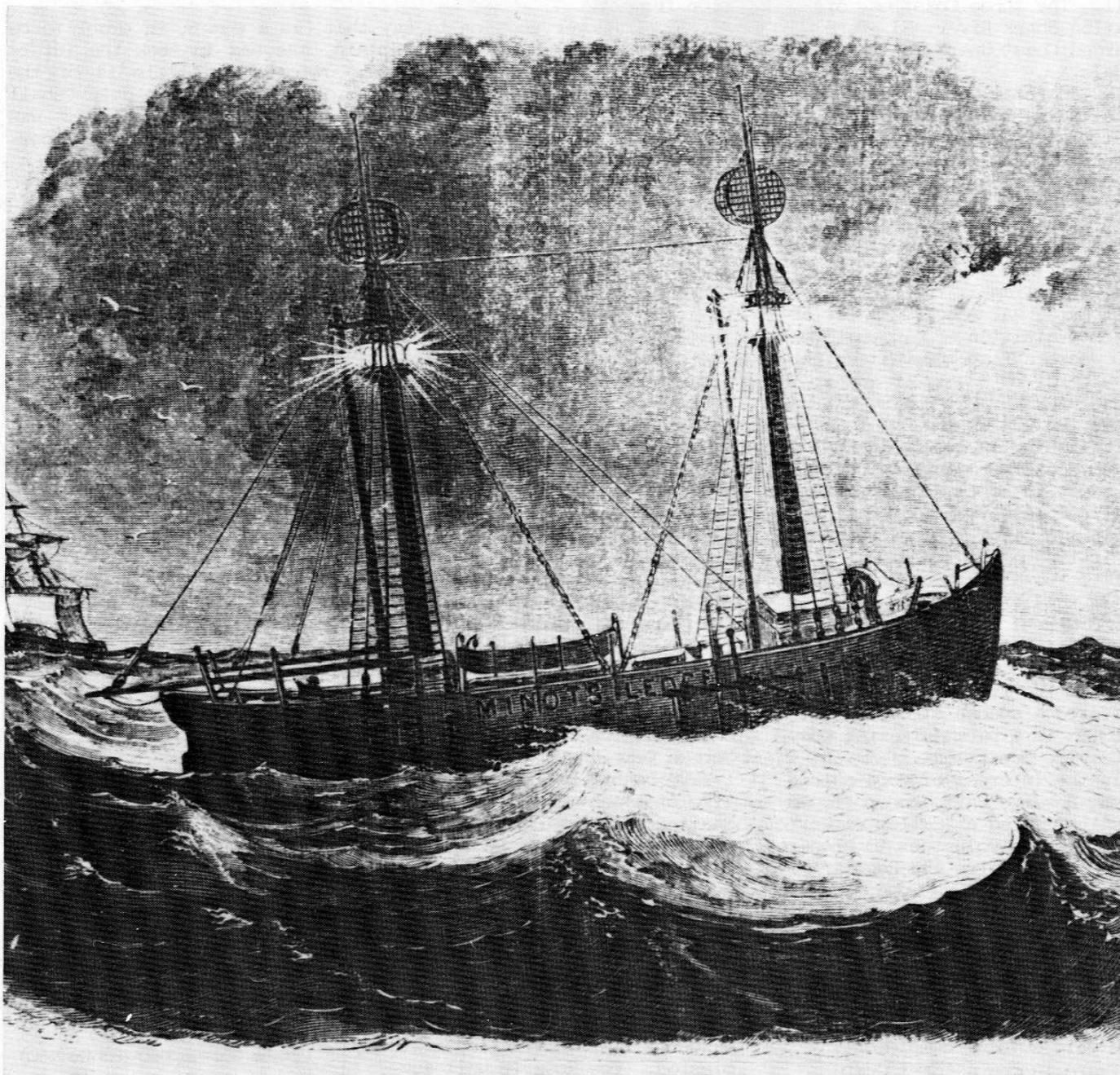


U.S. DEPARTMENT OF TRANSPORTATION
The Coast Guard
Reservist

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UNCLAS

The Editor received the following letter from CAPT Eleanor L'Ecuyer, USCGR (Ret.):

The portion of the March-April article "RPA's 25th Anniversary" which refers to me is quite erroneous.

Reservists FN Vincent D. WIXTED III and DC3 David W. BARR, along with Regular BM3 Edward T. SEGEAR, saved the life of a woman trapped under her capsized vessel last fall. The three Coasties, of Station Shark River, NJ, were awarded Coast Guard Achievement Medals.

YN2 Jeanette PAPINEAU of the Coast Guard Research and Development Center, Groton, CT, was selected as Service Woman of the Month last February by the Southeastern Connecticut Chamber of Commerce. She is the first woman and first reservist of any service to be so honored.

FICS William J. VAHEY of Reserve Unit Erie, PA, received a performance evaluation of 4.0 while on two weeks ADT at the Philadelphia Navy Yard.

MKC PARNELL, MK1 WHITE, MK1 VAN WERRY, BM2 PRICE and BM3 McCANN of ORTC Washington D.C. volunteered to completely restore an unusable 30-foot SAR boat. They had the boat completely operational, from engine to paint job, by the end of their two-week ADT period. It will serve as primary SAR boat for their unit.

PS3 Ernest K. RALSTON, while manning a military display at a Washington D.C. convention, helped save the life of a visitor who suffered a sudden stroke. PS3 RALSTON is a paramedic with the D.C. Fire Department.

In the interest of good nutrition, Reserve Unit Jonesport, ME has instituted a "galley watch." Unit members volunteer to prepare meals for Reserve and Regular station personnel. Good food and good conversation have made for a stronger rapport among members.

Reserve Unit B Dallas is a mover: eleven unit members were recently advanced in rank or rate. They make up more than 25 per cent of the unit's total complement.

There is now a Coast Guard plaque on display with those of the other services in the National

It is true that CDR Berg and I were selected as RPAs by the first selection board in 1959. However, neither of us ever declined that status. About six years afterwards we were both sent a letter informing us that due to a legal interpretation of the then-current statutes, women could not be designated as RPAs, and therefore, the Coast Guard was removing that designation from us.

(CAPT L'Ecuyer goes on to say that, as a woman, in order to be considered for selection to Captain, she had to seek the intervention of the Chief Counsel, who referred to Title 14 of the U.S. Code, which states that every officer on active duty "shall be considered for promotion." As a result, CAPT L'Ecuyer was promoted at the proper time, and the Personnel Manual was corrected to agree with the law.)

In 1973 Congress passed the law abolishing the Women's Reserve of the Coast Guard Reserve. This action made all women, both officer and enlisted personnel, members of the Coast Guard Reserve.

I retired in 1975 as an RPA Captain with 29 years of service, more than 21 of which were on active duty. Having served as Chief of a Headquarters division and then Chief of a District division, plus being the first woman to retire from active duty in the grade of Captain, I hope I have in some small way eased the career paths for women of today's Coast Guard and the Coast Guard Reserve.

Sincerely,
Eleanor C. L'Ecuyer

Cover: The Minots Ledge lightship served off the coast of Mass. in the 1850's. Story on page 8.

Defense University at Ft. McNair, Washington, D.C. Contributors of the plaque were Reserve Captains MURPHY, JOHNSON, CONDON and O'HARA, and Commanders SPARKS and YOFFE.

CAPT Jack OREWILER, USCGR, retired in January after almost three decades of Coast Guard service. He was first officer-in-charge of the Seattle Reserve Strike Team.

YNCM Dennie DAVIES saved the life of a one-year-old infant at Station Manistee, MI, May 10. The child had stopped breathing. YNCM DAVIES applied mouth-to-mouth resuscitation until she was able to breathe on her own.

Reserve Unit Boothbay Harbor, ME, was awarded the 1978 First District Award March 10. This award is made to an outstanding Reserve unit for superior performance of its mobilization training mission. The Reserve unit augments Boothbay Harbor Station, a search and rescue facility.

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This material is printed as information only and is not authority for action.

Members of the Coast Guard Reserve are invited to submit articles, photographs and artwork to the editor for possible publication. By-lines will be given.

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CG-288

Admiral's Corner



RADM Vaughn

To all members of the Coast Guard Reserve:

It's a real pleasure to be aboard and I look forward to this assignment with great enthusiasm. During my 29-year career, I have had the pleasure to work with many outstanding reservists; however, never before have I actually been in a Reserve assignment.

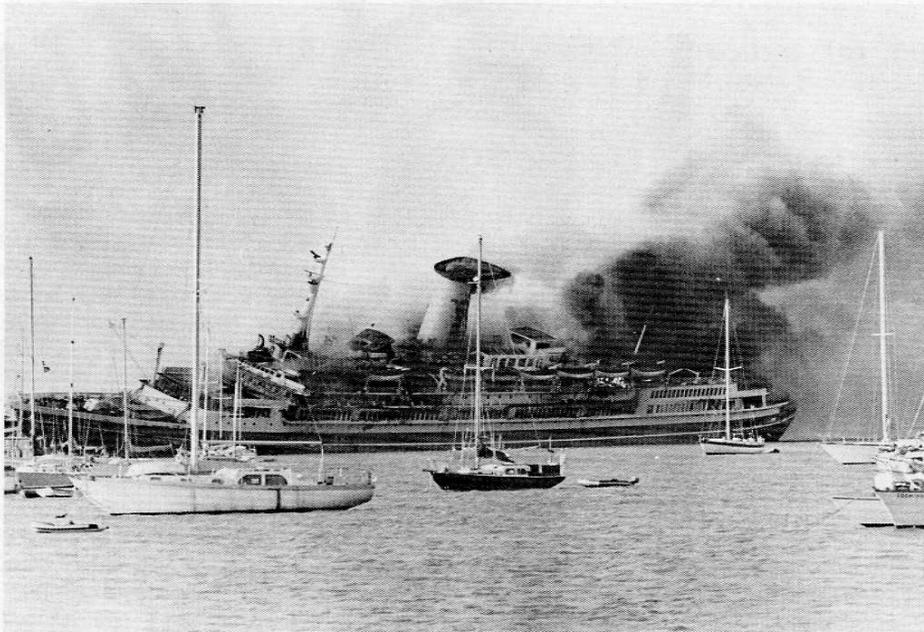
In my last assignment as Chief of Staff in the Seventh District, I was keenly aware of the invaluable assistance the regular Coast Guard receives from the Reserve through augmentation training for mobilization. I am a firm believer of the One Coast Guard concept. During my briefings prior to assuming this assignment, I have been impressed by what I have seen and heard. The Coast Guard Reserve program is highly respected by other service Reserve components.

My predecessors, particularly RADM Wetmore, have left me an organization we can all be proud of. That's not to say, however, that we can't have an even better Reserve. During my tour as Chief, Office of Reserve, I hope to be able to further develop and refine the augmentation training process, provide better support to the individual reservist, improve the training and leadership of the Reserve officer corps, and achieve better overall strength level management.

I look forward to an interesting, rewarding, and challenging tour with the Coast Guard Reserve. I intend to travel extensively and meet on a one-to-one basis with as many of you as possible. I need your ideas and suggestions. I'm counting on your support so that together we may achieve an even higher level of excellence for the Coast Guard Reserve.

S B Vaughn

Brief Comments



Angelina Lauro, in the throes of death, menaces idyllic St. Thomas harbor.
by CDR C. F. Smith, USCGR Photo by Bob Wands

The Italian cruise ship ANGELINA LAURO was totally destroyed in the St. Thomas, Virgin Islands harbor by a fire which erupted March 30 and took five days to extinguish. Fortunately, there was no loss of life.

During the emergency, the whole Reserve sub-unit, Marine Safety Detachment (MSD) St. Thomas, eight members in all, reported for active duty. They assisted regular personnel of MSD St. Thomas and support people flown in from the Marine Safety Office in San Juan, PR. Four other reservists were mobilized in San Juan to relieve the regular MSO personnel who were sent to St. Thomas.

The St. Thomas Reserve team stood around-the-clock communications watches at the MSD station, helped fight the fire, transported personnel and supplies to the site in the Station's vehicle and boat and helped set up 1000 feet of oil boom around the burning vessel.

Once the fire was extinguished, the reservists assisted MSO San Juan personnel in maintaining a 24-hour security watch at the scene. They cited at least nine small boat operators for creating excessive wakes which threatened to disturb the oil

boom and release contaminants into the waters of the harbor.

During the call-up, which lasted for 13 days, the St. Thomas reservists logged more than 600 man-hours of duty.

A unit citation for the successful management of the crisis has been recommended for the Regular Coast Guard units involved, and, if approved, will be awarded as well to the reservists who were activated.

MSD St. Thomas Reserve team members involved were Team Leader FI1 R. Hewer, YN2 L. Romney, MK3 E. Palermo, MK3 I. Williams, PS3 A. Boynes, SN D. Tyson, SN M. Walters and SA S. Shanko. The team's parent unit is CGRU I, MSO San Juan.

The reservists called up for duty at MSO San Juan were PS3 R. Munoz and RM3 P. Rawls, also members of Reserve Unit I, MSO San Juan, and MK3 A. Gonzalez and BM3 E. Lopez, members of Reserve Unit II, MSO San Juan.

Reserve Units I and II, MSO San Juan, are under the command of LCDR J.R. Vazquez and LT J.S. Culpepper, respectively. Both are under the administrative control of CG Reserve Group, Greater Antilles Section, commanded by LCDR E. A. Parada.

Kee an eye out for an upcoming Commandant Notice dealing with the October, 1979 Reserve-administered servicewide examination. Several significant parts of the Notice are listed below. Be sure to read the Notice thoroughly when preparing for advancement, because several things may be different from the way we've done them in the past.

1) These ratings are still extremely overpopulated: DC, EM, ET, HM, MST, PA, SK, TT and YN. Reservists in these ratings are still encouraged to seek lateral changes in rating to increase their advancement potential.

2) Rating correspondence course requirements are waived for advancement to PA1 and GM3.

3) Everyone desiring to compete must have completed the Military Requirements correspondence course for the paygrade in which they wish to compete. In some cases, the MRN course was administered separately from the rating course.

4) The CGR Meritorious Service ribbon will be counted for multiple credit.

5) SADT in excess of annual training requirements will no longer be included for multiple credit as ADT in paygrade.

Survivors of reservists eligible to participate in the new Reserve Components Survivor Benefit Plan (RCSBP) will automatically be eligible for coverage under the plan if their Reserve sponsor died before having had an opportunity to make a formal benefit election.

DOD recently established this policy because numerous administrative delays have been experienced in implementing the new plan, which formally went into effect 1 October 1978. Applications and questions should be directed to Commandant (G-RA).

FICM Philip T. Williamson, USCGR, of Reserve Unit Cape Hatteras, NC, was inadvertently omitted from the list of contributors to the Rating Badge Contest last issue.

FICM Williamson's unsolicited Maltese cross design, submitted in 1976, was instrumental in prompting review and revision of the present Fire Fighter and Port Securityman rating symbols. We regret our oversight.

YN1 Linda Martin, CGRU Pocomac River, MD, YN1 Leola Walker, CGRU Atlantic Beach, NC, and BM2 Bruce Rutherford, CGRU Station Lake Worth, FL, were awarded Public Health Service plaques and letters of commendation for their contribution to the PHS Inactive Reserve Program.

Through questionnaires, the reservists updated the records of 16,000 PHS inactive reservists. These personnel will serve as a source for doctors and environmental health officers for the new Coast Guard Reserve medical programs being planned.

A reservist who suffers an injury traveling to or from authorized active or inactive duty for training may qualify for VA compensation or hospitalization for a service connected disability.

No such portal-to-portal compensation is available from the Service itself for reservists on IDT, although reservists on ADT are fully covered.

A bill has been introduced in Congress to provide portal-to-portal medical and dental coverage for guardsmen and reservists injured while traveling to and from IDT as well as ADT. It is not yet known whether the Department of Defense will support the bill, HR 1428 "Reserve Forces Benefits Act."



Firefighters enter Herefordshire's hold #2 to extinguish the last remnants of the fire.

A real "hot potato" fell into the laps of the Marine Safety Office in Honolulu February 11, when a cargo ship with a fire in its hold requested permission to enter the harbor.

The 528-foot Herefordshire, carrying linseed oil and bales of cotton, was in trouble. A cotton bale fire in the number two hold was under control for the moment, but the CO2 used to fight the fire was running low. The only way to get more would be to tie up in Honolulu Harbor.

The decision whether or not to let the Herefordshire enter the harbor was up to CDR Alfred D. Utara, Commanding Officer of the MSO. Should the fire flare up once Herefordshire was in the harbor, it could spell economic as well as ecologic disaster. The only alternative, however, would be to airlift the crewmen from the ship if the fire remained unchecked.

To help make the decision the Commander turned to FI1 Bob Ludwick, USCGR, the Honolulu Coast Guard Reserve's new Fire Fighting Coordinator. In civilian life, FI1 Ludwick is a fire inspector with the Honolulu Fire Department.

Shortly after word was received that Herefordshire was

aflame and headed for Honolulu, FI1 Ludwick was called and flown to the Herefordshire at sea. His inspection aboard the ship determined that the fire was sufficiently under control to not pose an immediate threat to Honolulu Harbor if allowed into port.

Soon after Ludwick's decision, the stricken vessel pulled into Honolulu Harbor.

The fight to control the fire intensified with fresh CO2 and firefighters from the Honolulu Fire Department and Coast Guard.

Wearing firesuits, FI1 Ludwick and Chief Mate John Lowe of the Herefordshire went into the burning compartment to see the fire first hand. When Lowe's breathing apparatus failed, Ludwick quickly dragged the unconscious man to safety. He began emergency resuscitation and oxygen treatment, and is credited with saving Lowe's life.

Four days after the ship requested permission to enter Honolulu Harbor, two firefighters extinguished the cotton bale fire with a special chemical.

FI1 Ludwick's first official job for the Coast Guard Reserve as Fire Fighting Coordinator was a memorable one, and one which the Coast Guard has saluted with the traditional "Well Done."



RADM David Lauth, Commander, Fourteenth District, extends an 'aloha' to LTJG Beverly Kelley, CO of the Cape Newagen.

I wanted it, I asked for it and now I'm ready to go and do it," declared LTJG Beverly Kelley, USOGR. With that, the soft spoken, blue-eyed woman assumed command of the cutter CAPE NEWAGEN, homeported in Maui, HI. LTJG Kelley is the first woman to command a military vessel in the United States, and probably in the world.

LTJG Kelley entered Officer Candidate School in 1976 determined to serve at sea, even though at the time Coast Guard women were denied sea duty. Her determination paid off. In 1977 LTJG Kelley was assigned to the cutter MORGENTHAU, where she served as a navigator and gunnery officer in rigorous duty off Alaska.

LTJG Kelley is uniquely suited for a sea-going career. She grew up in Miami and accompanied her parents as they ferried privately owned yachts to and from New

York. From them she learned piloting, navigation, and a love and respect for the sea.

LTJG Kelley's vessel, the 95-foot CAPE NEWAGEN, performs pollution control, search and rescue and law enforcement duties. One of its more spectacular jobs is helping the National Marine Fisheries Service protect the humpback whales that frolic and mate off the island of Maui.

LTJG Kelley will command a crew of 14 men. They accept her assignment philosophically. Quipped Engineer Bruce Carmel, "I'm looking forward to it... I have a wife boss at home so I might as well have a woman boss at work." Says Kelley, "I am a woman. I don't want them not to think that. But I will come across as the commanding officer of the vessel, not as someone bossing them around." -- a healthy philosophy for any CO.

The Naval Enlisted Reserve Association is a nationwide organization of enlisted Navy, Marine Corps and Coast Guard reservists. NERA exists to promote Reserve career enlisted service. The major objectives of

NERA are the fair and proper recognition of the contributions made by reservists to our nation's defense.

Active, inactive and retired Coast Guard enlisted reservists are invited to join NERA. Write them at 6703 Farragut Ave., Falls Church, VA, 22042.

Project NOTE-79 (Names of the Employers) is a nationwide effort to obtain the name and address of the employer of each member of the Selected Reserve. The information collection effort, which began in May, has been extended to the end of July. Participation is requested of all reservists. The data will be used to contact those employers who have not signed the employer Statement of Support for the Guard and Reserve.

September has been selected as National Employer Appreciation Month. The observance will focus attention on the more than 350,000 employers who have signed the Statement of Support for the Guard and Reserve.

Coast Guard Reserve commanders are asked to contact their local media to ask them to use the newspaper, radio and TV materials which will be sent to the media by the National Ad Council during August.

In proclaiming a national Vietnam Veterans Week observance for May 28-June 3, 1979, President Jimmy Carter stated, "This nation's moral debt to Vietnam era veterans still remains outstanding... As a nation, we have not yet fully recognized those who fought in Southeast Asia for their service and sacrifice. Vietnam Veterans Week offers the people of the United States a timely opportunity to convey our honor and appreciation."

The Reservist wishes to express gratitude to all persons (approximately nine million) who served in the American Armed Forces during the Vietnam War, and to remind them of the Veterans Administration (VA) and other benefits available to them.

How much retired pay will I receive when I reach age 60?" That's a question frequently posed to the staff of the Reserve Administration Division -- and one that is difficult to answer exactly if you are younger than 60.

The difficulty stems from the fact that retired pay is based on the monthly basic pay an active duty member of your grade and longevity receives at the time you will be age 60. If you are 48 years old now, that involves projecting what the military pay scale will look like in 12 years. Our trusty, old headquarters-issue crystal ball just doesn't work that well.

Assuming military compensation

maintains its current level of comparability with the cost-of-living, you can develop some idea of what your Reserve retirement paycheck will purchase by using the following formula. This is the method used to compute retired pay for those reaching age 60 this fiscal year:

- 1) Divide total retirement points by 360.
- 2) Multiply result by .025.
- 3) Multiply result by current basic pay of the grade and longevity you will have at age 60 (longevity continues to accrue while in RET-2 or stand-by status).

The current basic pay figure to use is the monthly basic pay earned by an active duty member of your grade and longevity. Part one of the formula converts your points into constructive years of service. Part two gives you 2 1/2 percent of a full time member's pay over your

constructive years of service. Part three ties it into the current pay tables.

This retired pay figure is disassociated from regular pay raises and changes upon your retirement with pay. It will be increased regularly based on cost-of-living increases so that your relative earning power does not decrease with inflation.

One of the most common misconceptions reservists have about retired pay is that it is determined by the pay he or she is eligible for at the time of transfer to a RET-2 status or to the Standby Reserve (Inactive Status). It is actually determined by the pay scales that exist when he reaches 60. This misconception causes some personnel to delay submitting their requests for RET-2 status when such a transfer may be to their advantage.

Get Ready Now... for Mobilization

"Why are we here?" With the aim of answering that question, LT Gordon L. Bell, Commanding Officer of Reserve Unit Third District (r) opened the annual Mobilization Training Period at Governor's Island, New York March 25. The answer to his question: to prepare for mobilization.

Mobilization, in a nutshell, is the major mission of the United States Coast Guard Reserve. It is to this end that men and women from all walks of life don the Coast Guard Blue uniform with pride, report to their respective stations and augment the regular Coast Guard.

The day-long training period covered the concept of mobilization and the need to be ready for it.

LT Edwin M. Quinn, Executive Officer of Reserve Unit Third District (r), detailed the actions required of a reservist in case of a national emergency. Each member examined his own MOB orders as LT Quinn explained their importance and meaning. Each reservist, he said, is "plugged" into an existing billet selected from computer information. Selections are based on the individual's special skills and where the reservist can be of use to the service. As part

of the Selected Reserve, the reservist who does his active duty each month is the first line of defense after the Regular Coast Guard member, and as such, must be able to mobilize within three days in most cases.



LT Gordon Bell: "Why are we here?"

LT Terrence M. Gray, from Reserve Group District Office, reviewed the many pre-mobilization legal matters which should be taken care of by the reservist prior to his or her mobilization call. The RCS cassette entitled "Make No Little Plans," which was

sent to every Reserve unit, gave unit personnel an awareness of the many things which must be cared for during their absence. Wills, power of attorney, executors of estates, and location of papers important to the surviving spouse were some of the items discussed. Emphasized were the plans necessary should the reservist not return. The reservists learned that DD Form 1543, also provided to each unit, can help them perform a "legal check-up" to organize this vital personal information. A summary of the UCMJ and various types of military discipline were also provided by LT Gray.

LCDR Alan A. Bowman, Operations Officer of Reserve Unit Third District (r) gave a talk on the workings of the data processing operation, emphasizing the importance of an updated Emergency Data Sheet in case an emergency should arise.

A sea bag inspection, as required under the MOB orders, was held and members were told to match their original issue of gear with their present supply either through requisition or purchase. That way, a full sea bag would be on hand in case the word came down: Mobilize!

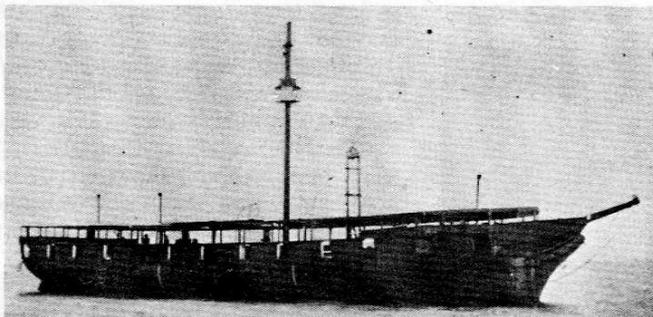
by PAC S. Cable Spence, USCGR

In colonial times light structures were built and maintained by local governments with proceeds from a tax on vessels entering the harbor. The responsibility for the aids was taken over by the Federal Government in 1789 when the U.S. Lighthouse Service (USLHS) was established under the Treasury Department.

Frequently it was found that there was a need for a light to mark a shoal or channel where cost or lack of engineering expertise prevented the building of a lighthouse on an under-water foundation. Small vessels, however, could be built at a reasonable cost. These "light boats" required only a rugged deck, a stout hull and a mast capable of supporting signal lanterns.

In 1820 the U.S. Lighthouse Service positioned its first "light boat" at Craney Island, in the Elizabeth River near Norfolk, VA. This 70-ton vessel proved to be very useful. In 1821 four other "light boats" were established in other tributaries of the Chesapeake Bay.

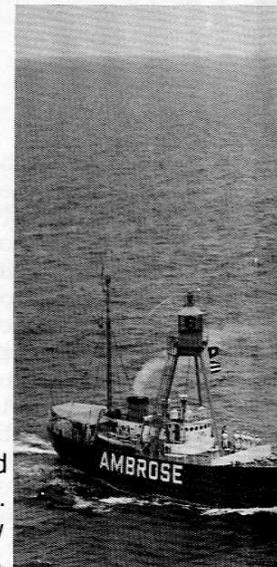
After its successful experience with lightships in the waters of the Chesapeake Bay, the Lighthouse Service determined that a similar ship could be maintained in the open sea. In 1823 a lightship was established off Sandy Hook, NJ to mark the main channel into New York. Lightships were also established in Nantucket and Long Island sounds, in the Delaware River and in the sounds of North Carolina. From 1832 to 1881 a USLHS lightship was stationed in the Straits of Mackinac at the junction of Lakes Huron and Michigan. In 1891 three lightships took station on Simmons Reef, White Shoal and Gray's Reef in northern Lake Michigan. Other lightship stations familiar to marine travelers were established at Barnegat, off Atlantic City, NJ and Diamond



The former Revenue Cutter Legare became a lightship off LA. It was sunk by Confederates in 1860.

Shoals, off Cape Hatteras, NC.

The number of lightship stations increased steadily until 1858, when there were 48. During the Civil War the number declined as vessels were captured or destroyed by the Confederate forces. After the war the number of lightships continued to decline as lighthouses were built on improved underwater foundations in bays and sounds. By 1899 only 26 lightships remained, all of them on the Great Lakes and the east coast. However, with the increase in steam-propelled ocean traffic, additional lightships were needed. Pacific coast light ship stations were established at San Francisco, Umatilla Reef, Blunts Reef and at the Columbia River. When the United States entered World War I the number of lightships in operation



Ambrose light tower replaced Ambrose lightship in 1967. The lightship (613) is now stationed at Nantucket Shoals.

LIGHTSHIPS I

had grown to 53.

The early lightships were small and built of wood. Marine architects realized that the lightship's unique duties called for a specially designed ship. In 1880 the French and British conducted experiments which resulted in the development of iron hulls more capable of withstanding heavy seas while remaining anchored on station. In 1882 the U.S. Lighthouse Service built and placed on station its first iron-hulled lightship, number 44, off the coast of New Jersey. After that time, iron and steel were used exclusively in lightship construction, although a few were built using steel frames with wood sheathing.

Men of the U.S. Lighthouse Service who crewed aboard the early lightships often found shipboard life boring and uncomfortable. The captain of one such vessel described her hull as being "similar to a barrel," "constantly in motion," and "when it is in any ways rough, labors to such a degree as to heave the glass out of the lanterns, the beds out of the berths," and "tear out the chain plates." On calm days nausea gave way to tedium. Ship's work was normally completed in a few hours, leaving the rest of the day to whittle away. Crewmembers of the Nantucket Shoals lightship used their time to make rattan baskets to sell ashore for tobacco money. Even the food was monotonous. Most commonly served was "scouse," a nondescript stew of meat, vegetables and hardtack.

Like most jobs at sea, crewing a lightship consisted of long periods of boredom interspersed with brief moments of stark terror. In 1913 a lightship located near Buffalo, New York sank with all hands in a gale. It was located two miles from its station six months later.

The Cross Rip lightship sank off the coast of Massachusetts with all hands in 1918. No trace of her was found until 1933. Most likely ice crushed her hull and the crew perished in the winter sea.

Storms weren't the only plague to lightships.



by Bill Hamlin

LED THE WAY

Lightships were run into nearly every day. It has been said that the Ambrose lightship was hit an average of three times a week. Evidently, the San Francisco lightship got tired of being knocked around. Once she went out of control while returning to her station and rammed two freighters. The lightship suffered the most damage, but her beleaguered crew considered it poetic justice.

On May 15, 1934 the 149-foot Nantucket Shoals lightship was riding at anchor as her horn blasted out into the fog. The sailors on board the lightship were unaware that the 47,000 ton White Star liner Olympic (sister ship and nearly identical to the ill-fated liner Titanic) was steering for the sound of the fog horn. The Olympic intended to alter course at the last minute and pass close by the Nantucket lightship. Someone on the bridge of the Olympic miscalculated. The liner appeared out of the fog and sliced the lightship in two. Seven of the lightship's crew died.

Trouble came to the Diamond Shoals lightship off the coast of North Carolina in 1918. A German U-boat, angered by the lightship's wireless warnings to ships, surfaced and sank her with shell fire after first allowing the 12-man crew to abandon ship.

Other incidents, curious rather than tragic, are also a part of lightship lore. In the late 1940's, the Barnegat lightship drifted off station in a gale. While hauling in the anchor the crew was surprised to find an overhand knot in the chain, which took the crane of a tender to untie.

So that lightships may be readily noticed they are given distinctive features. Lightship hulls today are painted red with the name of the station in white on both sides. The superstructure of lightships is painted white with buff colored masts, stack and vents. Relief lightships carried the word "RELIEF" on the sides so that they could serve several stations. Years ago light-

ships were more colorful, and many were banded with two colors. The Succonesset lightship, stationed in Nantucket Sound a century ago, was painted with large red and yellow squares.

The lightships of today have modern electric lights at the masthead, electric fog signals, radio beacons and radar. But in the old days oil lamps had to suffice. They had to be cleaned, filled, wicks trimmed, lighted and hoisted up the mast. In the 1860's and 1870's the lard oil fuel had to be scooped out and melted on the galley range in cold weather before it could be put into the lamps. In fog, crewmen had to stand out in the chill to crank a "coffee grinder" horn or pull a bell cord.

In 1903 the U.S. Lighthouse Service was transferred from the Treasury to the Commerce Department. The Service was a Commerce bureau until 1939 when it was merged into the U.S. Coast Guard, coming once again under the Treasury Department.

The era of the lightship has all but come to an end. In August, 1970 the last of the lightships on the Great Lakes gave way to a special buoy. Buoys have taken over most of the lightship stations in bays, inlets and sounds. In 1975 the Boston lightship was retired. It was replaced with a Large Navigational Buoy (LNB). The light mounted on the Boston LNB has a range of 14 miles, the fog horn can be heard three miles away and the radio beacon transmits signals some 15 miles. These "super buoys" can do nearly everything manned lightships do at less cost and without danger to human life. At some ocean sites the Coast Guard has built platforms to support lights, such as Diamond Shoals on the North Carolina coast.

Only two lightship stations are in service today: the Columbia station at the mouth of the



The Chesapeake lightship is now a National Park Service museum in Washington, D.C.

Columbia River at Astoria, OR and the Nantucket Shoals station, 50 miles south of Nantucket Island, NJ. The Columbia lightship, number 604, is scheduled to be decommissioned October 1, 1979 and will be replaced with a buoy. The Nantucket Shoals station is served by two lightships, numbers 612 and 613, one acting as a relief for the other.

When men who venture out to sea get into trouble, the Coast Guard goes out and brings them in. But even when ships are not in distress the Coast Guard brings them in, guiding them past rocks and shoals, through darkness and fog. Since 1820, when the first lightship was stationed, they have done a job essential to maritime safety.

THE ILLINOIS RIVER SWALLOWS PEORIA

by LCDR P.V. Kauffold, USCGR

This has been a year of records in Central Illinois—record snow and cold this winter, and record flooding along the Illinois River as the snow which had covered the ground since December melted in spring.

The Coast Guard's flood relief activities started early in March. The Illinois River passed the flood stage and began to flood its banks from Chillecothe, 10 miles north of Peoria, to Beardstown, 60 miles south. Temperatures were still below freezing, and the river was clogged with ice which was just beginning to break up after the winter freeze. Barge traffic was again beginning to move on the river, adding the danger of wake damage to riverfront homes, cottages and facilities.

Reservists from the Peoria Unit began patrolling flood-threatened areas to monitor barge traffic and enforce speed limits.

The river continued to rise as the weather warmed. Water began to threaten businesses in Peoria. On March 10, the Illinois River was 25 feet above flood stage, forcing evacuation of the Coast Guard Aids to Navigation Facility (ANFAC) and Reserve Unit office in East Peoria. More than 500 homes in Chillecothe, Rome, and

Spring Bay, as well as downtown stores in Peoria, were flooded. The river continued to rise, with a crest of 27 feet predicted.

Commander, Second Coast Guard District activated the Disaster Control Group in St. Louis March 23. This brought Marine Safety Detachment (MSD) Peoria, ANFAC Peoria, Reserve Unit Peoria, and Group Upper Mississippi River of Keokuk, Iowa under a unified command in preparation for further flood relief activities.

The Disaster Control Group requested assignment of seven reservists to active duty, six to man two 17-foot boats, and one to provide administrative support to MSD Peoria. The assignment of a reservist specifically to handle the paperwork involved in ADT support was to prove instrumental in preventing pay mix-ups, lost orders, and other problems.

The immediate problem facing local law enforcement authorities and the Coast Guard was security in the flooded residential areas. Hundreds of homes were partially flooded, and were accessible only by boat. Although the weather was still cold, pleasure craft were entering the flooded areas to sight-see! This was not wel-

comed by the residents who had been flooded out; several had threatened to "shoot on sight" anyone suspected of looting.

At the request of the Peoria County Sheriff, the Coast Guard decided to provide round-the-clock transportation for Sheriff's deputies. But even the boat launching facilities normally used were flooded. The Coast Guard finally located a steep hill in Chillecothe which allowed launching from trailers.

By the 26th, things had settled down to a routine. The river had crested, and began to fall. Some started to hope that relief was in sight.

But early in the week, it began to rain in the northern and central Midwest. The ground was still frozen, and runoff was heavy, driving the river up again. It was to approach the all-time record set in 1943 of 28.8 feet, finally cresting at 28.7 feet. To prevent additional damage, the river was closed to traffic. By now, almost 2000 families had been evacuated from their homes.

During the emergency Coast Guard personnel conducted almost continuous patrols under very ad-



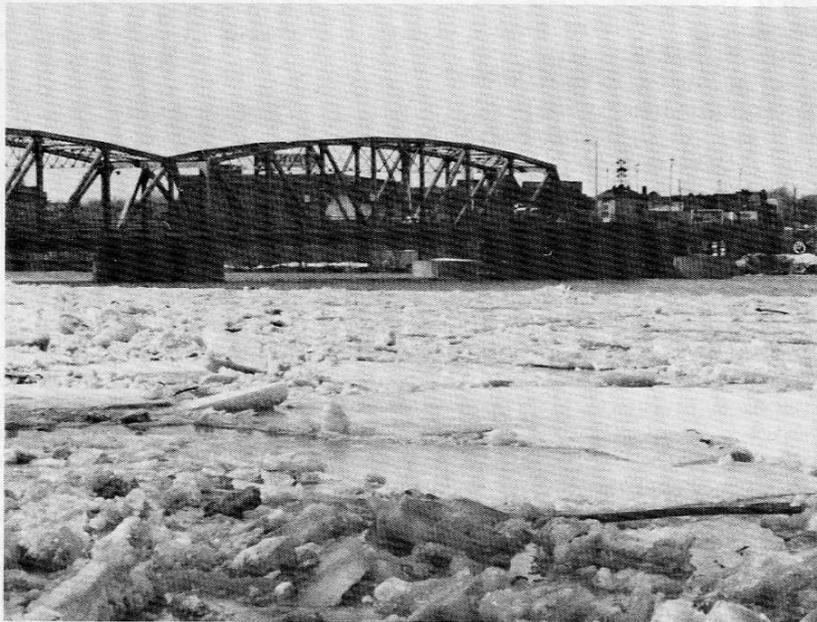


verse conditions, using equipment which, although generally adequate, was never intended for such severe service. Outboard motors froze overnight, and had to be thawed using torches before operations could start the next morning. Debris in the river chewed up propellers at the rate of two per day. Radio antennas snapped from ice accumulation.

Coast Guardsmen operated open boats, unprotected and unheated, in sub-freezing temperatures, in sleet and freezing rain, and in winds that reached 40 knots. In a period of 4 weeks of almost constant operation, they never missed a single commitment and never failed to respond to a call for assistance.

April 20, the last group of ADT reservists completed their active duty and were released. By this time the river had fallen to 20 feet, and the greatest flood danger had passed.

Over the period from March 10 to April 20, CGRU Peoria provided approximately 450 man-hours of IDT augmentation and 154 man-days of ADT augmentation. Inactive duty reservists continued to augment MSD Peoria until the river fell to normal stages in May.



left: ANFAC Peoria under water.
 right: Reservists reflected in what had been the ANFAC parking lot.
 l-r: BM2 Ken Parker, PS2 Frank Schaeffer,
 MSTC George Tauxe and LT Bob Arnet.
 bottom: The ice-choked Illinois River at eight feet above flood level.

STRIKE! The Coast Guard



by LTJG Edward Ristaino, USCG

A problem interjected into a smoothly run organization has the same effect as a pebble dropped into a pool of water. The impact of the problem produces a ripple effect which eventually affects the entire organization.

When the tow boat operators in the Port of New York went on strike April 1, it caused a ripple effect which placed additional operational demands upon Group New York harbor tugs and utility boats, Captain of the Port New York boarding and inspection team members and the entire Coast Guard. To help meet these expanded operational commitments, Group New York called for the assistance of Reserve personnel.

The contract between the members of Local 333, United Marine Divisions, International Longshoremen's Association and the Marine Towing and Transportation

Association expired April 1. As expected, Local 333 went on strike, idling most of the tugboats, self-propelled lighters and oil tankers which operate in the port. The lack of tugboat assistance to commercial vessels during vessel entry and departure from New York, inner port movements, and docking and undocking presented an increased danger of groundings and collisions. Extra precautions were necessary to ensure the safety of the Port of New York, and the vessels within it.

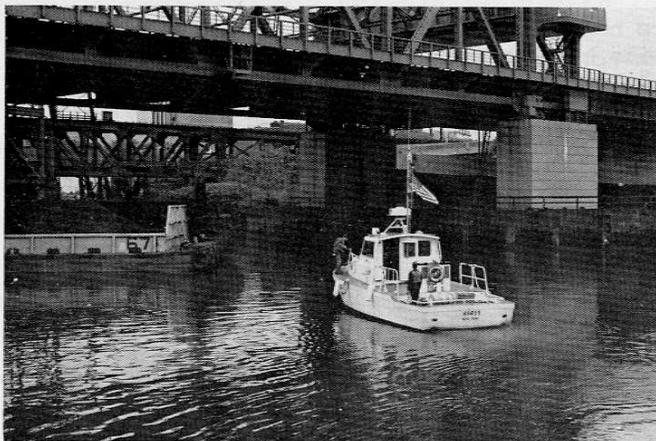
Contingency plans for the tow boat operator's strike began in January 1979 when the strike was still a distant possibility. The original efforts consisted of drafting emergency directions for vessel traffic within the Port of New York. These emergency directions were developed after exten-

sive risk analysis of the port area and the maneuvering characteristics of the vessels calling there. The Captain of the Port, New York held public meetings and solicited extensive industry comment. He produced emergency orders which allowed commerce to continue yet minimized the hazards inherent in a tow boat strike.

The plan consisted of two distinct actions. The first called for the activation of the precommissioning detail of the New York Vessel Traffic Service. At the onset of the strike the VTS began tracking all controlled vessels. The VTS was responsible for approving any vessel movement within the port and for prohibiting movements deemed unsafe.

The second aspect was the presence of Coast Guard vessels throughout the port 24 hours a

Tows New York Out of Trouble



left: Reserve boat handlers cruise New York Harbor.
top: This Reserve-manned 41-footer, assisted by another, secured these drifting coal barges on the Passaic River.
bottom: The Red Beech seems engulfed by garbage as it performs a not-too-glamorous duty.
Photos by PA3 Jim McGranachan, USCGR



day, concentrated in restricted areas where vessel navigation is most difficult. The missions of the Coast Guard on scene included traffic control, traditional SAR response, law enforcement, emergency vessel casualty response, and even the movement of New York City sanitation barges to a land fill on Staten Island, New York.

At the onset of the strike, the presence of Coast Guard cutters and utility boats provided good harbor coverage and safety. However, to maintain this high level of necessary coverage additional qualified boat crews were necessary. To avoid jeopardizing other mission areas, the Captain of the Port decided to request Reserve personnel for extended periods of active duty. At this point the tow boat operators' strike had been in effect for one week. Personnel from Station

New York were rapidly becoming drained and needed reinforcements. It was determined that a total of five boat crews were necessary as soon as possible for periods of at least a month.

The Reserve response to Group New York's request was excellent. Through the efforts of the Third District (r) and Captain of the Port, New York's Reserve station keeper BM2 Roy Smith, the needed boat crews were provided within four days. BM2 Smith identified personnel with the qualifications needed from within the Reserve Groups in the New York Harbor area. These included Reserve Group New York, and Stations Rockaway and Shinnecock, NY and Sandy Hook, NJ. The assistance of the Reserve station keeper allowed greater selectivity because of his knowledge of the personnel in the Reserve groups

and of the qualifications needed to do the job.

The Third District (r) cleared the way for the utilization of Reserve personnel for periods up to 30 days. The Reserve Division provided prompt administrative assistance in processing orders for active duty.

The reservists on active duty are especially worthy of praise for their efforts. These people volunteered to assist and were extremely willing to drop whatever they were doing to respond. The boat crews stepped right in and were able to make contributions from the onset. The crews provided a necessary relief to Station New York. Whether on harbor patrol, stationed in congested areas, or responding to SAR cases or vessel casualties, these boat crews fulfilled all expectations of them.

On May 23, its fifty-third day, the strike shows no signs of ending. As groups of reservists end their periods of special active duty, additional crews report aboard Group New York to take their places.

In this situation, the decision was made at an early stage to request Reserve assistance rather than to lessen Captain of the Port response in other mission areas. The decision has proved very sound. The reservists are maintaining a high level of operational proficiency. The utilization of reservists has allowed the fulfillment of essential port safety missions during the emergency and has fostered the continued efficiency of Regular forces in their day-to-day tasks.

REENLISTMENT BONUS UPDATE

The following letter from Acting Chief, Office of Reserve, is printed as a reply to all of you who have asked why certain ratings are not eligible for reenlistment bonuses:

Dear Petty Officer:

On behalf of President Carter, I am responding to your letter in which you expressed concern over the Coast Guard Reserve's reenlistment bonus program and specifically mentioned the eligible rating list.

Congress intended that the reenlistment bonus be used by the armed forces to encourage retention of personnel who have military skills which are vital to mobilization readiness, but are, at the same time, in short supply. The Coast Guard would be remiss in its obligation to every U. S. citizen if a bonus were offered in every rating regardless of need. To be specific, some ratings

are nearly 84% over required strength nationwide while other ratings are as much as 60% below required strength.

You are correct in stating that the work you do is just as important as any other task performed in the Coast Guard. Unfortunately, we do not have enough good people like yourself to perform all those other functions. The fact that you took the time to inquire about the program indicates your sincerity and dedication to the Coast Guard Reserve, and I hope I have explained the matter to your satisfaction.

Sincerely,
R.E. GROVER
Captain, U.S. Coast Guard

This table is reprinted from Commandant Instruction 1001.25, available at your unit:

SUMMARY TABLE OF RESERVE INCENTIVES PROGRAM

INCENTIVE PROGRAM	ENLISTMENT BONUS (SREB)				EDUCATIONAL ASSISTANCE (SREA)				REENLISTMENT BONUS (SRRB)				
	RP	RL	RK	RY	RP	RL	RK	RY	ALL				
ELIGIBILITY	1. Enlist for 6 years. 2. Must be high school graduate prior to beginning IADT. GED not eligible. 3. No prior military service. 4. Must choose SREB at enlistment. Precludes SREA eligibility at a later date.				1. Enlist for 6 years. 2. Must be high school graduate prior to beginning IADT. GED not eligible. 3. No prior military service. 4. Must be enrolled in a program leading to baccalaureate degree or equivalent at a trade, technical, or vocational school. 5. Must not have earned a baccalaureate or equivalent at a trade, technical, or vocational school. 6. Must not be enrolled in a course of study that will qualify member for ordination as a clergyman. 7. Must choose SREA at enlistment. Precludes SREB eligibility at a later date.				1. Have less than ten years total military service a. Zone A: Less than 8 YOS. b. Zone B: 8 or more but less than 10 YOS 2. Recommended for reenlistment. 3. At least 1 full year as satisfactory participant in a CGRU immediately prior to end of enlistment. 4. Pay grade E-4 or above. 5. Not reenlisting for voluntary assignment to extended active duty. 6. Reenlists within 90 days of end of enlistment. 7. Reenlists in EM, MK, FI, QM, PS, SS, FT, QM, RM, RD, or ST rating.				
AMOUNT AND SCHEDULE OF PAYMENTS	Total Bonus	Complete IADT	End 2nd & 3rd years	End of 4th year	1. Up to 50% of educational expenses. 2. Not more than \$500/12 month period. 3. Not more than \$2,000 over 6 year enlistment. 4. Expenses covered are: Tuition; fees; books; laboratory and shop fees.				Zone	Term	Total Bonus	Initial Payment	End of Each Year
	RP \$1,500	\$750	\$200	\$350					A	3 yr.	\$ 900	\$650	\$150
	RL \$750	\$375	\$100	\$175						6 yr.	\$1,800	\$900	\$150
	RK \$750	\$375	\$100	\$175					B	3 + yr.	\$ 900	\$450	\$150
	RY \$750	\$375	\$100	\$175									
	Contingency Bonus Payments; RL, RK, RY ONLY												
	a. Complete Class A School: \$375												
	b. Strike E-4; No Class A School: \$200												
TERMINATION OF ELIGIBILITY	1. Unsatisfactory participation. 2. Separation for any reason. Includes regular enlistment or voluntary recall to extended active duty.				1. Unsatisfactory participation. 2. Separation for any reason, except for immediate appointment as an officer in the Ready Reserve. Includes regular enlistment or voluntary recall to extended active duty. 3. Complete program for award of baccalaureate or equivalent degree. 4. Complete 6 years of service. 5. Ceases to attend an accredited institution. 6. Enrolls in a course of study that will qualify member for ordination as a clergyman.				1. Unsatisfactory participation. 2. Change to a rating not qualified for SRRB. 3. Separation for any reason. Includes regular enlistment or voluntary recall to extended active duty.				
RECOUPMENT	Recoupment will be effected for any reason above except when unsat. performance is for medical reasons not due to own misconduct. Amount of refund computed as follows: a. Divide total bonus entitlement by 72. b. Multiply number of whole months served satisfactorily by result of (a). c. Subtract result of (b) from total amount paid. Result is amount of refund				Recoupment will be effected when termination is for reason 1 or 2 above, except when unsat participation is for illness, injury, other impairment not due to own misconduct. <u>MEMBER MUST REFUND ALL SREA RECEIVED TO DATE.</u>				Recoupment will be effected for any reason above except when unsat. performance is for medical reasons not due to own misconduct. Amount of refund computed as follows: a. Multiply number of whole months served satisfactorily by \$25. b. Subtract result of (a) from total amount paid. Result is amount of refund.				
REQUIRED FORMS	1. SREB/SREA Statement of Agreement 2. Letter Request				1. SREB/SREA Statement of Agreement 2. Letter Request 3. SREA Enrollment Verification				1. SRRB Statement of Agreement 2. Letter Request				

Encl (1) to COMDTINST 1001.25



THE COMMANDANT OF THE UNITED STATES COAST GUARD
WASHINGTON, D. C. 20590

16 February 1979

To All Coast Guard Men and Women:

In August 1978 I directed that certain policy changes be made so that the doors of equal opportunity would open all the way for military personnel of both sexes. That was guidance for all members of the Coast Guard - military and civilian, officer and enlisted, male and female. We have generally done well in accommodating the necessary changes.

As a result of my visits to every district in the Coast Guard and many discussions with personnel throughout the service, I have become aware of very commendable career advances on behalf of women and I am sincerely proud of these achievements. At the same time I have also become aware of the inappropriate attitudes of some members - and in a few cases, some unacceptable behavior.

Since there are those in all walks of life who find the changing role of women difficult to accept, it is not surprising we have some in the Coast Guard too. For example, sexual harassment of varying degrees has been reported. This has not been limited to degrading epithets. There have been cases of preferential treatment because of gender. Some public discussion of personal medical problems has taken place. Disproportionate reaction to shortcomings in performance of duty is sometimes directed toward women in the Coast Guard. None of these actions constitutes acceptable behavior. Personal worth, privacy and the duty to "always try and sometimes fail" are rights and obligations which are to accrue to men and women alike in our Coast Guard. I expect all commanding officers to ensure that they do.

Within every command at all levels we need strong, evenhanded leadership that demonstrates the maturity, tact and patience to recognize inappropriate attitudes and act firmly to insure that (regardless of attitudes) only that behavior which is equitable to all will be accepted. To this end I expect each member who is charged with evaluation of personnel to consciously assess leadership by measuring performance against the benchmark of evenhanded behavior on behalf of males and females alike. Also, I want it made clear to all who are supervised that, regardless of individual attitudes, behavior by them, their peers, or their supervisors which does not recognize and permit equal opportunity for both males and females, will not be acceptable.

I have great confidence in the capacity for moral leadership by all key personnel in our service. I know they can ensure evenhanded treatment for all. I expect nothing less of them. In addition, I feel that every member of the Coast Guard is capable of and in most cases has already demonstrated the kind of consideration for the other members of our Service that, coupled with our effectiveness in meeting mission objectives, promises great success in the future. We must work together to guarantee that future.

Sincerely,

J. B. HAYES
Admiral, U.S. Coast Guard

A physical examination is not required of an inactive duty Reserve officer solely for the purpose of promotion. However, a current physical exam record must be on file which certifies that the officer is physically qualified for service.

The Coast Guard's medical standards (Articles 3-A-7 (k) and (1), Medical Manual) require all personnel to obtain a complete physical examination every three years until age 36 (i.e. at ages 21, 24, 27, 30, 33, 36), and every year thereafter. The examination must be performed within 30 days of your birthday.

If the physical exam record is outdated, the officer will not be promoted. A delay in promotion means loss of pay. Be sure your physical exam requirements have been met.

The Reserve Training Division is presently working on a Port Securityman War-time Mission Element training program. The development staff is interested in contacting World War II veterans who were actively involved in any element of port security during the war. If you are a WWII veteran with experience in port security or you know a veteran with such experience, please send your name, address and telephone number to Commandant (G-RT/81), U.S. Coast Guard, Washington, D.C. 20590.



Congratulations to HM2 John Carr of CGRU Spokane, who took second place in his age group in the five-mile "Hog Jog" April 28 at St. John, WA.

Running five miles for the Coast Guard was hard enough, but now HM2 Carr has to figure out where that ribbon goes on the uniform!

(G-R-1)

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