Commandant
U.S. Coast Guard
Washington, D.C.
20591
OFFICIAL BUSINESS

POSTAGE & FEES PAID
U.S. Coast Guard

COAST GUARD RESERVIST

CG 288

Washington, D.C. U.S. COAST GUARD Vol. XVIII No. 5 MAR. 1971

HOLIDAYS

Did you know that George Washington's Birthday is not February 22nd? His birthday is now officially, at least as far as the Federal Legal Holiday is concerned, the third Monday in February. That means that it will vary between 15 February and 21 February. This is just one of the legal holidays that were changed by Public Law 90-363, which took effect on 1 January 1971. The complete list of the *FEDERAL* Legal Holidays is as follows:

"New Year's Day, January 1.

"Washington's Birthday, the third Monday in February.

"Memorial Day, the last Monday in May.

"Independence Day, July 4.

"Labor Day, the first Monday in September.

"Columbus Day, the second Monday in October.

"Veterans Day, the fourth Monday in October.

"Thanksgiving Day, the fourth Thursday in November.

"Christmas Day, December 25."

Our Season Record

The Coast Guard responded to more than 50,000 assistance calls during 1970 and assisted more than 125,000 persons, on inland waters and at sea. The lives of 3,764 persons were saved during the year. Of course no dollar value can be placed on human life, but the value of the vessels, aircraft and their cargo was more than two billion dollars, or about four times the Coast Guard's budget for the year.

Help Wanted!

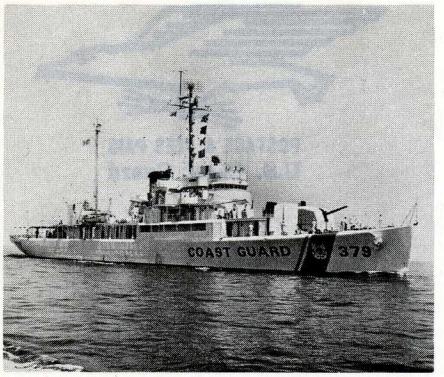
The Commandant has directed Coast Guard operating units to be prepared to receive reports of polluting spills both from those responsible and from the general public and to take prompt action on them. Early notice of pollution incidents will help pinpoint responsibility and in many cases enable the Coast Guard to initiate control or containment measures quickly so as to minimize harmful effects.

Anyone observing oil, etc. being spilled into navigable waters is requested to call the nearest Coast Guard operating unit, giving all details available as to location, time, company involved, kind of oil, names of witnesses and any other circumstances that might assist in getting prompt remedial action underway. Prompt notification to the company, also, will usually result in its taking immediate action.

Reserve Policy Board

Between 14 and 16 December a Coast Guard Reserve Policy Board was held at Headquarters to discuss and recommend action on those items submitted to the Commandant by the District Policy Boards for fiscal years 1970 and 1971. The Board was chaired by RADM M. W. STOFFLE, USCGR and consisted of CAPT Joseph V. WIELERT, USCGR; CDR James E. BUFORD, USCGR; CDR Vivian J. REESE, USCGR(W); CDR Herbert M. HARTLOVE, USCG; LCDR Reynold J. MATTHEWS, USCGR; and LCDR John A. KWEKEL, USCGR.

The subject matter reviewed by the Policy Board covered a broad spectrum of the policies of the Reserve program. Due to the uncertainties concerning the Reserve program last year, no Policy Board was held for fiscal year 1970, and those items submitted by the Districts for FY-70 were discussed by this year's board. Following a review of the Policy Board's recommendations by the Commandant it is presently planned to publish the results of this Board to the Reserve "field" within the next few months.



USCGC UNIMAK (WTR-379)

The USS UNIMAK was built for the U.S. Navy during 1942 and 1943 at the Associated Shipbuilder's Yard in Seattle, Washington, as a small type seaplane tender (Barnegat Class). She was commissioned on 31 December 1943 at Harbor Island, Seattle.

During the Second World War she served first with Fleet Air Wing THREE in Central and South America and with the Atlantic Fleet out of Norfolk. While serving with Fleet Air Wing THREE, UNIMAK began her tradition of SAR missions, as she rescued survivors of a crashed blimp and aided in searching for plane crash survivors. While operating out of Norfolk she ferried personnel and supplies from England to the United States. She was equipped to accommodate 501 men.

After the War, UNIMAK returned to the Pacific to assist in transporting men and supplies from Palmyra and the Johnson Islands to Pearl Harbor, and in shifting men to Attu, and Kodiak, Alaska, and Russia.

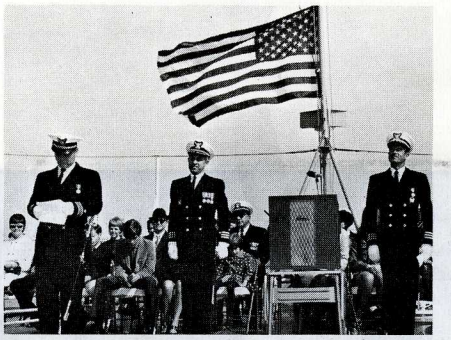
On 14 December 1948 she was loaned to the Coast Guard along with 16 other identical ships, which were fitted out to operate as Ocean Station Vessels. After many ocean station patrols UNIMAK became the Coast Guard's first Reserve Training Vessel in 1956. Her home port was changed from Boston to Cape May where she has remained. Her designation [after being USS (AVP 31), USCGC (WAVP 379), USCGC (WHEC 379)] is now USCGC (WTR 379).

UNIMAK is 311 feet long with a beam of 41 feet a displacement of 2,500 tons, and a draft of 13 feet. She is powered by twin 10 cylinder opposed piston diesels of 3200 hp each.

Her main armament is now a single 5in/38 cal. mount, although in her World War II configuration she mounted four 5 in/38 cal. mounts.

Normal crew consists of 12 officers and 77 enlisted men in the permanent party, 90 to 105 seamen and firemen trainees, and up to 6 officers and 40 enlisted men from Reserve units on ACDUTRA.

UNIMAK "wears" the following service "ribbons": American Campaign Medal, European-African-Middle Eastern Campaign Medal, Asiatic-Pacific Campaign Medal, World War II Victory Medal, National Defense Service Medal (2nd Award), and The Armed Forces Reserve Medal.



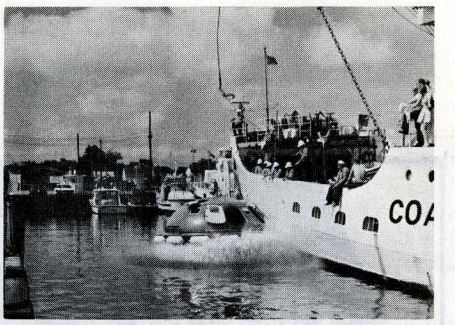
Change of command ceremonies aboard the USCGC UNIMAK, 6 October 1970. Commander Ted L. GANNAWAY, USCG (right), is shown relieving Commander Henry A. CRETELLA, USCG at Cape May, New Jersey.

A BRUCKER?

The Coast Guard is presently testing a unique new lifeboat to evaluate the boat's suitability for use on board U.S. merchant vessels. The device, called the Brucker Survival Capsule after Milton Brucker, its inventor, resembles a flying saucer. The design was first patented nearly 100 years ago. As presently manufactured, however, the capsule is as modern as it looks:

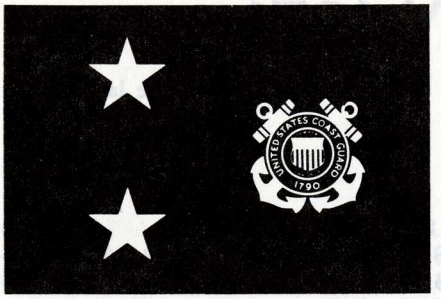
The capsule is a totally enclosed sphere measuring 13½ feet in diameter and 9 feet in height. It contains seating space and survival rations for 28 persons. Propelled by a 40-horsepower diesel engine, the capsule can turn within its own radius. The airtight, watertight doors exclude smoke from the cabin, while bilge pumps spray water over the craft's exposed surfaces. Air inside the cabin is recirculated through patent oxygen regenerating chemicals. The capsule's low center of gravity, rugged construction, and maneuverability make swamping or capsizing relatively unlikely. One capsule, swept off an oil rig platform by Hurricane Camille, survived that storm's 200 mph winds and 50-foot seas with virtually no damage.

The term "lifeboat" is strictly defined by both Coast Guard regulations and the International Convention for Safety of Life at Sea, 1960. A motor lifeboat, when fully loaded must be capable of traveling through smooth water at a speed of at least 6 knots. It must also be designed for rowing in the event of engine failure. The Brucker device can't be rowed by conventional means and has a top speed of only 3.2 knots; hence, the problem in standard certification. For use on board most merchant vessels, lifeboats are required to be no less than 24 feet in length and again, the capsule fails to qualify.



The U.S. Coast Guard is charged with the responsibility of the administration of these 1960 SOLAS Treaty requirements and U.S. Marine Safety Laws. The drafters of those 1960 SOLAS requirements may have envisioned the eventual creation of something similar to the capsule, for they established an equivalency clause" which states "if it is satisfied by trial thereof . . ." that a given devise is "at least as effective as that required by the present regulations," the administration may approve the device for use. If the Brucker device should qualify, it would mark the first time that a boat markedly different from a lifeboat would merit consideration as a lifeboat under the equivalency clause.

The capsules have already been certified by the Coast Guard for use on offshore platforms, where lifesaving equipment standards are somewhat less stringent than on board merchant vessels. On board off-shore oil rigs, the capsules have been widely accepted because of the protection they might provide in abandoning a rig which has caught fire.



THE ADMIRAL'S CORNER

Admiral BENDER has clearly indicated on many occasions that there is "one Coast Guard."

The Master Chief Petty Officer of the Coast Guard, BMCM CALHOUN, serves as the personal, immediate advisor to the Commandant on matters pertaining to *all* enlisted personnel, Regular and Reserve. Members of the Reserve have every right to correspond with the MCPOCG on any subject which they believe affects their benefits, rights, advancement, etc.

To assist Chief CALHOUN in his liaison with enlisted personnel, Senior Enlisted Advisors have been appointed in each district office and many Headquarters units to provide additional liaison with enlisted personnel. In another article in this issue are listed the Senior Enlisted Advisors for the convenience of our personnel.

Any reservist having a suggestion, complaint, or inquiry may contact by phone or mail either the MCPOCG or the appropriate SEA for his district. Naturally, since correspondence between a member and either the MCPOCG or any of the SEA's is personal in nature, it does *not* have to be sent via the chain of command.

I would like to remind you that your commanding officer is charged by Coast Guard Regulations to be responsible for the overall well-being of all his personnel. If you have a problem, refer it first to your commanding officer. The problem may be something of which he was unaware and can be readily resolved within the unit.

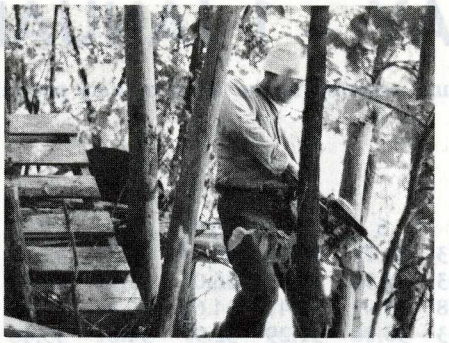
J. D. McCubbin

GRAND CLEANUP

Goast Guard reservists at Lansing, Michigan, volunteered their help in a recent community action campaign.

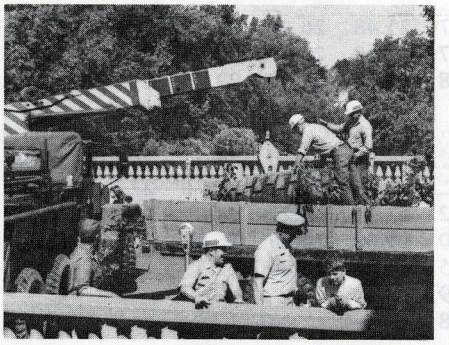
The Grand River cleanup campaign, tagged "Give the Grand a Hand," was aided by Lansing's Coast Guard Reserve unit 09-83639 last September.

The reservists' knowledge of small



boat handling and water safety were a big help in the Coast Guards role of clearing the most hazardous section of the river.

Coast Guard Hospital Corpsmen were stationed at various points along the river to provide first aid to civilians and the Coast Guard crews.



Senior Enlisted Advisors

Listed below are the names, addresses, and telephone numbers of the Senior Enlisted Advisors of the districts and several of the major Headquarters units. Correspondence should be addressed to "Senior Enlisted Advisor, . . . Coast Guard District," followed by the address.

CCGD1:
BMCS Lemuel S. MOLYNEAUX, Jr.
J. F. Kennedy Federal Bldg
Government Center
Boston, Mass. 02203
Tel: 617—223-3633

CCGD2:
YNCM James R. BENTLEY
Federal Building
1520 Market St.
St. Louis, Mo. 63103
Tel: 314—622-4661

CCGD3:
QMCM Santos CASTRO
Governors Island
New York, N.Y. 10004
Tel: 212—264-4804

CCGD5:
BMCM Paul N. CAVINESS
Federal Bldg
431 Crawford St.
Portsmouth, Va. 23705
Tel: 703—393-9611 Ext. 366

CCGD7:
TTCS Jack D. CLIPPARD
Federal Bldg, Room 1018
51 S.W. 1st Ave.
Miami, Fla. 33130
Tel: 305—350-4235

CCGD8:
YNCM James LAWRENCE
Customhouse
New Orleans, La. 70130
Tel: 504—527-6258

CCGD9:
BCM Roland E. SHAFRANEK
1240 East 9th St
Cleveland, Ohio 44199
Tel: 216—522-4417

CCGD11:
BMCM Richard E. COO
Heartwell Bldg.
19 Pine Ave.
Long Beach, Calif. 90802
Tel: 213—590-2321

CCGD12:
JOCS Dale CROSS
630 Sansome St.
San Francisco, Calif. 94126
Tel: 415—556-0668

CCGD13:
YNCM Phillip F. SMITH
618 2d Ave.
Seattle, Wash. 98104
Tel: 206—624-2902 Ext. 33

CCGD14:
YNC James A. KINIMAKA
677 Ala Moana
Honolulu, Hawaii 96813
Tel: 416—556-0220
Ask for Honolulu
808—546-5531

CCGD17:
YNCM Jack McNEAL
FPO Seattle 98771
Tel: AUTOVON 317—388-1121
Ext. 58-734

CGTC Cape May:
BMCM Jack J. COOPER
U.S. Coast Guard Training Center
Cape May, N.J. 08204
Tel: 609—884-8451

CGTSC Alameda:
BMCM James P. LAWSON
U.S. Coast Guard Training/Supply Center
Government Island
Alameda, Calif. 94501
Tel: 415—273-7621

CGRTC Yorktown:
BMCM Forest C. REED
U.S. Coast Guard Reserve Training Center
Yorktown, Va. 23490
Tel: 703—887-2811

DRILL PAY – 1 JANUARY 1971

The following table lists the drill pay amounts reflected in the latest military pay raise. Where a dash appears, the last amount shown for that paygrade is the maximum.

COMMISSIONED OFFICERS

	Under 2	Over: 2	3	4	6	8	10	12	14	16	18	20	22	26	30
O-6	34.79	38.24	40.73	40.73	40.73	40.73	40.73	40.73	42.11	48.77	51.26	52.37	55.42	60.11	—
O-5	27.82	32.69	34.93	34.93	34.93	34.93	36.01	37.93	40.46	43.49	45.99	47.37	49.04	—	—
O-4	23.47	28.55	30.48	30.48	31.02	32.41	34.61	36.57	38.24	39.90	41.01	—	—	—	—
O-3	21.81	24.37	26.04	28.83	30.20	31.29	32.97	34.61	35.46	—	—	—	—	—	—
O-2	17.48	20.76	24.94	25.77	26.31	—	—	—	—	—	—	—	—	—	—
O-1	15.02	16.64	20.76	—	—	—	—	—	—	—	—	—	—	—	—

COMMISSIONED OFFICERS WITH OVER FOUR YEARS ACTIVE ENLISTED SERVICE

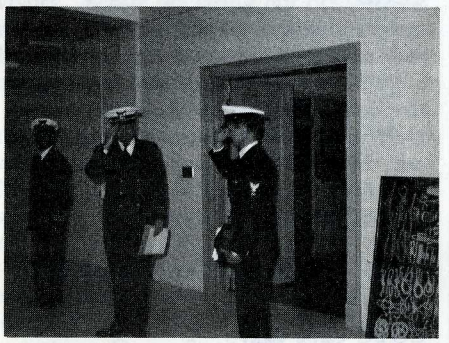
O-3	28.83	30.20	31.29	32.97	34.61	36.01	—	—	—	—	—	—	—	—
O-2	25.77	26.31	27.14	28.55	29.66	30.48	—	—	—	—	—	—	—	—
O-1	20.76	22.17	23.00	23.82	24.66	25.77	—	—	—	—	—	—	—	—

CHIEF WARRANT OFFICERS

W-4	22.21	23.82	23.82	24.37	25.48	26.60	27.70	29.66	31.02	32.13	32.97	34.07	35.20	37.93	—
W-3	20.19	21.90	21.90	22.17	22.49	24.08	25.48	26.31	27.14	27.96	28.83	29.93	31.02	32.13	—
W-2	17.68	19.12	19.12	19.68	20.76	21.90	22.73	23.55	24.37	25.22	26.04	26.87	27.96	—	—

ENLISTED MEN

E-9						25.23	25.81	26.40	26.99	27.59	28.13	29.62	32.50	—
E-8					21.17	21.76	22.34	22.93	23.51	24.07	24.67	26.12	29.03	—
E-7	13.30	15.95	16.54	17.12	17.71	18.27	18.85	19.45	20.32	20.89	21.47	21.76	23.22	26.12	—
E-6	11.47	13.93	14.50	15.10	15.68	16.25	16.84	17.71	18.27	18.85	19.15	—	—	—	—
E-5	9.91	12.20	12.79	13.35	14.22	14.80	15.39	15.95	—	—	—	—	—	—	—
E-4	8.33	10.43	11.03	11.89	12.48	—	—	—	—	—	—	—	—	—	—
E-3	6.03	8.42	8.99	9.58	—	—	—	—	—	—	—	—	—	—	—
E-2	4.97	6.96	—	—	—	—	—	—	—	—	—	—	—	—	—
E-1	4.79	6.37	—	—	—	—	—	—	—	—	—	—	—	—	—



DCC John W. FINEGAN receives the final farewell from LCDR Arthur K. HOUNSLEA, Commanding Officer of ORTUPS (O) 03-82272, New London, Connecticut. Chief FINEGAN's retirement ended a career which began in 1950 at the time the New London ORTU was established, thereby making him a plank owner.

TIRE HAZARDS

The National Highway Safety Bureau (DOT) warns that due to the difference in construction of belted-bias, radial, and bias ply tires, their performance under similar conditions may differ considerably. Intermixing of these tires can change the vehicle handling characteristics from a stable condition to a wandering, fishtailing, unstable condition.

The following precautions and guidelines are printed for your information:

1. When you replace the tires on your car, follow the recommendations of the auto manufacturer in the Owners Manual or a reputable tire service store or dealer.

2. New tires should be mounted on the rear for better traction and handling.

3. New tires should have a "break-in" period. Limit speed to 60 miles per hour for the first 50 miles

4. For the highest degree of safety and to obtain the best handling conditions, fit your car with four tires of the same type construction, (i.e. bias, belted).

5. NEVER intermix bias, belted-bias, or radial ply tires on the same axle.

6. NEVER intermix radial tires or the new "60 Series" tires with any other tire sizes or types. Use radial or 60 Series tires only in complete sets.

7. When purchasing deep-tread, winter-type tires for the rear axle of the vehicle, select tires of the same construction (bias belted-bias, or radial ply) as the tires on the front of the vehicle.

8. If it is necessary to intermix dissimilar tires, always mount two tires of the same type on the same axle.

If two of the tires are belted (not radial), mount them on the rear.

The Coast Guard RESERVIST

Published monthly in Washington, D.C., by the Commandant, U.S. Coast Guard. Reference to directives, regulations, and orders is for information only and does not by publication herein constitute authority for action. Inquiries about the Coast Guard Reserve should be addressed to the Commandant (R/81) Coast Guard Headquarters, Washington, D.C. 20591.

ADMIRAL C. R. BENDER
Commandant, U.S. Coast Guard

RADM J. D. McCUBBIN
Chief, Office of Reserve

LTJG R. C. BROWN
CWO H. M. KERN
Editors

All photographs are official Coast Guard material unless otherwise designated.

Members of the Coast Guard Reserve are invited to submit articles of interest to the Editor of RESERVIST for possible publication.