

The **Reservist** *Coast Guard*

December 1994

PSUs deploy to Haiti!



My Favorite Lighthouse



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Check Out This Issue



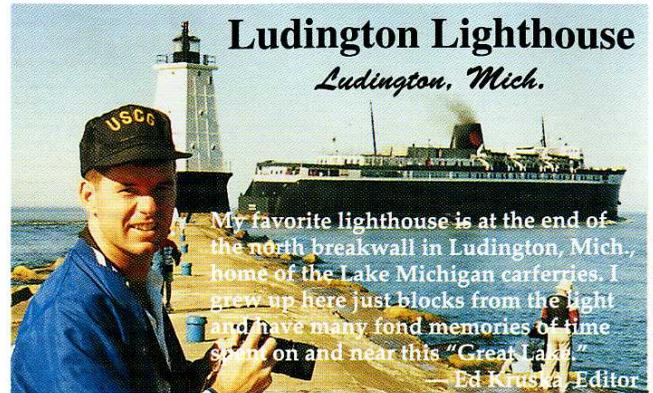
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On the Covers

Front: BM1 Sean C. Walsh, USCG, drives a Raider boat while reservist BM3 Todd C. Gemma mans the M-60 machine gun in Haiti. Photo by PA3 Robin Ressler, D5 Public Affairs. Back: Point Betsie Light, Frankfort, Mich. is the site of happy holiday remembrances. Photo by BM1 Barry Stull, Station Frankfort.

Editor's Turn

Whenever I talk with people about lighthouses, I often see a twinkle in their eye or hear excitement in their voice. What is it about lighthouses, these relics and reminders of our Coast Guard and nation's past (and present), that excites people? To find out, we advertised in *The Reservist* recently for "My Favorite Lighthouse."



Ludington Lighthouse
Ludington, Mich.

My favorite lighthouse is at the end of the north breakwall in Ludington, Mich., home of the Lake Michigan carferries. I grew up here just blocks from the light and have many fond memories of time spent on and near this "Great Lake."

— Ed Kruska, Editor

Photo by Lisa Kruska

Reservist recently for "My Favorite Lighthouse."

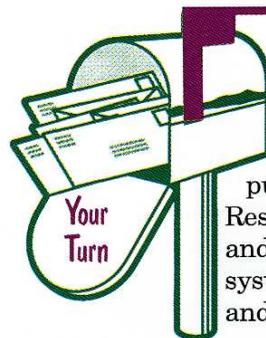
This lighthouse idea was spurred on even more this past July when my wife and I toured Great Lakes lighthouses. Starting in Ludington, in Michigan's lower peninsula, we traveled north along the coastline visiting every lighthouse along the way. However, before we departed, we stopped by to visit Bruce and Helen Nelson of Ludington. They have visited every Great Lakes lighthouse and are enthusiastic members of the Great Lakes Lighthouse Keepers Association. They helped us chart a course around the Michigan coastline and their tips were invaluable!

Of course, along the way, we heard many lighthouse tales. At Old Presque Isle Light on Lake Huron, the caretaker of the now privately-owned light told us haunting stories of the light still shining *after* the Coast Guard had removed it several years earlier! Several days and 32 lighthouses later (there are 116 in Michigan alone), we finished at Fort Gratiot Light, Michigan's oldest, located at Port Huron. There, Coast Guard Reserve WWII veteran and now CG Auxiliarist Bob Hanford enthusiastically gave us a tour. Though in his 70s, his enthusiasm for the lighthouse and youthful vigor were apparent to all as he charged up the winding steps to the top. A D-Day veteran, he had read *The Reservist's* D-Day feature in June and shared some of his Coast Guard experiences in addition to the lighthouse tour.

We also visited 18 more lights on Lakes Erie and Ontario for a total of 50. Fort Niagara, N.Y. boasted the first light on the Great Lakes (Lake Ontario) while the maritime museum at Dunkirk, N.Y. on Lake Erie had a wide range of lighthouse, Coast Guard and other Armed Forces exhibits.

So, with the holidays upon us, a season of good cheer, family gatherings and festive lights, we thought it an appropriate year-ending time to bring you "My Favorite Lighthouse." It's been an interesting year here at *The Reservist* magazine and the staff wishes you and yours a festive holiday season and a successful and fulfilling 1995.

Edward J. Kruska
— Edward J. Kruska, Editor



NCESGR says thanks

Thank you for devoting two full pages to Employer Support of the Guard and Reserve (NCESGR)-related stories in your September 1994 issue. Your efforts in publicizing NCESGR issues ensure that Coast Guard Reservists are well informed about their Reserve rights and responsibilities and that they are aware of the support system in place to assist them, if necessary. Thanks again and continued success for your publication.

— Cheryl P. Owen
Executive Director
National Committee for Employer Support of the Guard and Reserve

A View from the Bridge

"For the Holidays"

By Rear Admiral Richard M. Larrabee
Chief, Office of Readiness & Reserve



Season's Greetings! This is my first opportunity to address you since assuming this job in early October. I am excited about being the new Chief of Readiness and Reserve since it was my first choice of assignments.

By way of introduction, I am a product of the Marine Safety program and most recently from the training community as the Assistant Superintendent at the Academy. I have been involved directly with the Reserve program for most of my career and those who have worked with me know I've been a big supporter!

My enthusiasm about being involved with the Reserve program is not tempered by the upcoming challenges of integration. I see the changes in a positive way and believe that improvements will be made that will benefit the Coast Guard, the Reserve program and each of you. We will do this as part of "Team Coast Guard." Together we will work to overcome obstacles and in the process build a stronger, more effective organization.

The changes we have made and will continue to make will not be painless. This past year saw further reductions resulting from our changing mission requirements. No matter how difficult it has been, one fact comes through loud and clear. It is no longer 'business as usual.' We must look at the way we conduct our business, both in administration and operations, and take every opportunity to be more effective and efficient in our performance.

The reductions we've had to make have not been easy. We have lost valued members of our Coast Guard family. Let us be supportive as they adjust to their new status. Interestingly, new opportunities have begun to surface. An excellent example is the recent creation of the Sea Partners program, a nationwide effort to clean up our seacoasts and riverbanks.

Much of the program's founda-

tion is being built by members of the Individual Ready Reserve, including recent transfers from the Selected Reserve. Its progress will be followed in future issues of *The Reservist*.

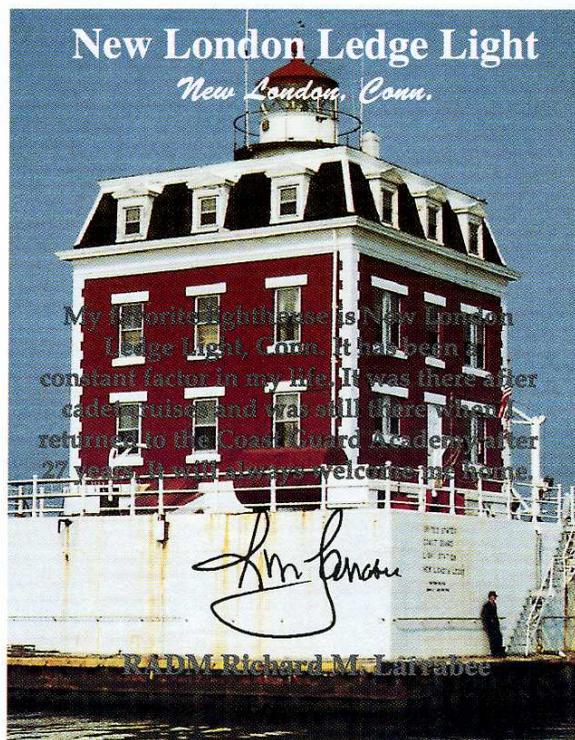
On the active side, I am very pleased to see the progress we are making to reengineer and reinvent the Coast Guard. We are relying upon the imagination of our people to create a future that better suits our national interests.

For example, we have seen our primary mission become augmentation, notwithstanding continuing response missions for military and disaster contingencies. At the same time, recent operational commitments such as the PSU deployments to Haiti have placed continuing strains on the Reserve program. With budgets shrinking, there is but one direction to take — integration.

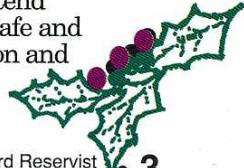
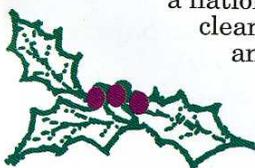
This new direction supports the vision of the Vice President's National Performance Review (NPR) Program and the direction to reinvent the federal government. One of the Coast Guard's major efforts in this realm is the integration of its Reserve and Active forces (see COMDTINST 5310.2, 15 Sept. 94). This bold new action has vaulted us to the forefront among the services and promises to pave the way to a brighter future for us all.

As previous issues of *The Reservist* have reported, Group San Diego and Reserve Group San Diego were the first units to test the integration concept. Their success resulted in being chosen for the prestigious "Vice President's Hammer Award for Reinventing Government" — clear evidence that we are on the right track.

So, as we remember all of our families this holiday season, especially those duty-bound members who are separated from their loved ones, know that you have my complete admiration and support. We shall enter these uncharted seas together as one team, one family. To you and yours I extend my best wishes for a safe and fulfilling holiday season and a prosperous 1995!



My favorite lighthouse is New London Ledge Light, Conn. It has been a constant factor in my life. It was there after each cruise and was still there when I returned to the Coast Guard Academy after 27 years. It will always welcome my home.



PSUs, HDC Deploy to Haiti...



A CG Raider boat from PSU 302 patrols Haitian waters.

By PA2 E.J. Kruska & PA3 Robin Ressler
COMMANDANT (G-RS-1), D5 PUBLIC AFFAIRS

In the first deployment since the Persian Gulf War, two Coast Guard Port Security Units deployed to Haiti in late September. The Coast Guardsmen were among thousands of American troops supporting Operation Uphold Democracy in Haiti. Fortunately, due to a smooth transition of power in Haiti, both PSUs were expected home well before the holidays as *The Reservist* went to press.

Prior to deployment, both of the units trained for two weeks at Camp Perry, Port Clinton, Ohio. Once deployed, PSU 302 of Cleveland, commanded by CDR Dan Zedan, was based in Port-au-Prince and was comprised of 91 Reserve and 32 Active duty personnel. PSU 301 of Buffalo, N.Y., commanded by CAPT Tim Riker, did their work in Cap Hatien on Haiti's north shore. They were comprised of 37 Reserve and 25 Active duty personnel. The Coast Guardsmen repre-

sented Active duty and Reserve personnel from all 10 Coast Guard districts.

When the units arrived in Haiti, six 22-foot and two 27-foot Boston Whalers and other heavy equipment were already there, waiting for them. These high-speed, quick-response boats were armed with M-60 caliber machine guns for this deployment.

Many of the PSU personnel who served in Haiti also served in the Persian Gulf. But there were some basic differences in the two theaters of operation.

"In the Persian Gulf, they had modern ports," said CAPT Joseph Rogers, Deputy Chief of the Office of Readiness & Reserve. "In Haiti, everything we needed we had to take with us. Water and sanitation was much more of a problem in Haiti."

Indeed it was. PSU 302 lived in a flea-rat-cockroach infested warehouse in Haiti. Temperatures soared to 104 degrees at times with no air conditioning. According to Coast Guard Reservist CAPT John Olson, Harbor Defense Command Liaison to the U.S. Army's 7th Transportation Group, some PSU members went

over two weeks without regular showers and they didn't have mosquito netting the first four days in Port-au-Prince. The highlight of one day was PSU members showering in the rain, as rainwater poured out of the gutters.

"The conditions were beyond anyone's imagination as far as sanitation," said SS2 Michele Birch of Group Galveston. Her husband was deployed aboard *CGC Paw Paw*, which laid buoys at both Cap Haitian and Port-au-Prince.

CAPT John Olson, USCGR, Coast Guard Liaison to the U.S. Army 7th Transportation Group, left, and CAPT James Roorbach, USN, Commanding Officer of the Harbor Defense Command, center, meet with General John Shalikashvili, Chairman of the Joint Chiefs of Staff during the general's visit to Port-au-Prince.



All photos by PA3 Robin Ressler, D5 Public Affairs

New Harbor Defense Command tested by Haitian deployment

By PA2 Dennis Uhlenhopp
LANT AREA PUBLIC AFFAIRS

The new Harbor Defense Command (HDC) had a big job when they deployed from Governors Island, N.Y. to Haiti recently — to prevent navigational hazards, encounter threatening vessels and control shipping channel congestion.

“The concept of HDC came from the coastal commands at the Maritime Defense Zone Atlantic after Desert Storm,” said LCDR Jeff Davidson, Public Affairs Officer for the HDC. “The team is made up of 70 Navy and Coast Guard personnel. They are a mixture of reserve and active duty.”

The HDC controlled all traffic arriving and departing from Port-au-Prince on the southern claw and Cap Hatien on the northern shore of Haiti.

“We needed to get shipping traffic in and out of port 24-hours a day,” said Davidson. “The HDC ensured that shipping traffic was safe.”

HDC ran operations centers that directed traffic in the harbors.

“It’s much like a Vessel Traffic System (VTS),” said CAPT Larry Mizell, Executive Officer of HDC who has also served as Coast Guard Liaison to the American Embassy in Port-au-Prince.

“We provided services that are much better than what the country of Haiti presently has,” said Mizell.

The HDC did not go it alone in Haiti. They received invaluable assistance from two other Coast Guard resources.

“The Law Enforcement Detachments (LEDETs) and Port Security Units (PSUs) enforced HDC objectives,” said Mizell.

The HDC also has navigational advisors and Navy docking pilots to help keep ships safe. The idea of Coast Guard PSUs, LEDETs and Navy Mobile Inshore Undersea Warfare Units all working together was tested during the Allegiant Sentry exercise in July.

Above: CAPT Larry Mizell, USCG, XO of the HDC, addresses personnel at a morning all-hands meeting.

Left: MK2 Rich Mizikar, MK3 Doug Jawor and MK2 David Lynch take a break at their living quarters to eat some MREs and do some letter writing.

Fortunately, care packages and mail helped morale. In addition, one day Buoy Tender *CGC Acacia* pulled in and off-loaded cold fruit. Coast Guardsmen report that it was exciting to eat the first fresh fruit they’d seen in over two weeks.

Although the PSUs are Reserve units, one-third of the personnel sent to Haiti were active-duty. So, the operation in Haiti gave the Coast Guard another opportunity to showcase “Team Coast Guard,” which integrates reservists into active-duty units.

The mission was a bit different from the Persian Gulf War, according to LTJG Rick Dechant, a PSU 302 veteran who served in both theaters.

“In Desert Storm, we guarded ports and bigger numbers of naval assets going in and out,” said DeChant. “This was a smaller mission, a much more controlled port and naval assets were not as numerous. It was a mission the USCG was uniquely qualified to handle because of our humanitarian/lifesaving bent.”

Olson stressed that PSUs operating within the new command and control platform of the HDC was also a change from Desert Storm (see sidebar).

“Initially, we had a high readiness posture because we were not sure of the Haitian Navy,” said Olson. “But they went into port and tied up. We saw a lot of canoes and sailboats and had to get them out of the shipping lanes. As time went on, we still had to be cautious and on guard, even though time demonstrated that there was virtually no threat.”

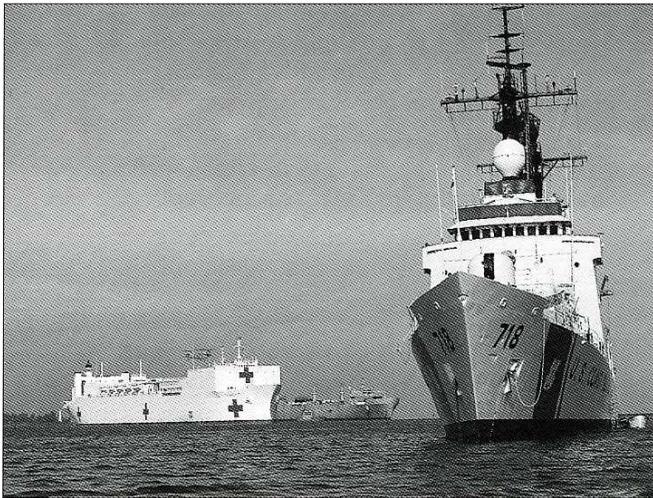
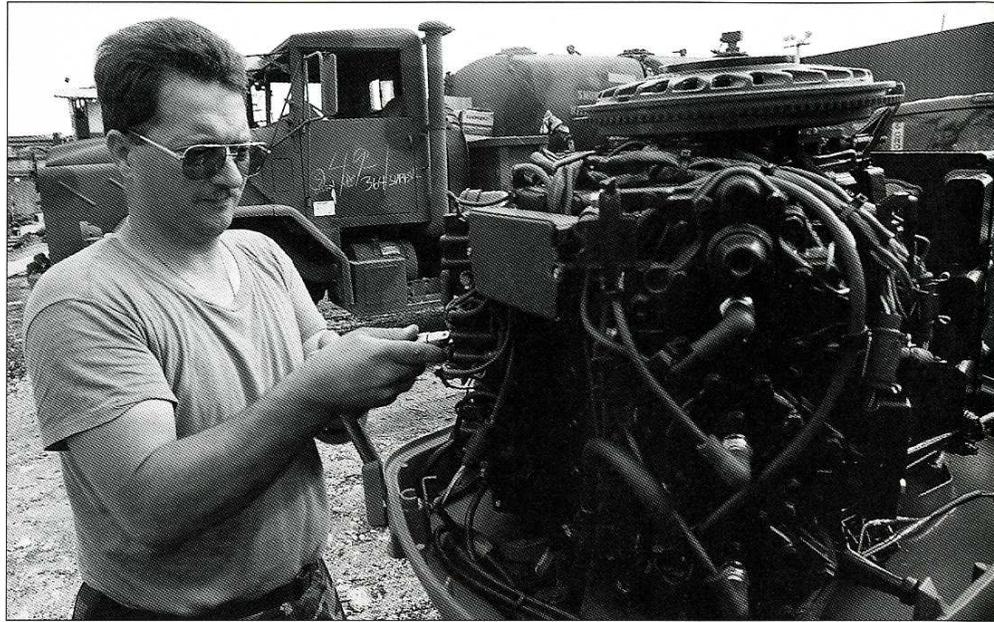
As it became apparent that there was no threat at Cap Hatien, PSU 301 headed back to Governors Island in late October. PSU 302 was slated for homecoming in two waves. At press time, the first was slated for a Nov. 1 departure with the rest leaving Haiti by mid-November.



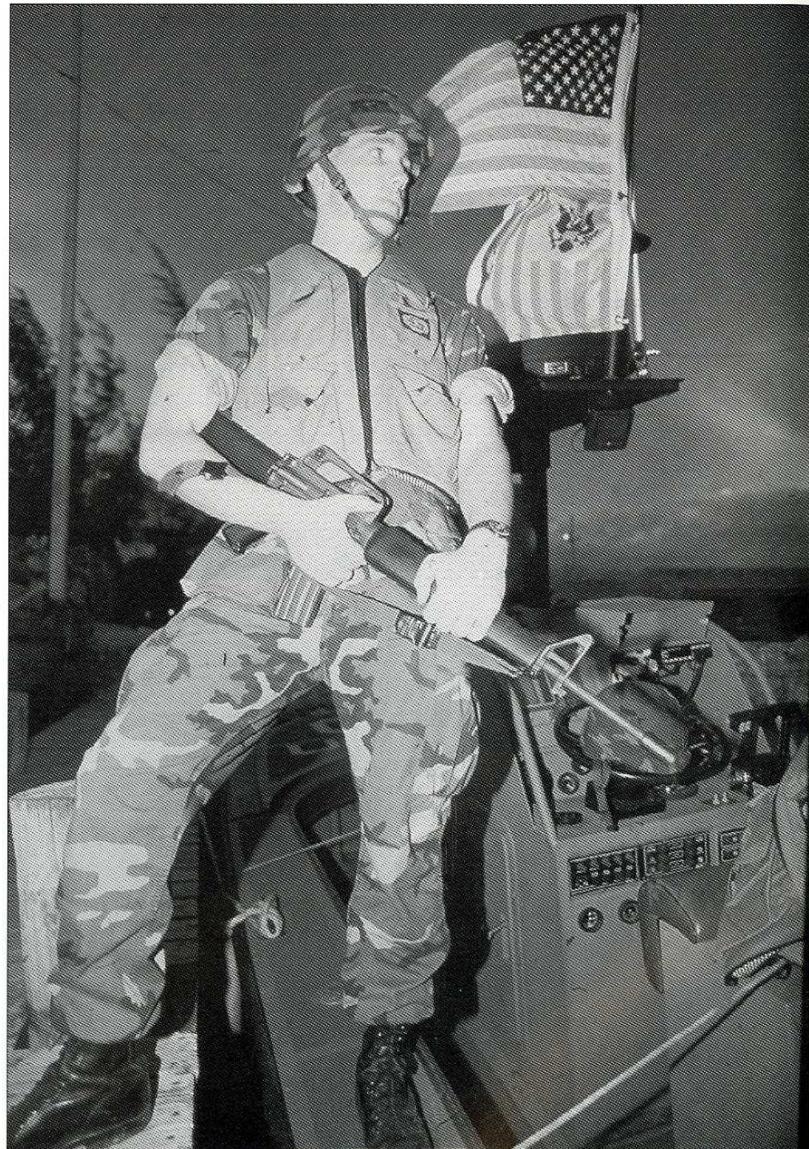
More Team Coast Guard in Haiti photos, Pages 6-7.



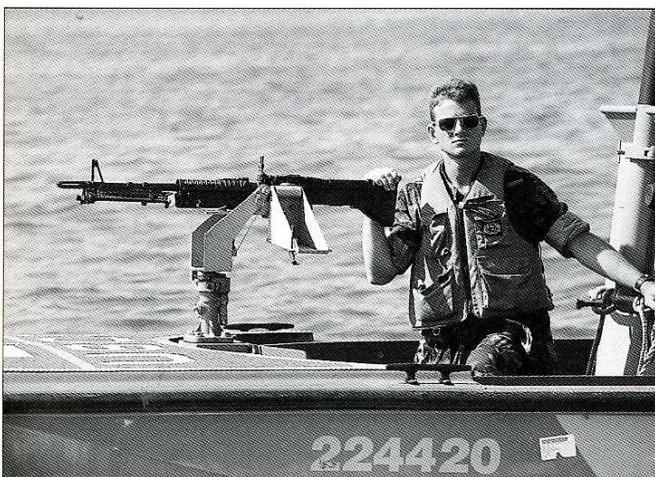
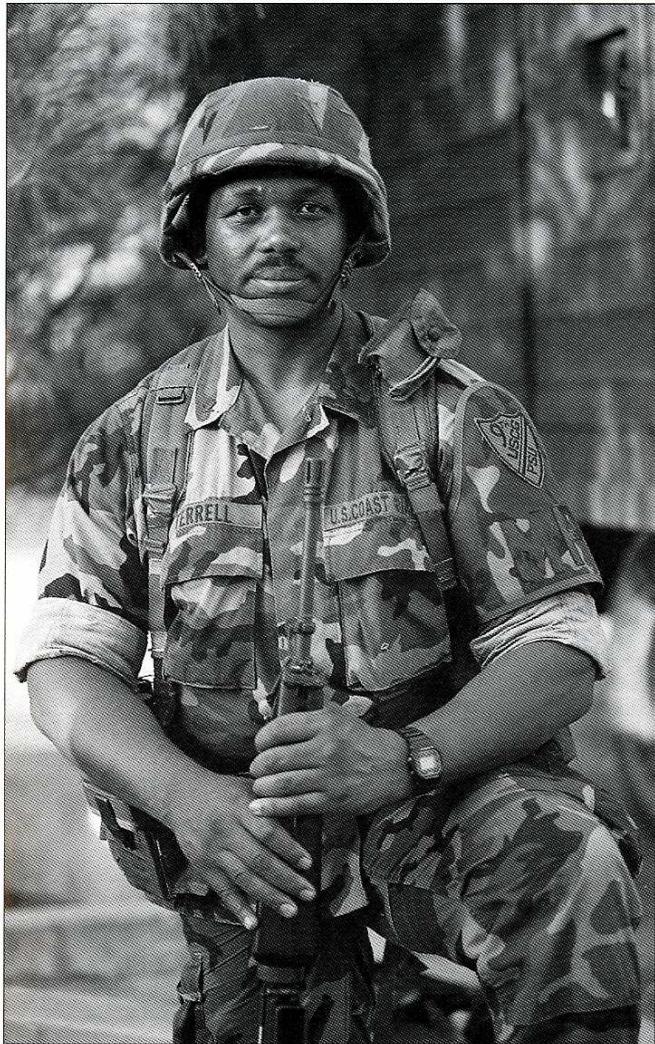
Team Coast



Photos this page, clockwise from above: CGC Chase (WHEC-718) provides harbor defense for ships transiting Port-au-Prince like the hospital ship, USNS Comfort, shown at left. An engineer from PSU 302 services one of his unit's Raider boats. A member of PSU 302 stands by one of his unit's port security boats.



Guard in Haiti



Photos this page, clockwise from left: BM3 Todd C. Gemma, USCGR, mans the M-60 machine gun mounted on the bow of a 22-foot PSU Raider boat patrolling Haitian waters. PS3 Garries O. Terrell stands sentry duty in Port-au-Prince. Members of PSU 302 gather at the docks before the start of a security patrol around Port-au-Prince. Coast Guard and Navy personnel attached to the Harbor Defense Command had to do without most of the basic comforts — temperatures in the living quarters were often above 104 degrees F, with no running water and plenty of biting insects.

**Photos by PA3 Robin Ressler
D5 Public Affairs**

Honoring history

Reservists restore historical station



Story and photos by
PA2 Robert Laura
RU SANDY HOOK

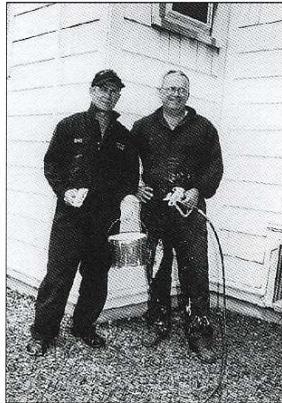
SANDY HOOK, N.J. — Three years ago, RU Sandy Hook, N.J. decided to assume one more responsibility above and beyond their normal augmentation duties at Sandy Hook — restoration of the old station.

In 1975 a new modern station was built. The old station was then transformed into living areas, storage space, and for a time, part of it became the exchange. Little maintenance was done to it until the Reserve Unit decided to return it to its original 1936 appearance, as a result of its receiving Historical

Landmark Status. At the start of restoration, up to five reservists could be seen trying to spruce up the structure. Due to down-sizing of the Reserve and the demands of the station and group, fewer reservists would eventually be available to finish restoring the building.

They have so far replaced the gutters with matching copper ones, and siding which is the same as the original design. The interior is also being renovated. Rooms are being painted, electrical and plumbing systems are being improved, and walls are being fixed or replaced with modern materials. The regular command is assisting by providing materials and equipment for the overhaul.

The reservists feel that even with the reduction in manpower, they will have the building restored to its original appearance by next year. This is a project that the Coast Guard can be proud of.



Top left: Some of the hand carved woodwork that can be seen at the station.
Top right: DC2 Tim Shay and DC1 Joe Shepard help put some finishing touches on the old station.
Bottom: The old station at Sandy Hook, N.J., which received Historical Landmark status, is being restored by RU Sandy Hook.



My Favorite Lighthouse

Lighthouses have been a part of our heritage for hundreds of years. They have provided guidance through storms and shoals and a safe voyage home for many sailors. They are also focal points in many people's memories. Several months ago, we asked readers to send us photos of their favorites and tell us why they were so special to them. The photos we received were of both classic and unusual architecture and the stories ranged from childhood memories to weddings. And so we begin this special four-color insert with CWO3 Billy Ball's youthful memories of Barnegat Light, N.J. and why it's his favorite...

The Barnegat Light Lighthouse on the northern tip of Long Beach Island, N.J. is my favorite lighthouse. Known as Ol' Barney by island residents and Long Beach Township tourists, this light features prominently in some of my fondest summer memories: learning how to bait a hook, ride a bike and kiss a girl (although not necessarily in that order).

My summers were spent in a small cottage near the beach in Beach Haven Terrace, N.J., one of several small "towns" on LBI, an island six miles off the coast of New Jersey. Ol' Barney, a towering, red-and-white brick monument, presented two challenges to any young adventurer in my neighborhood; the first, to survive the seven-mile bicycle trek to the "end of the island," and the second, to breathlessly "climb to the top" in cool darkness after the long, hot ride.

Sadly, Ol' Barney was neglected in those days. The circular steel stairway was rusty and rubbed reddish-orange in your hands. The concrete steps on the stoop, worn smooth by countless feet, were cracked and needed mending. And the smooth brickwork, winding up to the top gondola walkway outside the light, needed painting.

Although I understand Ol' Barney now receives much better care and donations in the form of an admission charge, I'll never forget what Ol' Barney gave me: a thrilling view of the ocean, island and inlet; and a youth's challenge to overcome.

Cape Hatteras

Buxton, N.C.

My favorite lighthouse is the Cape Hatteras Light.

Reasons for my choice include: its impressive early Colonial beginnings, its importance during the 19th century as the major lighthouse on the Atlantic Coast, and presently, its standing as probably the tallest brick light tower in the world at 193 feet. I feel that this majestic structure also stands as an important monument and memorial to all the mariners who

have died on the hundreds of ships sunk in the vicinity of the rough and tempestuous shoals of North Carolina's Outer Banks. In the October 1987 photo of Hatteras shown here, posed to the left of the base are my wife, Eleanor, and my mother-in-law, Mary Lepore.

— CDR Frank E. Trotto, USCGR(Ret.)
Tampa, Fla.



Station New Orleans

New Orleans, La.

My favorite lighthouse is Coast Guard Station New Orleans. The lighthouse is significant because of its architectural design and distinctive characteristics of the type and method of construction common to the late 19th century. It is the last lighthouse in use that has the light tower on top of the keeper dwelling, and one of only four wooden lighthouses left in the Gulf Coast region. As Coast Guard Reservists, it's also where we do our weekend IDT and two-week ADT. We have shared in the overdues, PIW, Tow, capsized sailboats and more here. The 44-person crew of the station respond to over 300 SAR calls per year here.

— BMT Tom Falcon, USCGR
Kenner, La.



Michigan City Lighthouse

Michigan City, Ind.

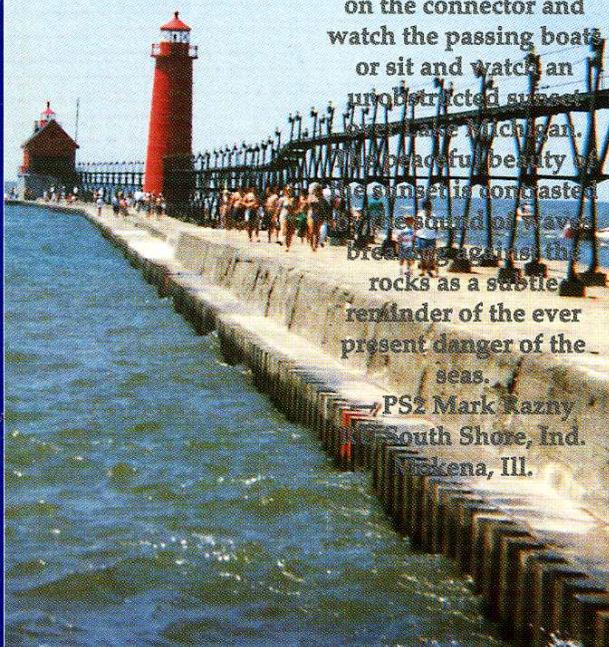
Grand Haven Light

Grand Haven, Mich.

Once a year during the Coast Guard Festival, I have the chance to visit my favorite lighthouses here in Coast Guard City, USA. There are two lighthouses with a connector walkway that extend out into Lake Michigan. Each year, just like many other visitors, we take the opportunity to walk out

on the connector and watch the passing boats or sit and watch an unobstructed sunset over Lake Michigan. The peaceful beauty of the sunset is contrasted by the sound of waves breaking against the rocks as a subtle reminder of the ever present danger of the seas.

— PS2 Mark Razny
South Shore, Ind.
Bekena, Ill.



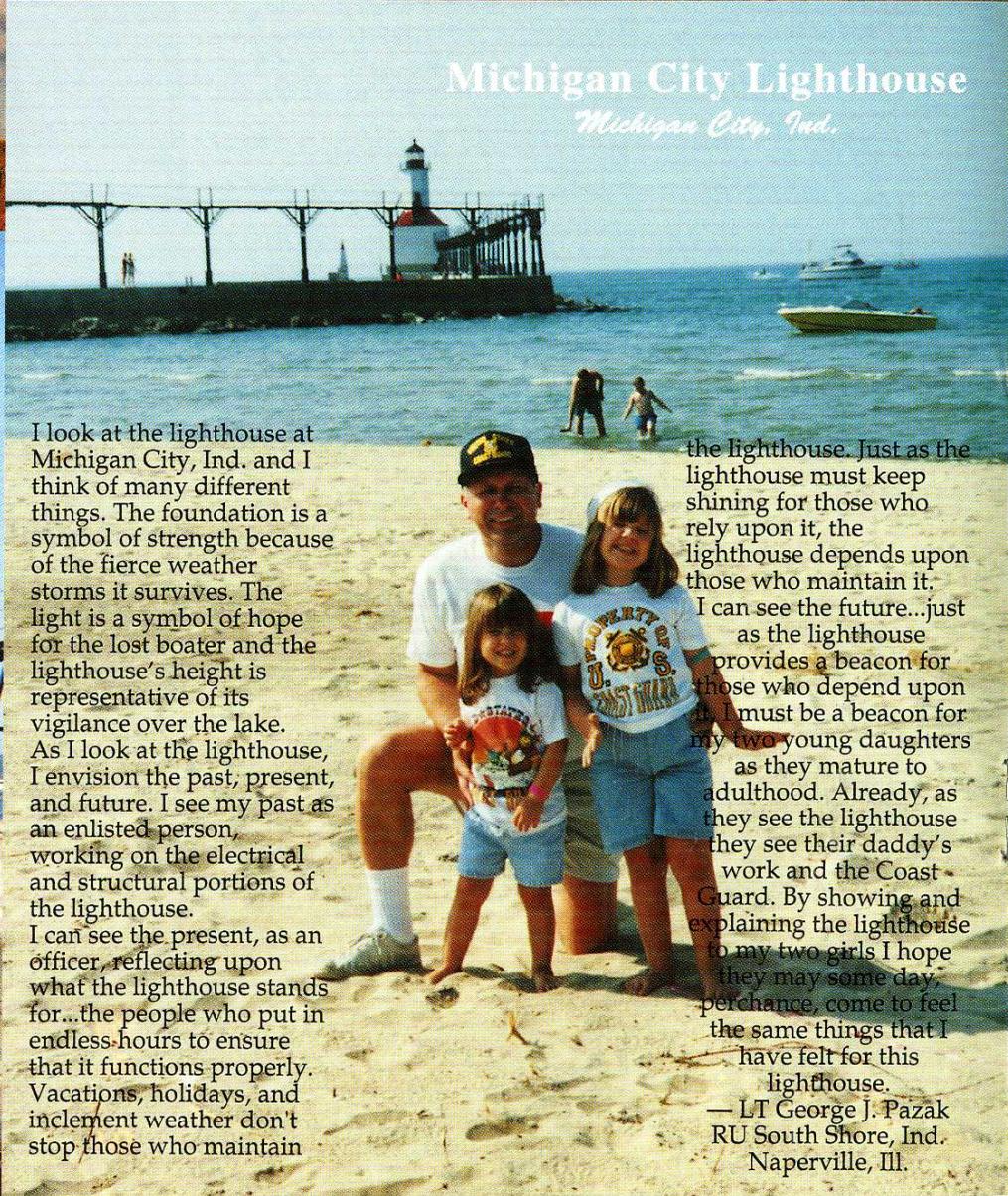
I look at the lighthouse at Michigan City, Ind. and I think of many different things. The foundation is a symbol of strength because of the fierce weather storms it survives. The light is a symbol of hope for the lost boater and the lighthouse's height is representative of its vigilance over the lake. As I look at the lighthouse, I envision the past, present, and future. I see my past as an enlisted person, working on the electrical and structural portions of the lighthouse.

I can see the present, as an officer, reflecting upon what the lighthouse stands for...the people who put in endless hours to ensure that it functions properly. Vacations, holidays, and inclement weather don't stop those who maintain

the lighthouse. Just as the lighthouse must keep shining for those who rely upon it, the lighthouse depends upon those who maintain it.

I can see the future...just as the lighthouse provides a beacon for those who depend upon it, I must be a beacon for my two young daughters as they mature to adulthood. Already, as they see the lighthouse they see their daddy's work and the Coast Guard. By showing and explaining the lighthouse to my two girls I hope they may some day, perchance, come to feel the same things that I have felt for this lighthouse.

— LT George J. Pazak
RU South Shore, Ind.
Naperville, Ill.



Cape Disappointment

Ilwaco, Wash.

The lighthouses of Cape Disappointment, 1856, and North Head, 1898, (shown at right) guard the mighty Columbia River bar between Washington and Oregon. These rough waters have claimed over 200 ships and are appropriately known as the Graveyard of the Pacific. The Coast Guard Station, Cape "D" responds to over 500 assistance calls annually and is the site of the Coast Guard's Motor Lifeboat School.

My great-grandfather, CAPT James Johnson, was an early bar pilot. He and CAPT James Scarborough established the town of Ilwaco, Wash., now the site of much Coast Guard activity. Recently, within the shadows of the lighthouses, descendants of CAPT Johnson held a reunion (see inset photo below).

— CDR Emmett Oliver
USCGR(Ret.)
Lilliwaup, Wash.



North Head Light

Ilwaco, Wash.

I have always enjoyed visiting lighthouses and on several family vacations, I have caused my daughter's eyes to roll as we drove into the parking lot of a lighthouse.

North Head Lighthouse is very special to me because in 1947, my father, Clarence Phillips, was stationed in the Coast Guard there. After I reached adulthood, I remembered several stories my father told me about life at the lighthouse, especially the relationship the Coasties had developed with the folks in Long Beach, Wash.

While on my last vacation at the Washington coast, my wife and I visited Long Beach and after taking a tour of North Head Light, I looked up and saw a Coast Guard Falcon passing through the sky going over the lighthouse. It reminded me of the progress made in technology in the old business of saving lives.

— CAP William C. Phillips
CGA Reserve Forces
Washington, D.C.

Sentinel Island Light

Sentinel Island, Alaska

Located north of Juneau on the inside passage, known as the Lynn Canal, sits Sentinel Island light. It was commissioned on March 1, 1902 by the US Lighthouse Service, at a cost of \$21,000. Sentinel Island was witness to the worst maritime disaster in Alaska's history when the SS Princess Sophia went down with all hands, 343 people perished. "November Mike Juliet 12" as she was known on radio will always be my favorite lighthouse as I was stationed there in 1964 with three other men for one year of isolated duty. Aside from being a lighthouse, it was also a great learning institution.

— MKC Thomas K. Mahan, USCGR
RU Masasquan Inlet
Point Pleasant, N.J.

Head Harbour Lighthouse

Campobello Island, New Brunswick, Canada

I had the fortunate opportunity to visit Campobello Island, New Brunswick, Canada in September 1988 after attending the wedding of fellow CG Reservist YN2 Tom Howard to his wife, Katharyn. During our visit my wife, Sue, and I toured the island by bicycle and visited such notable places as President Franklin D. Roosevelt's summer home, Campobello. One of the delightful surprises of our trip was the discovery of Head Harbour Lighthouse on the north end of the island. Also known as East Quoddy Head Light, it is a few miles from West Quoddy Head Light in Maine.

The lighthouse is isolated on its own island and can only be reached by way of a small spit of land at low tide. The tide rises five feet per hour and persons can be stranded on the island for eight hours or more if they do not pay attention to the incoming tide. Persons stranded on the island are usually rescued by the local Royal Canadian Mounted Police (RCMP) constable in his police boat.

The lighthouse is significant to me for two reasons. First, its

distinctive red cross signifies the Christian cross for returning mariners. It is also one of the few places in North America where a person can stand on land and view whales feeding. We were lucky the day we visited to see them feeding approximately 300 yards off shore in the Bay of Fundy. I encourage anyone visiting the northeast part of Maine or New Brunswick, Canada to spend a few hours on Campobello Island and enjoy the sights.

— LTJG Kevin M. Brown
RU MSO Baltimore, Md.

Thomas Point Light

Annapolis, Md.

In the fall of 1978, I was ordered to report for night ops training at Station Annapolis. I was elated! This was the Coast Guard I had envisioned when I enlisted — out on the famous Chesapeake Bay, in the chill November air and lonely darkness, training to assist those in need under any conditions.

But my sense of excitement was soon topped by the thrill I felt when our boat pulled out of Fishing Creek into the bay and Thomas Point Light loomed before us. As we passed by, I could see the roundish lighthouse rising high on stilts from its rocky base in the water, bestowing its beacon upon mariners. And after eight hours underway, Thomas Point Light beamed its welcome home to our weary crew, as it would do every time we returned from a mission.

Thomas Point Light was a manned lighthouse then,

and sometimes I helped run mail and supplies to its two-man crew, once climbing up and exploring its interior. I never tired of seeing the lighthouse, and perhaps felt most comforted to spot its beacon the time we towed a disabled sailboat in a driving rainstorm — with me on the open deck.

I spent my happiest and most rewarding days in the Coast Guard Reserve as a boatswain's mate at Annapolis. A framed photograph of Thomas Point Light hangs in my house as a reminder of my service on the Chesapeake Bay. Thomas Point Light will always be — my favorite lighthouse.

— LCDR Page Croyder, USCGR
Baltimore, Md.

My favorite lighthouse is Thomas Point on the Chesapeake Bay, near Annapolis, Md. Thomas Point is a working light maintained by the Coast Guard. It's an unusual type of lighthouse called a screw pile. It has stood at its present location, warning ships of a bank of shoals in the center of the bay, since 1875. It's a favorite of mine because of its uniqueness and it is close to my home on the West River.

— SK2 Yvonne Good, USCGR
West River, Md.

Rondout II Light

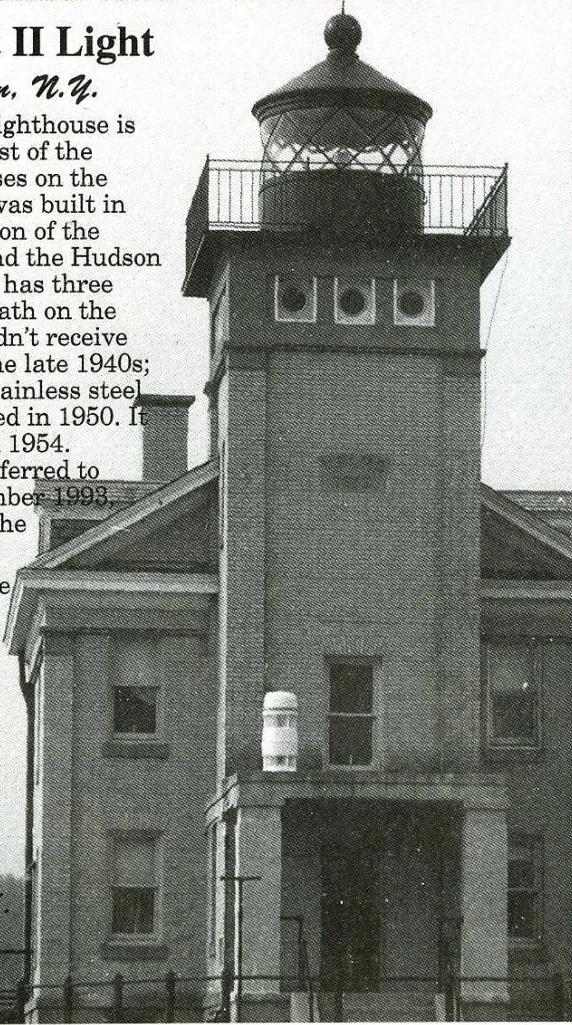
Kingston, N.Y.

The Rondout II Lighthouse is the largest and last of the "family" lighthouses on the Hudson river. It was built in 1913 at the junction of the Rondout Creek and the Hudson River. Rondout II has three bedrooms and a bath on the second floor. It didn't receive electricity until the late 1940s; a gas stove and stainless steel kitchen were added in 1950. It was automated in 1954.

When I was transferred to the IRR in December 1993, I decided to give the weekend

I'd been giving the CGR for 25 years to the Hudson River Maritime Museum in Kingston, N.Y. The museum leased the lighthouse from the Coast Guard in 1984.

— PS1 J.C. Karl
Red Hook, N.Y.

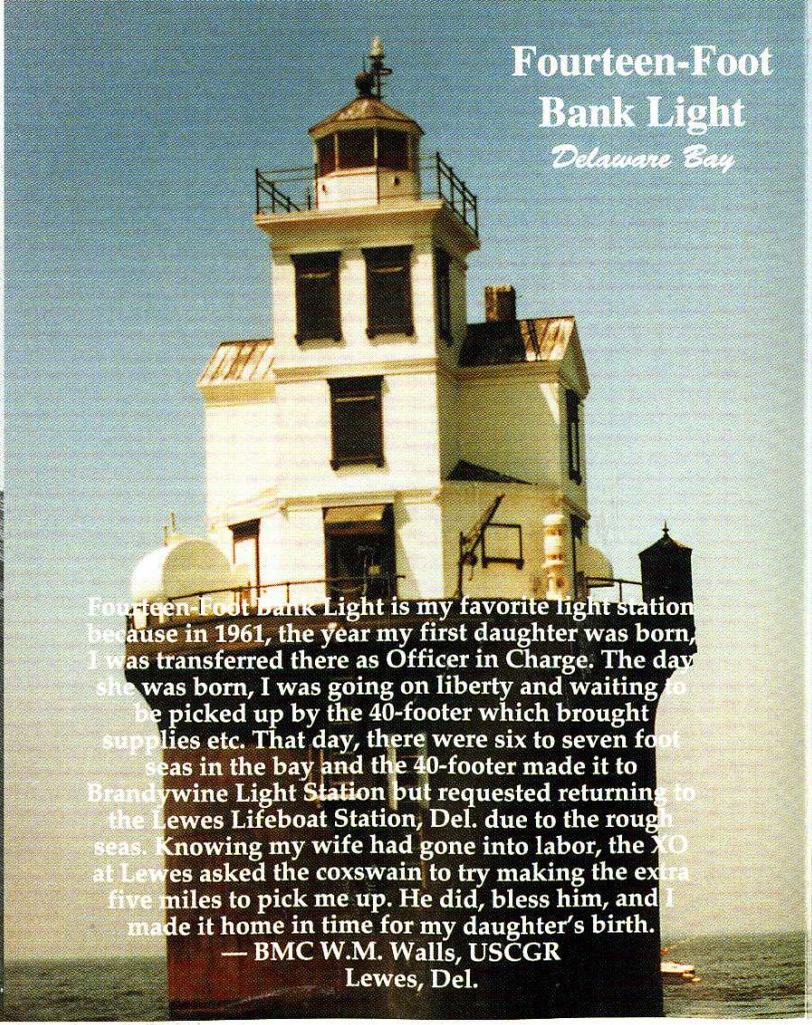


Fourteen-Foot Bank Light

Delaware Bay

Fourteen-Foot Bank Light is my favorite light station because in 1961, the year my first daughter was born, I was transferred there as Officer in Charge. The day she was born, I was going on liberty and waiting to be picked up by the 40-footer which brought supplies etc. That day, there were six to seven foot seas in the bay and the 40-footer made it to Brandywine Light Station but requested returning to the Lewes Lifeboat Station, Del. due to the rough seas. Knowing my wife had gone into labor, the XO at Lewes asked the coxswain to try making the extra five miles to pick me up. He did, bless him, and I made it home in time for my daughter's birth.

— BMC W.M. Walls, USCGR
Lewes, Del.

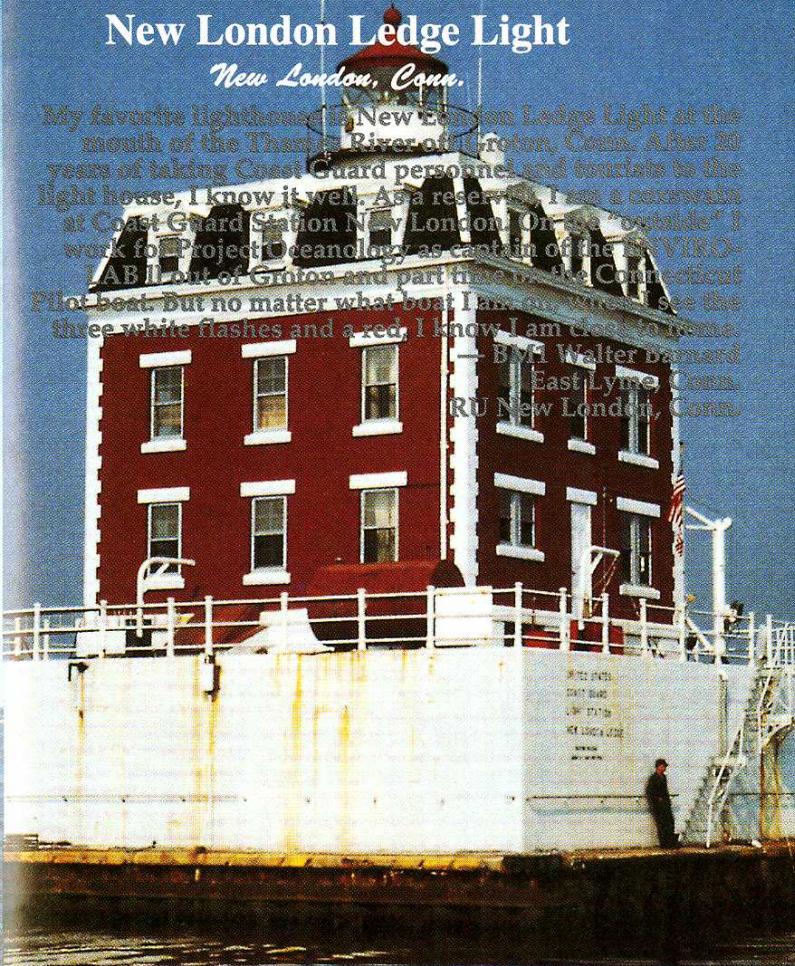


New London Ledge Light

New London, Conn.

My favorite lighthouse is the New London Ledge Light at the mouth of the Thames River of Groton, Conn. After 20 years of taking Coast Guard personnel and tourists to the light house, I know it well. As a reservist, I was a coxswain at Coast Guard Station New London. On the "outside" I work for Project Oceanology as captain of the "VIRGO-LAB" out of Groton and part time on the Connecticut Pilot boat. But no matter what boat I am on, when I see the three white flashes and a red, I know I am close to home.

— BMT Walter Damard
East Lyme, Conn.
RU New London, Conn.

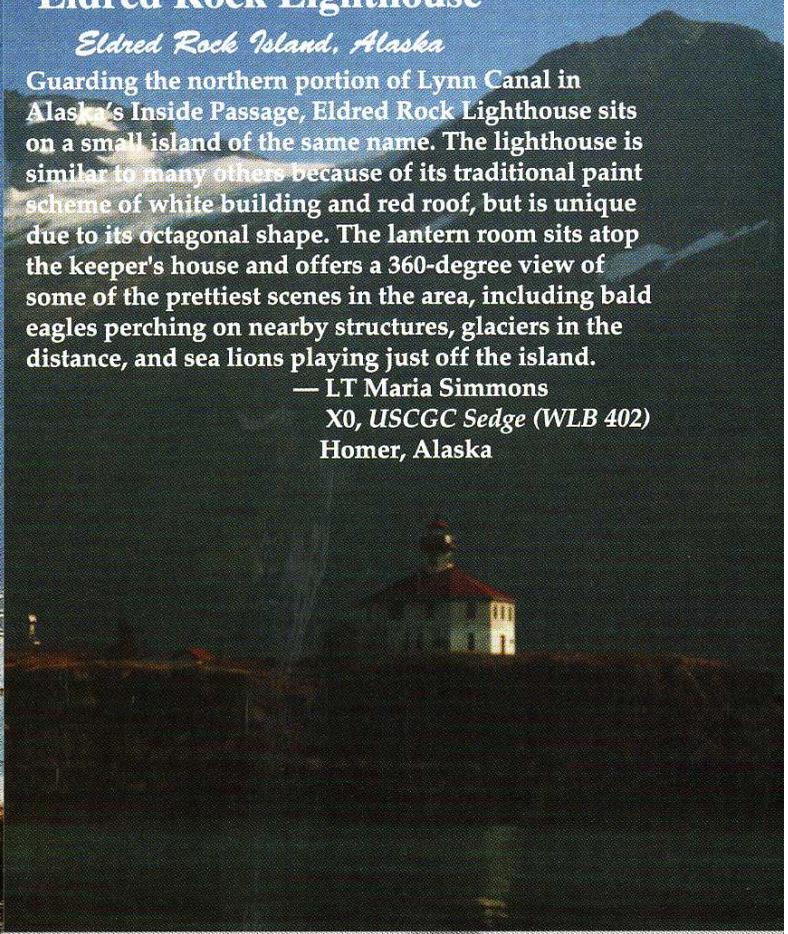


Eldred Rock Lighthouse

Eldred Rock Island, Alaska

Guarding the northern portion of Lynn Canal in Alaska's Inside Passage, Eldred Rock Lighthouse sits on a small island of the same name. The lighthouse is similar to many others because of its traditional paint scheme of white building and red roof, but is unique due to its octagonal shape. The lantern room sits atop the keeper's house and offers a 360-degree view of some of the prettiest scenes in the area, including bald eagles perching on nearby structures, glaciers in the distance, and sea lions playing just off the island.

— LT Maria Simmons
XO, USCGC Sedge (WLB 402)
Homer, Alaska



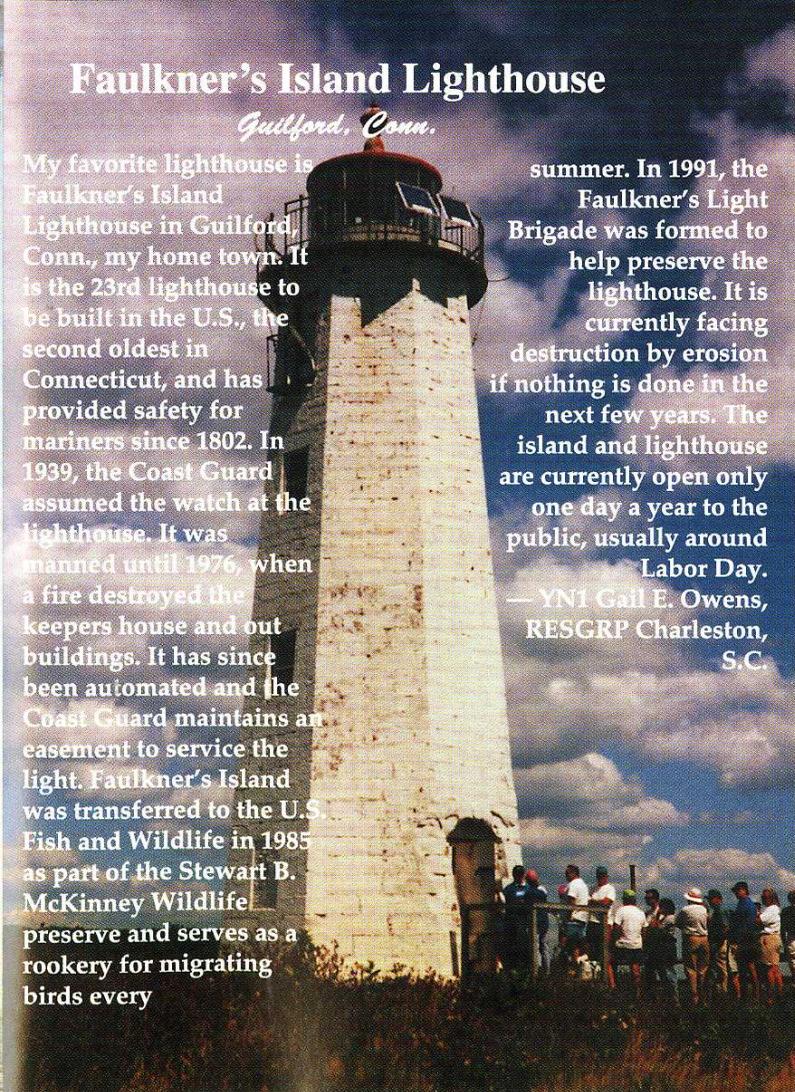
Faulkner's Island Lighthouse

Guilford, Conn.

My favorite lighthouse is Faulkner's Island Lighthouse in Guilford, Conn., my home town. It is the 23rd lighthouse to be built in the U.S., the second oldest in Connecticut, and has provided safety for mariners since 1802. In 1939, the Coast Guard assumed the watch at the lighthouse. It was manned until 1976, when a fire destroyed the keepers house and out buildings. It has since been automated and the Coast Guard maintains an easement to service the light. Faulkner's Island was transferred to the U.S. Fish and Wildlife in 1985 as part of the Stewart B. McKinney Wildlife preserve and serves as a rookery for migrating birds every

summer. In 1991, the Faulkner's Light Brigade was formed to help preserve the lighthouse. It is currently facing destruction by erosion if nothing is done in the next few years. The island and lighthouse are currently open only one day a year to the public, usually around Labor Day.

— YN1 Gail E. Owens,
RESGRP Charleston,
S.C.

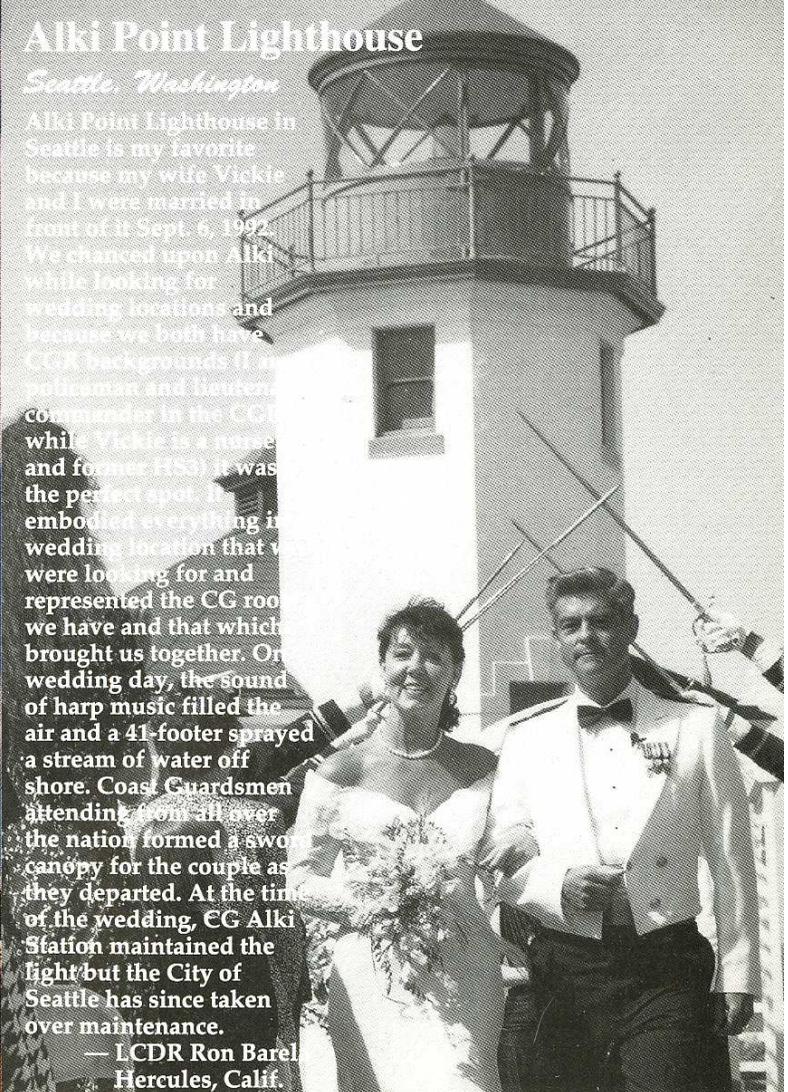


Alki Point Lighthouse

Seattle, Washington

Alki Point Lighthouse in Seattle is my favorite because my wife Vickie and I were married in front of it Sept. 6, 1992. We chanced upon Alki while looking for wedding locations and because we both have CGR backgrounds (I am a policeman and lieutenant commander in the CG while Vickie is a nurse and former HS3) it was the perfect spot. It embodied everything I was looking for and represented the CG room we have and that which brought us together. On wedding day, the sound of harp music filled the air and a 41-footer sprayed a stream of water off shore. Coast Guardsmen attending from all over the nation formed a sword canopy for the couple as they departed. At the time of the wedding, CG Alki Station maintained the light but the City of Seattle has since taken over maintenance.

— LCDR Ron Barel
Hercules, Calif.



Pensacola Lighthouse

Pensacola, Fla.

A lighthouse for lovers — that's what my husband, Coast Guardsman BM1 Barry Stull, calls the Pensacola lighthouse. We met in Pensacola at a Mustang car show — I lived in Montgomery, Ala. at the time while Barry was with ANT Pensacola. After dating long distance for five months, Barry proposed. We quickly agreed the top of the Pensacola Lighthouse was the perfect spot — right at sunset, six months from the night we met. (See inset photo). There are stories that the lighthouse is haunted. Anyway, Barry's next station was in Frankfort, Mich. and now we live in Point Betsie Lighthouse which contains several apartments for Coast Guard families. Since moving to Frankfort, we've had two sons who can claim a historic lighthouse as their first home. Lighthouses are wonderfully romantic places to marry and live.

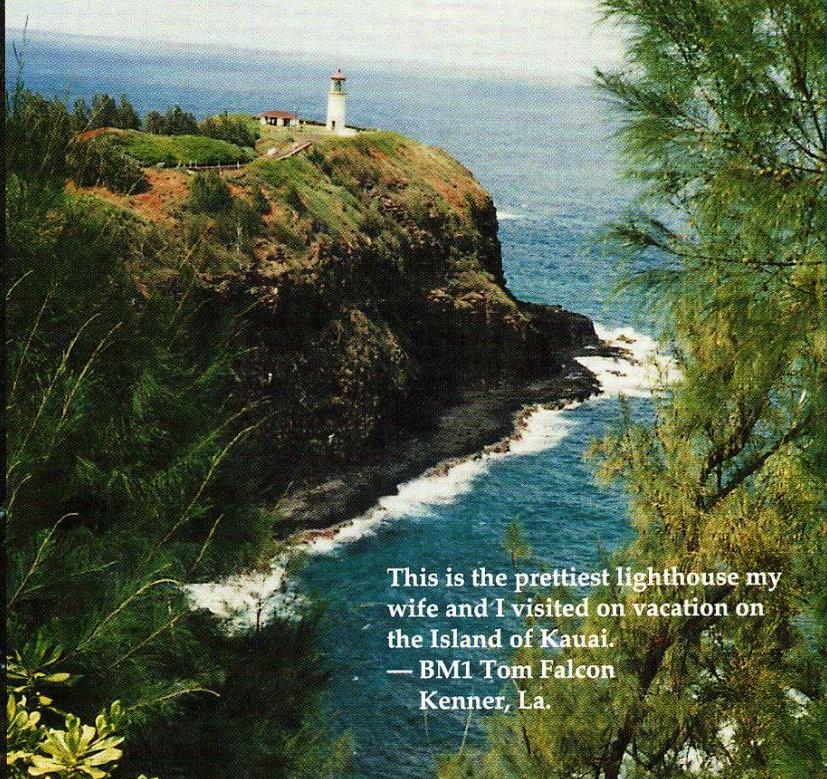
— Dana Stull
Spouse of BM1 Barry Stull

Editor's note: Dana also shares her holiday memories while living at Point Betsie Lighthouse. See back cover.



Kilauea Point Light

Island of Kauai, Hawaii

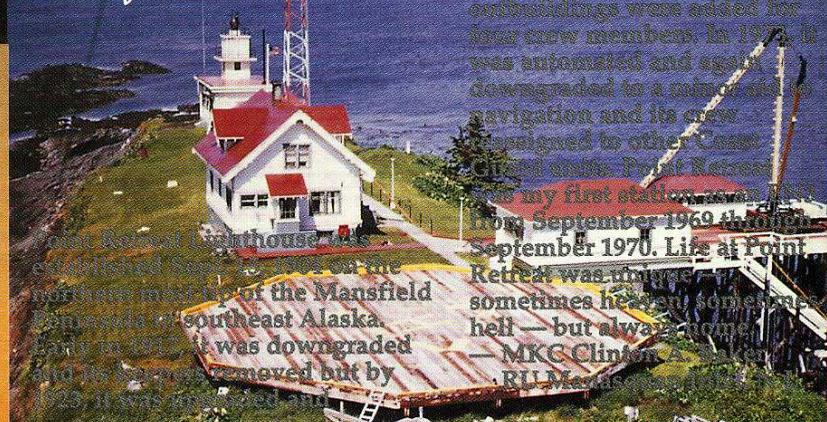


This is the prettiest lighthouse my wife and I visited on vacation on the Island of Kauai.

— BM1 Tom Falcon
Kenner, La.

Point Retreat Lighthouse

Mansfield Peninsula, Alaska



outbuildings were added for four crew members. In 1974, it was automated and again downgraded to a minor station for navigation and its crew assigned to other Coast Guard units. Point Retreat was my first station, from July 1969 to September 1969 then from September 1970. Life at Point Retreat was unique, sometimes heaven, sometimes hell — but always fun!

— MKC Clinton
RILM

Bolivar Point Light

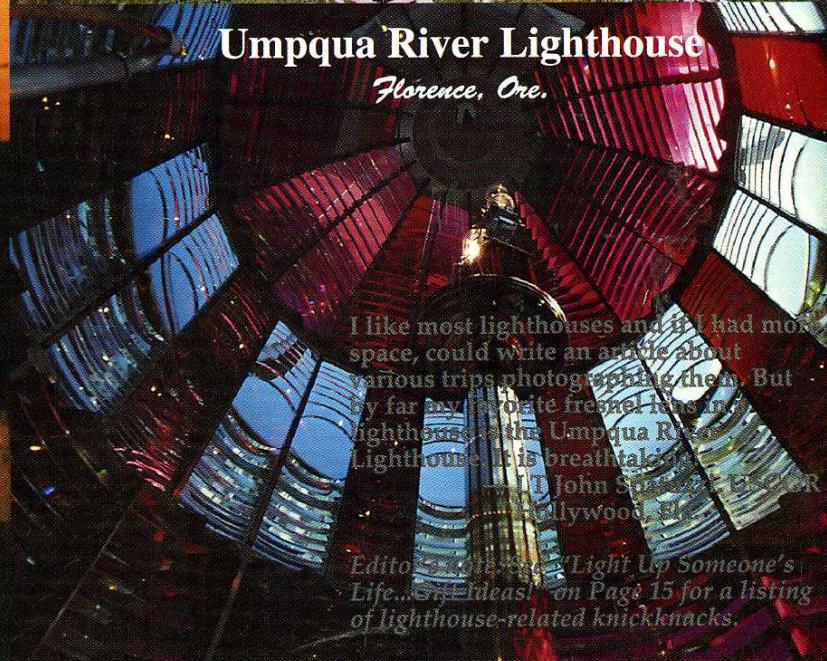
Galveston, Texas

The Bolivar Point Lighthouse, on Bolivar Peninsula near Coast Guard Base Galveston, Texas, was built in 1872 of bricks encased in iron plates. It replaced an earlier tower built in 1853. There were many perils associated with the job of lighthouse keeping. Harry C. Claiborne and his wife learned that lesson quickly when the hurricane of 1900 stranded 125 people on the peninsula and they sought refuge in the tower. The only time the light did not shine was in 1915 after wind and waves from a storm broke down the door and swept away the supply of lantern oil. The light was dark for two days until more oil could be found. Privately owned since 1933, the lighthouse keeper's quarters are used as a summer residence. The third-order Fresnel lens is now kept in the Smithsonian Institution in Washington, D.C. It is my favorite lighthouse because, at the age of six, it was the first one I had ever seen.

— PA2 Pamela Sanders, USCGR
Alexandria, Va.

Umpqua River Lighthouse

Florence, Ore.



I like most lighthouses and if I had more space, could write an article about various trips photographing them. But by far my favorite Fresnel lens in a lighthouse is the Umpqua River Lighthouse. It is breathtaking!

— MD John Stull, E-5
Hollywood, Ill.

Editor's note: See "Light Up Someone's Life...Get Ideas!" on Page 15 for a listing of lighthouse-related knickknacks.



RU Atlanta has new project

Second Sexual Harassment video in progress

By PA2 Larry House

RU ATLANTA

ATLANTA – RU Atlanta has been tasked by the Office of Civil Rights to produce a second video in support of the Commandant's Policy on Sexual Harassment. This edition will further the sexual harassment prevention training for all Coast Guard personnel that began with the highly acclaimed 1992 instructional film *Sexual Harassment Prevention*.

Representatives from the Headquarters Sexual Harassment Natural Working Group and Coast Guard Office of Civil Rights at Headquarters traveled to St. Petersburg and Clearwater, Fla. to tape several scenes in the video.

LCDR John Long, CO of RU Atlanta and the project's general director, said the reason for making the sequel is the Commandant's desire to "expand" on the knowledge and training of the first video.

Long said the Commandant has prescribed a strong commitment to eliminate sexual harassment from the Coast Guard. He wants to ensure we do not experience problems that have arisen in the other services, and points out that sexual harassment is a problem that is prevalent throughout society.

The new video was "filmed" on location at Air Station Clearwater and Group St. Petersburg where both civilian and Coast Guard personnel were cast as participating actors. The "on location" production took less than a week. The final edit, sound track, and color graphics will require several weeks to complete before a final product is ready for review.

According to Long, RU Atlanta's newest video production will cost

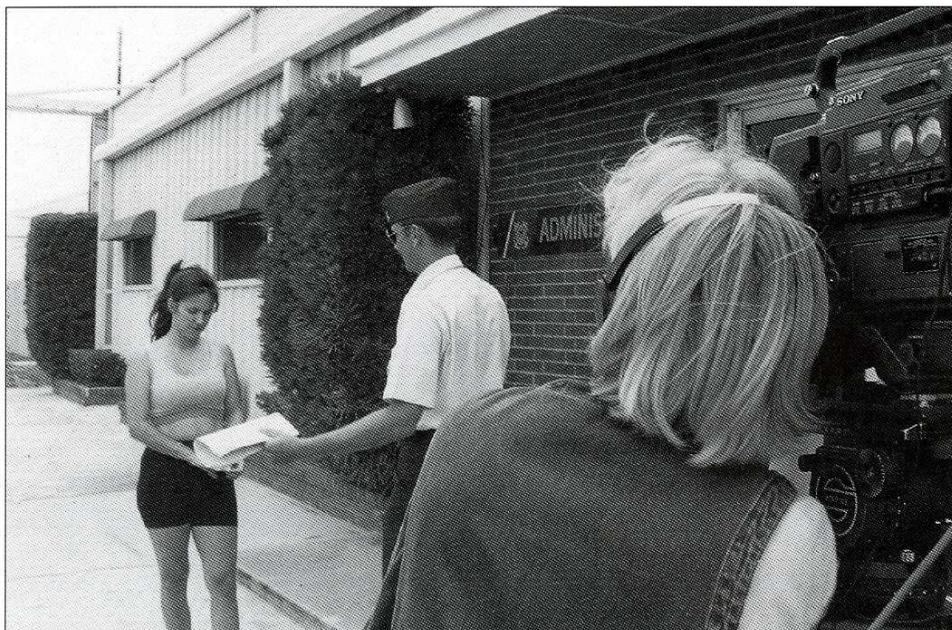


Photo by PA2 Larry D. House

A junior petty officer, played by a civilian drama student, is chided by her supervisor, a chief, for reporting sexual harassment.

about the same as the first even though the first was a shorter production. "Our budget for the overall project is \$60,000," said Long, "but a large portion is earmarked for workbooks and training 'facilitators' who will properly instruct Coast Guard members on particular aspects of the video.

"We're going to save the Coast Guard almost \$100,000 by producing this new video," said Long. Commercial production costs can be very expensive, sometimes averaging more than \$3,000 per minute.

The first film, according to Long, had about 15 speaking roles and this latest video has 26.

"We have some extremely talented, well-trained, and exciting people in RU Atlanta that have the acting and video production experience," said Long.

"We used as many of our own people as possible and they did an excellent job. We wanted to give this form of training a flavor of 'realism': This is not a group of actors and

actresses making a movie about the Coast Guard. This is a portrayal in our own words of the true problems of sexual harassment.

"We used a combination of active duty, RU Atlanta, and local people at Air Station Clearwater and Group St. Petersburg. We also used about a half-dozen semi-professional actors from St. Petersburg Junior College.

"They were drama students who had a lot of experience. Many of them have been acting since they were as young as eight years old. We auditioned them and selected those who best looked like Coast Guard people in appearance and age."

"It's always fun," said Long, "but it's also hard work. It's frustrating and it involves long hours. Everyone who participated enjoyed themselves. We are increasing our expertise every day on every project while we're saving the Coast Guard money."



Rescue on the

BMC saves child trapped in vessel

By PA3 Chuck Reinhart

D9 PUBLIC AFFAIRS

It was a warm spring weekend in the Detroit area and many Great Lakes area boaters were out enjoying the weather.

Coast Guard Reservist BMC Joseph MacDonald was drilling at Station Belle Isle, Mich., and looking forward to recertifying himself as a smallboat coxswain. He was reflecting upon his schedule when the station's watchstander received a distress call on marine radio channel 16 reporting a capsized pleasure craft.

MacDonald was dispatched with the boatcrew of a rigid-hull inflatable to locate and assist boaters who were thrown overboard from a 21-foot pleasure craft, which capsized about 50 yards offshore near the Ambassador Bridge on the Detroit River.

Sta Belle Isle's 41-foot utility boat crew was also dispatched to aid the distressed boaters. The RHIB crew was the first to arrive on scene. The crew could hear screaming and pounding noises coming from the capsized boat.

After unsuccessful attempts to right the boat by the boatcrew and an Air Station Detroit rescue swimmer, MacDonald entered the water with only his

uniform and a diver's mask, which he borrowed from a nearby boater.

He took a few glimpses underwater to assess the situation. He then requested dive equipment from the nearby Detroit Police Department's Harbormaster Underwater Recovery Team. MacDonald was the only certified diver in the area and has been a member of the recovery team for the past 16 years.

He learned that five of the people who fell overboard when the boat capsized were picked up by nearby boaters. The two other boaters, a 4-year-old boy and a 22-year-old woman, were still missing and believed trapped under the boat.

"My initial dive was in a short-sleeve shirt," said MacDonald, who faced 55-degree water temperature and 2-foot waves in the river. "Visibility was 1 to 2 feet under the boat and six inches inside the bow. On my first attempts to get in the boat, I became wedged in the cuddy cabin. I could fit only about halfway in before getting caught in a set of swinging doors.

"After receiving my dive gear from the harbormaster's station and re-entering the water, I saw a boy wearing a lifejacket, floating straight up in the cuddy cabin. At first, I thought

he was dead, but I was able to grab one of his feet and got a response. I then knew he was alive," he said.

MacDonald was not only hindered by debris, he also suffered from vertigo in the dark confines of the cabin.

"I could barely see the boy's foot and I was getting frustrated," said MacDonald. "Although I found the boy, I still couldn't find the missing woman.

"From the start, I had problems moving or talking to the boy. I decided I'd have to pull him out. I grabbed him, legs first, after giving him three small warning tugs. From the time I tugged the boy from the air pocket, to the time we broke free in the water seemed like 15 to 20 seconds.

"There were so many fishing lines in the water when I backed out of the cuddy cabin that I became really tangled up. Upon surfacing, the first thing motioned to the boatcrew was to break me free from the lines," he said.

MacDonald had spent almost 45 minutes in the water. His body temperature had dropped to 95 degrees, but he remained with the capsized boat to resume search efforts for the woman still believed trapped in the cuddy cabin until Wayne County Sheriff's Department divers took over after he became hypothermic.

River

Sheriff's Department divers later found the woman unconscious in the rear of the capsized boat. She was immediately taken to a rescue unit ashore before being transported to a local hospital where she was pronounced dead.

ASM1 James Schill, the rescue swimmer dispatched from AirSta Detroit, was one of the first Coast Guardsmen on the scene. He helped pull the shivering MacDonald and the boy from the river.

"When we got on scene, I was asked to go into the water by the RHIB crew," said Schill. "As I'm restricted from going underwater inside a boat, all I could do was reach in, look and feel. I took a good look underwater toward the cabin area and saw that there could be an air pocket.

"I then saw a diver (MacDonald) suited up with only a uniform on and tried to keep an eye on him, lighting a flare (which burns under water) to assist him," he said. "I think he (MacDonald) did an outstanding job, especially under the conditions."

MacDonald was escorted to shore by Schill aboard the 41-footer, where both he and the boy were taken by ambulance to the Detroit Receiving Hospital, treated for hypothermia and later released.



Front & Center

Perfetto named Outstanding Junior Officer

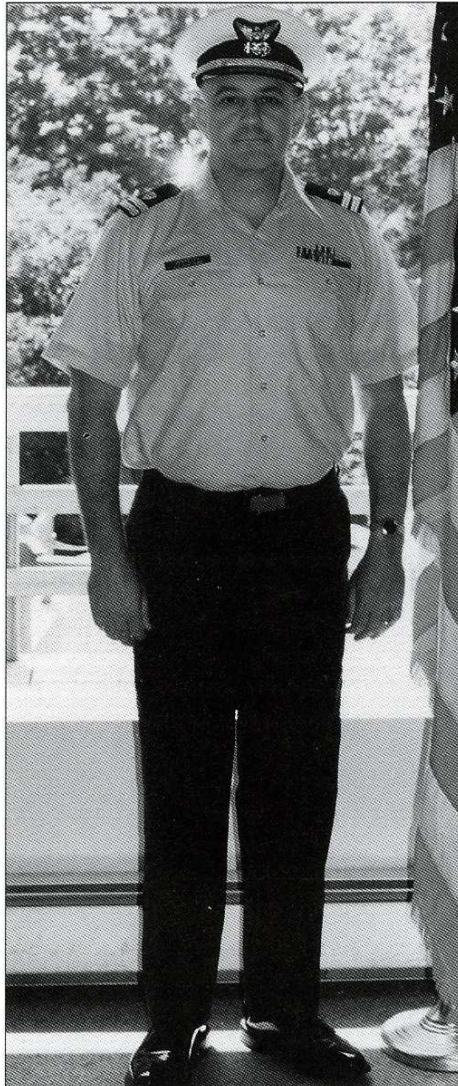
The Reserve Officers Association has named LT Robert J. Perfetto as the 1994 Coast Guard Reserve's Outstanding Junior Officer. The award will be presented at the ROA Mid-Winter Conference in Washington, D.C. Jan. 24.

Perfetto is assigned to Reserve Group Woods Hole in the First District. Within four months of reporting aboard he was fully qualified as Operations Duty Officer (ODO). As ODO with multi-mission responsibilities in one of the largest and most operational areas in the Coast Guard, his competent direction of Coast Guard resources and personnel has led to successful prosecution of over 30 major SAR cases.

His service as Group Woods Hole's representative in complex exercises at MSO Providence reflects the confidence and respect he has earned from the active duty command.

As RESGRU Operations Center Division Officer, his efforts have resulted in the effective integration of reserve and active duty personnel missions.

Perfetto developed a public affairs augmentation plan that is used as the district's model. He is one of Rhode Island's representatives to the National Committee for Employer Support of the Guard and Reserve (NCESGR). In conjunction with ESGR, Perfetto implemented the "bosslifts" program and numerous other personal initiatives which have led to much needed recognition of the importance of cohesive relationships between reservists and their employers.



U.S. Coast Guard Photo

LT Robert J. Perfetto

Perfetto balances his professional career as an educator with leadership roles in a variety of civic endeavors. His pursuit of excellence is evidenced by his continuing education and professional growth through attendance at the Naval War College and other institutions.

Perfetto's achievements as a Reserve Officer have been recognized locally by other professional organizations. He was selected as the Massachusetts Sea Service Junior Officer of the Year by the Massachusetts Reserve Officers Association in 1993 and was recently awarded the Coast Guard Achievement Medal for his superior performance at Reserve Group Woods Hole.

Perfetto first enlisted in the Coast Guard in 1965, was honorably discharged in 1971, re-enlisted in the Coast Guard Reserve in 1985 and later that year he received his commission. He is a resident of Providence, R.I. where he lives with his wife, Daye, daughters Amy and Laura, and son Andrew.

Past Winners

Year	Name / Unit
1993	ENS Ellis J. Cooper, RES GRP Long Island Sound
1992	LT John J. Marks, RU D1 Inspection
1991	LT Edward M. Katahira, RU Hilo
1990	LCDR Michael R. Seward, RU Golden Gate
1989	LT Robert Gallagher, RES GRP Philadelphia
1988	LT J. Timothy Lucas, III, RU Hilo
1987	LT Neal M. Doherty, RU Station Scituate
1986	CWO2 Richard P. Spurr, RES GRP Boston
1985	LCDR Ronald L. Murray, RU PACAREA
1984	LT Ray T. Burke, RESGRP Charleston
1983	LCDR R. W. Schneider, RESGRP Gloucester

Medals & Awards

MERITORIOUS SERVICE MEDAL

CAPT Thomas Skaife, D7

CG COMMENDATION MEDAL

CAPT Larry Fogerson, D11
CDR R. Miller, D13
LT Richard A. Lesage, D2

CG ACHIEVEMENT MEDAL

CAPT Thomas Skaife, D7
CAPT John Kinsey, D5
CDR E. L. Ristaino, D7
CDR B. Wasell, D13
LCDR Mike Brown, D5
LCDR L. Crown, D13
LCDR Joseph Qwsiak, D5
LCDR L. Lee, D13
YNC Bill Whittington, D5
QM1 Tom Rau, D9

COMMANDANT'S LETTER OF COMMENDATION

CDR Robert Haglund, D1
LCDR K. R. Grossman, D7
LTJG S. K. Browning, D7
CWO3 Edward Wahl, D1
DCCM A. Pagnotta, D13
MKCS K. Woodward, D13
PSCS R. D. Riker, D7
PSC J. R. Roper, D7
PSC V. D. Deutsch, D7
PSC R. E. Smith, D7
SKC Patricia Babajko, D1
MKC Paul Crowell, D1
MK1 Jesse Flinchem, D5
BM1 M. Kirkland, D13
BM1 T. Ferguson, D13
EM1 J. Cadden, D13
EM1 D. Farrell, D13
SK1 J. W. Baker, D7
YN1 Christa Jackson, D5
YN1 M. Bower, D13
YN2 C. I. Henriquez, D7
YN2 S. A. Rothschild, D7
YN2 Lillian M. Ezell, D2
SK2 Judith Fitzpatrick, D8
SK3 A. I. Honriquez, D7
SK3 Clinton Sanders, D8
DC3 Reginald Jenkins, D8
YN3 deMarque Underhill, D8

MERITORIOUS TEAM COMMENDATION

LCDR W. Dumas, D13
LCDR W. Hill, D13

ARMED FORCES RESERVE MEDAL

YN1 Judith A. Feinauer, D2
LT Barry S. Roffman, D7

Retirements

JULY

CAPT Gordon Bell, D5
LT Mason Stober, D11

AUGUST

QMC David Griffith, D11
MKC Paul Crowell, D1
PS1 Raymond Christian, D8
MK3 Kenneth Walker, D5

SEPTEMBER

LT Joseph Antosek, D2

OCTOBER

YN1 Leslie Reyes, D13
PS1 Micheal McCrystal, D13
PS2 James Sheil, D7
PS2 Jesse Harrell, D2
PS2 Laurita Trujillo, D13
YN3 Gerald Skipper, D7

NOVEMBER

BMC Kenneth Whitehurst, D5
AM1 Jerry Sanders, D13
SK2 Vicente Marrero, D7
AD3 Zemmie Millis, Jr., D5

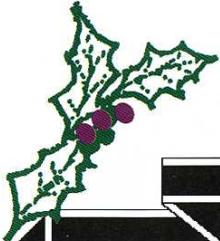
Taps

CAPT Dean R. Harris, USCGR (Ret.) passed away Sep. 25, 1994 at his home in Riverside, Calif. Harris was a veteran of World War II and the Korean Conflict. He enlisted in the Navy in 1936 as a Seaman Recruit and served for four years. In 1942 he enlisted in the Coast Guard Reserve and was assigned to the Coast Guard Academy for Officer Training and saw service in the South Pacific. After his renewed service in 1952, he served with distinction by commanding reserve units on Terminal Island in Long Beach, Calif. He is survived by his wife Norma and daughter and son-in-law Lynn and Bill Decker. Following a memorial service, he was interred at the Riverside National Cemetery.

Hammering their way to success...



Coast Guard Group San Diego received the "Hammer Award" on Sept. 29, 1994, by creating a program which is being considered for nation-wide use in the Coast Guard. The award, part of the Vice President's National Performance Review, recognizes people who are helping to knock down walls and build a new government. Left to right: CAPT David Edling, CAPT Carmond Fitzgerald and YNCS Wade Borland proudly display their newly acquired award.



50th Anniversary

USS Serpens (AK-97)

Memorial & Wreathlaying Ceremony

Sunday, Jan. 29, 1995, 2 p.m.

Arlington National Cemetery, Arlington, Va.

USS Serpens Memorial

Section 34, Jesup & Grant Drives

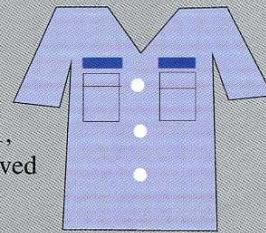
Jan. 29, 1995 is the 50th anniversary of the USS Serpens explosion at Lunga Beach, Guadalcanal that resulted in the largest single disaster suffered by the U.S. Coast Guard in WWII.

Organized by U.S. Coast Guard Capital Chiefs of USCG Headquarters.

For more info, call MCPO Tim Lackey at (202) 267-6287

Light Blue Short Sleeve Shirt Phase Out Extended to 1997

The Commandant has approved an extension on the phase out date for the old style light blue short sleeve shirt from Nov. 1, 1994 until Nov. 1, 1997. The Commandant approved the use of either of the short sleeved light blue shirts interchangeably for all purposes and occasions where Tropical Blue Long or Undress Blue with short sleeved shirts is authorized. This includes personnel inspections. The official message is (ALCOAST 089/94). The reason for this extension is a shortage of issuable new short sleeve light blue shirts. No new quantities of the old style are being bought.



New CGR Officer Award

The National Naval Officers Association recently established the "CAPT Edward R. Williams Coast Guard Reserve Award for Excellence." It will be awarded annually to the Coast Guard Reserve officer (O-3 and above) judged to have been the most supportive of initiatives to achieve, value and manage diversity in the Coast Guard Reserve. For further info., consult COMDTNOTE 1650 dated July 5, 1994.

OLYMPICS '96 COUNTDOWN SCOREBOARD

19

Months to Go Until The Games Begin In Atlanta
USCG will be there...will you?

ALDISTs / ALCOASTs / COMDTINSTs

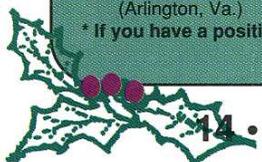
Secretary's Award For Outstanding Achievement	ALCOAST 101/94
DOT Gold Medal (Ribbon Only with Gold Frame)	
Allowable Weight Standards For The Health & Well-Being of Military Personnel (COMDTNOTE 1020)	ALCOAST 098/94
Firearms Safety Awareness (COMDTNOTE 5100)	ALCOAST 095/94
Able Vigilance Performance (COMDTNOTE 1600)	ALCOAST 090/94
Uniform Supply Shortages (COMDTNOTE 1020)	ALCOAST 089/94
Penalty Postage Meters and Penalty Mail Stamps	ALCOAST 084/94
Team Coast Guard	ALCOAST 078/94
Pay and Entitlements For Operation Uphold Democracy .	ALDIST 166/94
ROA Outstanding Junior Officer Award (COMDTNOTE 1650)	ALDIST 165/94
Prohibition on Using Password Detection / Disabling Software (COMDTNOTE 5500)	ALDIST 163/94
Team Coast Guard Consolidation of Certain ADT/IDT OERs (COMDTNOTE 1611)	ALDIST 161/94
Reserve Striker List (COMDTNOTE 1430)	ALDIST 144/94
Administrative Discharge Procedures for Shirking ...	ALDIST 095/94
Graduate-level Benefits Added to MGI Chapter 106 ...	ALDIST 091/94

Nationwide TEMAC/SADT/EAD

As of 11/1/94

Place	Duration	Rate/Rank	Quals	Point of Contact
CGHQ (G-RSM-3), Wash, D.C. National Pollution Funds Center (Arlington, Va.)	Thru 31 March 1995 270 days	E4/E5; YN/SK 2-3 YN/SK 2-3	Reserve Records Section, PDR familiarity Word processing and office automation	CWO4 Ouellette, (202) 267-0543 John White, (703) 235-4819

* If you have a position you would like listed here, contact LTJG Steven Prunyn of G-RSM-1 at (202) 267-0544 or 1-800-283-USCG (8724).

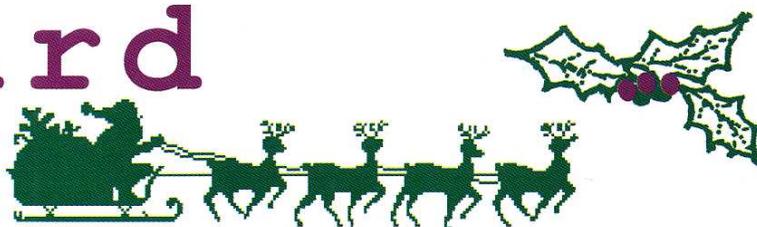


letin Board



ROA Mid-Winter Jan. 22-25

ROA will hold its Mid-Winter Conference / Exposition at the Washington Hilton & Towers Hotel Jan. 22-25, 1995. The annual reception will be at ROA Headquarters, 1 Constitution Ave., NE, Washington D.C. from 5:30 to 7:30 p.m on Sunday, Jan. 22. Uniform: Service Dress Alpha. For reservations mail \$28 check payable to: **CG Chapter Four, ROA** to LT Shapiro, 5111 Westridge Road, Bethesda, MD 20816. For more info., call (202) 366-4866.



Season's Greetings



Light up someone's life...gift ideas!

Lighthouse Series Sweatshirts

The Coast Guard Officers Wives Club, Tidewater Chapter is selling lighthouse sweatshirts. Profits from sales benefit charity. Colors are: Navy on White or Navy on Ash. Sizes: L, XL, XXL.

There are nine regions to choose from: Great Lakes, California, USA, Oregon, Washington, Southeast, Northeast, Wisconsin, Michigan. \$25 plus \$3.50 shipping. Checks payable to: CGOWC. Contact: CGOWC, USCG Support Center, 4000 Coast Guard Blvd., Portsmouth, VA 23703, ATTN: Sherry White. (804) 483-2549.



Books, Publications & Calendars

- Horizon Images is offering several lighthouse items including *Beautiful Lighthouses*, a 32-page pictorial guidebook featuring over 70 color photos by professional photographer John Spatuzzi. This 7x10-inch soft cover book is only \$4.99 (includes shipping) if you mention you're a reservist and that you saw the lighthouse article in *The Reservist*. Limit two at this price. Normally \$5.95.
- *Coast Guard in Action* and *Beautiful Lighthouses* calendars for 1995 are also available for \$7.95 each plus shipping. To order, contact: Horizon Images, 6841 Pershing Street, Hollywood, FL 33024, (305) 962-0868.
- Jeffrey's Hook Lighthouse in New York City was made famous by the children's story *The Little Red Lighthouse and the Great Gray Bridge* by Hildegard H. Swift and Lynd Ward, Harcourt, Brace & World, Inc., 1942. It's the story of a "proud" lighthouse feeling "very small" after a the George Washington Bridge is built next to it. Contact your local library or check at book stores.
- *Lighthouse Digest*, P.O. Box 1690, Wells, ME 04090. (207) 646-0515. FAX (207) 646-0516. 1-800-758-1444.
- *Lighthouse Depot* Catalogue, containing hundreds of lighthouse memorabilia. Call 1-800-758-1444 (24-hours) for catalogue. FAX (207) 646-0516.

Mini Lights

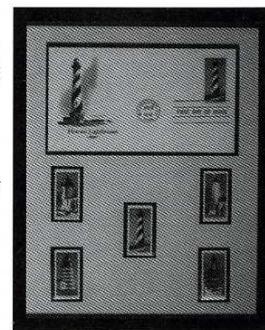
Great American Lighthouse Collection is available through Coast Guard Exchanges and retail stores. A portion of each sale is donated to the U.S. Lighthouse Society. Contact: George Zolton Leston Co., P.O. Box 09178, Chicago, IL 60609. 1-800-628-8492.

Lighthouse Educational Game Board

Lighthouses, Lighthouses, Lighthouses is a carefully researched board game filled with history, facts and trivia on 73 lights of NH, Maine and Canadian border. The colorful board contains pen and ink sketches of each lighthouse drawn in its respective location on the map. \$35 +\$5 shipping. Order through *Lighthouse Digest*, 1-800-758-1444.

Stamp Sets

As a promotional courtesy to Coast Guardsmen, U.S. Historic Lighthouse stamp sets are being offered at wholesale rates. Includes lights at: Hatteras, N.C., Sandy Hook, N.J., West Quoddy Head, Maine, Admiralty Head, Wash. & American Shoals, Fla. Two sizes: 12 1/2" x 15 1/2" for \$43.50+\$5.95 shipping or 9 1/2" x 11 1/2" for \$28+4.95 shipping. Contact: D&M Specialties, P.O. Box 7857, West Trenton, NJ 08628 or call (609) 530-0950. FAX (609) 883-7877. Guaranteed Christmas delivery if ordered by Dec. 20.



Lighthouse Groups

- **Great Lakes Lighthouse Keepers Association**
P.O. Box 580, Allen Park, MI 48101.
- **United States Lighthouse Society**
244 Kearny Street, 5th Flr, San Francisco, CA 94108.
(415) 362-7255. (President Wayne Wheeler, is a former Coast Guardsman).

*Holiday remembrances of
Point Betsie Lighthouse,
Frankfort, Mich.*

"Christmas at Point Betsie Lighthouse is beautiful! It's so quiet and peaceful. It's a winter wonderland with the snow falling and ice all around you. You can ski on the bluffs or take the kids sledding on the hill in the yard. Snow angels are also fun to make. Point Betsie is a great place to spend Christmas."
— Dana Stull

Editor's note: Point Betsie Lighthouse on Lake Michigan is still in active Coast Guard service and houses Coast Guard families. Dana and her husband, BM1 Barry Stull, USCG (who took this photo), live there along with their two boys, Matthew and Logan. While Dana provides support services for the adjacent guest cottage, her husband performs duty at nearby CG Station Frankfort, a D9 Summerstock site.

The following is an excerpt from the Point Betsie Recreation Cottage guest log for Christmas 1993:

"Merry Christmas! Our family has had a wonderful stay. We decided to have a different kind of Christmas. The cabin proved to be just what we wanted! It was very stormy — snow blowing fast and furious, but we stayed cozy by the fire. We decorated a tree with hand made ornaments, popcorn and candy canes. The kids enjoyed a little sledding and playing games with dad. Santa managed to find us way out here (Point Betsie Light must have helped). This has been a very memorable Christmas for us and I'm sure next year while we are sunning ourselves in Hawaii, we will think about our stay here and wish to be back (for a few minutes anyway). Thank you Station Frankfort for your keeping this place so nice and Group Grand Haven for having this available."
— CWO2 Allen Dietrich & family
(Laura, Brandon, Bethany, Barron & Brianna)

U.S. Department of Transportation

Commandant (G-RS-1)
United States Coast Guard
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