

STATEMENT
OF REAR ADMIRAL KENNETH G. WIMAN
BEFORE THE HOUSE COMMITTEE ON
MERCHANT MARINE AND FISHERIES
SUBCOMMITTEE ON
COAST GUARD AND NAVIGATION
30 APRIL 1986

MR. CHAIRMAN, I AM PLEASED TO HAVE THE OPPORTUNITY TO MEET THIS MORNING WITH YOU AND THE OTHER DISTINGUISHED MEMBERS ON THIS COMMITTEE TO DISCUSS LIGHTHOUSE PRESERVATION. CAPTAIN WILLIAM J. BROGDON JR., THE ACTING CHIEF, OFFICE OF NAVIGATION, IS WITH ME TODAY. I HAVE A BRIEF OPENING STATEMENT THAT ADDRESSES AREAS IN WHICH YOU HAVE EXPRESSED INTEREST. AFTER THAT, I WILL BE HAPPY TO RESPOND TO ANY QUESTIONS YOU MIGHT HAVE.

THERE HAS BEEN CRITICISM IN RECENT YEARS OF THE PHYSICAL CONDITION OF MANY OF OUR LIGHTHOUSES THAT WERE UNMANNED AS PART OF OUR AUTOMATION PROGRAM. DURING AUTOMATION, WE INSTALLED HIGHLY RELIABLE, MODERN EQUIPMENT CAPABLE OF UNATTENDED OPERATION WITH REMOTE MONITORING. THIS HAS FREED PEOPLE FROM ISOLATED AND LONELY LIGHTHOUSES FOR ASSIGNMENT TO OTHER PRIORITY MISSIONS, BUT IT ALSO RESULTED IN SOME MAINTENANCE PROBLEMS. THE COAST GUARD RECOGNIZED THIS PROBLEM AND HAS TAKEN ACTION TO IMPROVE THE SITUATION. AS A RESULT, WE HAVE MADE SUBSTANTIAL PROGRESS IN ENSURING THE PRESERVATION OF THESE IMPORTANT ELEMENTS OF OUR NATIONAL HERITAGE.

THE FIRST STEP TAKEN TO IMPROVE THE PHYSICAL CONDITION OF OUR LIGHTHOUSES WAS TO DEFINE THE ORGANIZATIONAL RESPONSIBILITIES FOR LIGHTHOUSE MAINTENANCE. DIRECTION HAS BEEN GIVEN TO OUR FIELD UNITS FOR MAINTAINING THE STRUCTURES AND MANAGING THE PROPERTY AT LIGHTHOUSE SITES.

THE LIGHTHOUSE MAINTENANCE MANAGEMENT MANUAL WAS DEVELOPED TO ASSIST FIELD UNITS IN THIS PROCESS BY PROVIDING GUIDANCE FOR THE MAINTENANCE OF AUTOMATED LIGHTHOUSES. ADDITIONALLY, SIX OF OUR DISTRICTS HAVE BEEN USING THEIR BUOY TENDERS TO PERFORM LIGHTHOUSE MAINTENANCE PROJECTS. IN THE FIRST COAST GUARD DISTRICT ALONE, WHICH INCLUDES MOST OF NEW ENGLAND, LIGHTHOUSE MAINTENANCE PROJECTS HAVE BEEN COMPLETED AT 54 OF THE 102 LIGHTHOUSES. OTHER DISTRICTS HAVE BEEN SUCCESSFUL IN CONTRACTING OUT LIGHTHOUSE MAINTENANCE PROJECTS.

AN EFFECTIVE TOOL IN MANAGING OUR LIGHTHOUSE PROPERTIES HAS BEEN KEEPING PEOPLE AT, OR PUTTING THEM BACK ON, THOSE SITES WHICH ARE CAPABLE OF BEING INHABITED. THIS HAS PROVIDED A PHYSICAL PRESENCE WHICH HELPS PREVENT VANDALISM, THEREBY IMPROVING THE CONDITION OF OUR LIGHTHOUSES. THERE ARE TWO WAYS THAT THIS IS BEING DONE:

- FIRST, BY UTILIZING THE QUARTERS AS HOUSING FOR COAST GUARD PERSONNEL ASSIGNED TO NEARBY UNITS. BESIDES PREVENTING VANDALISM AT THE AUTOMATED LIGHTHOUSE, THIS APPROACH ALSO HELPS

TO SOLVE THE PROBLEM OF HOUSING FOR OUR PERSONNEL. THE LIVING QUARTERS AT 37 AUTOMATED LIGHTHOUSES ARE BEING USED TO HOUSE 63 COAST GUARD FAMILIES AND 7 SINGLE PERSONNEL.

- SECOND, QUALIFIED LIGHTHOUSE PROPERTIES ARE BEING USED BY OTHER FEDERAL AGENCIES, OR LICENSED OR LEASED TO STATES, LOCAL GOVERNMENTS, NON-PROFIT GROUPS, OR PRIVATE INDIVIDUALS. THERE ARE 70 AUTOMATED LIGHTHOUSES WHICH HAVE USE PERMITS, LICENSES, OR LEASES IN PLACE. 33 OF THESE INVOLVE ARRANGEMENTS WITH NON-PROFIT GROUPS. THESE GENERALLY HAVE BEEN VERY SUCCESSFUL IN PRESENTING OUR COUNTRY'S LIGHTHOUSES TO THE PUBLIC IN WAYS WHICH ARE IMAGINATIVE, INFORMATIVE, AND DIGNIFIED. THE LEGAL MECHANISM ALSO EXISTS TO GRANT LICENSES OR LEASES TO COMMERCIAL ENTITIES, ALTHOUGH THERE ARE NO SUCH ARRANGEMENTS AT PRESENT.

IN SUMMARY, PROGRESS IS BEING MADE IN THE AREA OF LIGHTHOUSE MAINTENANCE AND PRESERVATION AND GOOD CO-OPERATION EXISTS BETWEEN THE COAST GUARD AND HISTORIC PRESERVATION GROUPS. OUR EFFORTS TO PROPERLY ADMINISTER OUR LIGHTHOUSES IS EVIDENCED BY THE FACT THAT 22 OF THE REMAINING 25 MANNED LIGHT STATIONS HAVE BEEN IDENTIFIED AS POTENTIAL CANDIDATES FOR LICENSING OR AS HOUSING FOR ACTIVE DUTY COAST GUARD PERSONNEL AFTER AUTOMATION. THE COAST GUARD IS COMMITTED TO PRESERVING THESE LANDMARKS OF OUR MARITIME HERITAGE.

THAT CONCLUDES MY PREPARED STATEMENT. I'LL BE HAPPY TO RESPOND TO ANY QUESTIONS.



Biographical Sketch
U.S. COAST GUARD



SHORT BIOGRAPHY FOR INTRODUCTIONS

REAR ADMIRAL KENNETH G. WIMAN, USCG

REAR ADMIRAL WIMAN IS THE CHIEF OF ENGINEERING FOR THE U. S. COAST GUARD, AND SUPERVISES ALL ENGINEERING ACTIVITIES OF THE SERVICE, INCLUDING CIVIL, AERONAUTICAL, NAVAL AND OCEAN ENGINEERING.

PRIOR TO THIS ASSIGNMENT HE SERVED AS CHIEF OF RESEARCH AND DEVELOPMENT.

A NATIVE OF NEW JERSEY, HE GRADUATED FROM THE COAST GUARD ACADEMY IN 1952 AND RECEIVED HIS CIVIL ENGINEERING DEGREE FROM RENSSELAER POLYTECHNIC INSTITUTE IN 1957. HE IS A REGISTERED PROFESSIONAL ENGINEER AND A MEMBER OF A.S.C.E., TAU BETA PI AND CHI EPSILON, AND IS CURRENTLY NATIONAL PRESIDENT OF THE SOCIETY OF AMERICAN MILITARY ENGINEERS.

HIS SERVICE OF 33 YEARS HAS TAKEN HIM AS FAR EAST AS INDIA, WEST TO JAPAN, NORTH TO ALASKA, AND AS FAR SOUTH AS IT IS POSSIBLE TO GO ON THIS GLOBE.

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Biographical Sketch **U.S. COAST GUARD**

REAR ADMIRAL KENNETH G. WIMAN, USCG
CHIEF, OFFICE OF ENGINEERING
UNITED STATES COAST GUARD



Rear Admiral Kenneth G. Wiman assumed his present assignment as Chief, Office of Engineering, U. S. Coast Guard in February 1984. His previous tour as Chief, Office of Research and Development began in June 1981, soon after his promotion to flag rank.

Prior to those assignments he served as Deputy Chief, Office of Marine Environment and Systems, Captain of the Port of Philadelphia, and Manager of the Deepwater Port Project.

Born on October 1, 1930 in Kearny, NJ, Rear Admiral Wiman received his early education in North Arlington, NJ. He holds an Engineering degree from the U. S. Coast Guard Academy, New London, CT (1952) and a Bachelor of Civil Engineering degree from Rensselaer Polytechnic Institute, Troy, NY (1957). He has been a registered Professional Engineer since 1961. He holds memberships in the Society of American Military Engineers (serving as National President in 1985), American Society of Civil Engineers, TAU BETA PI (National Engineering Honor Society) and CHI EPSILON (National Civil Engineering Honor Fraternity).

His first assignment was as Watch Officer on board the destroyer escort USCGC RAMSDEN (WDE-482) in the Pacific out of Honolulu, which included operations in the Korean campaign area. He also served as Student Engineer Officer in the USCGC MACKINAC for a year, Assistant Engineer in the USCGC CAMPBELL for six months, both cutters operating out of New York on ocean station patrol and search and rescue, and as Engineer Officer in the USCGC MENDOTA based at Wilmington, NC.

Other numerous assignments were as Industrial Manager and Executive Officer at Coast Guard Base, Ketchikan, AK; Assistant Chief, Civil Engineering Branch at the Seventeenth Coast Guard District office in Juneau, AK; and Project Engineer in the Civil Engineering Division, Coast Guard Headquarters, Washington, DC, during which time he was assigned temporarily on AID Mission to New Delhi, India, and as a U. S. Delegate to the Seventh International Conference on Aids to Navigation at Rome, Italy. Duties in the LORAN Program took him to Denmark, Germany, Greenland, and the Faeroe Islands. His next assignments included Coast Guard Base, Galveston, TX, as Deputy Group Commander and Executive Officer; the Coast Guard Academy as Chief of the Physical Plant Division; and Coast Guard Headquarters serving first as Assistant Chief, Civil Engineering Division, Office of Engineering, then in the Office of Marine Environment and Systems as Chief, Bridge Division and as Manager, Deepwater Ports Project.

For exceptionally meritorious achievement, Rear Admiral Wiman was awarded the Meritorious Service Medal (1975) for service as Manager, Deepwater Ports Project; a second Meritorious Service Medal (1979) for his performance as Commanding Officer, Coast Guard Base Gloucester and Captain of the Port of Philadelphia; and a third Meritorious Service Medal (1980) upon completion of his assignment as Deputy Chief, Office of Marine Environment and Systems. In 1984 he was awarded the Legion of Merit for outstanding meritorious service as Chief, Office of Research and Development, U. S. Coast Guard Headquarters.

He is married to the former Virginia M. Bowling of New London, CT. They have five children: Stephen D., Keith E., Carl D., Gail M., and Susan K.