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Accomplishments during Admiral BENDER's  
tenure as Commandant - 1 June 1970 to  
31 May 1974

# UNITED STATES COAST GUARD



**DEPARTMENT OF TRANSPORTATION**

*Bender file (Personnel)*

*1974*

## ACCOMPLISHMENTS

FY 1971:

All but five states have approved numbering systems in accordance with the Federal Boating Act of 1958.

42 Cooperative Law Enforcement Agreements, containing some 115 understandings, were in force.

13 additional boating safety detachments were established.

Regional Boating Safety Schools were expanded.

3,095 Coast Guard, State and local law enforcement personnel were trained in boating safety related subjects.

500 radio and TV show appearances made in behalf of boating safety.

A pilot installation of 10 radar beacons accomplished along the north slope of Alaska.

One 75 foot coastal buoy tender and four 82 foot WPB patrol craft were placed in service. One medium buoy tender was launched.

Completed study on "A Cost-Benefit Analysis of Alternative Safety Programs for U. S. Commercial Fishing Vessels".

The initial projects to eliminate the discharge of offensive wastes into our waters have been completed.

The Lighthouse Automation and Modernization Program (LAMP) was initiated.

Five large navigational buoys on station - replaced lightships.

Satellite navigation equipment installed in most icebreakers and oceanographic vessels.

The first mechanical rigid or semi-rigid system for tugs and barges connection was approved.

New regulations for unmanned barges which carry chemical in bulk were implemented.

Regulations which require reporting of transportation incidents involving hazardous material were promulgated.

Draft regulations for manned vessels which carry chemicals in bulk were completed.

✓ Coast Guard Fire and Safety Test Facility, Mobile, Alabama placed in operation and full scale shipboard fire testing program commenced.

PL-402 enacted 18 September 1970 initiating "Best Qualified" promotion system for Coast Guard Reserve officers.

First group of Reservists promoted to the grade of Senior Chief Petty Officer.

✓ Major change in Reserve Training emphasis initiated -- from classroom-oriented to operations-oriented augmentation training.

The Reserve training vessel USCGC UNIMAK began a regular schedule of operational training patrols in the lobster fisheries area off the New England coast. Reservists augment the small permanent crew and perform all operational functions during these patrols.

The Reserve training vessel TANAGER was decommissioned.

✓ A pilot program in Maritime Cargo Security was conducted for the Secretary of Transportation in four major ports. This program was carried out by a six-man team of reservists serving on full-time duty in each of the ports.

Crews consisting of 50-50 mix of reservists and regulars brought together on short notice delivered three overage Coast Guard Cutters ABSECON, MCCULLOCH, CHINCOTEAGUE -- from Norfolk to Guam for the Navy decommissioning.

The Coast Guard Reserve initiated a small boat operations course at Yorktown to train reservists and regulars in small boat handling. Naval reservists and regular Air Force personnel have attended these courses on a regular basis.

Authorization to construct 107 units of family housing was obtained.

Authority was obtained to lease 1,900 units of family housing.

Eighteen billets were authorized to establish, or supplement, Housing Administration, Information and Liaison Offices throughout the Coast Guard.

Coast Guard/Navy deck officer exchange program initiated.

Installation of OASIS aboard CHASE for evaluation.

SO converted to ST rating.

✓ Weather station HOTEL manned.

Two HAMILTON Class HEC's launched.

Two HEC's given to South Viet Nam.

The last 82 foot patrol boat was given to South Viet Nam.

✓ Division Thirteen and Squadron One plus CG Activities Viet Nam decommissioned.

Initiated program to develop sewage waste disposal system for Coast Guard ships.

✓ Developed prototype Air Deliverable Anti-Pollution Transfer System (ADAPTS). System is intended for removal of oil from a disabled polluting vessel.

Regulations to reduce accidents and chemical spills at waterfront facilities that handle bulk dangerous liquid and liquified gas cargoes put into effect.

The project to improve the reliability of life jackets was extended.

Recreational boating safety study completed.

Weather dissemination and alerting study completed.

Goals for recruitment, training and promotion of civilian, female and minority group personnel were exceeded.

Commandant sponsored the first civil rights discussion session at Coast Guard Headquarters.

Procedures for military personnel to file complaints of discrimination were issued.

Special recruiting aids were developed for advising minority group personnel of opportunities in the Coast Guard.

Evaluation of efforts and effectiveness in equal opportunity was required in officer fitness reports.

A study to analyze space/radio telecommunication requirements for merchant and fishing vessels was completed.

✓ Transferred a five station Loran chain and four HU-16 aircraft to the Government of the Philippines.

Transferred the <sup>CHC</sup>NARCISUS to the Government of Guyana.  
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Commenced lobster/gear conflict patrols in First Coast Guard District.

International Ice Patrol commenced aerial reconnaissance from Canadian Forces Base in lieu of Argentina.

Commenced testing of air cushion vehicles for SAR and other Coast Guard missions.

Switched from HF to VHF-FM communications for the boating public.

Assigned second polar icebreaker to the Great Lakes to assist the season extension demonstration project.

AMVER changed to centralized computer operation.

The first transportable communication central was placed in operation.

POLAR SEA Class icebreaker design completed.

Finalized agreement with Navy to "Assume Operational of U. S. manned OMEGA Station".

Search and rescue simulator computer placed in operation.

FY 1972:

Computer-Assisted Search Planning (CASP) initiated.

The Federal Boating Safety Act of 1971 signed into law as Public Law 92-25 on 10 August 1971.

National Boating Safety School established at Yorktown.

6,536 Coast Guard, State and local officials trained in Boating Safety.

2,000 radio and TV appearances for boating safety.

VHF-FM communications to 20 miles off-shore 70% completed.

Procured three transportable communications centrals.

Commenced participation in Great Lakes Navigation Season Extension Project.

Published comprehensive manual for ship-board helicopter operations.

High frequency single sideband distributed to all shore units.

Navy Liaison Officer assigned to Commandant.

Commenced Coast Guard operations of communications from Point Barrow and Kodiak, Alaska.

✓ Coast Guard Merchant Marine Detail established in Singapore, August 1971.

Regulations were promulgated to require qualified radar observers on all vessels over 300 gross tons.

Award a contract to study methods of reducing attrition at the Academy by improving selection.

Distributed and printed the results of the Officer and Warrant Officer Questionnaire.

Established new training center at Petaluma, California.

Initiated flag continuation legislation.

Initiated ET 3-track training and assignment system.

Drug Abuse Working Group formed at Coast Guard Headquarters to develop plans to meet growing drug problem.

✓ Drug and Alcohol Programs Staff established at Headquarters.

Implemented Coast Guard Drug Exemption Program.

Coast Guard Drug Rehabilitation Center established at Training Center, Alameda, California.

Full-time Drug Education Specialists assigned in each district and at major training commands.

Officer-in-Charge and Coxswain insignia authorized.

Construction of 204 units of family housing authorized.

HALL Program expanded by 20 billets.

The Personnel Services Account was established within the Headquarters Trust Fund to provide non-appropriated funds for morale and recreation. \$228,000 made available in FY 1972.

✓ Coast Guard Research and Development Center established at Groton, Conn.

Coast Guard assumed responsibility for providing operational support of National Data Buoy Center through agreement with NOAA.

✓ Vessel traffic system in San Francisco became operational.

Constructed and tested an advanced river icebreaker model which displaces cut ice under fixed ice lining the channel sides.

Following vessels placed in service:

378' Class -- MUNRO, JARVIS and MIDGETT

157' Class -- RED OAK

Reconstruction of four bridges in accordance with the Truman-Hobbs Act.

(LAMP) - Six Large Navigational Buoys (LNB) now in operation.

Established liaison with Department of Defense for training Coast Guard personnel to conduct race relations education programs.

Construction improvements allowed relief periods of steel buoys to be extended to six years in lieu of three and five year periods.

Curriculum for Great Lakes Maritime Academy, Traverse City, Michigan, approved to train first class pilots, Great Lakes or third assistant engineer motor vessel.

Coast Guard tankerman's manual revised.

Coast Guard studying areas of concern in manning, hull design, steam system, electrical system, etc. for floating nuclear power plants.

Established requirement for Commanding Officers to conduct human relations discussion sessions with their personnel to improve inter-personal and inter-group communications.

✓ "Vessel Bridge-to-Bridge Radiotelephone Act" (P.L. 92-68) signed 4 August 1971.

Coast Guard ship review system accepted. It is a low cost computer graphics system.

At DOD's request a dynamic anti-submarine modernization program was initiated for 378's.

'Personnel Activation Detachment' established at Headquarters to insure that all personnel assigned to 378's received proper requisite training prior to reporting aboard.

All war and contingency plans updated.

✓ Involvement in Operation Market Time ended.

Enforcement of International Agreement and 16 U.S.C. 1091-94 resulted in nine fishing vessels paying penalties totaling \$600,300.

✓ Strike force teams were created for responses to oil spills in accordance with the National Contingency Plan.

Aircraft sensor systems for oil spills operational on seven aircraft performing regular patrols.

Formal training course on pollution established and approximately 100 graduated.

Awarded contract for the purpose of conducting a study of methods of increasing the input of minority group personnel into the Coast Guard's officer ranks.

Commandant held civil rights discussion session at Headquarters.

Awarded contract to study the nature and extent of racial problems in the Coast Guard.

Filipinos allowed to hold other than Steward rate.

The Marine Traffic Management Branch established to direct efforts in establishing vessel traffic systems in major ports.

The New England water traffic separation committee was established to consider marine traffic separation in the approaches to New England ports.

The Coast Guard became the lead agency in preparing the U. S. position on marine pollution to the Intergovernmental Maritime Consultative Organization (IMCO).

Sold HH-52A helicopter to the Government of Iceland.

Cutter REDBUD transferred to the Government of the Philippines.

Transferred a Loran station and a number of aids to navigation on the RYUKYU islands to the Government of Japan.

FY 1973/74

Regulations were promulgated to implement licensing of operators of towing vessels over 26 feet.

46 CFR 10-25, Registration of Staff Officer, was amended to provide for endorsement as marine physician assistant.

Commenced accepting formal training from certain schools in lieu of part of the sea service requirements for various licenses.

The "Vessel Bridge-to-Bridge Radiotelephone Act" (33 U.S.C. 1201-1208) became effective, January 1973.

New England water traffic separation committee's proposals to IMCO were approved and became operational.

Completed government maritime communication study.



Commissioned new communication station, San Francisco.

Coast Guard reservists qualified for and participated in the Inter-allied Confederation of Reserve Officers (CIOR) military/athletics competitions. This is the first time that Coast Guard reservists have participated. Four reserve officers representing less than 3% of the competitors captured 15 of the 56 trophies.

✓ PL 92-479 established authority for the emergency call-up of Coast Guard reservists to augment the regular service at times of serious natural or man-made disasters, accidents or catastrophes.

Reserve training vessel COURIER decommissioned.

✓ The February 1973 class of the Officer Candidate School at Yorktown was the first class of any of the military services to go coeducational since WWII. Five women officer candidates completed the program, were commissioned as reserve ensigns, and were assigned active duty billets.

Instituted a program for providing reserve augmentation support for the Coast Guard's one-force recruiting effort.

Successes in recruiting volunteer veterans and women in petty officer grades reversed the downward trend in selected reserve strength occasioned by the decline in enlistment of non-prior service youths due to the ending of the draft.

✓ Two successive call-ups involving 134 Coast Guard Reservists were made under authority of PL 92-479 (emergency augmentation legislation) to support hardpressed regular Coastguardsmen during the catastrophic flooding of the Mississippi River Basin.

The Port Securityman and Boatswain Mate Class A petty officer training courses at RTC Yorktown were merged into a combined course. This 16 week course is modularized -- composed of a series of two week segments or modules - each covering a specific subject or subjects. Reservists attend the full course and both regulars and reservists attend individual two week modules.

Awarded a contract to evaluate the Academy curriculum.

Developed and distributed Job Task Questionnaires for EN, YN, DC and BM.

Revised the Fitness Report forms.

Completed study of long-range officer requirements.

Improved utilization of enlisted talent through Central Assignment Control.

Consolidated BT, MM and EN ratings into MK rating.

Accomplished improvement of first term reenlistment rate from 8 to approximately 14.2%.

Commenced adapting Coast Guard recruiting to function under the all-volunteer armed force concept mandated by the President. This included expanding the recruiting force, providing professional recruiter training, upgrading quality of recruiting offices and developing a comprehensive national recruitment advertising campaign.

Commenced recruiting women for Officer Candidate School.

The Commandant made a commitment to the National Association for the Advancement of Colored People to make the Coast Guard representative of the national population. NAACP assistance was solicited to increase awareness of Coast Guard opportunities among black youth.

Implemented a program to enlist graduates of civilian electronics training curriculum directly into the Coast Guard Electronics Technician rating. Program was subsequently expanded to the AT, AD and AM rating.

✓ Implemented a program to directly commission graduates of college level Physicians Assistant training courses into the Coast Guard as Warrant Officers for the purpose of serving as Physicians Assistants.

Changed the recruiting theme of the Coast Guard from "If you have what it takes, take the Coast Guard" to "Help others/help yourself, join the lifesavers".

Operational Distinguishing Device "O" authorized for wear on the Coast Guard Commendation Medal, the Coast Guard Achievement Medal and the Coast Guard Unit Commendation Ribbons.

Authorization to construct 163 units of family housing was obtained. Authority was obtained to lease 2,000 units of family housing. The number of inadequately housed Coast Guard families was reduced 23%.

Established formal policy toward Alcohol Abuse and Alcoholism among Coast Guard personnel. Entered into agreement with U. S. Navy for joint utilization of Navy Alcohol Rehabilitation Centers/units.

Coast Guard/Navy helicopter pilot exchange program initiated.

✓ Command-at-sea-responsibility pay authorized.

Marine Environment and Systems Industry Training initiated.

✓ Intermediate commanders (Area Commanders) confirmed in law (PL-92-451) effective with three star rank 2 October 1972 which further provided for Flag Continuation Boards and 36 year termination dates for Flag Officers below the grade of Admiral.

✓ Flight simulator training for instrument and emergency training in Coast Guard helicopters.

✓ Initiated National Boating Safety School.

Initiated an Educational Enrichment Program for educationally disadvantaged personnel in the First Coast Guard District.

Food service management - CS and SD combined into SS rating.

Awarded a contract to evaluate attrition, curriculum and student selection factor for ten class A schools.

Developed and distributed job-task questionnaires for junior officers, AE, AT, AD, AM, ASM and MIO.

Introduced the Reporting Officer Fitness Report Feedback System.

✓ First stages of JUMPS (Joint Uniform Military Pay System) ready for implementation in May, 1974.

Commenced recruiting women into the regular Coast Guard upon the signing into law legislation abolishing the Women's Reserve which was requested on the initiative of the Coast Guard.

A Retired Affairs Branch was established within the Office of Personnel.

Produced first Coast Guard film on Drug and Alcohol Programs.

Established Coast Guard liaison with the Office of Information for the Armed Forces, Department of Defense.

The Coast Guard Meritorious Unit Commendation to be accompanied by an appropriate ribbon bar was authorized.

Extended Delegation of Authority to the Superintendent, Coast Guard Academy to award the Coast Guard Commendation Medal and the Coast Guard Achievement Medal in the same manner as area and district commanders.

Initial Headquarters staffing was provided a Special Services Program.

Construction of 241 units of family housing was authorized. Eight additional HAIL billets were authorized.

A Drug and Alcohol Branch was established within the Office of Personnel.

✓ Construction of Air Station, North Bend, Oregon to be completed fourth quarter of FY 1974.

Initiation of evaluation and selection of replacement aircraft for HU-16E.

Establishment of additional aircraft maintenance schools at AR&SC, Elizabeth City, N. C. to provide training unavailable or more costly elsewhere.

Initiated a study into future requirements for technical training of aviation rates.

Major revisions to electronics training programs to provide more performance related to training.

Initiated a Marine Environmental Protection School to provide trained personnel to meet service needs in environmental protection areas.

Established separate Recruiting and Training and Education Divisions to improve management in both of these significant areas.

Central Assignment Control for Class A schools.

An aggressive program began in FY 1973 aimed at recruiting SPARs into the Reserve for inactive duty. About 400 were recruited as provisional YN and SK petty officers during the year. The SPAR class conducted in August 1972 was the first basic military training class for women on a Coast Guard installation in 25 years.

Reserve augmentation training during FY 1973 provided about 2 million manhours of support to the regular Coast Guard. This represented about 64% of the total training time normally available during drills and training periods. This augmentation training involved participation in a wide variety of routine, peakload and emergency activities including oil spills, plane crashes, ship collisions, fires, search and rescue operations, etc.

In their second year of Interallied Confederation of Reserve Officers (CIOR) competitions, Coast Guard Reserve officers contributed to the winning of 15 of 70 awards for team and individual performances.

Coast Guard reservists re-opened, manned and operated three Search and Rescue stations in Lake Michigan and Lake Huron until the close of the boating season. These stations had been closed earlier in the year under a budgetary reduction and were re-opened on a part-time basis at the request of Congress.

The Commandant approved a program that provides for approximately doubling the authorized number of enlisted SPARs in the reserve for inactive duty. Nine additional ratings can now be filled by SPARs.

An inactive duty reserve officer promotion study completed earlier in the year was forwarded to the Chief of Staff for approval following review by the Chief, Office of Reserve.

Due to Coast Guard efforts in IMCO, that organization approved a standard of 14.2 PSIG for carriage of some less noxious materials in lieu of the previous 25 PSIG standard.

First 41 foot UTB delivered.

Air-ground communications for Florida centralized at Radio Station, Miami.

Air Cushioned Vehicle tests completed.

SAR planning by computer became a reality.

✓ Commenced active patrols to enforce fishing laws in both the contiguous zone and the high seas.

✓ Coast Guard Base Kodiak, Alaska established.

✓ Jet aircraft of corporate size were flown and evaluated for five months to determine suitability for various Coast Guard missions and to replace HU-16 aircraft.

Variable cockpit training system delivered to Mobile.

PASCAR 72 held.

ASW modernization project for 378's completed.

Commandant signed the NOAA/USCG Data Buoy Support Agreement.

Single-barrel 20mm machine guns installed on WLBs for first time.

A study on wartime personnel requirements for 378's completed.

Small arms management control computerized.

Under Department of Transportation guidance and Coast Guard Chairmanship, formed National SAR Committee to coordinate review and issue of the National SAR Plan.

Hand-held, rocket-propelled, parachute flare introduced into SAR operations.

All operations in Viet Nam disestablished.

Ocean Stations reduced from five to three.

✓ Contract for POLAR SEA awarded.

Program to paint icebreakers red implemented.

Five high endurance cutters decommissioned.

WINONA and MENDOTA recommissioned.

Great Lakes icebreaking season extended resulting in substantial increases in tons and dollars moved.

Towing Vessels Operators Licensing Act enacted July 1972.

Regulations for Pollution Prevention -- Vessel and Oil Transfer Facilities promulgated in December 1972.

A standardization machine administered signalling examination for all Merchant Marine Deck Officers was instituted in January 1973.

The study "The Need for Engineers on Uninspected Towing Vessels" was completed March 1973.

Coast Guard Merchant Marine Detail, Yokohama disestablished June 1973.

✓ New Great Lakes Load Line Regulations were published, culminating over ten years of joint Coast Guard/marine industry effort and research.

Coast Guard began review of proposed nuclear propelled vessels under Maritime Administration sponsorship.

✓ Approximately 14,000 operators for uninspected towing vessels over 26 feet in length were licensed.

Examinations for Pollution Control were implemented for all qualified ratings of merchant seaman in July 1973.

Oil Pollution Act Amendments of 1973 enacted.

✓ The International Marine Pollution Conference was held in London in October 1973 with Admiral Bender as Co-Chairman of U. S. delegation.

The International Voyage Load Line Act of 1973 was enacted.

The 1966 Amendments to the Safety of Life at Sea (SOLAS) 1960 Convention and International Load Line Convention (ILLC) ratified by U. S. Senate.

IMCO Fishing Vessel Code published under the Commandant's Technical Series.

Memorandum of Understanding signed January 1974 with Atomic Energy Commission regarding the regulatory actions in respect to floating nuclear power plants.

New objective standardization examinations for third and second mates and engineers were introduced in January 1974.

Specifications for a high seas<sup>oil</sup> containment barrier have been prepared.

✓ The Loran 70s Program was established to provide a unified comprehensive plan for future Coast Guard efforts in the field of Loran navigation. The keystone of the Loran 70s Program is the development of solid-state Loran-C transmitting equipment.

A high-reliability Sectionalized Loran Transmitting (SLT) antenna developed under the Loran 70s Program.

All Long-Range Search (LRS) aircraft, HC-130s have been retrofitted with dual channel Loran-A and Loran-C receivers.

In the past year a program to replace crystal oscillators with rubidium oscillators on all U. S. stations has been completed. This gives the system (Loran-A) higher reliability and accuracy.

The frequency of Loran-C transmissions were adjusted to conform to the international system of Universal Coordinated Time.

✓ The Lampedusa, Italy Loran-C transmitting station was declared operational on 28 August 1972. The Air Transportable Loran-C station (ATLS) equipment was utilized for this installation.

Procurement specifications for high-power radiobeacon equipment for Large Navigational Buoys were completed in FY 1973. The new equipment will be ultra-reliable, with redundant solid-state modules and automatic switching between module sets in the event of failure.

The Johns Hopkins University Applied Physics Laboratory has developed, under Coast Guard contract, a low-cost ship guidance system using Loran-C inputs.

The Precision Navigation Program was instituted to equip all Coast Guard icebreakers and oceanographic vessels with precision navigation capabilities utilizing the Navigation Satellite and Loran-C navigation systems.

The Coast Guard family housing standards have been revised to parallel those of FHA. Continuing efforts are being made to utilize new methods of acquiring family housing including purchase of existing homes.

✓ The POLAR STAR launched in November 1973 at Seattle. Delivery scheduled for CY 1974.

The Coast Guard completed a comprehensive study of its aviation facilities and resources. The plan is based on a trade-off analysis between aircraft versus cutter and boat, and technical alternative to aircraft.

A study was undertaken to determine possible Coast Guard uses of a communication satellite.

Research and development efforts were directed at not only preventing spills of harmful materials but also at effective containment and rapid clean-up.

✓ New recreational boat standards for flotation, powering, fuel systems, electrical systems and ventilations systems were developed for recreational boating.

A standard organization for Comptroller activities throughout the Coast Guard were developed.

✓ The Ports and Waterways Safety Act of 1972 was enacted by Congress.

✓ National Response Center established at DOT Headquarters.

✓ Chemical Hazards Reporting Information System (CHRIS) established.

✓ Pollution Incident Reporting System (PIRS) established.

✓ The Coast Guard adopted the new distinctive Coast Guard uniform.

Coast Guard presence in Law of the Sea matters expanded.

Enactment of increased admiralty claims settlement authority to reduce necessity of costly court trials.

✓ Reorganization of procedures for promulgating regulations -- establishment of the Marine Safety Council as a successor to the Merchant Marine Safety Council.

Improvement of administration of military justice through establishment of Military Justice Division at Headquarters and two General Court-Martial judges in the field.

Conducted a comprehensive study of the Coast Guard's Federal Women's Program with emphasis on improving the overall utilization of civilian women employees.

Conducted Sociological Awareness Seminars for Base Commanding Officers.

Conducted the first service-wide survey of racial human relations attitudes among Coast Guard military personnel.

Communications Station Boston modernized.

VHF-FM communications to 20 miles offshore for Continental U. S. substantially completed.

Last HH-3F (helicopter) delivered to Coast Guard (40th).

Last HC-130H (long range search aircraft) delivered to Coast Guard (21st).

Acquired property and hangar at St. Petersburg/Clearwater International Airport for future expansion of C-130/HH-3F operations.

✓ Commenced planning for new air stations at Cordova, Alaska and Arcata, California.

Acquisition of pier 36-37 complex in Seattle approved for homeport of POLAR Class icebreakers and a support facility.

✓ Instituted surface law enforcement patrol in the Seventh Coast Guard District implementing U.S. intentions to abide by new anti-hippie agreement with Cuba.

From the period 1 January 1971 to 31 December 1973 the Coast Guard Auxiliary showed a growth of 6,113 members from 30,221 to 36,334. In addition, 1,166,393 persons enrolled in Aux. Public Education courses, 1,057,588 Courtesy Motorboat Exams were conducted, 114,113 regatta and safety patrols were conducted, 1,224 lives were saved, 132,935 persons were assisted and 296,614,888 dollars in property was saved by the Coast Guard Auxiliary during this same four year period.

In FY 1972 a seven lesson course in "Principles of Safe Sailing" and a twelve lesson course in "Boating Safety and Seamanship" were introduced. Also, in cooperation with the Red Cross, the one lesson course "First Aid for the Boatman" was developed.



In FY 1973, an Auxiliary one lesson boating safety course, the "Skippers Outboard Special (SOS)" and a home study course entitled the "Skippers Course" were introduced to the public. A second National Rear Commodore was authorized and appointed.

In FY 1974, a new Training Department was added to the Auxiliary National Staff and the Auxiliary Management Information System (AUXMIS), development of which began in FY 1973, came into being providing a centralized, automated accounting system for tabulating Auxiliary personnel and performance data. A total of 108,496 members of youth organizations were involved in Auxiliary courses throughout the year.

Since enactment of the FBSA of 1971, 33 state jurisdictions have adopted the Coast Guard's standard accident report and 53 state jurisdictions have entered into federal grant-in-aid agreements with the Coast Guard.

A motivational pamphlet on recreational boating safety entitled "Almost Everything You Wanted to Know About Boating\*...\*But Were Ashamed to Ask" was developed and distributed through government, private, and industry circles. In two years this publication has reached almost 3 million boaters. Established correspondence course in recreational boating safety law enforcement for state and federal marine enforcement personnel.

In FY 1973, implemented the first new regulations and standards under provisions of Federal Boat Safety Act of 1971. These concerned safe powering, loading, certification of standards, personal flotation devices (PFDs) and hull identification numbers. Implemented the new Boating Safety Standards Compliance and Defect Notification Programs. Monitored 74 recall campaigns that involved 170,000 units.

In FY 1974, implemented the new Boating Safety Standard that requires integral flotation in most boats manufactured. Commenced product testing program of recreational boats. Initiated a series of Consumer Alert Bulletins about defect investigations, for public release.

Established the interim Research and Development Center, Groton, Conn. to increase the in-house capability for research, development, test and evaluation.

Completed development of a 26 foot motor rescue boat.

Completed research on strength standards of Great Lakes ore ships that influenced the detailed Coast Guard approval of designs for the new 1,000 foot ore carriers.

Completed development of an experimental Distress Alerting and Locating System (DALIS) which provides the position and identification of a person/vessel in distress.

Established a Surface Vessel Safety Staff at Headquarters.

Transferred IG duties to Area Commanders and established an Inspection Liaison Staff at Headquarters to collate Area Inspector efforts.

Established a permanent board to review Surface Vessel incidents to reduce accident costs in the fleet.

Established a west coast Petty Officer training facility at Petaluma, California.

Established a consolidated operating facility at Portsmouth, Virginia.

Established a Central Assignment Control (CAC) at Coast Guard Headquarters for enlisted personnel.

A system to test Merchant Marine officers in radar was introduced. The system is a simulator developed under Coast Guard contract.

A major revision of Coast Guard supply system commenced (July 1973). This consists of centralized inventory control points (ICP) and closing down of District Supply Depots. Completion of this project is estimated in FY 75/76.

Following are studies completed during Admiral Bender's tour as Commandant:

Completed in FY 1972

Cargo Container Certifications  
Coast Guard Officer Requirements  
Commercial Fishing Vessel Safety  
Crew Skills and Disciplines  
Enhancement of the Operations Management Information System  
Great Lakes Pilotage  
Ocean Station Program Review  
Pollution Monitoring -- Puget Sound  
SAR Criteria and Force Analysis  
Supply Center, Brooklyn/CG Yard  
Weather Dissemination and Alerting

Completed in FY 1973

Council on Environmental Quality Supertanker Study  
CG Intelligence and Security Functions  
Coastal Traffic Analysis and AMVER  
Enlisted Job Task Analysis  
Forecasting Marine Activities  
Government Maritime Communications Study  
Impact of Offshore Exploration on Coast Guard  
Licensing Modernization  
Management Information System for Office of Merchant Marine Safety  
Minority Recruiting  
National Pollution Response Center  
Pollution Training Course -- Yorktown  
Radar Observer Testing  
Radionavigation Systems Evaluation  
Towing Vessel Study  
Vessel Traffic Systems, Part 1

Completed in FY 1974

Academy Attrition  
Civil Rights Attitudes  
Enforcement of Laws and Treaties Study -- Phase 1  
Electronics Technician Rating  
Evaluate Needs and Recommend  
    Training in Environmental Protection Functions  
Federal Women's Program Study  
Pollution Incident Reporting System  
Pollution Program Effectiveness  
Service-wide Survey on Drugs and Alcohol

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