

1 September 1970

Dear Friends,

Once again it is time for the monthly newsletter from the Coast Guard Loran Station at Gesashi, Okinawa, to the friends and relatives of the men who man this station. The purpose of this letter is to keep the people at home informed as to what we are doing so very far away from our native land.

Almost the full month of August was utilized in preparation for a District Staff Inspection of the station. A team of 5 inspectors was coming from the Fourteenth District office in Honolulu, and our new section commander, Captain RANDLE, from Fuchu, Japan, was accompanying the team for his first view of the station. It was a busy time of scrubbing, painting, and minor repairs, but time well spent as the inspection report stated, in part, "This station continues to maintain its excellence in station material condition. Barracks area very neat and tidy. All areas were well prepared for inspection." We have a station that we can be proud of, due, in no small part, to the continuous effort put forth by a crew that works together at all times. I am, understandably, quite proud of the crew.

On the Fourth of August, we took time out of our normal work routine to celebrate Coast Guard Day, the 180<sup>th</sup> anniversary of the founding of the Coast Guard, the oldest continuous service in the United States. In 1790, Secretary of the Treasury Alexander Hamilton's idea of a Revenue Cutter Service to prevent smuggling was accepted by Congress, and by 1791 the first ships were underway patrolling the coast of the new nation. Over the years that followed, The Revenue Cutter Service took on new jobs, including merchant marine inspection, international ice patrol, operating lighthouses, and performing convoy, towing, and blockade duty during the many wars in which we participated. In 1915, the Revenue Cutter Service joined with the Lifesaving Service and formed the Coast Guard, and has continued to broaden its primary functions until today, when we now embrace eight primary missions: (1) Search and Rescue, (2) Merchant marine safety, (3) Aids to Navigation, (4) Oceanography, (5) Meteorology and polar operations, (6) Military preparedness, (7) Reserve training, and (8) living up to our motto, "Semper Paratus" or "Always Ready". On the First of April, 1967, the Coast Guard left the Treasury Department and became a part of the newly formed Transportation Department. Although we are not a member of the Department of Defense, we are a military organization, and during time of war or national emergency we are integrated into the Navy. As a matter of fact, the Coast Guard is that hard nucleus about which the Navy forms in time of war.

As we are now in the middle of the typhoon season, we are becoming quite proficient at lowering the storm shutters and securing the station for high winds. However, not all of the results of a typhoon are readily explainable, as we found out this past month. The Case of the Color-changing Light. On the towers around the station are red aircraft warning lights which indicate to pilots at night obstructions to air transportation. After one typhoon had passed, one such red light had turned to white. Several days later, the same tower was again showing a red light, and we knew that no one had been near the light. Solution (arrived at several weeks later, after

many embarrassed conjectures): On the top of each tower are two white lights, each covered with a red dome. One of these red domes was broken during the typhoon, allowing the white light to show and overpower the second red colored light. After several days of exposure to the elements, the white light burned out, hence bringing the red light back into view. As we have not yet been authorized to secure power to climb the tower and investigate, this somewhat logical explanation has been accepted. If, when we do scale the tower, we find disputing facts, it will mean back to the drawing board.

Personnel turnover for August was slow, with four men leaving and two men arriving. BM1 J. J. JARUSZEWICZ, from the light attendant station, departed for Station Long Beach, California, and his replacement, BM1 Albert CITERO, arrived several days later from Group Chicago, Illinois. ET3 Tim CHESSER and EN3 Kerry Newland left on the same day, Tim for Group Atlantic City, New Jersey, and Kerry for Group New Orleans, Louisiana. SNET Mike HILLE arrived here for his first permanent duty assignment in the Coast Guard. And SN Billy MOSKOWITZ attained his goal after many tries - he was sent home to the states for release from active duty under a program for early release of reserve personnel. SNET Glen THOME completed time in rate and was promoted to petty officer third class.

So ends a very brief summary of the month of August, 1970, as witnessed from a small Coast Guard Loran Station situated on the east coast of Okinawa. As each month passes, slowly or swiftly, we are brought closer to the day when we are reunited with those we write to today, and can then reveal in full the many things which we pass over when communicating with pencil and paper.

Sincerely,

David H. LYON, LTJG, USCG  
Commanding Officer