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# FOIA MARKER

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**Record Group/Collection:** George H.W. Bush Presidential Records  
**Collection/Office of Origin:** Chief of Staff, White House Office of  
**Series:** Skinner, Sam, Files  
**Subseries:**

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**OA/ID Number:** 06121  
**Folder ID Number:** 06121-012

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**Folder Title:**  
Sam Skinner: 1989 Alpha File N-R [2]

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Stack:	Row:	Section:	Shelf:	Position:
<b>G</b>	<b>15</b>	<b>23</b>	<b>4</b>	

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## Withdrawal/Redaction Sheet (George Bush Library)

Doc. No. / Type	Subject/Title	Date	Restriction	Classification
001. List	Contact information for executives of Illinois Security Services, Inc. [redacted for personally identifiable information] (1 pp.)	3/24/2025	(b)(6)	
002. List	Contact information for executives of Illinois Security Services, Inc. [redacted for personally identifiable information] (1 pp.)	3/24/2025	(b)(6)	

**Collection:**

**Record Group:** Bush Presidential Records  
**Office:** Chief of Staff, White House Office of  
**Series:** Skinner, Samuel, Files  
**Subseries:**  
**WHORM Cat.:**  
**File Location:** Sam Skinner: 1989 Alpha File N-R [2]

**Pinksheet Number:** rkj009  
**OA/ID Number:** 06121-012  
**Date Closed:** 3/24/2020  
**FOIA/Sys Case #:** 2025-0466-S  
**Re-review Case #:**  
**P-2/P-5 Review Case #:**

THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

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Department of  
Transportation  
DOT 518



Ms. Deborah Norville  
NBC News  
30 Rockefeller Center  
New York, NY 10112

THE SECRETARY OF TRANSPORTATION

11-25-89

Dear Deborah  
Good Person + Good Job = "Homerun"  
things are settling down for  
you from what I see. Now  
just do a good job (which you will)  
and enjoy it. Also don't take yourself  
to seriously and lash out  
Forrest

DEBORAH NORVILLE

Dear Sam -

A belated thank you for your  
kind note!! It was a pretty  
intense few weeks for me - some-  
thing totally unlike anything  
I've ever experienced before!  
I believe (hope!!) I've wasted it

Walter - and am now looking  
forward to this terrific new job.

Sometime when you're in New York  
for more than 5 minutes, let's try to  
grab coffee or lunch -

And to you Congratulations!  
I wish you loads & loads of  
happiness. I'm sure she's a special  
gal.

All the best,  
Deborah

Alphab.

THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

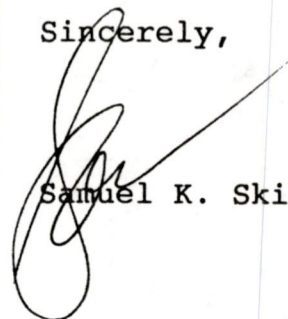
October 27, 1989

Dear Don:

Thank you for your note and the handsome memento from the Republican Senatorial Inner Circle 10th anniversary. It was my pleasure to participate in the fall briefing, and I am delighted that the program continues to be so successful.

With warm regards,

Sincerely,



Samuel K. Skinner

The Honorable Don Nickles  
Chairman  
Republican Senatorial Inner Circle  
425 Second Street, N.E.  
Washington, D.C. 20002

REPUBLICAN



SENATORIAL

INNER CIRCLE

Senator Bob Dole  
Republican Leader

Senator Don Nickles  
Chairman

October 10, 1989

The Honorable Samuel K. Skinner  
Secretary of Transportation  
400 Seventh Street, S.W. - Room 10200  
Washington, DC 20590

Dear Sam:

Thank you very much for your participation in our Inner Circle Fall Briefing. The event was quite successful due in large part to your participation and that of our Republican colleagues. These events are expected to net a total of well over two million dollars.

We had over 2300 Inner Circle members attending, 1350 of which are new Inner Circle members. We now have 7900 current active members. In addition, we were successful in recruiting 175 new life members. As you know, life members contribute \$10,000 per person or \$15,000 per couple and have become a valuable part of our campaign committee.

Again, thank you for taking time out of your busy schedule.

Sincerely,

A handwritten signature in blue ink that reads "Don".

Don Nickles  
Chairman

DN:rrr

U.S. DEPT OF  
TRANSPORTATION

89 OCT 25 AM 10: 20

OFFICE OF SECRETARY  
OF TRANSPORTATION  
EXECUTIVE SECRETARIAT

Alphab.

THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

September 15, 1989

Mr. Roy H. Norris  
Senior Vice President  
Marketing  
Cessna Aircraft Company  
P.O. Box 7706  
Wichita, Kansas 67277

Dear Roy:

Many thanks for your kind letter and the warm hospitality I received during my recent visit to Wichita.

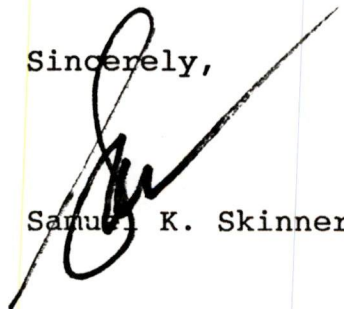
I very much enjoyed my trip, the highlight being able to fly the new Citation V.

The model airplane, you so graciously enclosed, will make a handsome addition to my desk.

I hope we have the opportunity to meet again soon.

With best regards,

Sincerely,



Samuel K. Skinner



September 12, 1989

Roy H. Norris  
Senior Vice President  
Marketing

The Honorable Samuel K. Skinner  
Secretary  
U.S. Department of Transportation  
400 Seventh Street, S.W.  
Washington, D.C. 20590

Dear Mr. Secretary:

It was a great privilege to meet you personally during your visit to Wichita. Thank you for giving us the opportunity to voice our opinions concerning issues in the business aircraft industry. And, I must admit, it is very encouraging to see an individual who is a pilot himself leading the Department of Transportation.

We were just delighted that you took the time to fly the new Citation V. It is truly a revolutionary airplane that represents the state of the art in the business aircraft industry today. And as we discussed, it has had an unprecedentedly strong acceptance in the marketplace with over 100 units sold to date.

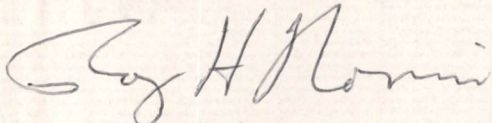
We feel the Citation V is exemplary of the benefits business aviation brings to U.S. business. It provides the ability to operate in and out of literally thousands of airports not served by the commercial air carriers. However, its state-of-the-art avionics package and superior performance make it a compatible neighbor in today's crowded ATC environment. And through straightforward design, the entire Citation series has achieved an unequalled safety record.

The Honorable Samuel K. Skinner  
Page 2  
September 12, 1989

Additionally, I think it is significant that over half of the Citation V's sold to date have been to international customers. That can't but help our balance of trade position. General aviation continues to represent a tremendous export opportunity for U.S. businesses.

All of us in general aviation sincerely appreciate the open-minded and balanced point of view you have brought to the Department of Transportation. Please accept our sincere best wishes for your continued success.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Roy H. Norris".

Roy H. Norris

P.S. I thought you might be able to find a place on your desk for the enclosed Citation V model. Just a small remembrance of your flight.

THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

August 7, 1989

Dear Jack:

Thanks for your note. Hope to see you soon.

Keep it straight.

Sincerely,

  
Samuel K. Skinner

Mr. John B. Nelson  
Senior Vice President  
La Salle Partners  
1875 Eye Street, N.W.  
Washington, D.C. 20006

SUSAN

**LA SALLE PARTNERS**

1875 I Street, N.W.  
Washington, D.C. 20006  
(202) 659-4100

June 12, 1989

The Honorable Samuel K. Skinner  
Secretary of Transportation  
U.S. Department of Transportation  
400 7th Street, S.W.  
Suite 10200  
Nassig Building  
Washington, D.C. 20590

Dear Sam:

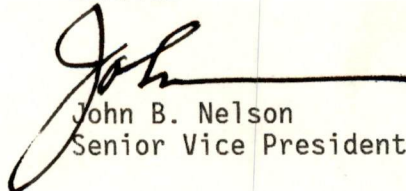
It was good seeing you recently at Congressional after many years following our both leaving the IBM company.

LaSalle Partners has been my organization for over 15 years and almost 10 years ago I opened our Washington, D.C. office. We have grown to almost forty employees here in D.C. and have completed our major local effort in the redevelopment of Union Station. Without making a lot of noise, we feel that Union Station is a wonderful result of our firm's significant effort and will positively impact the Capital Hill area.

We are very confident of your performance as Secretary of Transportation for our country and look forward to seeing you in the not too distant future.

Best regards,

LA SALLE PARTNERS  
LIMITED

  
John B. Nelson  
Senior Vice President

CC: William D. Sanders  
JBN:nme

Dear Jack  
Thanks for your notes,  
Hope to see you soon.  
Keep it straight.  
SKS

THE SECRETARY OF TRANSPORTATION

7-10-89

Chuck

Good meeting you last night.  
We all appreciate what you have  
done. Please come in and see me  
the next time you are in D.C.  
Sam Skinner

THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

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Transportation  
DOT 518



Mr. Chuck Norris  
18653 Ventura Boulevard, #751  
Tarzana, CA 91356

818/705-2599

Alphabetical

THE SECRETARY OF TRANSPORTATION

8-6-89

Dear Greg

It was great seeing you today.  
"Knock em dead" this week at  
Kemper Lakes. You are in my home  
town and I can't think of anyone  
who deserves to win this event more  
than you.  
From the tips  
Sen

THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

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Transportation  
DOT 518



Mr. Greg Norman  
c/o International Management Group  
Suite 1300  
One Erieview Plaza  
Cleveland, Ohio 44114

6/13/89

THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

Rear Admiral Robert T. Nelson USCG  
Chief, Office of Navigation Safety  
and Waterway Services  
United State Coast Guard  
Washington, D. C. 20593-0001


Dear Bob:

Thank you for forwarding me a copy of your  
Aids to Navigation Bulletin. As you know, I  
recognize and appreciate this important  
operation of the Coast Guard.

It was my pleasure to visit the cutters PAPAW  
and RAMBLER with you recently. I found it to  
be an interesting and very instructive day.  
As always the Coast Guard hospitality was  
great and the professionalism of the Coast  
Guardsmen readily apparent.

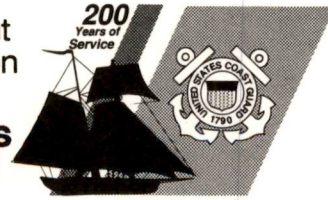
I'm glad we had the opportunity to meet. Keep  
up the good work.

Sincerely,

  
Samuel K. Skinner

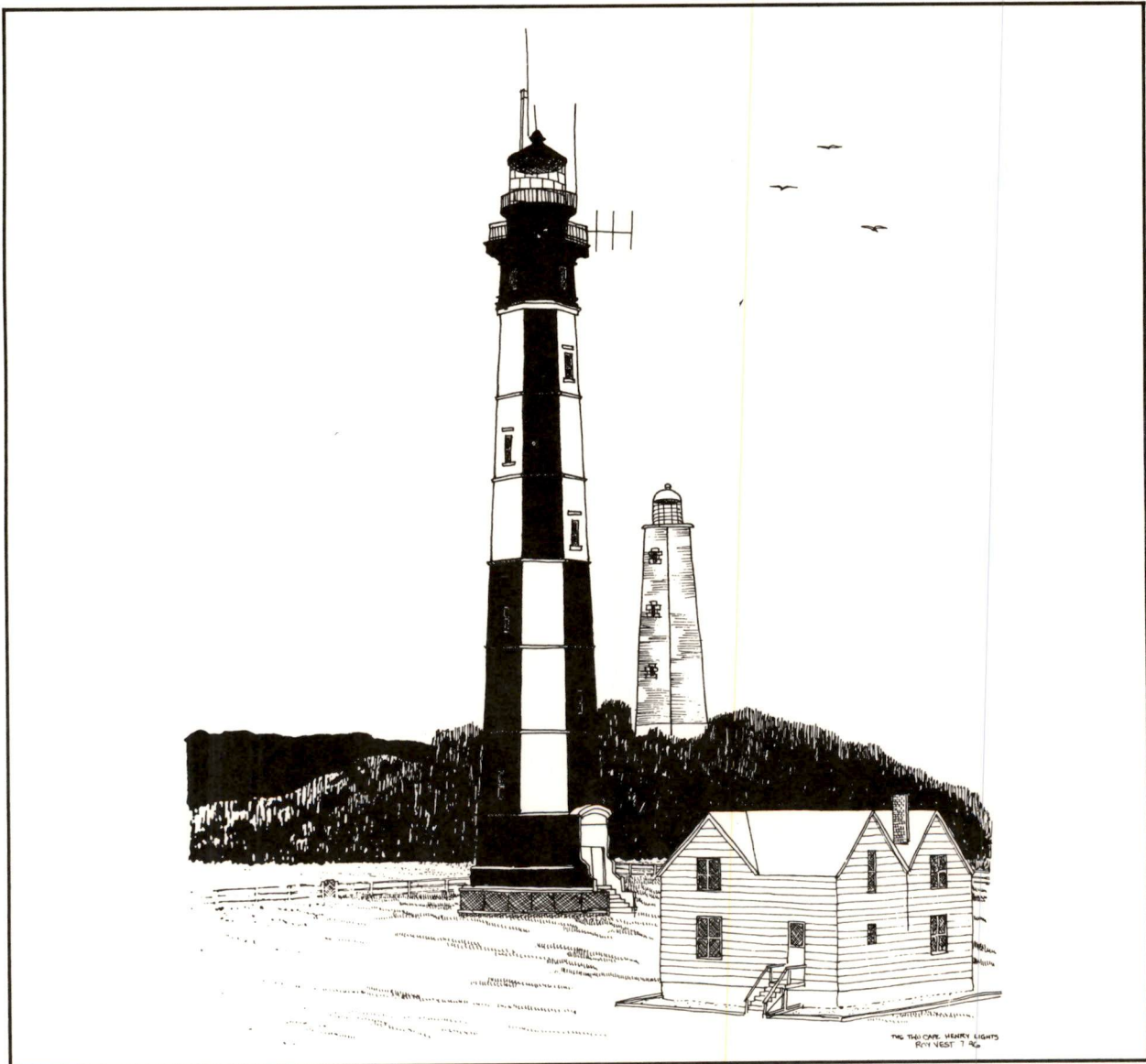
U.S. Department  
of Transportation

United States  
Coast Guard



*Cigasa - Power Plus of America*  
**FY-90 Primary Battery Contract**  
*See new wiring diagrams on page 17*

# Aids to Navigation Bulletin



Vol. 18 No. 2  
March/April 1989

National Aids To Navigation School  
Reserve Training Center  
Yorktown, Virginia

# National Aids to Navigation School USCG Reserve Training Center, Yorktown, Virginia

Aids to Navigation systems of the United States and its territories are established, operated and maintained by the Coast Guard to assist the mariner in locating his position and to warn him of nearby dangers and obstructions.

This is done for the benefit of commercial vessels, recreational boaters, and to support the operations of the Armed Forces. Title 14 of the U.S. Code makes this a responsibility of the Coast Guard.

The Aids to Navigation Bulletin is published to support the individuals and units involved in providing a reliable aids to navigation system for the mariner. The Bulletin seeks to meet the following objectives:

- ◆ To provide a means of circulating jobskill information among aids to navigation technicians.
- ◆ To increase professionalism and professional knowledge of all aids to navigation personnel.
- ◆ To act as a channel for information flow amidst the aids to navigation servicing units, District Office staffs and Headquarters staffs.
- ◆ To publish articles and photographs about people, units or events which may be of general interest.

To satisfy these objectives, it is necessary for all who read the Bulletin to take an active part in determining its contents. If you have found a "better way" or performed a unique evolution – share it with other people in the AtoN field. Approval from higher authority is not necessary to submit an article or an idea for an article. Articles or ideas for articles may be submitted directly to the National Aids to Navigation School at the following address:

**Editor, AtoN Bulletin**  
**National Aids to Navigation School**  
**P.O. Box 4**  
**U.S.C.G. RTC**  
**Yorktown, VA 23690-5000**

Submissions are welcome in any form; handwritten, typed, on a CG Standard Terminal 5-1/4" diskette or electronically via modem. Black and white photographs are highly desired for reproduction quality but color prints are acceptable.

The articles contained herein are non-directive and non-record material. They are published for informational purposes only.

### School Telephone Numbers

FTS 827-XXXX  
 Comm (804) 898-XXXX

General Information/YN ..... 2139  
 Bulletin Editor (FTS Only) ..... 2509  
 Technical Advisor ..... 2145  
 Training Team Coordinator  
 (FTS Only) ..... 2408  
 Major Aids Staff ..... 2123  
 Minor Aids Staff ..... 2139  
 Electronic Mail Information .... 2145

### Electronic Bulletin Submissions

**CT Mail** – Call first to be added to list.  
 Center Name ..... RTCNATON  
 User Name ..... SCHOOL  
 FTS Phone ..... 827-2668  
 Connect Time ..... 07:45 – 17:00  
 ..... MTWTF

**ASCII Modem** – Call as required.

### On The Cover

Cape Henry Light. Sketch by QMC Roy Vest currently attached to Group San Francisco. The original sandstone tower (90') was finished in 1792 at a cost of \$15,200. The replacement tower (165') was made of cast-iron plates backed by masonry walls, completed in 1881 at a cost of \$125K.

## DISTRIBUTION

### Coast Guard SDL

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<b>B</b>	2	8		4		2	2		2	1	2						3		1	1	1						
<b>C</b>					2	1	1	1	1	2	1	1	1		1	1	1					1	1	2		1	
<b>D</b>	1				2				1						1						1					3	
<b>E</b>	1	1				1	1	1								1					1						

### Other:

Various International  
 Governments, Domestic  
 Manufacturers and Private  
 Citizens affiliated with the  
 Aids to Navigation mission.

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# AMERICA'S LIGHTHOUSE BICENTENNIAL 1789 – 1989

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## **ETC Earl T. Arnett National Aids To Navigation School**

### **The Lighthouse Board 1852 to 1910**

The establishment of the Lighthouse Board marked a period of rapid growth for the Lighthouse Service. During the fifty-seven years of its existence, the Lighthouse Service grew from 1,536 to 11,661 aids to navigation. The quality of construction of lighthouses during this period was excellent, even in the most difficult locations.

The Lighthouse Board consisted of two high ranking Navy Officers, one officer from the Corps of Engineers of the Army, one officer from the Corps of Topographical Engineers of the Army, and two civilians of high scientific attainments. Two junior officers, one from the Navy and one from the Engineers of the Army, were added as secretaries.

The Lighthouse Board began by setting up twelve lighthouse districts, placing an officer from the Army or Navy in each district as the Lighthouse Inspector. The number of districts was increased to sixteen in 1886. This was due to the two newly created districts covering the Mississippi, Missouri, and Ohio rivers, and the need to manage the aids to navigation on non-contiguous islands governed by the United States.

Rules and regulations were developed and enforced. Instructions for uniforms were issued. Congress tasked the newly created Board to develop a new and economical system of administration. In meeting the task, an engineer of the Army was tasked with preparing all plans, drawings, and estimates of cost for equipment,

construction, maintenance and repairs. All materials were to be procured by government contract. All bids were reviewed and accepted by the Lighthouse Board. All works of construction, renovation and repair were made under the superintendent of an engineer of the Army.

During the Civil War, many lighthouses were partially or totally destroyed. Light vessels were taken by the Confederacy, and many were sunk to obstruct channels. The Lighthouse Service assisted military operations by relighting lights and placing special buoys, lights, and lightships. A total of 164 lights were discontinued during the war. By 1866, most of them were re-lit.

In 1862 came the first of two attempts by the Navy to take control of the Lighthouse Service. The second attempt came in the years from 1882 to 1885. Both attempts were vigorously opposed by the Secretary of the Treasury and the Lighthouse Board. The result was that the Lighthouse Service remained in the Treasury Department until 1903. In that year, it was transferred to the newly created Department of Commerce and Labor.

Not long after becoming a part of the Department of Commerce and Labor, the deficiencies in the method of governing the Lighthouse Service by a Board became evident. The three main problems were:

- ◆ A lack of an executive head with decision making authority and responsibility.

- ◆ Friction at the district level over the division of authority between the Navy officer assigned to maintain and inspect the lights, and the Army engineer charged with construction and repair of the lights.

◆ The short assignment tour of the officers being assigned to the Lighthouse Service resulted in a lack of expertise on the part of the inspectors and the engineers.

The end result was the abolition of the Lighthouse Board and the creation of the Bureau of Lighthouses on June 17, 1910.

The Lighthouse Board accomplished a great deal during its existence, and brought the aids to

navigation program in the United States up to the technology of the day. The technological advances and events during this period cover over ten pages in the Coast Guard publication *Chronology of Aids to Navigation and the Old Lighthouse Service 1716-1939 (CG-458)*, and are too numerous to list in this brief article. I would encourage those interested to take a look at this publication some time if you have an interest in the "Early Days" of the Lighthouse Service.



# SCHOOL NEWS

## From the School Chief

**CDR Brian W. Hadler**

### **NATON School Quotas Curtailed!**

As we go to press, NATON School was directed to cancel ANC-LT 04-89 and ANC-LNB; and reduced the quotas for ANC-TT 01-89. All fourth quarter courses are on hold. Third quarter courses with TONOs already issued will go on as scheduled. This action was necessitated due to a training quota budget shortfall.

We will keep you apprised through the District Training Team Chiefs. Stay in touch.

### **Rear Admiral R. T. Nelson Visits NATON School**

On 9 - 10 March, Rear Admiral Nelson visited Reserve Training Center Yorktown for familiarization of training programs now under his Office of Navigation. Various training facilities located at the RTC provided briefs and demonstrations.

An entire half day was devoted to the NATON School. Rear Admiral Nelson was treated to a "brown bag" lunch which included a five foot sub sandwich. During lunch members of the staff gave presentations on our recent exportable training trips to D17 & D14, a newly developed standard workstation positioning tutorial, and a "self paced" training aid recently instituted in the Lighthouse Technician Course. Following lunch the Admiral was briefed on the School's billet structure and job descriptions; operating budget; course offerings; quota management; and Technical Advisor functions. This was followed by a complete tour of the facility with the Admiral participating in a practical minor aid troubleshooting exercise and Aid Control Monitoring System demonstration.

Admiral Nelson left the School with a raised level of respect for the training offered and the amount of "high tech" gear field personnel encounter in conducting their everyday AtoN operations.

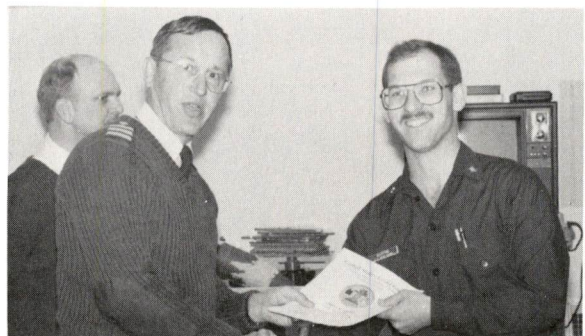
See photos later in this section.

### **First 100 Per Cent**

The Advanced Minor Aid Servicing Course (ANC-AM 01-89) which graduated 17 Feb 89 had two firsts. BM1 Kenneth H. Graham, CGC WOODRUSH and BM3 James S. Giuffre, ANT Galveston both received a final grade of 100%. For those of you who have not attended the revised course, it now includes twenty-three (23) written and practical exercises each of which counts toward your final score. No one previously had received a perfect score. BZ.



BM1 Graham receives his certificate.



BM3 Giuffre receives his certificate.

Photos by CW03 Parry, NATON School



RADM Nelson is treated to brown bag lunch at NATON School.



ET1 McCaffity demonstrates ACMS equipment.

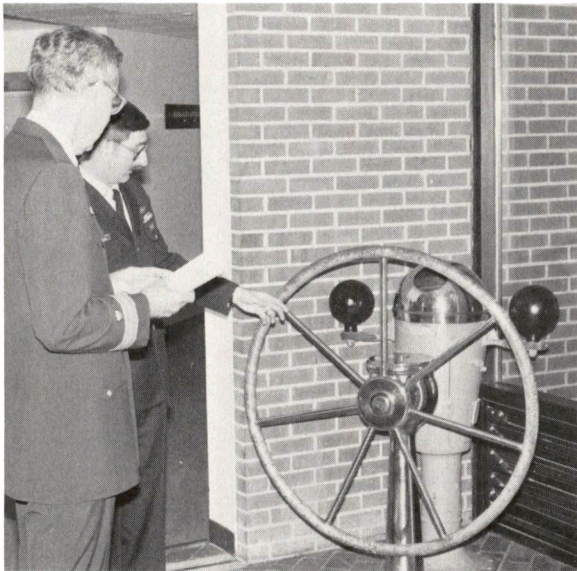


RADM Nelson tries his hand at troubleshooting a 155 mm lantern.



BMC Collins explains the use of the Outdoor Beacon Laboratory.

Photos by PA2 Toledo, RTC & CWO3 Parry, NATON School



BCMC Clark shows the Admiral the School's collection of AtoN artifacts.



CDR Hadler presents the Admiral with his course completion certificate for ANC-ADM.

Photos by PA2 Toledo, RTC & CWO3 Parry, NATON School

## Unit Hats, Patches and Photos

Our hat and patch collection continues to grow. Is yours the missing one?

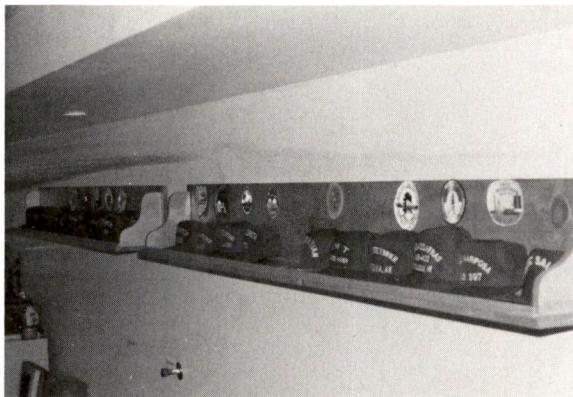


Photo by YN2 McFadden, NATON School

## From the Editor

LT Ed Merkle

### Major Aids & Positioning People

Where are YOU? My in box is empty. How about a picture (black/white preferable) article on one of the last remaining manned lighthouses, or a recent ACMS installation, or maybe your latest positioning team effort time saver. Don't be left out!

The AtoN Engineers are threatening to have their own section. To include things like lessons learned during that Main Motor Rewind, or my ship was re-engined, or crane/winch/hammer maintenance procedures. Send me those articles!

Take the time, it will benefit the rest of the AtoN community. This is YOUR Bulletin. Share your ideas.

And the answer to the Jan/Feb Bulletin cover photo contest was:



### Racine Reef Light

Background (courtesy of 9th CG District oan).

Racine Reef Light (LLNR 19405) located on the west side of Lake Michigan off Racine Wisconsin. Constructed in 1904 by the Ninth District U.S. Lighthouse Engineers. Focal height 72 feet above the lake. The original structure (contest picture) was destroyed in 1961 and replaced with a tankhouse mounted on a skeleton tower.

Three correct entries were submitted. The winner by draw, was CWO John Quinn, Group Humboldt Bay. A School patch is in the mail. Congratulations.

Special thanks to PA2 Toledo, RTC Yorktown for taking and especially for developing the many photos taken for this edition.

## From the Training Coordinator

BMCM James H. Clark, Jr

### FY90 NATIONAL AIDS TO NAVIGATION SCHOOL "PROJECTED" SCHEDULE

CRS	CRS#	LGTH	CDATE	GDATE	OFF	PO	NR
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#### BASIC MINOR AIDS TO NAVIGATION SERVICING COURSE

ANC-BM	01-90	01	10/02/89	10/06/89	0	10	10
ANC-BM	02-90	01	01/22/90	01/26/90	0	10	10
ANC-BM	03-90	01	02/05/90	02/09/90	0	10	10
ANC-BM	04-90	01	02/26/90	03/02/90	0	10	10
ANC-BM	05-90	01	04/02/90	04/06/90	0	10	10
ANC-BM	06-90	01	04/23/90	04/27/90	0	10	10
ANC-BM	07-90	01	07/09/90	07/13/90	0	10	10
ANC-BM	08-90	01	09/10/90	09/14/90	0	10	10

#### ADVANCED MINOR AIDS TO NAVIGATION SERVICING COURSE

ANC-AM	01-90	02	10/16/89	10/27/89	0	15	0
ANC-AM	02-90	02	03/05/90	03/16/90	0	15	0
ANC-AM	03-90	02	07/16/90	07/27/90	0	15	0
ANC-AM	04-90	02	09/17/90	09/28/90	0	15	0

#### BUOY DECK SUPERVISOR COURSE

ANC-BDS	01-90	01	03/05/90	03/09/90	10	5	0
ANC-BDS	02-90	01	09/24/90	09/28/90	10	5	0

#### AID POSITIONING COURSE

ANC-AP	01-90	01	10/16/89	10/20/89	0	10	0
ANC-AP	02-90	01	11/13/89	11/17/89	0	10	0
ANC-AP	03-90	01	01/22/90	01/26/90	0	10	0
ANC-AP	04-90	01	02/26/90	03/02/90	0	10	0
ANC-AP	05-90	01	03/19/90	03/23/90	0	10	0
ANC-AP	06-90	01	04/23/90	04/27/90	0	10	0
ANC-AP	07-90	01	06/25/90	06/29/90	0	10	0
ANC-AP	08-90	01	07/09/90	07/13/90	0	10	0

#### AUTOMATED AIDS TO NAVIGATION LIGHTHOUSE TECHNICIAN COURSE

ANC-LT	01-90	03	10/30/89	11/17/89	0	10	0
ANC-LT	02-90	03	03/12/90	03/30/90	0	10	0
ANC-LT	03-90	03	07/23/90	08/10/90	0	10	0

#### AID CONTROL MONITORING SYSTEM COURSE

ANC-ACMS	01-90	01	11/27/89	12/01/89	0	6	0
ANC-ACMS	02-90	01	05/14/90	05/18/90	0	6	0
ANC-ACMS	03-90	01	08/13/90	08/17/90	0	6	0

CRS	CRS#	LGTH	CDATE	GDATE	OFF	PO	NR
<b>VIDEOGRAPH B FOG DETECTOR/NAUTEL NX SERIES RADIOBEACON COURSE</b>							
ANC-FDRB	01-90	02	12/04/89	12/15/89	0	6	0
ANC-FDRB	02-90	02	04/30/90	05/11/90	0	6	0
ANC-FDRB	03-90	02	08/20/90	08/31/90	0	6	0
<b>LARGE NAVIGATION BUOY SYSTEMS COURSE</b>							
ANC-LNB	01-90	01	DEPENDS ON LNB AVAIL		0	10	0
<b>OFFICER BASIC AIDS TO NAVIGATION COURSE</b>							
ANC-OB	01-90	02	10/23/89	11/03/89	12	0	0
ANC-OB	02-90	02	01/29/90	02/09/90	12	0	0
ANC-OB	03-90	02	04/30/90	05/11/90	12	0	0
ANC-OB	04-90	02	08/06/90	08/17/90	12	0	0
ANC-OB	05-90	02	09/10/90	09/21/90	12	0	0
<b>OFFICER ADVANCED AIDS TO NAVIGATION COURSE</b>							
ANC-OA	01-90	02	03/26/90	04/06/90	13	0	0
<b>CONSTRUCTION TENDER COURSE</b>							
ANC-C	01-90	01	01/08/90	01/12/90	2	11	0
ANC-C	02-90	01	06/04/90	06/08/90	2	11	0
<b>TRAINING TEAM SEMINAR</b>							
ANC-TT	01-90	01	06/11/90	06/15/90	0	10	0
<b>CONSTRUCTION TENDER COURSE FOR MKs</b>							
ANC-C-MK	01-90	01	11/13/89	11/17/89	0	18	0
<b>LISTER/LIMA DIESEL MAINTENANCE COURSE</b>							
ANC-M	01-90	1.4	12/04/89	12/12/89	0	10	0
ANC-M	02-90	1.4	06/04/90	06/12/90	0	10	0

This schedule reflects a 20+% reduction from last year. With less quotas available we must ensure that the right personnel are attending courses. Check your (PAL) Personnel Allowance List Qual Codes. The District Training Teams should only be issuing TONOs to those that require training in accordance with the designated Qual Codes.

e.g. If your PAL only requires QMs to attend Aid Positioning then AP short term training requests for other than QMs should be denied. If a need exists for other than QMs, take appropriate steps to update your PAL.



# AIDS TO NAVIGATION TECHNICAL ADVISOR

**CWO3 James R. Parry**  
**National Aids to Navigation School**

## **Excess Property**

The following comes from the Eighth District Training Team:

"The Eighth District has on hand approximately fifty excess, used, but good (low mileage), 250mm lanterns that are in need of a good home. All have been bead blasted and repainted. Some have lenses and lens covers. All come with the focusing bracket and all associated hardware. Any unit (Eighth District or other) in need of some 250s for field use or for parts can contact the D8 (oan) Training Team at FTS 682-6234 or (504) 589-6234 to initiate adoption proceedings."

If any other units have equipment that is in excess of their needs, send a note to the Editor of the AtoN BULLETIN and we will be happy to publish it.

## **Wrong Lamps**

BMC White, XPO of PRIMROSE recently found another error in the Tech Manual (COMDTINST M16500.3). The stock numbers for 12V marine signal lamps listed on page 6-48 (Table 6-10) are incorrect. If you order using these numbers you will probably receive lamps from the Defense

General Supply Center (S9G) at 48¢ each instead of Coast Guard Supply Center Brooklyn (ZNB) at about \$3.50 each.

Hey!, you say, why shouldn't I save some money and get the cheap lamps? Makes sense, doesn't it?

The AtoN Marine Signal lamps stocked in Brooklyn differ from the S9G stock in that the Coast Guard lamps meet a stringent specification (see page 6-47, Tech Manual). If you look at one of the S9G lamps in a lens, the filament may well pass through the focusing "X" or "O" and appear to be O.K. Don't let this fool you! Passing through the focal plane does not guarantee it to be straighten with the lamp collar, minimum intensity (lumens), nor minimum 500 hour service life. That is why there is such a cost difference.

The following stock numbers should be used to order 12 Volt Marine Signal Lamps from Coast Guard Supply Center Brooklyn (ZNB):

.25 AMP .....	6240 01 032 5034
.55 AMP .....	6240 01 199 2374
.77 AMP .....	6240 01 186 2033
1.15 AMP .....	6240 01 186 2032
2.03 AMP .....	6240 00 262 8845
3.05 AMP .....	6240 00 262 8840
3.05 AMP (for use in other than ISO 6)	
.....	6240 01 GL7 4683

When your bean counters make out the order make sure they use the correct ZNB routing identifier with a "C" service code.

## Batteries by the Pallet

CWO Frias, Commanding Officer of White Heath, received the following letter from Delco Remy Division at General Motors Corporation. I thought you might be interested in how many batteries you have to order from Delco. There is no contract so we have to play by their rules... Good Luck!

"Dear Sir,

Thank you for your order number 23/89/15503/6066 for 20 pcs. of the Delco 2000 Photovoltaic batteries. The batteries will be forthcoming as your order was entered today.

However, I need to inform you of our policy change on minimum order quantities. In the future the minimum order quantity will be 1 pallet (or 54 batteries) for the S2000 battery.

If you have questions regarding our pallet quantities or if I may be of further service, please don't hesitate to call me at (317) 646-3886.

Sincerely,

DELCO REMY DIVISION

J. L. Gray  
Battery Sales

## Foam Buoy Problems

The following was received from BMC Grady, OinC ANT Oregon Inlet. If anyone else is having a problem with these buoys let your district Training Team know.

This unit has deployed numerous foam buoys (4th & 5th class) in our Area of Responsibility (AOR) over the past months and observed some problems that need to be resolved.

The buoys were deployed in an area which has a strong current and harsh environment. The following problems have been observed.

The buoys are separating (coming apart) apparently due to the excessive wear caused by heavy current and sea conditions. The nut at the base of the bottom pipe appears to be working and wearing the washer enough that the bottom pipe slides over the nut causing the buoy to come apart.

In our AOR buoy relocation is a constant problem and requires towing the buoy. Due to the lack of chain stoppers on small boats, relocating buoys is being accomplished by using the buoy itself. A towline is attached to the threaded lifting eye for this operation. On two occasions the through rod has broken causing the buoy to come apart. I recommend a larger through rod be utilized for these class buoys.

COMDT (G-ECV) has been informed of the problem and action will be taken to correct.

## Construction Tender Course for MKs

Hosted at the Pileco and Weatherford Plant Facilities in Houston, TX



Students gather around Mr Floyd Lindsey for lesson on the new Braden PD12C winch.



Students do a complete tear down and rebuild of the winch.



Mr Rick Garcia & Mr Leroy Wesatzke of Pileco, Inc demonstrate the firing of the new Delmag D6-32 Diesel Pile Hammer.



Students, under the instruction of Mr Garcia, complete tear down and rebuild of the hammer's fuel pump assembly.

Photos by CWO3 Parry, NATON School

# from the top .....

## the office of navigation safety and waterway services short range aids to navigation division Rear Admiral R. T. Nelson

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I have been Chief of The Office of Navigation Safety and Waterway Services for almost one year. During this time, I have been very busy with all of the many new things I am now Program Director for since reorganization. I thought this would be a good time to share some of my thoughts on Aids to Navigation and give you a feeling for some of our future directions.

The first thing I would like to note and call to your attention is the invaluable national resource we have in the NATON school. Recently, I visited the school and came away with a better understanding and appreciation of how complex aids to navigation have become. Advances in solar power systems and automated equipment for operating and monitoring unattended lighthouses has led to significant improvements in productivity. I was highly impressed by the variety of ATON courses offered, the professionalism of the staff, and the number of students receiving training each year.

I encourage all the Commanding Officers and Officers in Charge of AtoN units to make use of this outstanding facility to the maximum extent possible. It is your School, and I urge you to give the staff there your full support.

One issue that is of concern to us in the SRA Program as well as all those in government service is the push to "privatization." Many of you are aware of the pressure we have been under to privatize the actual operation of some of our units such as ANTs and buoy tenders. It is a real issue. We are already contracting the servicing of aids in limited areas in three districts and replacement programs for WLBs, WLMs, and buoy boats have all been delayed and linked to progress in contracting. However, I feel there is a new breeze

blowing in this area. People are starting to realize the importance of a smooth operating national system of aids to navigation, managed and maintained by Coast Guard professionals.

I can now report to you that the Commandant has sent a Decision Paper to the Secretary seeking his support for continued Coast Guard operation of ANTs and buoy tenders. The push to privatize may not be finished, but I am encouraged by the growing awareness I see of the recognition that Coast Guard servicing of aids to navigation is essential to maritime safety.

Another area that will be of interest to you is that we are finally making real progress on replacing and renovating our buoy tender fleet. The long delayed replacement project for the WLB is nearing a key milestone with release of a draft Request for Proposals to seek industry comment on our plans to design and build the replacement WLB. By this time next year, I expect contractors to be working on the actual ship design. SLEP is moving ahead at the yard with MADRONA due for delivery in September 1989, and LAUREL in January 1990. Re-engineing of 14 Major Ren WLBs is well underway and should be completed by the end of 1990. Two WLRs, the KANKAKEE and GREENBRIER, are under construction and scheduled for delivery by mid 1990. The Yard is also finishing up construction of the eleven 130' barges for the Second District. Finally, we have money in the FY89 budget to start construction of a 120' barge to operate on the Great Lakes with the 140' WTGB. As you can see, many projects are coming to fruition to ensure we maintain a reliable fleet of servicing units for years to come.

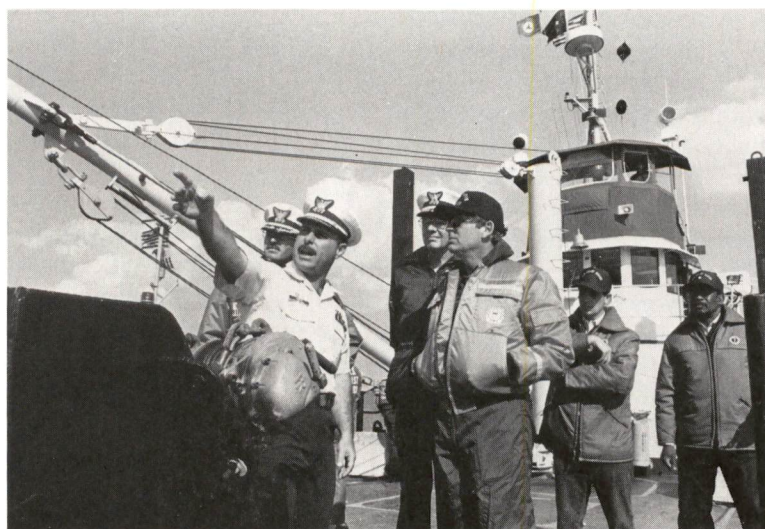
Although not a former tender sailor, I have had many occasions to deal with the aids to navigation community on policy, budget and operational matters during my prior tours at Headquarters (G-CBU & G-CPA) and as Second District Commander. I am very familiar with the past unfair characterization of AtoN operations by those who would privatize AtoN (i.e. Grace Commission) at any cost. Such attacks brought intensive review of your tasks and I can tell you that the inventory of your accomplishments brought new respect and support for AtoN work by your fellow Coast Guardsmen. And I believe that your fine work in support of aids to navigation and in other missions areas (e.g. Valdez

oil spill clean up) are now being better recognized and appreciated by the new administration as evidenced by the support we are receiving to renovate and replace our buoy tenders and the interest we are receiving from our new Secretary. I recently had the pleasure of visiting the CGC PAWPAW and CGC RAMBLER with Secretary Skinner. He was impressed with the professionalism and dedication of the ATON professionals he observed. Keep up the good work!

We will continue to keep you informed of items of interest through articles such as this in future Bulletins .



Secretary of Transportation Skinner and RADM Nelson visit USCGC PAPA W.



Secretary of Transportation Skinner and RADM Nelson visit USCGC RAMBLER.

Photos courtesy of D7 Public Affairs



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## Touch of Realism to DC Training

### CWO2 Straub, CGC BUTTONWOOD

USCGC BUTTONWOOD has added a touch of realism to her damage control drills. Following REFTRA deployment in March 1988, BUTTONWOOD's Damage Control Training Team (DCTT) began to investigate methods of improving the quality of training. Several training aids were built by ship's personnel, such as a ruptured pipe to attach to the firemain system and a soundpowered phone blocking device to impose communication failures. But by far the best training aid acquired was a smoke generator.

Purchased from a Houston theatrical supply company, the Martin Junior 900 generates volumes of harmless, non-corrosive, dry smoke that will quickly fill a compartment. BUTTONWOOD repair teams now enter smoke-filled compartments with a sense of reality due to restrictions to visibility and blaring smoke detectors. No longer are drills imposed by stopping a watchstander and saying "Hey, there's a fire in here". Now personnel making a round discover smoke and their initial response is more accurately judged. In addition, spaces must now actually be desmoked and ship's personnel have learned to control the spread of smoke through the ship with the use of fire blankets.

We have also found the smoke generator useful in determining air flow patterns within various spaces. By generating smoke in a compartment we

have been able to locate sources of oxygen that would feed a fire and determine exactly where smoke would spread for a fire in a given space. Of particular note was the fact that on board a WLB the main propulsion engines will consume a large quantity of smoke created, even with the engine room ventilation.

The initial cost of \$860.00, which includes four gallons of smoke liquid, may seem a bit high, but the benefits derived from utilizing this training aid more than offset this initial outlay. The repair parties of USCGC BUTTONWOOD are now better prepared to deal with the actual conditions of fire because of this training aid - THE SMOKE GENERATOR.

## Cegasa Batteries

### BMC D.R. Collins

#### National Aids to Navigation School

Aldist 065/89 identified a new term (FY 90) contract for AtoN primary batteries. There are some significant differences between the "Old" and "New" style power units. Contracts and technical documentation will be supplied by Power Plus of America to all units placing orders.

After a visit to the factory and several calls to Headquarters, the information on the following pages has been provided to answer your immediate questions and/or concerns:

# CEGASA PRIMARY BATTERIES

## Composition:

Air depolarized air alkaline battery  
 Zinc anode (negative connection)  
 Carbon Cathode (positive connection)  
 Potassium Hydroxide Electrolyte (KOH)  
 Gelled using corn starch gelling agent

## Electrical Features:

Output Voltage                      1.5 volts per cell  
 Output Capacity                    1000 Ampere Hours per cell

Maximum Load at 70 degrees F, per 1000 Ah

0.5      amps continuous  
 1.0      amps daylight controlled and continuous  
 3.0      amps flashed on 12 percent duty cycle and  
           daylight controlled

## Designations:

Cegasa Number	Cost	CG Designation	Description
2AS10-2 (No Coast Guard Application)		2S10D	1000 Ah 2 cells series
AS10-4	\$49	2S20D	2000 Ah 2 cells paralleled
3AS10-2	\$73	3S10D	1000 Ah 3 cells series
AS10-6	\$73	3S30D	3000 Ah 3 cells paralleled
9AS10-2	\$375	B10D	1000 Ah Buoy power
9AS10-4	\$715	B20D	2000 Ah Buoy power
9AS10-6	\$915	B30D	3000 Ah Buoy power

## Ordering Information:

Power Plus of America  
 1605 Lakes Parkway  
 Lawrenceville, Ga 30243

Attention Mr. Ron Putt

## Wiring:

1000 Ah power unit requires 9 cells (3ea 3AS10-2)

2000 Ah power unit requires 18 cells (9ea AS10-4)

3000 Ah power unit requires 27 cells (9ea AS10-6)

## Load testing shore aid primary power units:

- A. Power units with 50 per cent or more RBDT remaining, showing 11.9v or less **Check cell to cell**

Cell to Cell voltages

Taken on cells **WIRED in SERIES** (2AS10-2 and 3AS10-2)

1 cell	less than 1.3 volts	Replace Cell
2 cell	less than 2.6 volts	Replace Battery
3 cell	less than 3.9 volts	Replace Battery

Taken on cells **WIRED in PARALLEL** (AS10-4 and AS10-6)

less than 1.3 volts Replace Battery

- B. Power units with more than 20 percent but less than 50 per cent RBDT remaining, showing 11.5v or less **Check cell to cell**

Cell to Cell voltages

Taken on cells **WIRED in SERIES**

1 cell	less than 1.3 volts	Replace Cell
2 cell	less than 2.6 volts	Replace Battery
3 cell	less than 3.9 volts	Replace Battery

Taken on cells **WIRED in PARALLEL**

less than 1.3 volts Replace Battery

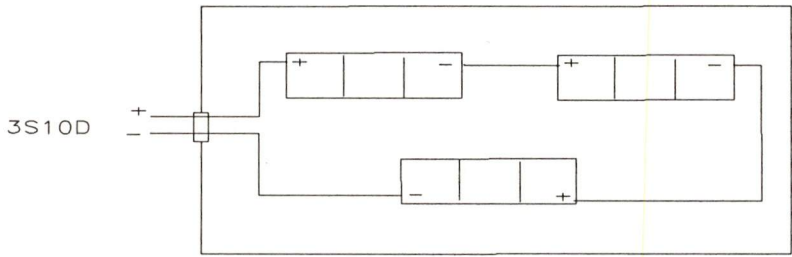
## Load testing Buoy power units:

Power units with 50 per cent or more RBDT remaining, showing 11.7v or less **Replace power unit**

Power units with more than 20 per cent but less than 50 per cent RBDT remaining, showing 11.5v or less **Replace power unit**

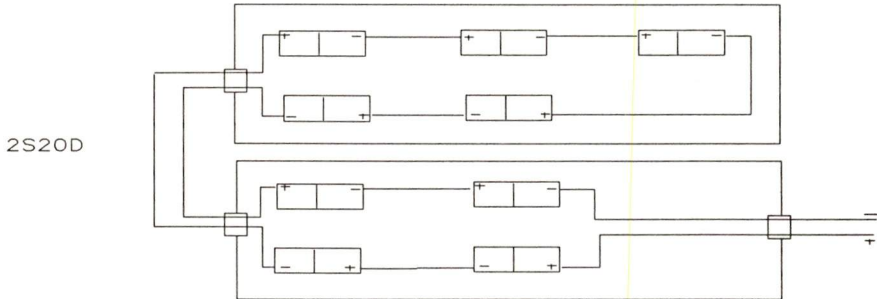
Buoy power units failing prematurely are warranted by Power Plus and should be replaced on a pro-rated basis.

### 12 Volt 1000 Ah Shore Aid Primary Power



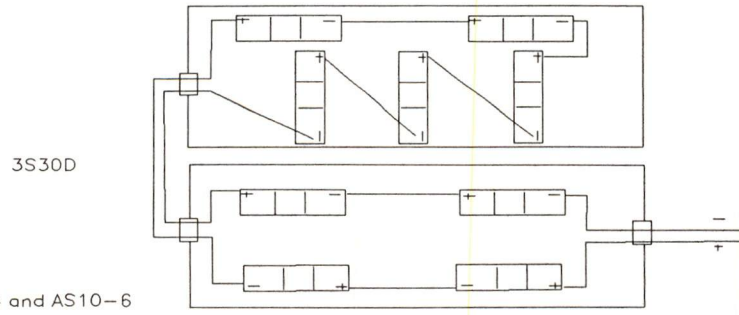
Nominal Voltage 13.5 Volts  
 Cegasa Battery Type 3AS10-2  
 Ampere Hours 1000  
 Number of Batteries Used 3 Batteries  
 9 Cells total  
 Wiring Scheme: Series

### 12 Volt 2000 Ah Shore Aid Primary Power



Nominal Voltage 13.5 Volts  
 Cegasa Battery Type AS10-4  
 Ampere Hours 2000  
 Number of Batteries Used 9 Batteries  
 18 Cells total  
 Wiring Scheme: Parallel/Series

### 12 Volt 3000 Ah Shore Aid Primary Power



Nominal Voltage 13.5 Volts  
 Cegasa Battery Type AS10-6  
 Ampere Hours 3000  
 Number of Batteries Used 9 Batteries  
 27 Cells total  
 Wiring Scheme: Parallel/Series

Note: AS10-4 and AS10-6 Batteries are prewired in PARALLEL at factory

## High Pressure Water Washer

### CWO3 Sexton, USCGC BASSWOOD

If you First Lieutenants are looking for an item which will actually reduce your work load on the buoy deck, consider buying a high pressure water washer.

The model purchased by BASSWOOD is a Landa PG6-3000 which cost \$2900. It provides 3000 PSI working pressure and requires approximately 5 GPM water supply. The machine we have will remove all soft growth and normally 80 percent of hard growth from buoys. We have been able to reduce the man-hours required to scrape and clean buoy hulls by a minimum of 75 percent. If we are operating locally, we generally use the potable water system to supply the washer. During extended deployments, we switch over to using water from the forward peak tank. The washer is also used for fresh water washdowns, cleaning the buoy deck after AtoN ops and was recently used to clean our potable water tanks with excellent results.

Add-ons to the basic machine include chemical pickup for soaps, solvents, etc. and an attachment to allow water blasting. This machine is available from companies who deal in sandblasting equipment, and has proven to be well worth the cost.

Editor's Note: Same idea but different. BUTTONWOOD purchased a high pressure washer (capable of hot or cold, soap, etc.) which was permanently installed in the engine room. The engineers were the primary user as it was a very effective in maintaining clean bilges. During buoy ops the deckies would lead the hose out through the messdeck scuttle. Although we found sometimes the old fashion way (i.e. buoy scrapers) was still the best way, there was certainly occasion when the cleaner was both a time saver and did a much better job. Get with your engineers, if they don't have a high pressure washer for bilge cleaning they should and you deckies can use it to boot.

This model may also be of interest to buoy tenders in cold weather op-areas as it may remove ice from fouled cages and lifting bales.

## Ready Equipment Box for TANB AtoN Discrepancies

### BMC L.J. Muldoon

#### Aton Team Panama City

I've purchased 747 plano tackle boxes for approx. \$75.00 through North American Supply out of Falmouth, Mass for use as ready equipment boxes for TANB's. We have stocked them with all the small AtoN hardware, lamps, dlcs, stainless nuts & bolts, etc, also one flasher of each type used in an area of responsibility and a couple lampchangers.

If the boys are out performing operations and run into unexpected discrepancies or problems, they will have gear on board to fix it. And of course, God forbid, if someone forgets to load something (which we know never happens!).

I have successfully used these boxes at my last ANT team and here. They have been life savers a couple of times. They are made of hard plastic, so they don't rust, and are also pretty rugged.

I have the boys inventory them once a week, and as gear is used it is replaced upon return.



AtoN Ready Equipment Box.

Photo courtesy of BMC Muldoon

## Synthetic Moors

**LCDR Jeffrey G. Way**  
**USCGC Blackhaw**

In my short time onboard Blackhaw I have had to work several Coast Guard and NOAA buoys that use 8 plate nylon line as their risers. None of the moorings were alike, nor were they safe. Expanded use of synthetic risers seems to have started around 1984. The Coast Guard was (and still is) searching for a way to moor a buoy in deep water and not have the buoy hull floating below its design waterline. Early attempts at floating the chain used buoyant spheres in the riser. Later versions of the same idea found fifth class unlighted aids shackled into the riser. Though of short term benefit, constant chafing of the float usually resulted in flooding. Now the aid did not have the buoyancy, and the mooring was significantly harder to service.

With nylon, the weight of the chain is removed, not the strength. But retrieval of a nylon moor was always a problem. The most popular solution seems to be the use of "Telefoni Eyes" spliced into the line every 20' - 25'. The idea was that each pull would bring you to the next eye. There have been a few articles on synthetic moors in the Bulletin in the past. Most were optimistic about nylon's future. I would like to describe a few of BLACKHAW's recent deck evolutions with nylon to support my dislike of synthetic moors.

On a Coast Guard buoy in 140' of water: With 70' of nylon riser on a station that works fairly heavily in large swells, we had hoped to find eye splices every 20' - 25'. Upon pulling the nylon we found that at the maximum pull distance with the whip, we could sometimes grab the next eye. This was a distance estimated at 40+ feet and beyond the expected safe loading of the line. After retrieving the moor we found the nylon with some marine growth, but extremely stiff and with little resiliency. We concluded that constant working over 2 years had permanently stretched and hardened the line.

On a NOAA buoy in 790' of water: We were asked to add another 100' of 8 plate line to the moor 20' above the existing nylon. The original

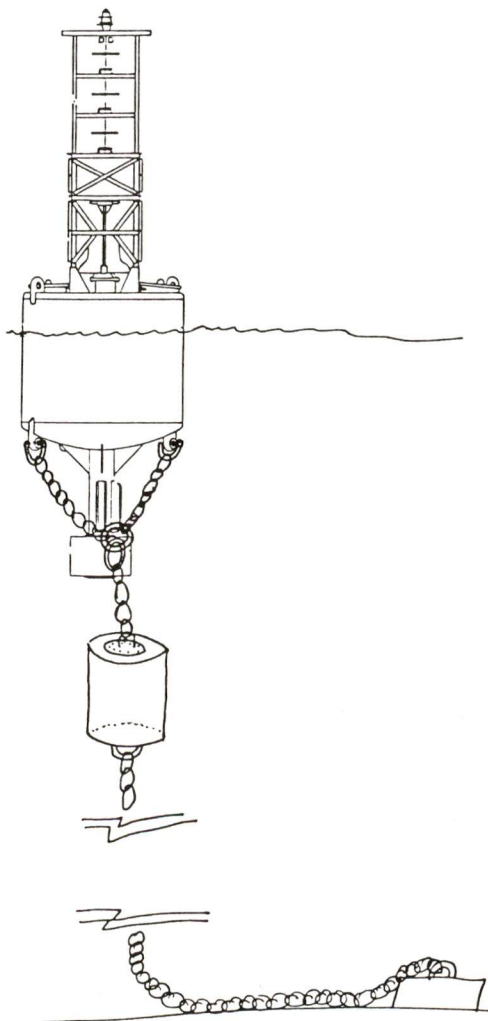
moor included a 435' nylon riser. On the initial visit to attach a temporary buoy, we added the additional riser. When bringing the NOMAD buoy aboard during the service we felt that the boom was excessively loaded for no apparent reason. NOAA later requested we reset the NOMAD with a new mooring and retrieve the old. As we started the pulls on the new 100' section in the old mooring (eyes were 20' apart) we again could barely reach to the next eye with a maximum pull on the whip (40+ feet). After five dangerous pulls we reached the separation chain between the nylon riser sections. Our whip could no longer pull, our main was again heavily strained. We knew we were at short stay with a probably fouled mooring. We decided not to risk our rig, and elected to trip the remaining mooring (435' nylon - 4 shots chain - 6,000 lb anchor). Initial attempts to trip the chain stopper were unsuccessful. A bigger seaman with a larger hammer was applied, and when the chain stopper did trip, it was not the casual flip of a weight over the side. The stopper snapped down to the hull plating, breaking both hinge pins on the chain stopper. We concluded that the 435' riser must have been at or beyond maximum loading because of a fouled moor.

Other synthetic moors we have worked have been similar to these. I do not like the nylon moor because:

1. The line stores energy that can be released with no warning.
2. Even with these eye splices, seamen must work too close to stored energy.
3. Hand-over-handing the moor or stopping it with the cross deck just increases the amount of time you must spend around the line.
4. No matter what has been said, we don't trust the eyes. We have seen three of them part during retrieval.
5. Working the nylon end splice through the collar is harder than chain and shackles.
6. NDBC states that each time nylon line touches the side of the ship it is chafed or damaged.

So what do we do? We still have a problem with chain weight on deep moors. I suggest we might combine an old idea with a new technology. Our old floats in the riser had some merit. NOAA currently uses glass balls in deep water moors, however this is too fragile for our applications. I recommend a float – as part of the riser – made of the same foam now used in new 5th class unlighted buoys. The foam is durable, light, very buoyant – and can be handled around the buoy deck with little concern about damage. The design is similar to what NDBC is using as a temporary buoy. (See sketch) The size would have to be determined by the amount of buoyancy desired.

Anyway – it's an idea – strongly motivated by a dislike for nylon.



Rolled foam float as part of riser.

Sketch courtesy of LCDR Way

## New 22" Swingbolt Battery Pocket Closures

Mr. R. K. Chang (G-ECV-3B)

The new 22-inch swingbolt closure has been designed to replace the V-band and bolted-flange closures used on 6X20LR and 7X17LR buoys. (See COMDTNOTE 10500 of 2 Sep 88.) It was designed to provide an easily sealed pocket which avoids interference with the tower legs. The side-swingbolt arrangement uses existing swingbolts and door gasket materials. In fact, the design is very similar to deck hatches found on most cutters.

For the Buoy Depot Repair Facilities:

Figures 1, 2, and 3 show the flange profiles for previous pocket closures. Specific replacement directions for unserviceable closures would be difficult to provide because of the many different penetrations used and degree of damage which requires repair. In general, follow these basic guidelines:

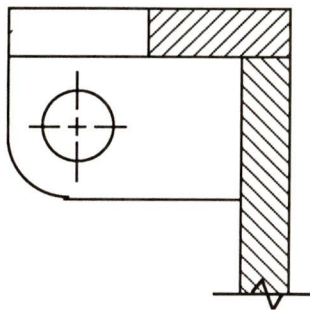
1. First, remove the existing flange and trim the cut edge to be perpendicular to the pocket sides.
2. Restore the pocket to its original height using a 1/4-inch thick rolled plate. Bevel the seam to provide for a full penetration weld; grind the interior and exterior flush after welding. The top edge of the pocket should be rounded and smooth to provide a "knife-edge" seal with the cover gasket. Be sure this new flange is mounted to the right height to avoid interference with bell buoy tappers when installed.
3. Six each swingbolt mounts are welded to the pocket as indicated in the drawing (121104 Rev. C). Note that the location and diameter of the mounts has changed from what was specified in the COMDTNOTE. The equally spaced mounts will usually be offset 5 degrees as indicated to minimize interference with the tower legs and pocket penetrations. For temporary repairs at sea, the standard swingbolt pins may be used. Keep in mind that these cannot be loaded as much as the new mounts.

4. The swingbolts, pocket cover, and gasket are then installed as shown in the drawing. Replacement gasket material is available in rolls. Be sure to angle the seam to provide a 45 deg. overlap and 45 deg. skive angle to ensure you have a good seal. Dry lubricant spray makes stretching and inserting the gasket easier.

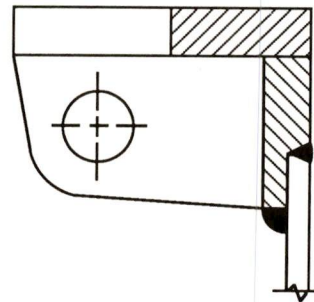
5. Align the pocket cover so the inboard swingbolts drop away from the vent lines and cable penetrations.

Replacement parts are available as follows:

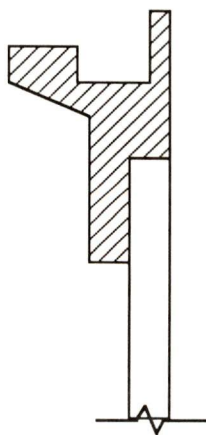
ITEM:	STOCK NUMBER:
Swingbolts	NSN 5340-01-034-5222
SUPCEN Brooklyn Mount	NSN 5315-01-288-0729
SUPCEN Curtis Bay Pocket Cover	NSN 6135-01-290-6897
SUPCEN Curtis Bay Gasket (W/T Door)	NSN 5330-00-542-1984
Defense Industrial Supply Center (DISC) Philadelphia	



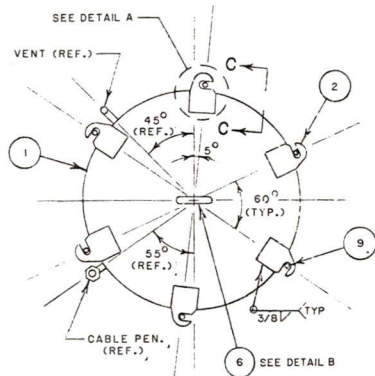
**BOLTED FLANGE**  
**FIGURE 1**



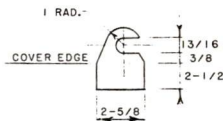
**CAST SWINGBOLT**  
**FIGURE 2**



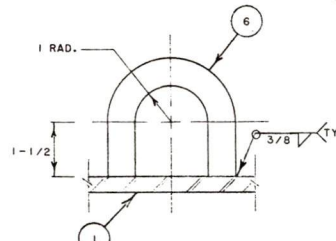
**V-BAND FLANGE**  
**FIGURE 3**



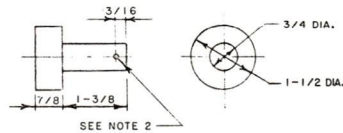
BATTERY POCKET COVER, TOP VIEW



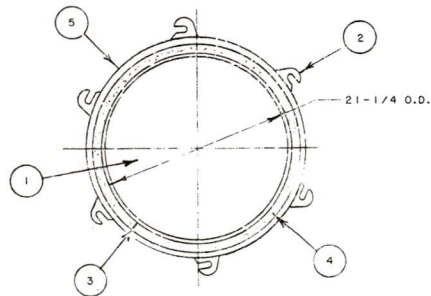
2 DETAIL A



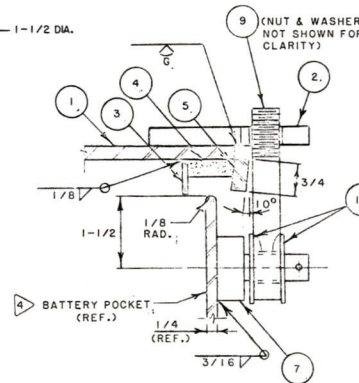
DETAIL B



7 DETAIL D



BATTERY POCKET COVER, BOTTOM VIEW



SECTION C-C

BILL OF MATERIALS

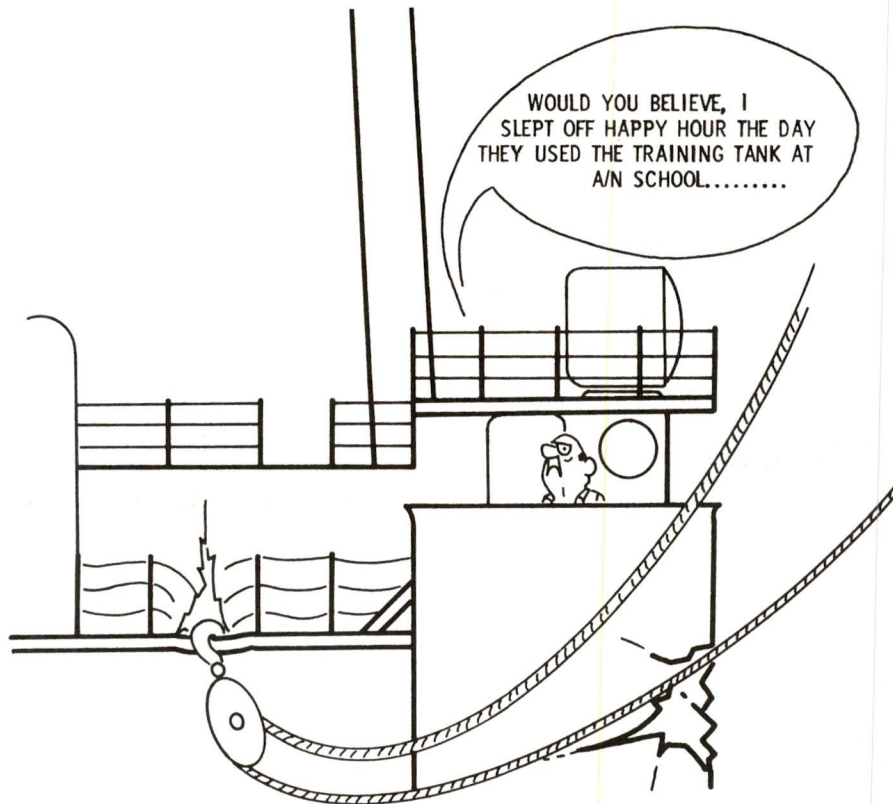
ITEM NO.	REQ.	DESCRIPTION	MATL.	REMARKS
1	1	COVER PLATE	STL.	23-3/4 O.D. x 3/8 THK.
2	6	SWINGBOLT	P20	3/8 THK.
3	1	COVER STIFFENER	Y	CAR. 1 x 1/8
4		COVER GASKET	RUB.	1/2 x 1-1/2, I.D. R-800 40 - 60 CURCHETER
5		COVER LIP	STL.	3/4 BAR x 3/8 THK.
6		LIFTING EYE	Y	3/4 DIA. BAR (SEE DETAIL B)
7	6	MOUNT	SST.	SEE DETAIL D
8		COTTER PIN		3/32 DIA. x 1-1/2 LG.
9		SWINGBOLT ASSY.		3/4 DIA. x 4 LG. (SEE NOTE 3)
10	12	WASHER	Y	3/4

NOTES:

- ALL DIMENSIONS ARE IN INCHES.
- DRILL HOLE TO SUIT ITEM 8.
- ITEM NO. 9: NSN 5340-01-034-5222 (SWINGBOLT, NUT, & WASHER).
- EXISTING V-BAND FLANGE AND BOLTED FLANGE BATTERY POCKETS MUST BE MODIFIED BY REMOVING THE OLD FLANGE AND INSTALLING NEW 1/4 THK. ROLLED PLATE TO ORIGINAL HEIGHT. USE FULL PENETRATION SEAM WELD.
- INSTALL ITEMS 7, 8, & 9 EQ. SPACED TO CORRESPOND WITH THE 5 DEG. OFFSET SHOWN IN THE TOP VIEW.
- SAME AS W/T DOOR GASKET NSN 5330-00-542-1984.

REV.	DATE	APPR.	DESCRIPTION	BY
C			CHANGED LOCATION AND SIZE OF ITEM 7. ADDED NOTE 6.	W.D.
B			MODIFIED ITEMS 2, 3, 4, 7, 8.	W.D.
A			CHANGED NSN OF ITEM 9. CHANGED DIMS. OF ITEMS 1 & 3.	W.D.
DESIGNED BY:	R.B.	U.S. COAST GUARD	HEADQUARTERS	
DRAWN BY:	W.D.		CIVIL ENGINEERING	
TRACED BY:				
CHECKED BY:				
REVIEWED BY:			22" BATTERY POCKET COVER	
			FOR USE ON 6x20 & 7x17 BUOYS	
APPROVED:				
DATE:				
REVIEWED BY:				
DATE:				
DRAWING NUMBER:	121104			B
SCALE:	NONE			SHEET 1 OF 1

SUPERSEDES G-ECV DRAWING NOS. 120067 & 121046



NO PART OF THE STRUCTURE  
REMAINS ABOVE THE CONTOUR OF  
THE NATURAL BOTTOM.....

A thought bubble containing the text: "NO PART OF THE STRUCTURE REMAINS ABOVE THE CONTOUR OF THE NATURAL BOTTOM.....".

WIRE DRAGGED  
COMPLETELY DESTROYED  
AND GONE !!

Text written in a jagged, lightning-bolt style font: "WIRE DRAGGED COMPLETELY DESTROYED AND GONE !!".



Editor's Note: Found these in some "old" files here at the school. Cartoonist unknown. I will reprint others as space permits.



**ACMS Field Changes  
USQ-91(V) as of March 1989**

**Mr. Ron Adkins  
G-TES-3B**

<u>F.C. No.</u>	<u>Action to be Taken</u>	<u>Field Change Stock No.</u>
1	Update software Eproms.	7610-01-GF4-1150
2	Snip pin on Raymond recorders.	7610-01-GF2-4351
3	Change resistor R3 on DY-4 Calendar/Clock cards.	7610-01-GF2-4352
4	Change pages in Tech. manuals for Analog board Alignment.	7610-01-GF4-1153
5	Replace Static Rams with Zero Powered Rams on the DY-4 Calendar/Clock cards.	7610-01-GF4-1154
6	Changes wiring to open the receive data lines during radio communication to prevent feedback.	7610-01-GF4-1155
7	Remote Unit software change version 3.2. Delays remote radio response.	7610-01-GF4-1156
8	Install back up battery to retain time and date at Master Units.	

**Notes:**

- ◆ Field Change 2 did not correct all problems with the Raymond recorder and will be addressed in a later field change.
- ◆ Field Change 5 must be completed prior to doing Field Change 8.
- ◆ Field Change 6 should be completed prior to installation or as soon as possible after installation.
- ◆ Field Changes 7 & 8 should be published by Summer 1989.

## **Transfer of Responsibility for Lighthouse Electronics**

**Mr. C. W. Scheck, G-TES-3B**

Effective 24 October 1988, responsibility for all Short Range Aids to Navigation (lighthouse) electronics has been transferred from the Office of Engineering to the Office of Command, Control & Communications. The transfer of responsibility includes transfer of related G-ECV-3D billets and positions to G-TES-3B, as well as funds from OG43 to OG42.

Under the transfer agreement, the Electronics Engineering Center (EECEN), Wildwood, N.J., will take on full Systems Management Engineering as well as Project Engineering for all lighthouse electronics. Lighthouse electronics includes such things as the ACMS, Audio Visual Controller (AVC), NAVAID Sensor Module and Panel, the Light Signal Controller and the Buoy Power Controller (BPC). The Aid to Navigation Test Facility will move from Alexandria, VA to the EECEN.

This transfer of responsibility will centralize all Coast Guard Short Range Aids to Navigation electronics in EECEN.

## **Trip Report Human Factors Engineering (HFE) Seminar**

**CWO J. Stein, G-TES-3B**

I attended a Human Factors Engineering (HFE) seminar on 1 March 1989 at Coast Guard Headquarters. It occurred to me that many of the HFE recommendations outlined by the instructor were actually considered by us when we added the alphanumeric (A/N) display to the BPC even though we lacked technical training in HFE at that time.

According to the seminar instructor, the HFE must ask himself 4 basic questions when planning, designing or evaluating the plans of others:

- ▶ What does the human do to operate/maintain this system?
- ▶ What is the worst case imaginable?
- ▶ What is the environment?
- ▶ What capabilities does the operator need?

In this case, we had a man-machine interface that consisted of an operator reading and interpreting a series of lights that were each either ON, OFF or FLASHING, to determine the operational status of a pair of diesel engine/generators sets.

The worst case imaginable was an engine mechanic arriving on board having no prior knowledge or experience with the controller or the engine/generators sets. He has no math skills and is prone to seasickness.

The environment consisted of a Large Navigational Buoy (LNB) at sea with at least one engine running. The motion of an LNB is known to induce seasickness in even the hardiest of sailors. Engine noise and vibration dominate the steel enclosure. Diesel fuel fumes and exhaust gases are present. The spaces are cramped. There is no heating or cooling system.

The operator needed to know a) that each of the lights had some numerical value; b) that the numerical values of the lights had to be added together to obtain a numerical code; and c) that the numerical code was related to the failure code and status code charts. Obviously, he would need some very basic math skill. He would then need to know which buttons to press to obtain the necessary responses from engine/generator sets and controller.

The addition of an A/N display (thoroughly integrated into the operating program, of course) would solve several problems:

- ▶ The knowledge and skill necessary to interpret a complex series of lights to obtain a numerical code would no longer be necessary.
- ▶ No math ability would be required.
- ▶ If the mechanic could read English he would be able to exploit the system; no other skills (except those required to maintain or repair the engine/generators sets) would be required.
- ▶ With no charts to reference, procedures would be speeded up thereby reducing the possibility of seasickness.

Perhaps the least desirable aspect of the light system was that it provided no guidance. That is, the operator was required to be self-prompting. The A/N display as designed always provides information with a prompt for the next step. For example, "Self-Check Complete. Passed. Press Reset."

In summary, an improvement to the original design was deemed desirable from an HFE perspective because the application engineers:

- ▶ Had a very good appreciation for the functions the operator was expected to perform.
- ▶ Planned for the worst case imaginable.

- ▶ Were familiar with the operating environment.

- ▶ Understood the skills required of the operator.

This change was accomplished not without expense and certainly not without difficulty. But the Buoy Power Controller is in service today and rates very high with the maintenance teams. It has reduced the training load and speeded up the maintenance process. The crews consider it very reliable and "user friendly".

Facts that may be obvious to an engineer designing a system may not be apparent at all to the man in the field. And it is easy to ignore such potential problems as environmental stress and inadequate training of the operator. HFE training raises these items as valid engineering considerations. The cost are small but, the payoff can be great in terms of lives not lost and equipment not destroyed.

I highly recommend that all design engineers be exposed to this relatively new discipline. A good HE checklist can be found in ASTM f1166-88, Standard Practices for HFE of Marine Systems. MIL-STD-1472.C is an HE design reference handbook that addresses mainly Army/Air Force system requirements. Human Factors Design Handbook by Woodson is another excellent source document.

# Share Your Ideas & Procedures

Equipment or Subject \_\_\_\_\_

---

---

Name: \_\_\_\_\_ Rank/Title: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Phone: \_\_\_\_\_

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Yorktown, VA 23690-5000**



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# Share Your Ideas & Procedures

Equipment or Subject \_\_\_\_\_

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Address: \_\_\_\_\_

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**DEPARTMENT OF TRANSPORTATION**

**COMMANDING OFFICER**

**U.S. COAST GUARD**

**USCG RESERVE TRAINING CENTER**

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THE SECRETARY OF TRANSPORTATION

Deborah

8-7-89

It was great seeing you for lunch.  
All of us should have it together like  
you do. Hope to see you soon.

P.S. just had a great magazine article about you.

THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

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Transportation  
DOT 518



Ms. Deborah Norville  
NBC News  
30 Rockefeller Center  
New York, NY 10112

DEBORAH NORVILLE

Thursday

Dear Sam -

a little late - but  
thanks so much for a really  
nice lunch the other day. It  
was great to see you and just  
have a chance to "catch up!"

While you're on a constant merry-go-round, mine (thankfully) is a sporadic one! I don't think I'd survive your schedule.

Take care & look forward to seeing you again soon.

Sincerest Thanks,

Debord

0

March 14, 1989

Dear Jane:

Thank you for your wonderful note. Things must be tough in Lake Forest if you watch Wrestle Mania every Sunday!

I miss you guys, too, but I'll see you soon.

Warmest personal regards,

Samuel K. Skinner

Ms. Jane O'Neil  
771 North Washington Road  
Lake Forest, IL 60045

Alpha

THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

October 24, 1989

Captain David L. O'Neill, USN  
Commanding Officer  
Recruit Training Command  
Naval Training Center  
Great Lakes, IL 60088

Dear Dave:

Many thanks for the photographs commemorating my participation in the Recruit Graduation Review.

I appreciate the warm reception I received, and enjoyed having the opportunity to address such a fine group.

It was a pleasure meeting you, and I hope our paths cross again in the not too distant future.

With warmest regards,

Sincerely,



Samuel K. Skinner



**COMMANDING OFFICER  
RECRUIT TRAINING COMMAND  
GREAT LAKES**

17 OCT 1989

Dear Mr. Secretary:

Thank you very much for your participation as Guest of Honor at the Recruit Graduation Review held on Friday, September 15, 1989. In addition, the comments provided during the luncheon preceding the Review were especially interesting and well recieved.

As a memento of your visit, I am enclosing photographs taken of you during the Graduation Review together with a program of the day's events. This sampling represents several key moments that I hope evoke fond memories of an eventful day.

Thank you for your enthusiasm and support in making ours the world's greatest Navy.

Again, it was indeed a great pleasure having you join us, and I hope to have the opportunity to meet with you again in the near future.

Very respectfully and warmest regards,

Enclosures

The Honorable Samuel Skinner  
Secretary of Transportation  
Washington, D. C. 20590

U.S. DEPT. OF  
TRANSPORTATION

89 OCT 23 PM 2:52

OFFICE OF SECRETARY  
OF TRANSPORTATION  
EXECUTIVE SECRETARIAT

Alphas.

THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590


July 26, 1989

Dear Jim:

I just saw a tape of the "It's Your Business" segment that you did on infrastructure. I wanted to let you know how much I appreciate your very thoughtful and supportive comments. It will be a special pleasure to work with you as we develop our policy statement, and then on the essential legislative follow-up.

With best regards,

Sincerely,



Samuel K. Skinner

The Honorable James L. Oberstar  
Chairman  
Subcommittee on Aviation  
Committee on Public Works  
and Transportation  
House of Representatives  
Washington, D.C. 20515



SAMUEL K. SKINNER  
SECRETARY OF TRANSPORTATION

400 7TH STREET, S.W.  
WASHINGTON, D.C. 20590

(202) 366-1111

Tony

7-10-89

Thanks for the great  
Service the other night.  
Great Food, Great Service. Sam Skinner

THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

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Department of  
Transportation  
DOT 518



Tony Ozarslan  
Filomena Italian Brasserie  
1063 Wisconsin Avenue, N.W.  
Washington, D.C. 20037



THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

June 13, 1989

Sheriff James E. O'Grady  
Office of the Sheriff  
Cook County  
Chicago, Illinois 60602

Dear Jim:

I received your letter requesting assistance in obtaining security clearances for the Illinois Security Services facility and its personnel.

Since Illinois Security Services is bidding on a project for the Department of Defense, the Department of Transportation cannot issue the needed clearance. However, I have contacted the Defense Investigative Service and Illinois Security Services to determine the circumstances surrounding this request and the appropriate procedures for obtaining the clearance.

Standard procedures for obtaining facility and personnel clearances for contractors such as Illinois Security Services are initiated by the DOD element soliciting the bid. In the case in question I understand that Illinois Security Services is attempting to pursue advance clearance in order to compete for a position that is already filled. The DOD element soliciting the bid for a replacement contractor is still liable to obtain the necessary clearance. The DOD contracting officer must initiate the clearance process through the local Defense Investigative Service branch. The appropriate branch is the Defense Investigative Service, Northwest Region, Building 35, Room 114, Presidio of San Francisco, CA, 94129-7700, (415) 561-3235/3236.

I hope that this information will assist in obtaining the necessary clearances. I have forwarded a copy of this letter to Illinois Security Services.

It was a pleasure to hear from you, Jim, and I trust that all is well in Cook county.

Best Regards,

  
Samuel K. Skinner

cc: Illinois Security Services



**U.S. Department of  
Transportation**  
Office of the Secretary  
of Transportation

~~The Secretary~~

6/2/87

To: Sandy  
From: Susan

The Secretary would appreciate your checking into how these fellows can apply for the necessary DoD clearances. Then he'd like you to draft a letter to Sheriff O'Grady for his signature explaining what they should do.

Sheriff O'Grady is a friend of the Secretary's.

Thank you.



**OFFICE OF THE SHERIFF**

COOK COUNTY

CHICAGO, ILLINOIS

JAMES E. O'GRADY  
SHERIFF

May 30, 1989

Hon. Samuel K. Skinner  
Secretary of Transportation  
United States Dept. of Transportation  
Nassif Building, Room 10200  
400 Seventh Street SW  
Washington, D.C. 20590

Dear Mr. Secretary:

Mr. Melvin L. Gossmeier, Mr. Robert Schaller and Mr. Henry Adema operate Illinois Security Services, 10046 South Western Avenue, Chicago, Illinois 60643. Illinois Security Services has bid on certain projects which require a Department of Defense clearance.

I would be extremely grateful if you could direct me in assisting Messrs. Gossmeier, Schaller and Adema in the proper procedure for obtaining a Department of Defense clearance to perform security services. They are seeking a clearance so that it would be effective by July 1, 1989.

Attached are the names of the principals of Illinois Security Services and information which may be needed for clearance procedures.

Sincerely,

A handwritten signature in cursive script that reads "James E. O'Grady".

JAMES E. O'GRADY  
Sheriff of Cook County

# Withdrawal/Redaction Sheet

## (George Bush Library)

Document No. and Type	Subject/Title of Document	Date	Restriction	Class.
001. List	Contact information for executives of Illinois Security Services, Inc. [redacted for personally identifiable information] (1 pp.)	3/24/2025	(b)(6)	

**Collection:**

**Record Group:** Bush Presidential Records  
**Office:** Chief of Staff, White House Office of  
**Series:** Skinner, Samuel, Files  
**Subseries:**  
**WHORM Cat.:**  
**File Location:** Sam Skinner: 1989 Alpha File N-R [2]

<b>Date Closed:</b> 3/24/2020	<b>OA/ID Number:</b> 06121-012
<b>FOIA/SYS Case #:</b> 2025-0466-S	<b>Appeal Case #:</b>
<b>Re-review Case #:</b>	<b>Appeal Disposition:</b>
<b>P-2/P-5 Review Case #:</b>	<b>Disposition Date:</b>
<b>AR Case #:</b>	<b>MR Case #:</b>
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### RESTRICTION CODES

Freedom of Information Act (FOIA) - [5 U.S.C. 552(b)]

- (b)(1) National security classified information
- (b)(2) Release would disclose internal personnel rules and practices of an agency
- (b)(3) Release would violate a Federal statute
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- (b)(9) Release would disclose geological or geophysical information concerning wells

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- PRM. Removed as a personal record misfile

Presidential Records Act - [44 U.S.C. 2204(a)]

- P-2 Relating to the appointment to Federal office [(a)(2) of the PRA]
- P-5 Release would disclose confidential advice between the President and his advisors, or between such advisors [(a)(5) of the PRA]

Illinois Security Services, Inc.  
10046 South Western Avenue  
Chicago, Illinois 60643  
Telephone: 312-881-0044

Melvin Gossmeier, President

10340 S. Mayfield  
Oak Lawn, IL 60453

(b) (6)

Henry Adema, Chief Executive Officer

9242 South Claremont  
Chicago, Illinois 60620  
Telephone: 312-779-0636

(b) (6)

Robert Schaller, Senior Vice President

8049 South Fairfield  
Chicago, Illinois 60652  
Telephone: 312-436-5865

(b) (6)

JAMES E. O'GRADY  
SHERIFF  
COOK COUNTY  
CHICAGO, ILLINOIS 60602



Honorable Samuel K. Skinner  
Secretary of Transportation  
United States Dept. of Transportation  
Nassif Building, Room 10200  
400 Seventh Street SW  
Washington, D.C. 20590



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WASHINGTON, D.C. 20590

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~~THE SECRETARY~~

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(b) (6)

Robert Schaller, Senior Vice President

8049 South Fairfield  
Chicago, Illinois 60652  
Telephone: 312-436-5865

(b) (6)



# Republicans Abroad

16 July 1989

**Honorary Chairman**  
Lee Atwater

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The Hon. Pierre S. du Pont  
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The Hon. Jack Kemp  
Senator Connie Mack  
Senator John McCain  
Grace Moe  
Congressman Robert Michel  
The Hon. Lois B. Shepard  
Ronald H. Walker  
Senator Pete Wilson

**Regional Chairman**  
**Middle East/Africa**  
Ronald Leeds

**Country Chairman**  
**Saudi Arabia**  
Patricia Oliver

The Honorable Samuel Knox Skinner  
Secretary of Transportation  
Department of Transportation  
400 Seventh Street, SW  
Washington, D.C. 20590

Dear Mr. Secretary:

It was a great pleasure meeting you on the RED CEDAR this past April in Alexandria. Enclosed are a few of the pictures taken that day. Would you be so kind as to autograph them and forward the one of the crew to them and return mine to me? I will add it to my collection of Republican dignitaries gracing my office wall.

As a fairly frequent traveler in and out of the Middle East for the past ten years, I have been following your position on airline security with a great deal of interest. I wholeheartedly support your efforts.

Thank you for posing so patiently for the pictures. If you are ever in this part of the world, please let me know. Our group would love to have you for a guest speaker.

Sincerely,

Patricia A. Oliver

Enclosures

*Pictures autographed and sent out on 7/26/89*



**REPUBLICANS ABROAD**  
**SAUDI ARABIA**

**PATRICIA A. OLIVER**  
CHAIRMAN

P. O. Box 2811 Riyadh 11461  
Saudi Arabia

Tel.: (9661) 463-4408  
Ext.: 102

THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

Mr. Theodore F. Oliver  
Chief, Telephone Management Branch (M-331)  
Office of the Secretary  
U. S. Department of Transportation  
400 7th Street, S. W.  
Washington, D. C. 20590

Dear Ted:

Thanks for all your help in coordinating and overseeing installation and check out of the satellite communications downlink and Aircraft Situation Display terminal systems in my office. I recognize this was no small feat and very much appreciate your dedication to the task.

Thanks, too, for your assistance in demonstrating the terminal. It helped to put everything in focus and made me comfortable in using the system.

I'm glad we had the opportunity to meet. Keep up the good work.

Sincerely,



Samuel K. Skinner

Alphabetical

THE SECRETARY OF TRANSPORTATION

6-15-89

Phil

Thanks for your note and  
Hal. I will wear it Proudly.  
You deserve a lettering Commendation  
as you did a complete job. Jan

THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

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Transportation  
DOT 518



Phil Ortolky  
F.B.I.  
219 S. Dearborn St.,  
Chicago, Illinois 60604

P

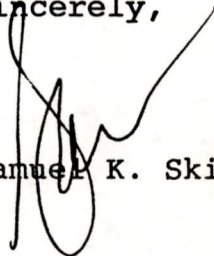
THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

July 10, 1989

Dear David:

I was so sorry to hear of your grandmother's death. I know that she was very special to you.

Sincerely,



Samuel K. Skinner

The Honorable David Prospero  
Assistant Secretary of Transportation  
Washington, D.C. 20590

THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

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Department of  
Transportation  
DOT 518



11/29/89

SKS:

Don Petersen retires in March.  
When do you want to call him  
about the big project?

SSS

*SKS canceled his  
plan to call  
Date 1/20/90  
322-3000*

Mr. Donald E. Petersen  
Chairman of the Board  
Ford Motor Company  
P. O. Box 1899  
Dearborn, MI 48121

THE SECRETARY OF TRANSPORTATION

Dear Don

11-25-89

Congratulations on a job well  
done and a very classy exit.  
I have a "big" project I want  
you to work on for me say next  
year. I'll call you soon.  
Sam

## The Legacy of Donald Petersen

Donald Petersen has shocked the auto world by announcing that he plans to retire next March as chairman of the Ford Motor Co. Vice-Chairman Harold Poling will replace Mr. Petersen as chairman. With the announcement of his impending retirement, Mr. Petersen is earning high marks for his leadership in turning Ford around. Indeed, his performance has obscured the skepticism regarding Ford's prospects that were common when he acceded to the chairmanship of the No. 2 American automaker.

When he became chairman in February 1985, Ford's share of the auto market was at about 19 percent. During Mr. Petersen's tenure, Ford gained an important additional 3 percentage points in market share, an impressive feat in the face of the entry of a number of tough new competitors to the market. The gains are the result of producing good products and marketing them well. Under Mr. Petersen's leadership the company took some well-calculated risks and underwent some wrenching restructuring. It has all paid off.

Mr. Petersen promised continued change at Ford when he assumed the chairmanship. Others, however, warned that Ford's future success was contingent not on internal change and product development, but on manipulating the political process. UAW President Owen Bieber thought the best way to beat the Japanese was to get protec-



Donald Petersen

tionist legislation. Ford board member Carter Burgess said the new chairman would have to present an effective case for trade policy changes to make it easier for Ford to compete.

Though Mr. Petersen made some efforts in that direction, product development was the hallmark of his tenure. Mr. Petersen presided over the launching of the highly acclaimed Taurus, Sable and Probe models as well as the successful redesigns of the Lincoln Continental and Thunderbird.

The success of these models can be attributed to Mr. Petersen's willingness, as president of the corporation starting in 1980, to go with the new "aero" look of Ford cars. That design is now considered an industry staple.

Such foresight is not surprising. Mr. Petersen played a key role as a product planner in convincing management to produce the 1965 Mustang. The sporty, inexpensive Mustang was considered a risk at the time because the existence of a mass market for such a vehicle was unclear.

Mr. Petersen also kept his eye on the bottom line. Success stretched the limits of the company's capacity, causing the UAW to insist that Ford stop scheduling so much overtime and open a new plant. Mr. Petersen held firm. The current auto sales slowdown seems to support Mr. Petersen's prudence.

Mr. Petersen's announcement of his ahead-of-schedule retirement has smoothed out the leadership transition facing his company — giving its top executives and directors time to sort out the future of the company in an orderly manner. Mr. Poling will inherit a company well-positioned for continued success. By strengthening his company, Mr. Petersen has served his customers, his employees and the community well. That is ultimately the best legacy for any corporate leader.

11-14 Detroit News

THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

September 5, 1989

Ms. Joanne Petrie  
Office of Assistant General Counsel  
for Regulation and Enforcement  
Department of Transportation  
Washington, D.C. 20590

Dear Joanne:

Thank you for your hard work in pulling together for me the status of old rulemakings. I know it was an enormous task, and I appreciate the time and effort you devoted to it.

Keep up the good work.

Sincerely,

  
Samuel K. Skinner

Keep clearing the old rules  
up

P

THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590


September 12, 1989

Dear Mr. Ambassador and Mrs. Petrignani:

Mary Margaret and I appreciated very much your warm hospitality at dinner last night. The evening was most enjoyable, and we were delighted to be part of such a special evening.

With my thanks and best wishes,

Sincerely,



Samuel K. Skinner

His Excellency Rinaldo Petrignani  
and Mrs. Petrignani  
2800 Albemarle Street  
Washington, D.C. 20008

THE SECRETARY OF TRANSPORTATION

12/28-89

Tom

Thank for your note.  
I called not only to say hello  
but to hear what's going on out  
there so your comments were

most appreciate. I  
have asked Jim Bessy to  
look at the issue.

See you soon  
Sam

THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

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DOT 518



Mr. Tom Poberezny  
President  
Experimental Aircraft Association  
EAA Aviation Center  
Oshkosh, Wisconsin 54903-3086

THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

December 28, 1989

Mr. Tom Poberezny  
EAA  
3000 Poberezny Rd.  
Wittman Air Field  
Oshkosh, Wisconsin 54903-3086

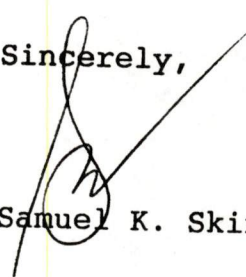
Dear Tom:

Many thanks for sending me the personally signed  
Eagles Aerobatic Flight Team poster.

I appreciate your thoughtfulness, and look forward  
to seeing you again soon.

With best regards,

Sincerely,



Samuel K. Skinner

THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590


January 2, 1990

Dear Tom:

I received your letter regarding Kermit Weeks and will do what I can. I obviously know of his interest in aviation and his desire to protect aviation history.

Warmest personal regards.

Sincerely,



Samuel K. Skinner

Mr. Tom Poberezny  
President, EAA Aviation  
Wittman Airfield  
Oshkosh, Wisconsin 54903-3065

cc: Adm Bussey with req. to investigate  
and report back ASAP.

December 20, 1989

Mr. Samuel K. Skinner  
Secretary  
Department of Transportation  
400 7th Street SW  
Washington, DC 20590

Dear Sam:

Kermit Weeks is a recognized aircraft collector. His financial contributions were extremely important during our early efforts in developing our facilities in Oshkosh.

Kermit, who is a world class aerobatic pilot, has recently purchased property in central Florida. His plans are to develop a museum and entertainment facility that will promote and preserve aviation's heritage and history. He currently has a facility in Miami. On his behalf, we have sent a letter to Governor Bob Martinez (copy enclosed) expressing our support for Kermit's program.

Sam, I can vouch for the integrity and high standards of Kermit Weeks and the work that he is doing. If at all possible, a letter of support from President Bush, knowing of his aviation interest, would be greatly appreciated. It is important that we preserve our aviation heritage and history for years to come. Kermit has saved such an aircraft as the Mosquito, Curtiss Jenny, P-51, B-29, B-17 and numerous of others.

A short letter from President Bush to Governor Martinez highlighting the value of such a project would be helpful. I will be contacting your office within the next couple of days to find out whether or not something of this nature can be done.

If a letter were to be drafted, we would be happy to work with you as necessary to expedite, since Mr. Weeks would like to proceed as quickly as possible.

The letter should be forwarded to Mr. Weeks upon completion so that he can include it in his final package of materials. Thanks for your assistance.

Sincerely,

EXPERIMENTAL AIRCRAFT ASSOCIATION



Tom Poberezny  
President

enclosures  
sp

Alphab

THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

December 15, 1989

Mr. Jim Powers  
Vice President of Sales & Stores  
Bixby & Kruthers  
1750 N. Clark St.  
Chicago, IL 60614


Dear Jim:

Many thanks for the handsome shirts and ties.

I appreciate your thoughtfulness, and extend to  
you my wishes for a happy holiday season.

With best regards,

Sincerely,



Samuel K. Skinner

Sam,

Hope all is well and continued success.  
My best to you and yours this holiday  
season.

JIM

P.S. If your in town for the holidays lets meet for lunch  
at the Mart and order some suits for next year.

THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

Petersen  
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Department of  
Transportation  
DOT 518



Mr. Donald E. Petersen  
Chairman of the Board  
Ford Motor Company  
P. O. Box 1899  
Dearborn, MI 48121

THE SECRETARY OF TRANSPORTATION

Dear Don

11-25-89

Congratulations on a job well  
done and a very classy exit.  
I have a "big" project I want  
you to work on for me say next  
year. I'll call you soon. Sam



THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

November 21, 1989

Philip

Dear Joe:

The enclosed letter is self-explanatory. Pate Philip is the Republican leader of the Illinois Senate and chairman of the Republican organization in DuPage County. He was a strong early supporter of the President's and carried his county for the President in the primary and the general election. The President knows him well, and I would appreciate it if you would make sure that this request gets every consideration.

Sincerely,



Samuel K. Skinner

The Honorable Joseph W. Hagin, II  
Deputy Assistant to the President  
for Appointments and Scheduling  
The White House  
Washington, D.C. 20500

cc: Pate Philip

**Illinois Republican  
State Senate  
Campaign Committee**

P.O. Box 3422  
Springfield, IL 62708

*Susan  
See me  
for letter  
J*

November 8, 1989

Honorable Sam Skinner  
Secretary of Transportation  
400 7th Street, S.W.  
Suite 10200  
Washington, D.C. 20590

Dear Sam:

I am coming to ask for your assistance in recruiting President Bush or the First Lady to serve as the speaker and guest of honor at the Silver Anniversary Illinois Republican State Senate Campaign Committee Dinner. I have enclosed a copy of the letter I recently sent to the President. I believe this letter explains all of the pertinent details.

I would appreciate it if you could use your influence to help further this request with the White House. I know you are very busy, but you also know how important the dinner is to the Senate caucus and to the redistricting process.

I also want to take this opportunity to let you know how proud your fellow Illinoisans are of the job you are doing in Washington. You are truly the star of the cabinet. Keep up the good work!

I look forward to speaking with you soon.

Sincerely,  
*Pate*

James "Pate" Philip  
Republican Leader  
Illinois State Senate

Enclosure

U.S. DEPT. OF  
TRANSPORTATION

89 NOV 13 PM 4: 16

OFFICE OF THE ASSISTANT  
SECRETARY FOR  
EXECUTIVE SECRETARIAT

# Illinois Republican State Senate Campaign Committee

P.O. Box 3422  
Springfield, IL 62708

October 11, 1989

The Honorable George Bush  
President  
United States of America  
The White House  
Washington, D.C. 20515

Dear Mr. President:

I would like to once again request that you or First Lady Barbara serve as the speaker and guest of honor at the 25th Annual Silver Anniversary Illinois Republican State Senate Campaign Committee Dinner.

This dinner is tentatively scheduled for either Thursday, May 17, 1990 or Thursday, May 24, 1990, in Rosemont, near O'Hare Airport. It is the centerpiece of the Republican State Senate Campaign Committee's fundraising efforts. Past speakers have included President Reagan, Senators Barry Goldwater and Richard Nixon. Last year's dinner, with Congressman Newt Gingrich as speaker, netted almost \$500,000 -- a third of the total \$1.5 million needed for the 1990 election cycle. With you or Mrs. Bush as our guest of honor and given the fact that this is our silver anniversary dinner, we fully expect we could raise a minimum of \$750,000. The anticipated audience for the \$200 per person dinner would be at least 2,000.

The money raised through this dinner is used by the Campaign Committee to offer technical, financial and professional services to targeted State Senate candidates. In the 1988 cycle, while state legislatures around the country were losing Republican members, we in Illinois were able to hold all our incumbents -- including a seat in Chicago the Democrats were confident of winning. We remain just two seats short of control of the upper chamber.

This year, the money raised will also be used for the crucial task of redistricting. The 1990 cycle is the last chance at gaining control of a legislative chamber prior to the 1991 remap. Given the number of seats necessary to gain Republican control in the Illinois House, and the fact the Governor's seat is open in 1990, the Illinois Senate may very well be our only chance at having a seat at the redistricting table.

The last time the Democrats controlled the remap process in Illinois, in 1981, fourteen of the twenty-four congressional seats were held by Republicans. Today, there are only eight Illinois Republican Congressmen out of twenty-two total.

The Honorable George Bush  
October 11, 1989  
Page Two

We need you, or Barbara, to serve as our speaker and guest of honor at this crucial event. As I stated, we have tentatively scheduled the 17th and 24th of May, 1990, but are willing to work with your scheduling.

I was proud to be there for you when you needed me in the March primary and the November general elections in 1988. Now, I need the favor returned. Please give this request your utmost consideration. Thank you.

Sincerely,

A handwritten signature in black ink that reads "Pate". The letter "P" is large and stylized, with the name "Pate" written in a cursive script below it.

James "Pate" Philip  
Republican Leader  
Illinois State Senate

**Campaign Committee address:**

Illinois Republican State Senate Campaign Committee  
P.O. Box 3422  
Springfield, Illinois 62704

**Office phone numbers:**

#217/782-3840 -- Springfield office

#312/941-0094 -- Addison office

**Staff contacts:**

Tom Taylor, Chief of Staff -- #312/814-2050 or #217/782-8184

Debra Detmers Beneze, Assistant to the Chief of Staff -- #217/782-6291

Alphab.

THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

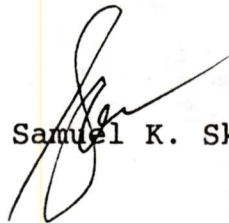
November 3, 1989

Dear Mr. Pitt:

Thank you very much for the special consideration which you extended to me today. I appreciate it.

With best wishes,

Sincerely,



Samuel K. Skinner

Mr. Edward Pitt  
General Manager  
The Algonquin  
59 West 44th Street  
New York, NY 22002

Alphab.

THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

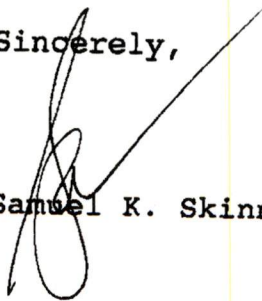
October 27, 1989

Dear Janis:

Many thanks for your note about the Seminar for Prospective Women Managers. I was very impressed by the people I met at the follow-up session and am glad that you found the experience worthwhile.

Keep up the good work.

Sincerely,



Samuel K. Skinner

Ms. Janis P. Piland  
Area Engineer  
Illinois Division  
Room 700  
320 West Washington Street  
Springfield, IL 62701



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

Region 5  
Illinois Division

320 West Washington Street, Room 700  
Springfield, Illinois 62701

SUSAN  
Duff  
Responde

October 23, 1989

HC-IL

The Honorable Samuel K. Skinner, Secretary  
U.S. Department of Transportation  
400 7th Street S.W.  
Washington, D.C. 20590

Dear Mr. Skinner:

I would like to extend my appreciation to you for allowing me to be a participant in the Career Strategies for Prospective Women Managers Seminar and the follow-up session. I not only learned excellent management and strategic planning techniques, but I also gained valuable experience with people. By the end of the week, we all felt like family. I plan to utilize the knowledge and experience I have gained when I am someday in a management position.

It was a pleasure to have you spend some time with us at the follow-up session on September 11. Your sincere interest in our careers is evident in the emphasis you have placed on the seminar and the future of its participants. Your efforts are greatly appreciated.

Thank you again for offering me the opportunity to gain enrichment in my career.

Sincerely yours,

*Janis P. Piland*

Janis P. Piland  
Area Engineer  
Illinois Division

Alpha

THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

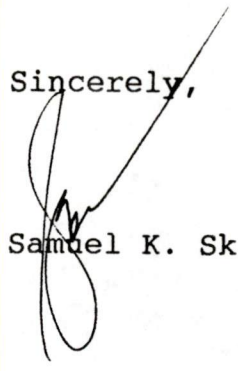
October 24, 1989

Dear John:

It was so good to hear from you after our meeting last week at the Eagles reception. I enjoyed talking with you and hope our paths will cross again soon. In the meantime, give my best regards to Jim Ellsworth when you talk with him next.

With best wishes,

Sincerely,



Samuel K. Skinner

Mr. John Price  
Chairman and C.E.O.  
The Price Companies  
35 Century Park-Way  
Salt Lake City, Utah 84115



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October 18, 1989

- PRICE DEVELOPMENT COMPANY
- PRICE BROADCASTING COMPANY
- AFFILIATED COMPANIES:
  - ALTA INDUSTRIES, LTD.
  - WESTERN STATES FOOD COMPANY, INC.
  - NW FOODS COMPANY, INC.

*Susan S*  
*[Signature]*  
*Brower*  
*us*  
*for*  
*us*

The Honorable Samuel K. Skinner  
Secretary of Transportation  
400 - Seventh Street S.W.  
Room 10200  
Washington, D. C. 20590

Dear Secretary Skinner:

It was indeed a pleasure meeting you at the recent Eagles Gathering in Washington, D. C.

It was nice to know that we have a mutual friend in Jim Ellsworth.

I sincerely hope our paths will cross again, so we may have the opportunity to further discuss our mutualities.

Meanwhile, I would like to offer my praise for the fine work you are doing as Secretary of Transportation.

Most sincerely,

THE PRICE COMPANIES

*[Signature]*  
John Price  
Chairman - C.E.O.

JP:ml

U.S. DEPT OF  
TRANSPORTATION

89 OCT 23 AM 10: 33

OFFICE OF SECRETARY  
OF TRANSPORTATION  
EXECUTIVE SECRETARIAT

Alphas

THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

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Transportation  
DOT 518



Mr. Mark E. Pasquerilla  
Executive Vice President  
Operations  
Crown America Corporation  
Pasquerilla Plaza  
Johnstown, PA 15907

THE SECRETARY OF TRANSPORTATION

Mark

Thanks for your note.  
Fred Bubbe will be in  
touch with you soon. My best  
to your dad. *[Signature]*



CROWN AMERICAN

October 2, 1989

Samuel K. Skinner  
Secretary of Transportation  
Department of Transportation  
400 7th Street, S.W.  
Washington, D.C. 20590

Dear Secretary Skinner:

I enjoyed meeting you at the Tribute to Mayor Pfuhl this past Friday. Enclosed is an original Michael Graves lithograph of our building. I am glad you enjoyed the building.

I would be happy to serve on one of your Federal Transportation Advisory Boards. Enclosed is my biography. In 1987-1988 I served on the Pennsylvania Task Force on Infra-Structure, which addressed transportation issues. I will have Pennsylvania Secretary of Transportation, Howard Yerusolim write a letter outlining my qualifications. Best wishes!

Yours,

CROWN AMERICAN CORPORATION

Mark E. Pasquerilla  
Executive Vice President  
Operations

MEP/jp

Enclosures

U.S. DEPT OF  
TRANSPORTATION

89 OCT -4 AM 9:57

DEPT. SECRETARY  
OF TRANSPORTATION  
EXECUTIVE SECRETARIAT

Alphab.

THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

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Department of  
Transportation  
DOT 518



Mr. John G. Poust  
Rooks, Pitts and Poust  
Xerox Center  
Suite 1500  
55 West Monroe Street  
Chicago, IL 60603

THE SECRETARY OF TRANSPORTATION

10-12-89

Jack  
thanks for your note.  
things have changed since  
you and I met back in 1966.  
Chicago is still #1  
Sam

LAW OFFICES OF  
**ROOKS, PITTS AND POUST**

XEROX CENTRE  
SUITE 1500  
55 WEST MONROE STREET  
CHICAGO, ILLINOIS 60603  
312-372-5600  
TELEX 28-4335  
RAPIFAX 312-726-9239  
CABLE ADDRESS: ROOKSPITTS

WHEATON OFFICE  
201 NAPERVILLE ROAD  
WHEATON, ILLINOIS 60187  
312-690-8500  
RAPIFAX 312-690-8553

JOLIET OFFICE  
111 NORTH OTTAWA STREET  
P. O. BOX 943  
JOLIET, ILLINOIS 60434  
815-727-4511

JOHN G. POUST

October 2, 1989

Honorable Samuel Skinner  
Office of the Secretary  
Department of Transportation  
400 7th Street, S.W.  
Washington, D.C. 20590

Dear Sam:

I would like to commend and encourage you in you stand as reported in the Chicago media with respect to limiting the amount of control which foreign airlines could acquire in United States airline companies. Some amount of prudent defense against the hazards which objectives of foreign nations and of business entities domiciled and controlled by non-Americans is needed.

I disagree with the position of Gale Moore, reported in the Tribune on Sept. 30 to the effect that "It doesn't matter whether to shareholders of a U.S. airline reside in London, England or London, Ohio." If one large percentage of shares is in the control of an overseas entity the power to influence decisions which may be inimical to American interests may exist.

In today's situation in which many of our businesses seem to be operated for short term profit instead of long range strength I believe that abdicating domestic control of our large airlines would be an additional exercise of bad judgment which we should not allow.

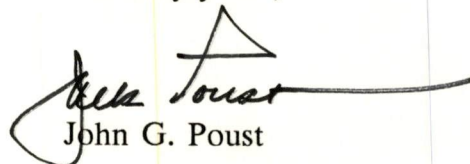
It must be about 20 years ago now as I recall that you were in the process of deciding to leave IBM and pursue a career in law, and were in our office one day. You certainly have done well in your career path and likely have been satisfied both personally and professionally with the experiences which you have had.

ROOKS, PITTS AND POUST

Honorable Samuel Skinner  
October 2, 1989  
Page 2

With best wishes, I am,

Sincerely yours,

  
John G. Poust

JGP:ejg

Alphab

THE SECRETARY OF TRANSPORTATION

Scott

9/23/89

thanks for your note and most  
importantly your support over the last  
several years. See you soon.

Sam

THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

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Department of  
Transportation  
DOT 518



Mr. Scott Pastrick  
5212 Portsmouth Road  
Bethesda, MD 20816

R. SCOTT PASTRICK

Letter

Sept 11, 1989

Sam -

Congratulations and much happiness.

My only question - between your duties  
as Secretary & your recent marriage  
when will you have time for golf?

My very best wishes & heartfelt congrats

Scott

Alpha

THE SECRETARY OF TRANSPORTATION

Tom

9/23/89

thanks for your note.  
Hope to see you soon.

*[Signature]*

THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

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Transportation  
DOT 518



Mr. Tom Poberezny  
President  
EAA Aviation Foundation  
Wittman Airfield  
Oshkosh, WI 54903-3065

EAA Aviation Foundation

Wittman Airfield  
Oshkosh, Wisconsin 54903-3065

Thomas P. Poberezny  
President

September 6, 1989

The Honorable Samuel K. Skinner  
Secretary of Transportation  
U.S. Department of Transportation  
400 7th Street, S.W.  
Washington, DC 20590

Dear Sam,

It was great hearing from you, Billy Henderson and Bill Eickhoff this morning. I wanted to let you know that I appreciated the quick call and thoughtfulness.

We've got lots of work ahead of us but with the enthusiasm and "can do attitude" shown by you and Jim Busey, I'm confident that the future will become brighter for both general and sport aviation.

With best regards,

EAA AVIATION FOUNDATION



Tom Poberezny  
President

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TRANSPORTATION

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