The Coast Guard Reservist

July-August 1978, Vol. XXV, No. 5

Captain Joshua James, decorated lifesaver, has inspired generations of Coast Guard personnel. Painting by PA1 Bill Fitton, USCGR. Story on page 8.

The Coast Guard Reservist

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Commandant, U. S. Coast Guard

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Chief, Office of Reserve

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Staff Writer and Production

Members of the Coast Guard Reserve are invited to submit articles and photographs of interest to the Editor, Coast Guard Reservist, for possible publication. By-lines will be given upon request.

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The Admiral's Corner

Left to Right
First Row
LTJG J.G. Brown
LT J.R. MacLeod
LCDR R.R. Waesche, Jr.
LT G.T. Beemer
LTJG H.M. Rambo, Jr.
LTJG W.F. Provost
Second Row
ENS R.S. (Tex) Newman
LT O.D. Brown
LT L.D.W. Wilson
LTJG W.A. Wolffer
Top Row
LTJG W.S. McCaughey
LTJG G.E. MacGarvey

The then LCDR R.R. Waesche, Jr. became the third Chief, Office of Reserve. The then LTJG G.E. MacGarvey is now Assistant Chief, Reserve Programs Division.

CAPT Harry M. "Buz" Rambo, USCGR(Ret), one of the Coast Guard Reserve's most dedicated administrators, retired from his position as my assistant June 30, after 28 years of outstanding military and civilian service.

When I was chosen to succeed RADM Schwob as Chief, Office of Reserve, I queried him about my new duties. RADM Schwob told me the job was made easier and much more pleasant thanks to his assistant, Buz Rambo. I didn't know Buz then, but during the one year I had the privilege of working with him, his contributions to my job and to the Reserve in general were immeasurable.

CAPT Rambo was commissioned an ensign in the Coast Guard Reserve in 1943. He served on north Atlantic convoy duty aboard the USS CAMP, a destroyer escort. During the closing months of World War II the CAMP was redeployed to the Pacific and became involved in the surrender and custody of the Japanese garrison on Mili Atoll.

In 1946 CAPT Rambo was released to inactive duty and he returned to civilian pursuits in Philadelphia. During the late '50's and early '60's he became more deeply involved in the expanding Coast Guard Reserve program, serving as commanding officer of the Philadelphia and Atlantic City Reserve Units.

In 1960 the Philadelphia unit, under the command of then LCDR Rambo, was the first unit to be awarded the newly established Gordon Canfield Trophy (now the ROA Congressional Award).

Buz's visit to Washington to receive the Canfield Trophy was his first introduction to the workings of the Reserve at the Headquarters level, but he was destined to return. He came to work at Coast Guard Headquarters as a civilian in 1968, serving as program analyst in the Reserve Programs Division. He was promoted in 1971 to Administrative Assistant, Office of Reserve.

Buz continued his Reserve activities in the Washington area, serving as training officer and later commanding officer of the Alexandria, Virginia Volunteer Training Unit. He retired from the Coast Guard Reserve as a captain in 1974.

Buz's accomplishments in the past 10 years have been too numerous to list here. If one feat could be singled out, though, it would be his work in 1969 - 1972 toward avoiding the proposed phase-out of the Coast Guard Reserve. He prepared hundreds of Congressional inquiries and a number of position papers and statements. Buz contributed in a very real way to the fact that a Coast Guard Reserve exists today.

Buz and Eleanor, I wish you the best in your retirement years. May you have fair winds and following seas for many years to come.

T. T. Welmore 4th

Brief Comments

RADM Barneson

RADM Jones

Jones Succeeds Barneson

RADM Aubrey H. Jones joined RADM Olin A. Lively as a Coast Guard Reserve Rear Admiral June 13. RADM Jones replaced RADM Harold J. Barneson, Jr., who is now in an inactive status.

RADM Jones, 49, has spent his Coast Guard career in the Eleventh District. His Reserve commands include Group Commander, San Diego, COTP and Support; Commanding Officer, Port Safety Units at Los Angeles/Long Beach Port and at Santa Ana; and Commanding Officer, Volunteer Training Unit, Long Beach.

He received the Coast Guard Commendation Medal in 1973 for accomplishments in port safety and marine environmental activities and the Coast Guard Achievement Medal in 1971 for his port safety activities.

RADM Wetmore, Chief, Office of Reserve, said "I have met and spoken with RADM Jones and am very impressed. As a Reserve Rear Admiral, he will be of outstanding service to the Coast Guard."

RADM Jones and his wife live in Anaheim, CA, with their three children.

RADM Barneson is also from the Eleventh District. As Reserve Rear Admiral, he served on several key Policy Boards responsible for Reserve program innovations. He commanded Reserve Training Unit (ORTUAG) North Hollywood, CA, and VTU Los Angeles. He later served as a lecturer at the VTU.

RADM Barneson is an accomplished sailor and private pilot.

He and his family live in Los Angeles.

New Course

Harold W. Chase, Deputy Assistant Secretary of Defense for Reserve Affairs, was a featured speaker at the first Senior Reserve Officers Mobilization Readiness Course at RTC Yorktown June 19-30. Mr. Chase, a retired Marine major general, is the highest Department of Defense official for Reserve affairs. His participation in the course emphasized DOD concern for a strong Coast Guard Reserve.

About 25 Coast Guard officers, representing every District, graduated from the two week course, which provided them with a detailed overview of Reserve forces management.

Among other distinguished lecturers were VADM D. D. Engen, USN, Deputy and Chief of Staff of the U. S. Atlantic Fleet; RADM T. T. Wetmore, III, Chief of the Office of Reserve; and RADM O. A. Lively, one of the two Coast Guard Reserve Rear Admirals.

The Mobilization Readiness Course will be repeated about twice a year. The next course will be given in September.

SPARS Sought

About 50 Coast Guard Reserve women who served on active duty from 1966-68 were listed instead as serving on active duty for training so that they would not count as part of the active strength of the Coast Guard.

It has been discovered that under the terms of the later enacted "G.I. Bill" these women are inadvertently being denied veterans' benefits such as educational assistance.

The Coast Guard is trying to locate all women who may be affected. Their records will be amended, making them eligible for veterans' benefits. Persons knowing women affected by this change should have them contact the Board for Correction of Military Records (TGC-20), Department of Transportation, Washington, D.C., 20590. Please include social security number and service number.

SGLI

The Veterans Administration has reduced premiums for Servicemen's Group Life Insurance effective 1 July 1978. Full coverage of $20,000 now costs $3.00 per month, reduced from $3.40. Premiums for lesser coverages of $15,000, $10,000, and $5,000 have been reduced to $2.25, $1.50, and $.75 per month.

These reduced premiums will first appear in the July IDT paycheck which you will receive in August.

The Veterans Administration was able to reduce premiums because there have been consistently fewer claims than expected.

Be sure your next of kin are aware that you carry SGLI.

PA2 F.D.R. Fox

Mobile Chiefs

TTC Warren W. Locklin, USCGR, was named outstanding Coast Guard reservist of 1978 for the State of Alabama. He was presented the Alabama Governor's Award by Governor George Wallace.

TTC Locklin has been a member of Reserve Unit Mobile since 1964. He has over 27 years of military service, beginning with the Navy in World War II. He was a member of the U. S. Power Squadron and served as Commander of Auxiliary Flotilla 24.

Reserve Unit Mobile lost its senior CPO in May when PSCM E. J. Kirsch retired.

PSCM Kirsch began his military career early in World War II. He was one of the first group of master chief petty officers in the Coast Guard Reserve.

PSCM Kirsch taught numerous port safety courses at RTC Yorktown and developed the curricula for several port safety and coxswain schools.

He received the Alabama Governor's Award in 1977.

Multi-(Media) Talented Reservist

by Kathy Kiely

Boating and other water-oriented duties are central to the Coast Guard Reserve. Reservists who handle support functions, however, play an equally important, if less visible, role.

As a media specialist, PA2 F.D.R. Fox brings to the Coast Guard Reserve a rich academic and technical background which includes Master of Science degrees in media science and media technology. He is currently pursuing a Doctorate in Education Legislation. PA2 Fox is a member of the public affairs division of Reserve Group Alexandria, VA. Among his assignments have been the production of multi-media programs on mobilization for flag officers, as well as a multi-media briefing on the Coast Guard for visiting dignitaries.

PA2 Fox is completing a year of special active duty at Coast Guard Headquarters, where he is on the crisis committee of Flag Plot, the Coast Guard's emergency control center. He is redesigning the Flag Plot briefing room for multi-media use and is planning the installment of a remote electronic security notification system.

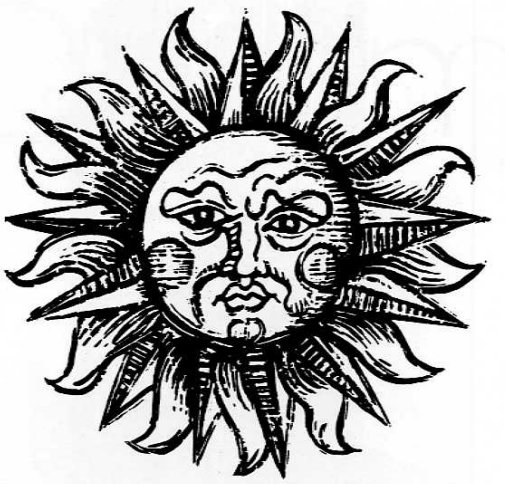
As a civilian, PA2 Fox is a technical media consultant, and also manages the projection and sound systems at the National Heritage Theatre in Washington. He teaches audio-visual communications at the U. S. Department of Agriculture Graduate School.

While juggling so many careers at once, PA2 Fox still donates many hours of time for public service, such as producing programs for a non-profit FM station in Washington.

Closest to his heart, though, are his duties as a Civil Air Patrol Squadron Commander at Bolling Air Force Base. PA2 Fox leads youth who have an interest in the Air Force as a career, in Air Force ROTC, or who just have a love of flying. He is also, as one might expect, the Squadron communications officer.

Though his background and specialty are uncommon in the Reserve, PA2 Fox typifies the wide range of talents brought to the Coast Guard by reservists from all walks of life.

Old Sol:



Friend or Foe?

For years the Federal Government and private agencies have been devising ways of controlling cancer-causing agents and, if possible, eliminating them from the American environment.

But there is one carcinogen--the medical term for cancer-causing agent--that no regulatory agency could or would ban: the sun.

The sun's ultraviolet radiation is the leading cause of skin cancer. While the number of Americans sunbathing implies that they think skin cancer is not dangerous, they are wrong. Skin cancer poses a significant health threat. It is the commonest form of cancer and accounts for about two percent of all cancer deaths.

Skin cancer is not only a real public health problem, but one that is also rapidly worsening. Throughout the United States, investigators now feel that there has been a twofold increase in skin malignancies in the last 25 years. This increase has been accompanied by a marked increase in sunbathing.

Skin cancer is characterized by pale, waxy, pearly nodules or scaly patches. It may also arise from mole-like growths.

As in the cases of other cancers, it is marked by uncontrolled growth that can spread to other tissues and organs. When this takes place, the cancer is said to metastasize. If they are not controlled, virtually all metastasizing cancers prove fatal.

Any skin change should be called to the attention of a physician immediately. The physician may take a bit of suspected tissue for microscopic examination by a pathologist. If the growth is small, it may be removed entirely for the examination, called a biopsy.

Skin cancers may be treated successfully in several ways. They may be removed surgically, eliminated by heat or freezing, or treated by X-ray. Active chemicals also may be applied directly to the tumor in the form of ointments or solutions.

The ultraviolet portion of sunlight is the leading cause of skin cancer. The middle wavelengths of ultraviolet light are the ones that cause the skin to tan or burn. Excessive exposure to these wavelengths -- especially when the sun is most intense--can cause skin cancer.

Some people are destined by birth to be skin cancer prone. Persons with blue or green eyes and fair skin--notably Irish and other Celtic people--who freckle and burn easily are especially vulnerable. The use of sun-screen lotions that promote a tan without burning are also considered to have little or no effect on the development of skin cancer. Dermatologists say that a tanned skin is a damaged skin.

Many Coast Guard Reserve occupations require personnel to spend time under the sun. Reservists should be aware of the dangers involved and protect their skin as much as possible.

'Red Karpet'

Young people who signed up for the RK program in the First District this summer got the personal touch--orientation meetings just for them, their parents and their friends.

Reserve Group First District (Support) sent each recruit an informal letter announcing the meetings, one held in Boston and the other in Portland.

The meetings put nervous recruits (and parents) at ease, and enabled the RKs to meet their new "shipmates." Plenty of time was left open for the inevitable questions.

As a result of this program, First District RKs went off to basic training a little more confident and prepared.

Chattanooga New Unit

CGRU Chattanooga was commissioned in Chattanooga, Tennessee May 13 during ceremonies held at ANFAC Chattanooga. The unit, which is authorized five officers and 54 enlisted members, will be involved primarily in port safety and recreational boating safety. CGRU Chattanooga consists of members of a Reserve detachment of CGRU Knoxville who drilled in the Chattanooga area. LCDR John Fults was named Commanding Officer.

1979 Courses

The Reserve Training Division has announced the following war and staff ADT courses for fiscal year 1979:

Reserve Officers Orientation Course (Mar. and Sep.'79)

Defense Strategy Seminar (Jun.'79)

Reserve Officers Command and Staff Course (Jul.'79)

Senior Reserve Officers Course (Aug.'79)

Interested officers (LCDR and above) should consult the Reserve Training Manual (CG-392) or ask their district training officers for application procedures.

All applications must be at Headquarters by 15 Oct 1978.

FIC Soper

Chief Soper Retires

FIC Wesley S. Soper, USCGR, retired July 15 at Gloucester City, NJ.

Chief Soper is a veteran of more than 36 years of service in the Navy, Naval Reserve and Coast Guard Reserve. He originally enlisted in the Naval Reserve in 1935. He was at Pearl Harbor during the Japanese attack, serving aboard the destroyer USS MUGFORD. During World War II, he served in the Pacific and participated in the invasions of Guadalcanal and Tulagi. In 1944, he was commissioned an Ensign in the Navy.

In December 1974, Chief Soper was awarded the Coast Guard Achievement Medal for preventing further environmental damage and loss of life resulting from the explosion of the Greek tanker ELIAS in the Port of Philadelphia April 9, 1974. An officer at Base Gloucester said "As a Reserve Chief, his usefulness to this base in the past years has equalled and sometimes exceeded that of a full-time Regular."

Non-C.G. Insignia Nixed

The Coast Guard Uniform Board has received several inquiries for permission to wear breast insignia of another military service. Examples of these include the parachutist insignia and submarine insignia. The Uniform Regulations, CG-471, state clearly that qualification insignia of other services or nations shall not be worn on the Coast Guard uniform. The primary reason is to preclude the use of insignia which have little or no distinctive meaning within the Coast Guard. This same policy is adhered to by all the military services.

Individual waivers will be considered where the wearing of the insignia is advantageous in the performance of current Coast Guard duties. An example of this would be a Coast Guard instructor wearing a Navy qualification device while attached to a Navy school to which the device pertains.

It should be noted, however, that those "Personnel who earned the Combat Infantryman Badge while a member of the U. S. Army may be authorized to wear the Combat Action Ribbon in lieu thereof upon submission of evidence of having earned the Combat Infantryman Badge." (Medals & Awards Manual, CG-207-2, Article 237.)

Requests for authorization should be forwarded via the chain of command to Commandant (G-PS-5). A copy of the general order authorizing the Combat Infantryman Badge must be included. If this is not available, a copy of your DD 214 listing the Combat Infantryman Badge will generally be accepted.

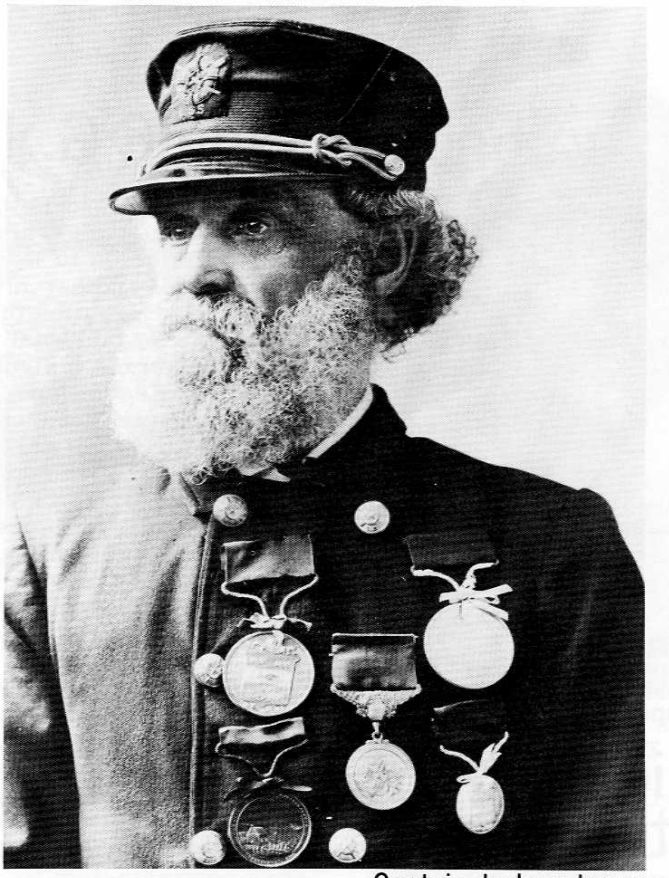
This ode to reservists across the nation was written by CAPT Richard Nelson of the Ninth District, a participant in the Senior Reserve Officers Mobilization Readiness Course. It was read by CDR Powdermaker at ADT graduation in Yorktown on June 30.

Coast Guard reservists, professionals all,
Always ready--on immediate call,
May I say, "without further ado,"
We'll never be trapped in a "Catch 22."
Be it tennis or ping pong or mobilization
We've got it covered across the nation.
First, Third, Fifth and Seventh--Atlantic Coast--
Known, in all modesty, as our Eastern boast.
Second, Eighth and Ninth--Gulf, rivers and lakes
hold up the middle--
There'll be no breaks.
Eleventh, 12th and 13th--fortress of the West--
Always competing--taking no rest.
Fourteenth, too, many miles away
Spread 'cross the Ocean in splendid array.
Yes, we've got it covered
From coast to beyond coast
And if you'll permit me,
May I make a toast:

To reservists splendid--it has been a delight.
I'm glad we'll be on same sides in the fight.
A pleasure to know you and may we be heard
As we return home to spread the good word.

CAPTAIN JOSHUA JAMES -LIFESAVER

by Bill Hamlin



Captain Joshua James

Captain Joshua James was the most celebrated lifesaver in the world. He was credited with saving hundreds of lives, from the age of 15 as a volunteer member of the Massachusetts Humane Society until his death at 75 on active duty with the United States Life Saving Service.

Joshua James was born in Hull, Massachusetts in 1826. From his early boyhood he followed the sea with his father and brothers in the family's hauling, lightering and freight-carrying business.

Joshua earned a reputation as a natural pilot and was respected among the seafaring men of New England. One night at sail, when the helmsman lost his bearing in unfamiliar waters, Joshua was roused from his sleep and brought on deck. He scanned the heavens, laid down a course, remarked that a certain light would be sighted in two hours, and went back to bed. The light was sighted one hour and 55 minutes later.

His career as a lifesaver began at the age of 15 in the boats of the Massachusetts Humane Society. The Massachusetts Humane Society, formed in 1785, was among the first organizations in the world to provide shelter for shipwrecked persons, as well as boats and other rescue apparatus. In 1842 a vessel foundered

on Harding's Ledge. Volunteers manned the surfboat and put off for the wreck. When the steersman accounted for his crew, he found young Joshua among them. From that day forward he was a regular member of the crews that put out from Hull in the boats of the Society.

In 1886 the Massachusetts Humane Society awarded James the Society's Silver Medal in recognition of his service of more than 40 years. During this time he assisted in saving over 100 lives. Although James was 60, he was in the prime of his career. His most famous rescues lay ahead of him.

During the great gale of November 25 and 26, 1888, the Hull volunteers, led by Joshua James, rescued 29 men in six different rescues, one by using breeches buoy and five using surfboats. For these rescues he was awarded the Treasury Department Gold Life Saving Medal and the Humane Society's Gold Medal. James was 62 at this time.

The U. S . Life Saving Service, run informally since 1848, was made part of the Treasury Department in 1876.* In 1889 the Life Saving Service established a station at Point Allerton. There was no question as to who the keeper should be. Captain James passed the physical examination for the keeper's job and was the only man ever to be appointed to the Life Saving Service with a waiver for his age.

In December 1896, Captain James and his Point Allerton crew went to the rescue of the stranded ULRICA. It was on this rescue that he was thrown from the surfboat into the roaring breakers. The crew was able to drag him back aboard and he continued the successful rescue. He was then 70 years old.

Fifty-seven years of heroic life saving brought Joshua James to his crowning achievement in the storm of November 1898. This storm lasted 48 hours. Scores of vessels were lost, and damage ashore mounted into the millions. The worst scenes of havoc centered around the town of Hull.

Captain James and his men answered every call. They saved every man who was alive at the time they started for him. On the morning of the 27th they brought two survivors from two wrecks on Toddy Rocks: all that were left of crews totalling 13 men. Shortly thereafter they brought a stranded family to higher ground and then took seven men off a stranded schooner. Next, they took five men off a barge going to pieces on the rocks.

The next morning Captain James and his men found a schooner wrecked on Lighthouse Island. They rescued five men out of eight. No sooner had the surfboat landed but word came of three more men stranded on Black Rock, six miles southward. The surfboat was launched and James and the crew spent the rest of the day rescuing these men.

The life of this great man came to a most fitting end. On March 17, 1902, the crew of the Monomoy Point Life Saving Station was lost, except for one man, in a rescue attempt. Two days later Captain James, personally affected by the disaster, felt it necessary to drill his crew. Satisfied with their one-hour workout in the breakers, he ordered the surfboat back to shore. As the boat grounded upon the beach he jumped ashore, glanced out to sea and remarked, "The tide is ebbing." With this quiet remark he fell dead upon the wet sand and this gentle, noble man was no more.

With a lifeboat for a coffin, Joshua was buried, and another lifeboat made of flowers was placed on his grave. His tombstone bears the inscription "Greater love hath no man than this--that a man lay down his life for his friends."

*In 1915 the Life Saving Service and the Revenue Cutter Service merged to form the U. S. Coast Guard.

Captain James' funeral cortege

What Coast Guard officers supervise search and rescue operations, recruiting programs, marine safety patrols, waterfront fire fighting efforts, and RCC personnel?

Only district commanders, you may think. But in Tidewater, Virginia, one of the world's greatest, and one of the nation's busiest, harbors, the Commander of Coast Guard Reserve Group Norfolk sends Coast Guard reservists into these missions almost every weekend.

CDR Robert G. "Bud" Dashiell, Jr., commands 111 Coast Guard Reserve Group members organized into Reserve Units Norfolk I and II, as well as one of the Coast Guard's newest Reserve units, CGRU SAR (opc) 05 84305 a specialized RCC controller and group command duty officer unit.

The men and women of Reserve Group Norfolk represent the ultimate in augmentation at one of the Coast Guard's most important ports. They have accepted the challenge of performing some of the most varied Coast Guard tasks anywhere in the nation.

MSO HAMPTON ROADS

ENS Darryl Flattum knew many exciting SAR missions as a qualified coxswain during his enlisted days, but he was literally baptized by fire last year when he became a qualified Reserve watch officer at Marine Safety Office, Hampton Roads. ENS Flattum was standing the watch alone one night last August, just two days after receiving a letter of qualification from the commanding officer of the Marine Safety Office. At 2230 hours, he was lying down for the night, when the radio watch relayed an emergency phone call. It was the Norfolk Fire Department requesting waterfront support by the Coast Guard to fight a pier fire.

"Can you believe it -- a waterfront fire on my second watch," remembers Flattum. "That's what I call on-the-job training!"

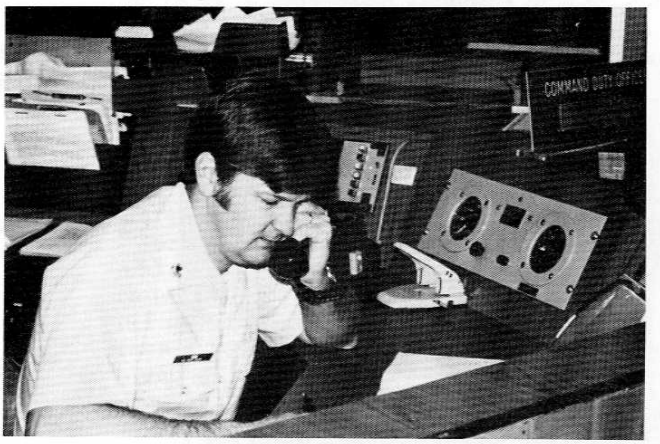
He immediately called the MSO emergency detail and the 32-foot boat crew. Next, he informed the district RCC by hotline that he would assume the duties of SAR Mission Coordinator. CAPT Claude R. Thompson, Commanding officer of MSO, and other appropriate officers were briefed. During the night, RADM Julian E. Johansen, Commander, Fifth Coast Guard District, called for a briefing by ENS Flattum. ENS Flattum maintained his post throughout the night, directing fire fighting actiivties. Only the MSO personnel had any idea that the watch officer was a reservist.

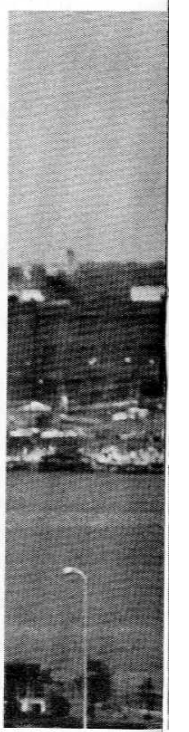
According to CAPT Thompson: "I don't see how we could run the scope of the present MSO program without reservists. The Reserve officers and petty officers are completely integrated into our watch routine and patrol routine." CAPT Thompson's next goal is to integrate reservists into the marine inspection program.

LITTLE CREEK STATION

A typical Saturday in the life of Coast Guard Reserve Unit Norfolk I begins at 0900 when BM2 B. L. Buchanan arrives at the Little Creek Coast Guard Station and relieves the Regular officer of the day. BM2 Buchanan and four other Reserve members relieve the watch, and the Regulars can leave on much-deserved weekend liberty. Only a skeletal crew remains behind.

On a recent Saturday, the Reserve boat crew, commanded by MK1 S. H. Waterfield, took





(l-r) ET1 M.A. Vick, PSC B. Ballance, BM2 R.A. Newlon at work; Reserve boats patrol Hampton Roads

station off Fort Story, Virginia, patrolling a Marine Corps training exercise. In the midst of this patrol, a radio call dispatched the boat crew to assist a disabled sailboat in the same area. BM2 Buchanan decided that the emergency had priority. He sent MK1 Waterfield and his crew on their way to assist. BM2 Buchanan stared off into the brilliant blue sky over Little Creek Harbor, mumbling something about "What next'"

The answer was quick in coming. A marine assistance operator called about a pleasure craft sinking with three persons aboard, three miles off Little Creek Inlet. BM2 Buchanan dispatched a regular boat crew and a mobile unit to investigate and assist the victims. About the same time, the Coast Guard Auxiliary vessel Nellie was dispatched to search for a Boston Whaler, reported sinking off the first island of the Chesapeake Bay Bridge Tunnel. Before 1400, just five hours into the 24-hour watch manned by the reservists, a medical emergency was also received and assigned by BM2 Buchanan to Cape Charles Station, along with several minor cases.

BM2 Buchanan observed, "I feel that we are rendering an invaluable service for the Regulars, which in turn provides a strong training experience which could not be obtained any other way."

The officer in charge of Little Creek Station, BMCM Eugene W. Gray, agrees. A seasoned "down home" Coast Guard Regular, he said "I'll be the first to tell you I didn't think reservists could help us, until I took over this station. But the reservists are doing a fantastic job, and I would be sorry to lose them."

RCC UNIT

On March 18, 1978, an idea that was seeded more than a year before was brought to fruition by the commissioning of Coast Guard Reserve Unit SAR (opc) 05-84305 at Portsmouth, Virginia, with CDR Henry H. Odom as Commanding Officer. The Reserve RCC controllers and assistants will relieve members of the Fifth District operations center on a scheduled basis. This is the third augmentation site at which Reserve Group Norfolk will be in charge of a Regular operations center. Reserve members stand two twelve-hour watches per monthly drill period, pairing a regular controller with a Reserve assistant controller. The Regular member who is relieved will be on a telephone standby in the event he is needed.

VERSATILITY

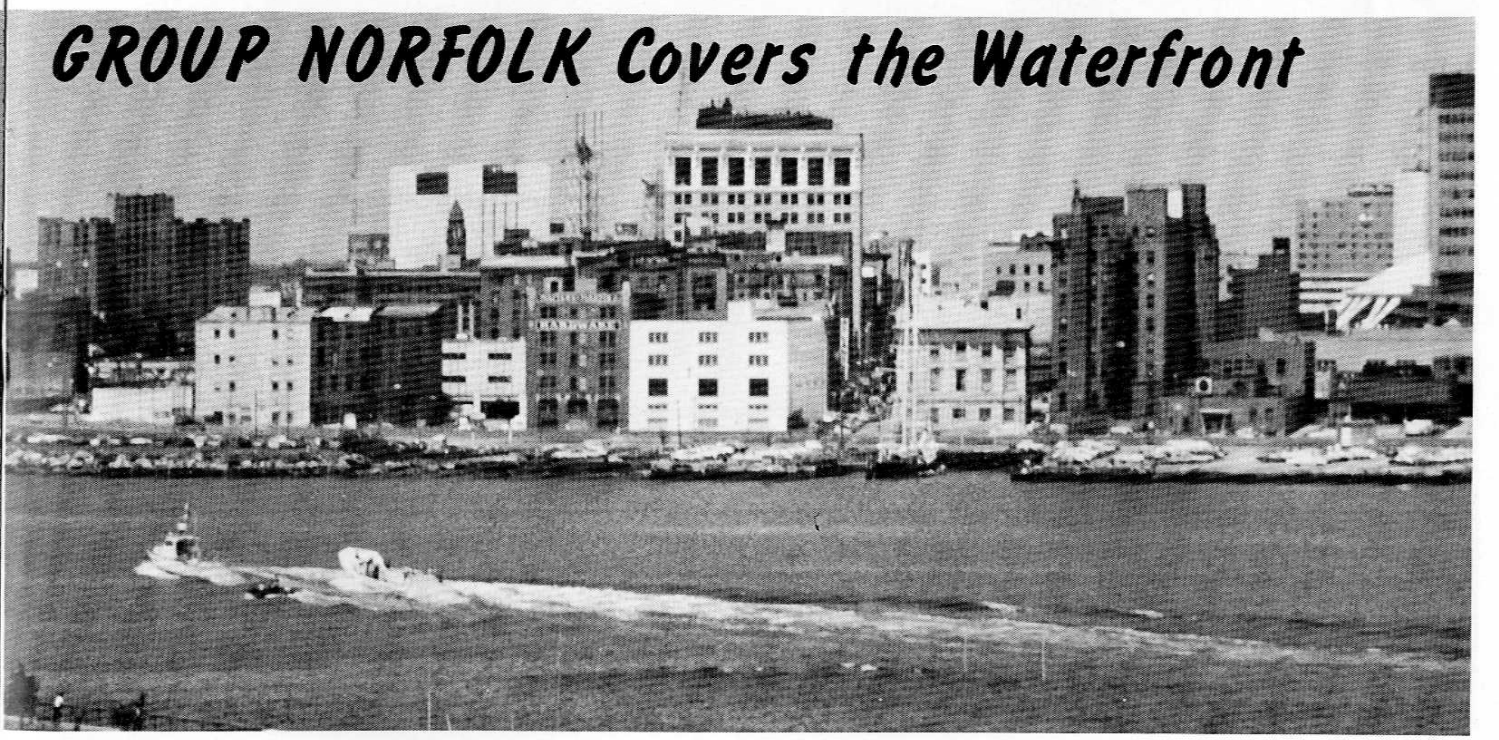
CWO-3 Larry E. Gray is Assistant Operations Officer of Group Hampton Roads. Like his brother, Chief Eugene Gray of Little Creek Station, CWO-3 Gray finds that Norfolk reservists have a real "can-do" attitude.

"We needed some help on the Cutters MOHICAN and CHOCK, and the two Reserve C.O.s found men who had the ability and wanted the experience of working on these vessels."

CWO Gray sums up the working relationship that has developed between so many Regular units and the reservists of Norfolk: "We don't see any difference between our Regulars and these reservists. We like the idea of having them around permanently. It's a new day in the Coast Guard."

by LCDR Howard Copeland, Commanding Officer, CGRU Norfolk II

GROUP NORFOLK Covers the Waterfront



Sixty-foot spray batters New Hampshire coast (UPI)

Group Boston Tames Old Man Winter

By YNC Edward S. Chapman, Jr.

The Great Blizzard of '78 is history now. Whipping winds, whirling snow and smashing ocean waves have vanished. Flowers are now blooming and the sun is hot, but the battering blizzard, the one which killed 20 New Englanders, won't soon be forgotten.

The blizzard, February 7 and 8, damaged thousands of homes, left people stranded and put the state of Massachusetts in crisis. It also tested the skills and lifesaving knowledge of Coast Guard reservists.

Here's a look at how Reserve Group Boston rolled up its sleeves and went to work helping people:

3,400 manhours were put in by reservists during and after the storm.

24 reservists went on active duty for various lengths of time to help stricken communities get back on their feet.

Workdays ranged from 12 to 20 hours for 12 reservists who responded immediately to the request for help.

840 cellars and homes were pumped out by teams of reservists.

Pumps were transported by four reservists as much as 200 miles to hard stricken areas on the Massachusetts south shore.

One reservist, Charles F. Bucko, died with four civilians while attempting to rescue the crew of a grounded tanker during the height of the storm.

More than two feet of snow virtually paralyzed much of New England. Thousands of motorists were stranded for one or two days on highways, but their plight was overshadowed by the disaster on the coast, where homes were ripped from their foundations and swallowed by the sea. Massive flooding from high, surging tides caused major destruction in the communities of Scituate and Hull, the home of busy Coast Guard Station Point Allerton.

A state of emergency declared by the Gover-

nor of Massachusetts mobilized the eastern part of the state. The National Guard, Army, Civil Defense and police assumed control.

Reserve unit commanding officers assigned to Group Boston were encouraged by Captain Stanley R. Hyle, Reserve Group Boston's Commander, to assess the emergency in their operating areas and to take whatever action they could to assist. A massive callup of reservists was not done because many reservists were physically isolated in their homes. Said CAPT Hyle, "An across the board call-up was impractical and it was felt that maximum effectiveness would be achieved by individual efforts from personnel who were able to respond to requests for assistance."

While the final snowflakes from the two-day blizzard were still falling, CWO Peter LaFountaine, Commanding Officer of Reserve Unit Point Allerton, left his central Massachusetts home and headed for the coast. All travel on Bay State roads was banned, but he received special clearance from state police.

Point Allerton, under the command of CWO John Taylor, was playing host to many families left without housing and food because of flood waters. Reservists were already calling in to offer assistance. Eleven reservists managed to get to the station within hours and stayed for three days.

"No one really knew what was needed at the outset," LaFountaine said. "There were 8 to 12 feet of water in the streets surrounding the station. Our personnel helped take care of people and pumped cellars."

"Reservists and regulars worked side by side as a team throughout the whole disaster. Some of the things we had to worry about were explosions and electrocutions. There were many hot electrical wires down in the streets and in flooded basements. Several houses had also exploded because of gas pockets," LaFountaine said. Another hazard which confronted reservists was the possibility of catching hepatitis and chicken pox, two diseases which started to strike flood victims.

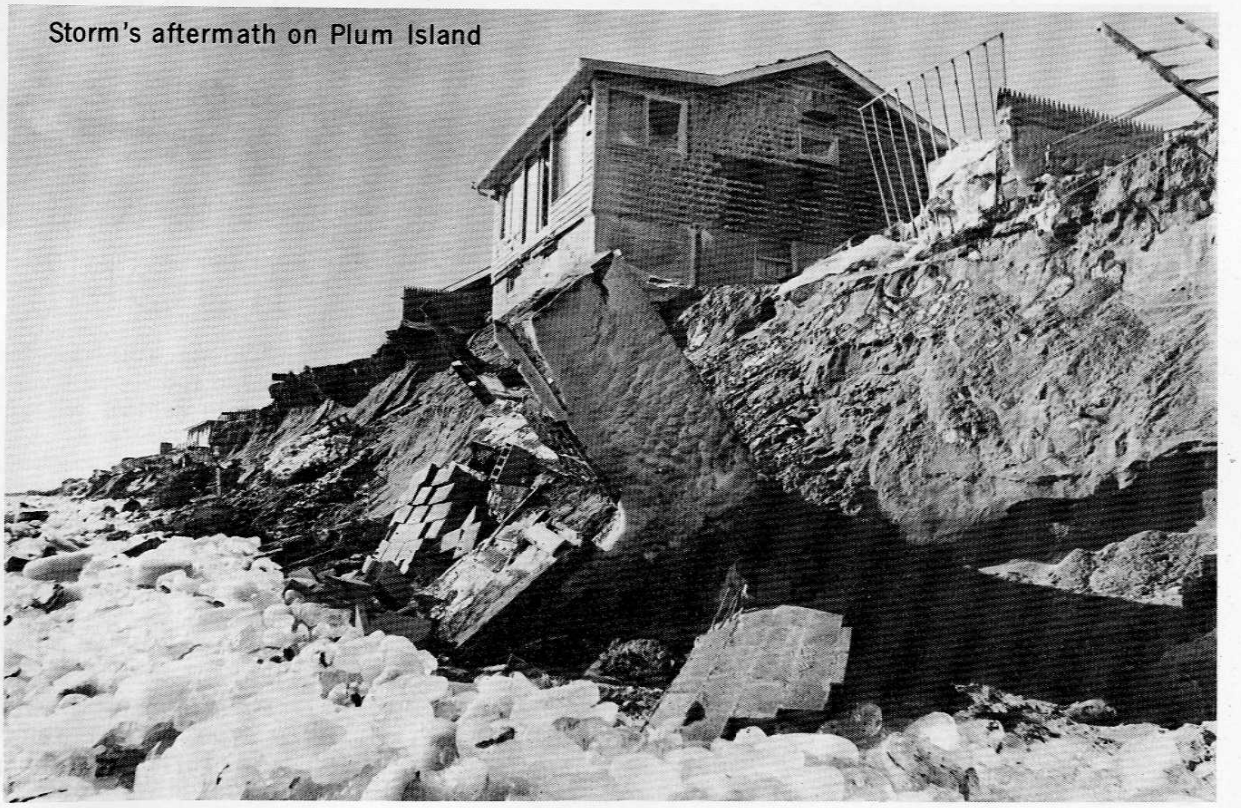
LCDR Paul Keane, Commanding Officer of the Reserve unit at Marine Safety Station Boston and ENS Neal Doherty joined the recovery effort, acting as Coast Guard liaison with the Red Cross, the Army, the Metropolitan District Commission and law enforcement officials. They also directed pumping teams working in the community.

A couple of reservists acted as divers, assisting the Army in hooking chains to cars which were underwater. Cars had to be moved off some streets for the cleanup work to continue.

"Coast Guard reservists who are also registered emergency medical technicians went out into the street treating people who had received cuts and bruises," LaFountaine said.

"There wasn't a man or woman reservist who quit. Soggy, wet, oily, they all worked hard."

Storm's aftermath on Plum Island



The Coast Guard and the OCS

by CAPT Le Roy Reid, USCGR

OCS is a new abbreviation in use by the Coast Guard, and it doesn't mean Officer Candidate School. It is an international term for the Outer Continental Shelf. The OCS is the part of the land mass of North America that extends many miles out from the coast under relatively shallow water.

Congress passed the Outer Continental Shelf Lands Act in 1953 and is currently in the process of amending the legislation. The Act, along with other federal statutes, outlines the Coast Guard's responsibilities on the OCS.

Today, as the need for new energy sources pushes oil and gas development further offshore into new frontier areas, the Coast Guard is making a strong effort to ensure that offshore drilling operations are safe and non-polluting.

Drilling units on the OCS number in the thousands. Hundreds of them are manned. Over 27,000 people work and live on the OCS of the United States.

The Coast Guard is responsible for promoting maritime safety and environmental protection on the OCS. Among our missions are:

SAFETY OF LIFE AND PROPERTY ON OFFSHORE STRUCTURES: We issue regulations and inspect construction, life saving and fire fighting equipment, and operation of offshore structures.

SAFETY OF NAVIGATION: We establish requirements for lights, fog signals and general marking of offshore structures. Also, to reduce the risk of collisions, the Coast Guard recommends locations for traffic separation schemes and fairways through the oil-producing areas of the OCS.

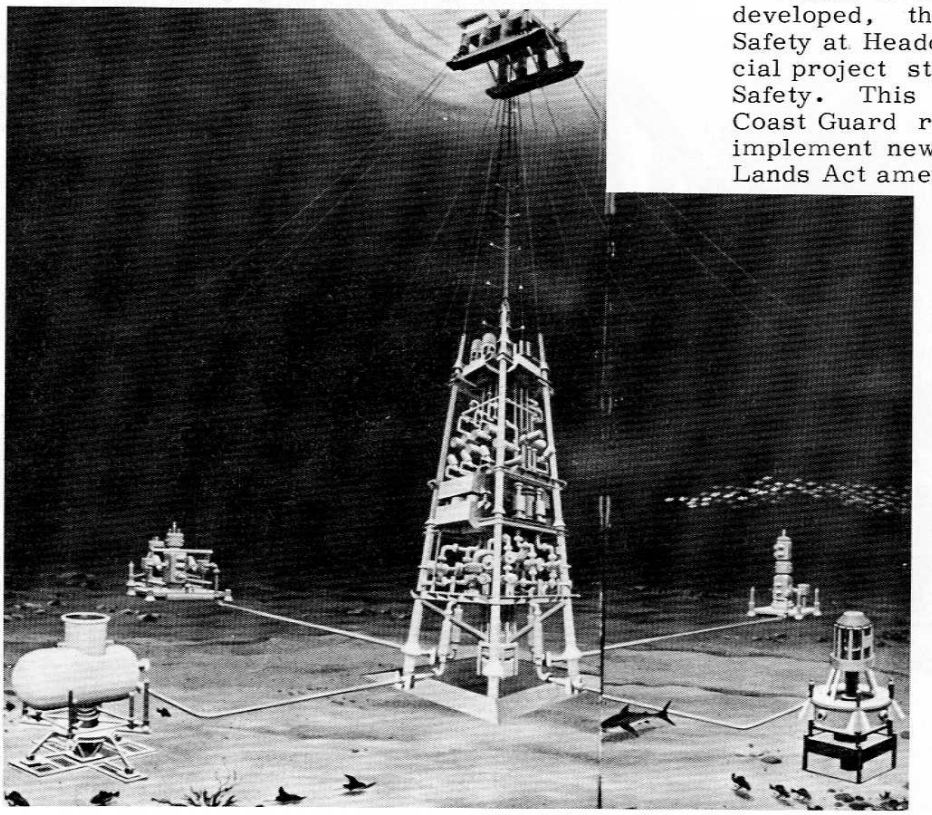
COMMERCIAL VESSEL SAFETY: The Coast Guard inspects and certificates most U. S. flag commercial vessels involved in OCS operations, including mobile offshore drilling units, crew boats, supply vessels and construction vessels.

MARINE ENVIRONMENTAL PROTECTION: The Clean Water Act of 1977 gives the Coast Guard responsibility for enforcing prevention, control and clean-up of discharges of oil and other hazardous substances from facilities on the OCS.

UNDERWATER SAFETY: Diving operations and underwater structures are found in many OCS industrial activities. The Coast Guard monitors such activities and issues regulations covering commercial diving operations.

Inspections and investigations of the OCS facilities are conducted by personnel of the Marine Safety Offices and Marine Inspection Offices located in major coastal cities of the United States.

Because of the speed at which the OCS is being developed, the Office of Merchant Marine Safety at Headquarters has established a special project staff for Outer Continental Shelf Safety. This staff will coordinate existing Coast Guard responsibilities on the OCS and implement new functions that the pending OCS Lands Act amendments will require.



A composite drawing of several types of underwater drills. At surface is drilling platform. (W-K-M Wellhead Systems, Inc.)

HOLIDAY ON THE BAY

Mobile reservists spent the Memorial Day weekend outside in the fresh air, getting lots of exercise -- but not quite in the way they'd planned.

May 26, the Friday night before the holiday weekend, a ship hit a fuel pier in the Port of Mobile. A slick, sticky conglomeration of six different fuel and crude oils -- about 85,000 gallons -- gushed into the harbor.

Reservists were on scene within 20 minutes. Several Mobile reservists who are police and firemen reported to the spill site directly from 24-hour duty. Reservists mopped oil and provided support through the entire three day weekend. Their quick action prevented the oil from reaching the sensitive oyster and shrimp beds of Mobile Bay.

Said CAPT Simonds, Captain of the Port and Commanding Officer of Marine Safety Office Mobile, "The reservists kept our morale high and got the best training in their lives. Our only problem was keeping them from working too hard!"

Obtaining adequate food for the workers wasn't easy. The Reserve unit took charge of providing hot meals that weekend. "We missed the reservists when they left," said CAPT Simonds.

Thanks in part to reservists who gave up their holiday weekend to help, most of Mobile Harbor was open by Tuesday.

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