt LCDR Marc Pryor CWO Darryl Bourassa CWO James Jones

CWO Lenwood Johnson

MCPO William Princiotta

MCPO Marvin Hinga MCPO Brion Newman

SCPO David Doerning

SCPO Edwin Gray

CPO Bruce Hoffman

CPO Michael Hutchinson

**CPO Timothy Kennedy** 

PO1 Ronald James

PO1 Michael Jennings

P01 Lawrence Licato

PO1 Randy McHugh

PO2 Garth Longtin

PO3 Kenneth Winter

#### **OCTOBER 2017**

CDR James Yacobi LCDR Christopher Otto LT Gregory Mitchell LT Larry Siegle CWO Anne Visser MCPO Thomas Long MCPO Brad Smetana SCPO Thomas Dennis SCPO Bori VonStritzky CPO Paul Getman CPO Joseph O'Leary

CPO Peter Urbanowicz

PO1 James Mueller

PO1 Michael Wilson PO2 Steven Kurkowski

PO3 Mark Bice

PO3 Donald Huegel

PO3 Eric Sobeck

PO3 William Maijenski

#### **NOVEMBER 2017**

CAPT Warren Soloduk CDR Timothy Aines CDR William Jones LCDR Paul Dyson SCPO Jimmie Turner SCPO Jeffrey Gorham CPO Kenneth Brobeck CPO Katherine Chavez CPO Russell Pierce CPO Joseph Ryan CPO Stevin Stebbins

CPO Ronald VanDiessel

PO1 Bill Palmer

#### **JANUARY 2018**

**DECEMBER 2017** 

**RADM Kurt Hinrichs** 

LCDR Gregory Diller

LCDR George Walker

SCPO Albert Grundon

SCPO Timothy Ferguson

LCDR John Lovell

CWO Rebecca Post

CPO John Salerno

PO2 Tim Weitz

CPO Jeffrey Slusarz

PO2 Michael Stanford

PO2 Douglas Barnes SCPO Ralph Barrea PO2 Ione Bolden SCPO Dean Crispin CWO Bryant Hunt MCPO Timothy Jasina PO1 Timothy Mccormick PO1 Werner Rivera LCDR Karl Schuler CPO Bryant Semenza CPO Michael Steele

### **RET-2 (Retired Awaiting Pay)**

#### **JULY 2017**

CAPT John Caraballo CDR Peter Hoffman CDR Eric Kowack LCDR Michael Felkay LCDR Jeffrey Wasserman

#### **SEPTEMBER 2017**

CDR Ken Kusano
CDR Russell Meziere
CDR Jooyi Ryan
LT David Kroening
CWO James Johnson
CWO Dean Reiser
MCPO Jerome Maier
SCPO Michael Galicki
SCPO James Gribble
SCPO Patrick Melville
CPO Marcus Baiza
CPO Christopher Blesi

CPO David Carr CPO Joseph Margherone

CPO Michael Payne

CPO Kristine Rommel

CPO Andrew Shortt

PO1 Michael Daray PO1 Vanessa Farley

PO1 Robert Hicks

PO1 Andrew Kryger

PO1 Douglas Maske PO1 Jo Jo Munoz PO1 James Wilkinson PO2 Joshua Dietz

# PO2 Glenn Malik OCTOBER 2017

**CAPT Anthony LaRusso CAPT George Petras** CDR Gary Ball CDR James DuPureur **CDR Robert Mitchum** CDR Lisa Patricelli LT Dawn Dabney CWO David Miller **CWO Carol Ann Mullins** MCPO Roger Alvarico MCPO James Wheeler MCPO James Williams SCPO Adrienne Byrd SCPO Carolyn Doan SCPO Anthony Magliaane SCPO Matthew McClintock **CPO Scott Barnes** 

CPO Scott Barnes CPO James Colomb CPO Daniel Comstock CPO Albert DaVila

CPO William Guy CPO James Lanigan CPO Lara Negron-Abreu

CPO Joseph Rumfield CPO James Turner CPO Nicholas Wellein PO1 Michael Daray PO1 Christopher Fajardo PO1 Steven Murdick

#### **NOVEMBER 2017**

CDR William Cassels CDR Erin Potter CDR Benjamin Raley LCDR Steven Rodrigue LT Felipe Chee LT Gregory Jensen LT Dennis Nicdao LT Jesus Villarreal MCPO Scott Deans MCPO Gary Dennis SCPO James Schipper CPO Byron Keck **CPO Rachel Morrow** CPO John Peek CPO Todd Rosenstein PO1 Kevin Miller PO1 Francesco Rinaudo PO2 Carmen Goodwin PO2 Patricia Iocovozzi

#### **DECEMBER 2017**

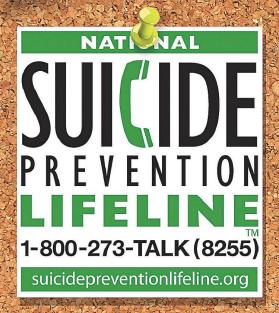
CAPT Richelle Johnson CDR William DeLuca CDR Christopher Dougherty LCDR Carlito Vicencio CWO Jeffrey Bernashe CWO Donald Royal MCPO Russell Lockey SCPO Darren Lea SCPO Richard MacKinnon CPO Caroll Batino CPO David Hild PO1 Clarence Greenlaw II PO1 Julie Meissner PO2 Michael Atkins

#### **JANUARY 2018**

CAPT Peter D. Conley
LT William M. Grabowski
CWO John. G. Sobieski
CPO Carisabess M. Sanaugustin
CPO Scott C. Warner
PO1 Joanne L. Clayton
PO1 Peter H. Diehl
PO1 Edwin F. Huddleston
PO1 George E. Page
PO2 Christopher D. Hlavinka
PO2 Christopher S. Billiau
PO3 Victor T. Phipps

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







# **OERs are DUE!**

Since this is an even year (2018), ALL Reserve Officers' OERs are due!

For the OER schedule or further information, visit

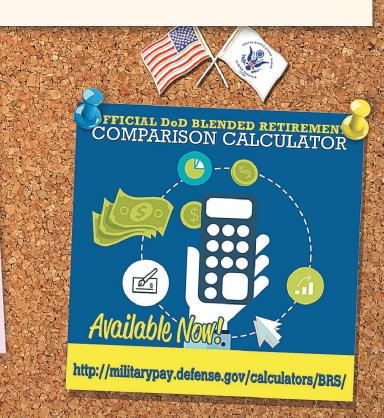
http://www.dcms.uscg.mil/
psc/rpm/rpm-1/
Officer-Evaluations-System.

# **UDC** Reopens Online Sales

Online uniform and uniform accessory sales have returned. All uniform sales processed through the Coast Guard Exchange System and fulfilled by the Coast Guard Uniform Distribution Center (UDC) will now be accessible to all authorized personnel 24/7 by visiting the Coast Guard Exchange System online store at https://shopcgx.com/, and selecting the Uniform section. The uniform inventory will be open for business and accepting orders starting in March 2018.

COAST GUARD EXCHANGE







# Capt. Kelly is the latest Reserve Admiral

Rear Adm. James M. Kelly poses with his family after his promotion to rear admiral. Rear Adm. Scott McKinley, Director of Reserve, officiated the ceremony.



# This Reserve Captain is Green.

Capt. Ronzelle Green receives his new shoulder boards from his father, children and aunt Jan. 11 at Coast Guard Headquarters in Washington. Rear Adm. Robert P. Hayes, Assistant Commandant for Intelligence, officiated the ceremony.



# TO CHANGE YOUR MAILING ADDRESS:

#### **Selected Reservists:**

Please use Direct Access https://portal.direct-access.us or send your address change to your unit Servicing Personnel Office (SPO).

# Individual Ready Reservists (IRR):

Please contact the IRR Personnel Support Unit by:

#### Email:

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

#### Website:

http://www.dcms.uscg.mil/ Our-Organization/Assistant-Commandant-for-Human-Resources-CG-1/Personnel-Service-Center-PSC/ Reserve-Personnel-Management-PSC-RPM/RPM-3/Individual-Ready-Reserve-IRR/

#### Mail:

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

#### **Retired Reservists:**

Please send e-mail to Personnel Service Center (ras) at: ppc-dg-ras@uscg.mil or to access Direct Access or use self-service: http://www.dems.uscg.mil/ppc/ras/ or call 1-800-772-8724.



### **Pittsburgh SELRES supports** Officers Down 5k

Reserve members from Marine Safety Unit Pittsburgh participated in the 2017 Officers Down 5K Nov. 19, in the Pittsburgh suburb of Cranberry Township. The day's events included a 5K run/walk, a one-mile walk and a kidfriendly fun run. The crew even took home a trophy at the event, with Petty Officer 3rd Class Brendan Reilly winning his age group in the 5K. The Officers Down 5K is a nationwide law enforcement event, which celebrates officers who put their lives on the line daily to keep our communities safe and honor those who have fallen in the line of duty.

> Photo by Chief Petty Officer Elizabeth Bordelon





### **SERA Gathering held in Philly**

Sector Delaware Bay hosted the 2018 SERA Conference Feb. 10, held in conjunction with the other three Fifth District sectors (Sectors North Carolina, Hampton Roads and Maryland). Pictured are: (back row) Master Chief Petty Officer George Williamson, Chief Petty Officers Peter Loreaux and Andrew Stauffer, Senior Chief Petty Officer James Mendicino, and Chief Petty Officers Andrew Kindya, Matthew Cole, Matthew Moore, Anthony Fazio and Paul Fisher.

(Front row) Senior Chief Petty Officer James Pond, Lt. Cmdr. Stephanie Fiori, Senior Chief Petty Officer Miley, Cmdr. Kirsten Trego, Master Chief Petty Officers Michael Rowan and Douglas Gilmer, Senior Chief Petty Officer Nicholas Bernice, Chief Petty Officer Peter LaMarch and Cmdr. Orlando Munoz.

Photo by Ens. Adam Deussing

### **Gone but Never Forgotten**

Capt. Ronzelle Green and his daughter Pamela stand with Andrea Ward Nov. 23 during the Fifth Annual Scott Ward Memorial Fit For Duty 5k Run in Daphne, Ala.

Andrea's husband, Scott Ward, was a Baldwin County Sheriff's Deputy and Maritime Enforcement Specialist Second Class with Port Security Unit 308.

On November 23, 2012, Deputy Ward responded to a domestic disturbance call and was killed in the line of duty. At the time of his death, Green was Petty Officer Ward's commanding officer.

Photo courtesy of Capt. Ronzelle Green



#### **PSU advances OS2**

Petty Officer 2nd Class Zachary Scott of Port Security Unit 305 is pinned by Petty Officers 1st Class Matthew Lopez and Patrick Stone. The certificate was present to him by his commanding officer, Cmdr. Michael McCarthy.

Photo courtesy of Lt. Jennifer Wong-Reiss.





### Reservist awarded for heading up Chicago **Christmas Ship events**

Cmdr. Zeita Merchant, commanding officer of Marine Safety Unit Chicago, congratulates Chief Petty Officer Terrence Mullen for his efforts during the past four Chicago Christmas Ship events. During this time, more than 4,800 trees were delivered to families in need. Mullen is a reservist at MSU Chicago and is currently enrolled in law school at Northern Illinois University.

Photo courtesy of Lt. Cmdr. Christopher Rymut.



### **Responder advances** on St. Croix

Petty Officer 1st Class Steven Bamberski, a reservist from Station Mayport, Fla., is a member of Hurricane Assistance Operations in St. Croix, Virgin Islands. His advancement to boatswain's mate first class was conducted by reserve staff assigned to the Resident Inspection Office/Boat Forces Detachment in St. Croix Virgin Islands, in front of Point Udall, on the east end of the island.

> Photo courtesy of Petty Officer 1st Class Brian Peters.

### AWARDS.

Editor's note: Let us know who's getting awards! There is no central "award repository;" we publish reservists' awards as we are notified by their individual units. Tell us who's awesome at TheReservist@uscg.mil.



### **Joint Service Commendation Medal**

**CAPT Alan Tubbs** 



#### **Coast Guard Commendation Medal**

LT Andrew Fiddes LT Michael Carney CWO Pamela Arts-Smith CWO Theodore Brown PO1 Joseph D'Amico



#### **Coast Guard Achievement Medal**

LTJG Timothy Slater LTJG Edward Sandlin LTIG Chad Luettel MCPO Dale Wood CPO Iason Bal CPO John Cuoghi

**CPO Ralph Ricapito CPO John Simpson** 

PO1 Forrest Gladman PO1 Virgil Kiger PO1 Matthew Ott PO1 Brian Padgett PO1 Andrew Webster PO1 Eric Zupan PO2 Joyce Ammay

#### Commandant's Letter of Commendation Ribbon

**CPO Terrence Mullen** PO1 John McNellis PO1 Aldo Agard PO2 Kathryn Montgomery PO3 Corey Brown PO2 Thomas Morley PO1 Deena Corwin PO1 Danny Ojibway MCPO Shawn Crossan **PO1** Brian Peters PO2 Brian Donaghey **CPO Iohn Platts** PO1 Lucas Draime PO2 Michael Porvaznik PO1 Brian Dunn PO1 Nathan Rau PO1 Adam Ferguson PO2 Thomas Rice PO2 Mark Gill PO1 John Rinnier PO2 Shane Haupt PO3 Jamie Schroeder PO2 Kyle Herndon PO2 Brannon Simpson PO2 James Hurst PO2 Bryant Stephens PO3 Ryan Kelly PO1 Mark Stephens PO3 Edward Klein PO1 Jeremy Thorndyke PO2 Timothy McDaniel PO2 Nicholas Wagner PO3 Patrick McKenna PO1 Robert Wood

#### Joint Meritorious Unit Award

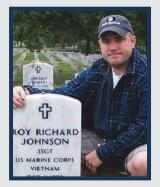
CDR Michelle Watson **CPO Derek Gawrilow** LT Cmdr. Johna Rossetti **CPO Shane Stidman** CWO Anastasia Devlin CPO Elizabeth H. Bordelon

### TAPS —

#### **Chief Petty Officer Scott**

Johnson, USCGR, 46, of New Britain, Conn., passed away Aug. 16, 2017. He is survived by his wife, Caroline, and their three sons, Zackary, Benjamin, and Jacob, as well as his mother and his brother.

Chief Johnson joined the Coast Guard in 1998, and served eight years on active duty as a damage controlman before transitioning into the Reserve;



he retired last year after 19 years of service.

In 2007, he graduated from the Connecticut Fire Academy and joined the New Britain Fire Department, where he served with NBFD Engine Co. 2, NBFD Engine Co. 8, and the Fleet and Facilities Division.

During Chief Johnson's Coast Guard career, he served on the Coast Guard Cutters GALLATIN and RELIANCE, and, at the time of his death, he had recently retired from the Department of Engineering at the Coast Guard Academy in New London, Conn.

He is buried in Arlington National Cemetery alongside his father, Roy, a retired Marine Corps staff sergeant. He is loved and missed by his family, friends, coworkers, and shipmates.

Petty Officer 1st Class Kenneth M. Copeland, 58, USCGR, of New Braunfels, Texas, passed away Monday, Dec. 4, 2017. He is survived by his wife, Sheila and two sets of twin sons, Nile and Noah, 13, and James and Jonah, 10, as well as his siblings, David, Robert and Jennifer, and their families.

He was born Nov. 26, 1959, in Houma, La., and later moved to Houston. He attained a bachelor's



Petty Officer Copeland joined the San Marcos Police Department in 1998, and less than a year later, enlisted in the Coast Guard Reserve. He served in support of Operation Iraqi Freedom, and at the time of his death, he was assigned to Sector Corpus Christi, Texas.

Officer Copeland served nearly 20 years as a law enforcement officer in the San Marcos Police Department and the Coast Guard, respectively. He also found time to give back to his community, serving as a den leader with Pack 35.

He will be missed by his family, friends, fellow law enforcement officers and his Coast Guard family.

### **INCREASE YOUR FINANCIAL RESILIENCE**



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

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

#### **90 Day Money Coaching**

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

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

#### The Money Coaches provide help with:

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

#### **Eligibility**

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





PARTING SHOTS

Petty Officer 1st Class Krystyna Duffy, a boatswain's mate assigned to Coast Guard Station Golden Gate in San Francisco, drives a 47-foot Motor Lifeboat near the Golden Gate Bridge, Feb. 8. In March, Duffy became the fourth active female surfman in the Coast Guard, earning the highest rank in Coast Guard boat operation and a title which dates back more than 100 years to the U.S. Life-Saving Service.

Photo by Petty Officer 3rd Class Sarah Wilson





The Coast Guard women's rugby team poses together after finishing the Las Vegas Invitational, the largest rugby tournament in North America, March 2. This was the inaugural appearance of the women's team, who competed against multiple women's open divisions over the annual multi-day event.

Photo by Petty Officer 1st Class Rob Simpson





Seaman Calsea Clemens prepares for an ammunition transfer aboard the Coast Guard Cutter GALVESTON ISLAND (WPB 1349) in Pearl Harbor during their final underway trip March 9. The GALVESTON ISLAND is a 110-foot Island-class patrol boat scheduled to be decommissioned March 16.

Photo by Chief Petty Officer Sara Muir

Petty Officer 1st Class Nikki Evans, a recruiter at Coast Guard Recruiting Office San Diego, engages with a student during the Women's Symposium at the Academy of Our Lady Peace, in San Diego, March 9. Evans was part of Coast Guard Recruiting Office San Diego's first Female Engagement Team, which seeks to increase retention among women in the Coast Guard and attract more women to the service.



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# **U.S. Coast Guard Reserve**



For 77 Years — Always Ready When Needed Most