

REPLENISHMENT AT SEA

Mention the words "high line" on a Coast Guard ship which hasn't taken the Southeast Asian excursion yet, and the reaction is quite profound. The Boatswain's Mates will frantically rummage through their gear lockers trying to find the assorted high line paraphernalia that they haven't used since the last time they were at GITMO, the Quartermasters will practice steering a straight course, and the Captain will take a mild sedative. Mention those same words on the SPENCER and the reaction would probably be a yawn.

UNREP, short for Underway Replenishment, is a way of life for the ships serving in the Market Time operation. Occurring approximately once every three days, this is the means by which the SPENCER receives fuel, ammunition, mail, and ice cream, the four major essentials for survival on a Market Time patrol. The high line is also used to transfer personnel. A ride on the high line between two ships at sea can be quite an experience. It beats the Ferris Wheel.

The UNREP itself is a fairly complex evolution involving co-ordination between the bridge, engine room, and the two transfer stations. The SPENCER must cruise alongside the



Navy tanker with only about thirty yards of turbulent water separating the two ships. It is easy to see why the helmsman, Mike KENNEDY, has his hands full. He must steer as straight a course as possible in order to keep the distance between the ships constant. In the engine room, the throttlemen must match the SPENCER's speed exactly with that of the supply ship so that both will remain in juxtaposition. The two rigging captains supervise and direct most of the deck activity involved in rigging the high line and transferring supplies. At the after transfer station, John

