

74
.C73/2
89-48

1041

89-48
C73/2
89-48

COAST GUARD APPROPRIATIONS AUTHORIZATION

GOVERNMENT

Storage

HEARING

BEFORE THE

SUBCOMMITTEE ON

MERCHANT MARINE AND FISHERIES

OF THE

COMMITTEE ON COMMERCE

UNITED STATES SENATE

EIGHTY-NINTH CONGRESS

SECOND SESSION

ON

S. 2981 and H.R. 12762

A BILL TO AUTHORIZE APPROPRIATIONS FOR PROCUREMENT OF VESSELS AND AIRCRAFT AND CONSTRUCTION OF SHORE AND OFFSHORE ESTABLISHMENTS FOR THE COAST GUARD

MARCH 10, 1966

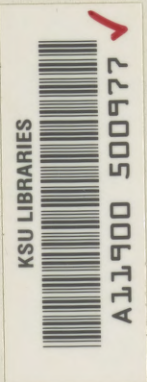
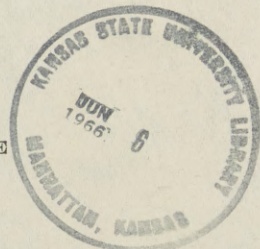
Serial No. 89-48

Printed for the use of the Committee on Commerce



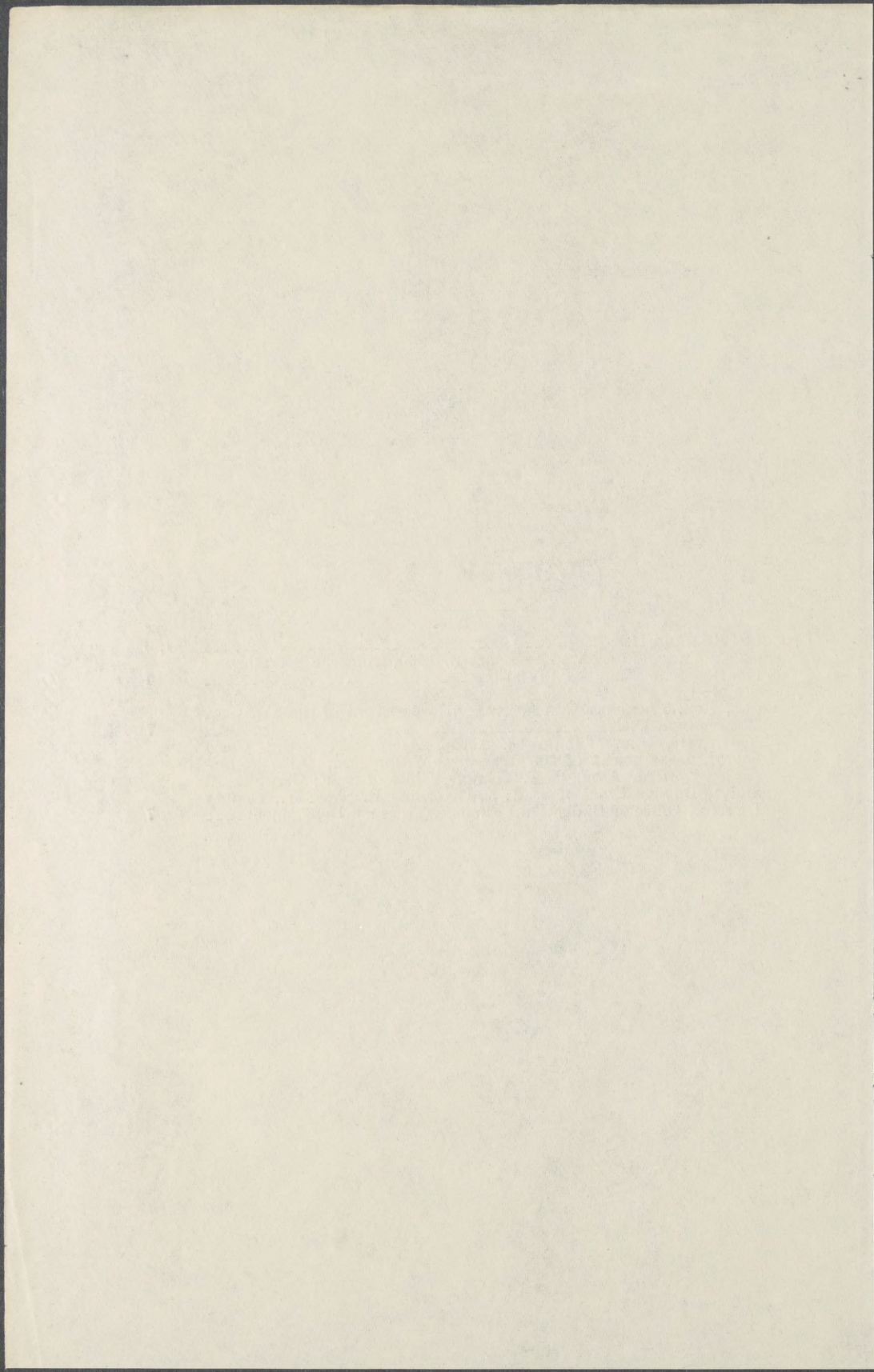
U.S. GOVERNMENT PRINTING OFFICE
WASHINGTON : 1966

60-803



CONTENTS

	Page
Text of S. 2981 and H.R. 12762-----	1, 3
Letter and memorandum dated February 8, 1966, from the Secretary of the Treasury requesting the legislation-----	4
Statement of—	
Davis, Hon. True, Assistant Secretary, Department of the Treasury, Washington, D.C.-----	7
Shields, Vice Adm. William D., Acting Commandant, U.S. Coast Guard, Department of the Treasury, Washington, D.C.; accom- panied by Rear Adm. P. E. Trimble, Chief of Staff; Capt. R. R. Smith, Deputy Chief of Staff; and Norman E. Sims, Jr., Deputy Director, Office of Budget and Finance, Treasury Department-----	7



COAST GUARD APPROPRIATIONS AUTHORIZATION

THURSDAY, MARCH 10, 1966

U.S. SENATE,
COMMITTEE ON COMMERCE,
SUBCOMMITTEE ON MERCHANT MARINE AND FISHERIES,
Washington, D.C.

The subcommittee met at 10 a.m. in room 5110, New Senate Office Building, Hon. E. L. Bartlett presiding.

Senator BARTLETT. The committee will be in order.

The purpose of this hearing this morning is to consider S. 2981 and H.R. 12762, bills which would authorize appropriations for procurement of vessels and aircraft and construction of shore and offshore establishments for the Coast Guard. A copy of the bills will be inserted in the record at this point.

(The bills follow:)

[S. 2981, 89th Cong., 2d sess.]

A BILL To authorize appropriations for procurement of vessels and aircraft and construction of shore and offshore establishments for the Coast Guard

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That funds are hereby authorized to be appropriated for fiscal year 1967 for the use of the Coast Guard as follows:

Vessels

For procurement, extension of service life, and increasing capability of vessels, \$49,210,000.

A. Procurement:

- (1) three high-endurance cutters;
- (2) one river tender;
- (3) design of icebreaker;
- (4) design of oceanographic cutter; and
- (5) design of small cutter.

B. Increasing capability:

- (1) install secure communications equipment on three high-endurance cutters; and
- (2) install balloon tracking radar on one high-endurance cutter.

C. Extension of service life:

- (1) improve icebreakers; and
- (2) enlarge operations center on two 255-foot high-endurance cutters.

Aircraft

For procurement of aircraft, \$24,104,000:

- (1) three long-range aircraft;
- (2) five medium-range fixed or rotary-wing aircraft; and
- (3) twelve medium-range helicopters.

Staff counsel assigned to this hearing: William C. Foster.

Construction

For establishment or development of installations and facilities by acquisition, construction, conversion, extension, or installation of permanent or temporary public works, including the preparation of sites and furnishing of appurtenances, utilities, and equipment for the following, \$29,686,000:

- (1) Station, Umpqua River, Oregon: barracks, messing and operations building; equipment building; and public family quarters;
- (2) Station, Coos Bay, Oregon: operations building, garage, and public family quarters;
- (3) Base, Milwaukee, Wisconsin: administration, industrial and buoy maintenance building; dock; and breakwater on leased premises with long-term lease;
- (4) Depot, Southwest Harbor, Maine: barracks and mess building, piers, and public family quarters;
- (5) Station, New Canal, Louisiana: utility building, bulkhead, and dock;
- (6) Base, Governors Island, New York: industrial facilities, piers;
- (7) Station, Saint Ignace, Michigan: barracks, messing and operations building, garage, piers, breakwater, and public family quarters;
- (8) Station, Grand Isle, Louisiana: moorings, bulkhead, public family quarters, and completion of LORAN-A station;
- (9) Air Station, South San Francisco, California: barracks and sickbay building, rehabilitation of existing barracks as administration and messing building, transmitter-emergency operations building;
- (10) Various locations: transportable communications units;
- (11) Base, New Orleans, Louisiana: third and fourth floors of administration building, gatehouse, shop buildings, and moorings;
- (12) Station, Rappahannock River, Virginia: barracks, messing, operations building; bulkhead; pier; and public family quarters;
- (13) Radio Station, Long Beach, California: transmitter installation;
- (14) Radio Station, Kodiak Island, Alaska: transmitters and antennas;
- (15) Station, Marathon, Florida: barracks, administration and operations building, storage building wharf, bulkhead and seawall;
- (16) Station, Cape May, New Jersey: hangar, offices, shop building, and improve mooring;
- (17) Air Station, Kodiak, Alaska: improvement of hangar doors;
- (18) Base, Terminal Island, San Pedro, California: supply warehouse;
- (19) Moorings, Pine Bluff, Arkansas: establish moorings for aids to aids to navigation tender;
- (20) Various locations: Aids to navigation projects including, where necessary, advance planning and acquisition of sites;
- (21) LORAN-A Stations, Galveston and Port Isabel, Texas: transmitter, power, and storage buildings;
- (22) Academy, New London, Connecticut: cadet barracks;
- (23) Recruit Training Center, Cape May, New Jersey: administration building;
- (24) Reserve Training Center, Yorktown, Virginia: Engineman School classroom and laboratory building;
- (25) Various locations: public family quarters; and
- (26) Various locations: advance planning, construction design architectural services and acquisition of sites in connection with public works projects not otherwise authorized by law.

[H. R. 12762, 89th Cong., 2d sess.]

AN ACT To authorize appropriations for procurement of vessels and aircraft and construction of shore and offshore establishments for the Coast Guard

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That funds are hereby authorized to be appropriated for fiscal year 1967 for the use of the Coast Guard as follows:

VESSELS

For procurement, extension of service life, and increasing capability of vessels, \$63,210,000.

(A) Procurement:

- (1) four high-endurance cutters;
- (2) one river tender;
- (3) design of icebreaker;
- (4) design of oceanographic cutter; and
- (5) design of small cutter.

(B) Increasing capability:

- (1) install secure communications equipment on three high-endurance cutters; and
- (2) install balloon tracking radar on one high-endurance cutter.

(C) Extension of service life:

- (1) improve icebreakers; and
- (2) enlarge operations center on two two-hundred-and-fifty-five-foot high-endurance cutters.

AIRCRAFT

For procurement of aircraft, \$29,144,000:

- (1) three long-range aircraft;
- (2) five medium-range fixed or rotary-wing aircraft; and
- (3) twenty medium-range helicopters.

CONSTRUCTION

For establishment or development of installations and facilities by acquisition, construction, conversion, extension, or installation of permanent or temporary public works, including the preparation of sites and furnishing of appurtenances, utilities, and equipment for the following, \$33,725,000.

(1) Station, Umpqua River, Oregon: barracks, messing and operations building; equipment building; and public family quarters;

(2) Station, Coos Bay, Oregon: operations building, garage and public family quarters;

(3) Base, Milwaukee, Wisconsin: administration, industrial and buoy maintenance building; dock; and breakwater on leased premises with long-term lease;

(4) Depot, Southwest Harbor, Maine: barracks and mess building, piers, and public family quarters;

(5) Station, New Canal, Louisiana: utility building, bulkhead, and dock;

(6) Base, Governors Island, New York: industrial facilities, piers; and acquisition of the building constructed on the Fort Jay Military Reservation, New York, by the Young Men's Christian Association;

(7) Station, Saint Ignace, Michigan: barracks, messing and operations building, garage, piers, breakwater, and public family quarters;

(8) Station, Grand Isle, Louisiana: moorings, bulkhead, public family quarters, and completion of LORAN-A station;

(9) Air Station, South San Francisco, California: barracks and sickbay building, rehabilitation of existing barracks as administration and messing building, transmitter-emergency operations building;

(10) Various locations: transportable communications units;

(11) Base, New Orleans, Louisiana: third and fourth floors of administration building, gatehouse, shop buildings, and moorings;

(12) Station, Rappahannock River, Virginia: barracks, messing, operations building; bulkhead, pier; and public family quarters;

(13) Radio Station, Long Beach, California: transmitter installation;

(14) Radio Station, Kodiak Island, Alaska: transmitter and antennas;

(15) Station, Marathon, Florida: barracks, administration and operations building, storage building wharf, bulkhead and seawall;

(16) Station, Cape May, New Jersey: hangar, offices, shop building, and improve mooring;

- (17) Air Station, Kodiak, Alaska: improvement of hangar doors;
- (18) Base, Terminal Island, San Pedro, California: supply warehouse;
- (19) Moorings, Pine Bluff, Arkansas: establish moorings for aids to navigation tender;
- (20) Various locations: Aids to navigation projects including, where necessary, advance planning and acquisition of sites;
- (21) LORAN-A Stations, Galveston and Port Isabel, Texas: transmitter, power, and storage buildings;
- (22) Academy, New London, Connecticut: cadet barracks;
- (23) Recruit Training Center, Cape May, New Jersey: administration building;
- (24) Reserve Training Center, Yorktown, Virginia: Engineman School classroom and laboratory building;
- (25) Station, Chicago, Illinois: hangar, offices, shop building, and improved mooring;
- (26) Cape Kennedy, Florida: hangar, offices, shop building, and improved mooring;
- (27) Various locations: public family quarters; and
- (28) Various locations: advance planning, construction design architectural services and acquisition of sites in connection with public works projects not otherwise authorized by law.

SEC. 2. During fiscal years 1967 through and including 1968 the Secretary of the Department in which the Coast Guard is operating is authorized to lease existing housing facilities at or near Coast Guard installations in the United States and Puerto Rico for assignment as public quarters to military personnel and their dependents, if any, without rental charge upon a determination by the Secretary, or his designee, that there is a lack of adequate housing facilities at or near such Coast Guard installations. Such housing facilities may be leased on an individual or multiple-unit basis. Expenditures for the rental of such housing facilities may not exceed the average authorized for the Department of Defense.

Passed the House of Representatives March 7, 1966.

Attest:

RALPH R. ROBERTS,
Clerk.

(The letter and memorandum requesting the legislation follow:)

THE SECRETARY OF THE TREASURY,
Washington, February 8, 1966.

HON. HUBERT H. HUMPHREY,
President of the Senate,
Washington, D.C.

DEAR MR. PRESIDENT: There is transmitted herewith a draft of a bill to authorize appropriations for procurement of vessels and aircraft and construction of shore and offshore establishments for the Coast Guard.

This proposal results from the requirements of Public Law 88-45 which provided that no funds could be appropriated to or for the use of the Coast Guard for the procurement of vessels or aircraft or the construction of shore or offshore establishments unless the appropriation of such funds had been authorized by legislation enacted after December 31, 1963.

This is the third bill to be submitted since the adoption of authorization procedures for Coast Guard acquisitions and construction. The format employed in the last submission is continued. Also continued is the practice adopted last year of including all items of acquisition, construction, and improvement programs for the Coast Guard even though the provisions of Public Law 88-45 appear to require authorization only for major facilities and construction. Inclusion of all items in the proposal obviates the necessity for separation of the program into two parts; one requiring authorization and the other requiring no authorization.

With respect to what may be referred to as minor items, the bill does not itemize the aids to navigation projects or the advanced planning projects for which comparatively minor sums are required. The inclusion of all the items under these general headings would have unduly lengthened the bill. It should be noted that the authorization for aircraft includes replacement of existing aircraft as well as augmentation aircraft to enable the establishment or enlargement of aviation units. Additionally, it includes associated spare parts and ground support equipment.

There is attached a memorandum listing in summary form the procurement and construction programs for which appropriations would be authorized by the proposed bill. In further support of this legislation, the cognizant legislative committees will be furnished detailed information with respect to each program for which fund authorization is being requested in a form identical to that being submitted in explanation and justification of the budget request. Additionally, the Department will be prepared to submit any other data that the committees or their staffs may require.

It would be appreciated if you would lay this proposed bill before the Senate. A similar bill has been transmitted to the Speaker of the House of Representatives.

The Department has been advised by the Bureau of the Budget that there is no objection to the submission of this legislation to the Congress and that its enactment would be in accord with the program of the President.

Sincerely yours,

HENRY H. FOWLER.

Summary of fiscal year 1967 U.S. Coast Guard program for procurement of vessels and aircraft and for construction of shore and offshore establishments

VESSELS

For procurement, extension of service life, and increasing capability of vessels:

Procurement:	<i>Thousands</i>
1. 3 high-endurance cutters to replace 3 large overage cutters	\$42, 000
2. 1 river tender to service aids to navigation on the Arkansas River (see construction item 19 for mooring)	710
3. Preliminary to procurement, design icebreaker to replace windclass icebreaker	1, 000
4. Preliminary to procurement, design new oceanographic cutter	500
5. Preliminary to procurement, design small cutter intermediate in size between present patrol boats and medium-endurance cutter	250
Increasing capability:	
1. Install secure communications equipment on 3 high-endurance cutters to provide communications compatibility with the Navy	600
2. Install prototype of balloon tracking, radar with improved capability on high-endurance cutter	250
Extension of service life:	
1. Enlarge operations centers on 2 225-foot high-endurance cutters	140
2. Improve Coast Guard icebreakers (including former Navy) by improving habitability, installing oceanographic facilities, secure communications equipment and facilities for turbine helicopters	3, 760
Total vessels	<u>49, 210</u>

AIRCRAFT

For procurement of aircraft:

1. 3 long-range airplanes to replace 4 overage, medium-range airplanes at air station, Kodiak, Alaska (see construction item 17)	9, 004
2. 5 medium-range fixed or rotary wing aircraft to replace 5 overage, medium-range, fixed-wing aircraft	7, 650
3. 2 helicopters for improved search and rescue protection at Cape May, N.J. (see construction item 16)	1, 150
4. 10 helicopters to support icebreaker operations previously supported by Navy helicopters	6, 300
Total aircraft	<u>24, 104</u>

Summary of fiscal year 1967 U.S. Coast Guard program for procurement of vessels and aircraft and for construction of shore and offshore establishments—Continued

CONSTRUCTION

For establishment or development of installations and facilities by acquisition, construction, conversion, extension, or installation of permanent or temporary public works, including the preparation of sites and furnishing of appurtenances, utilities, and equipment for the following:

	<i>Thousands</i>
1. Station, Umpqua River, Oreg.: Barracks, messing and operations building; equipment building; and public family quarters.....	\$405
2. Station, Coos Bay, Oreg.: operations building, garage, and public family quarters.....	550
3. Base, Milwaukee, Wis.: administration, industrial and buoy maintenance building; dock; and breakwater on leased premises with long-term lease.....	1, 392
4. Depot, Southwest Harbor, Maine: barracks and mess building, piers, and public family quarters.....	723
5. Station, New Canal, La.: utility building, bulkhead, and dock.....	124
6. Base, Governors Island, N.Y.: industrial facilities, piers.....	5, 000
7. Station, Saint Ignace, Mich.: barracks, messing and operations building, garage, piers, breakwater, and public family quarters.....	603
8. Station, Grand Isle, La.: moorings, bulkhead, public family quarters, and completion of LORAN-A station.....	1, 115
9. Air Station, South San Francisco, Calif.: barracks and sickbay building, rehabilitation of existing barracks as administration and messing building, transmitter—emergency operations building.....	1, 300
10. Various locations: transportable communications units.....	410
11. Base, New Orleans, La.: third and fourth floors of administration building, gatehouse, shop buildings and moorings.....	715
12. Station, Rappahannock River, Va.: barracks, messing, operations building; bulkhead; pier; and public family quarters ..	515
13. Radio station, Long Beach, Calif.: transmitter installation.....	84
14. Radio station, Kodiak Island, Alaska: transmitters and antennas.....	73
15. Station, Marathon, Fla.: barracks, administration and operations building, storage building wharf, bulkhead and seawall.....	383
16. Station, Cape May, N.J.: hangar offices, shop building, and improve mooring (see aircraft item (3)).....	1, 062
17. Air Station, Kodiak, Alaska: improvement of hangar doors (see aircraft item (1)).....	200
18. Base, Terminal Island, San Pedro, Calif.: supply warehouse....	367
19. Moorings, Pine Bluff, Ark., to support Arkansas River aids to navigation tender (see vessel item (A2)).....	318
20. Various locations: Aids to navigation projects including, where necessary, advance planning and acquisition of sites.....	2, 168
21. LORAN-A Stations, Galveston and Port Isabel, Tex.: transmitter, power, and storage buildings.....	1, 394
22. Academy, New London, Conn.: cadet barracks.....	2, 092
23. Recruit training center, Cape May, N.J.: administration building.....	828
24. Reserve training center, Yorktown, Va.: Engineman School classroom and laboratory building.....	398
25. Various locations: public family quarters.....	5, 500
26. Various locations: advance planning, construction design, architectural services, and acquisition of sites in connection with public works projects not otherwise authorized by law.....	1, 967
Total shore establishments.....	29, 686

Senator BARTLETT. Our first witness this morning will be Admiral Shields, Acting Commandant of the Coast Guard.

Admiral, will you please identify for the sake of the record those at the witness table with you?

STATEMENT OF VICE ADM. W. D. SHIELDS, ACTING COMMANDANT, U.S. COAST GUARD; ACCOMPANIED BY REAR ADM. P. E. TRIMBLE, CHIEF OF STAFF; CAPT. R. R. SMITH, DEPUTY CHIEF OF STAFF, AND NORMAN E. SIMS, JR., DEPUTY DIRECTOR, OFFICE OF BUDGET AND FINANCE, TREASURY DEPARTMENT

Admiral SHIELDS. Yes, sir. The witnesses are the same as on the list given to the committee, sir. Captain Smith, Deputy Chief of Staff; Admiral Trimble, Chief of Staff; and Mr. Norman Sims, representing the Treasury Department. Mr. Davis had hoped to be here but he is attending the appropriation hearings for Customs this morning and will be here as soon as he is able to make it, sir.

I have a statement—

Senator BARTLETT. If he doesn't come soon we know he is in trouble.

Admiral SHIELDS. Yes, sir.

We have a statement, Mr. Davis' statement.

Senator BARTLETT. Admiral, do you have a statement of your own?

Admiral SHIELDS. Yes, sir.

Senator BARTLETT. We will place Secretary Davis' statement in the record at this point.

(Statement follows:)

STATEMENT OF HON. TRUE DAVIS, ASSISTANT SECRETARY OF THE TREASURY

Mr. Chairman and members of the committee, it is a great pleasure for me to appear before you today for the first time. In the brief period I have been associated with the Coast Guard, I have been impressed not only with the worldwide extent of its operations but also by the variety and complexity of its tasks. The successful execution of Coast Guard missions largely reflects the knowledge and training of its personnel. Further progress will require more modern and effective tools. This committee's decisions on the pending legislation will be of vital importance in respect to the equipment which the Coast Guard needs. I should like to touch briefly on several matters which appear most worthy of highlighting. Admiral Roland will discuss our proposed authorization bill in more detail.

As you know the basic concept of Coast Guard operations is the ability to be flexible to meet varying situations. Nowhere is this better exemplified than in the Coast Guard's contribution to the Nation's operations in Vietnam. On very short notice 26 of its most modern patrol craft were deployed from their normal humanitarian tasks to Vietnam where they are now effectively serving in combat roles. While this has created difficulties in providing normal search and rescue coverage along our coasts, the problem is being met by imposing increased workload on personnel and carefully realigning forces. Seventeen of the twenty-six vessels are being replaced by new construction with funds the Congress expeditiously appropriated last year. We hope that in the national interest of holding down expenses it will not be necessary to seek funds for the replacement of the last nine recently deployed.

By way of implementing one of the recommendations of the roles and missions study of the Coast Guard, responsibility for operating all polar icebreakers is being transferred to the Coast Guard. This imposes additional requirements for trained personnel, planning and capital plant replacement. Four of the five icebreakers being acquired from the Navy and the three already operated by the Coast Guard are overage at this time and a replacement program must be initiated promptly. Since these unique, complex and expensive replacements will be in operation for many years, the question of whether to provide a nuclear or conventional type powerplant will have to be carefully weighed. This will require a through, detailed and lengthy analysis. The request for icebreaker design funds in this bill is therefore critical despite the fact we feel we can extend the life of the present icebreakers for some years.

One of the points which I would like particularly to emphasize here today is the Coast Guard's present role in the field of oceanography and possibilities for

the future. Although not much has been said heretofore about the Coast Guard's role, other than legislation directing that it carry out responsibilities in this area, I am pleased to advise you that the Coast Guard's growing contributions in this field are being carried forward without vastly increased appropriations for this purpose. The operation of ocean stations, the International Ice Patrol, and ice-breakers in the Arctic and Antarctic icefields is yielding data not regularly obtained by any other means with a very modest augmentation of the facilities which would have to be in these areas for other purposes.

This bill also contains design funds for an oceanographic vessel as a replacement for a vessel originally designed as a buoy tender. We have in mind a class of oceanographic vessels with seakeeping qualities which will permit us to replace (at a reduced cost) certain of the high-endurance vessels now planned for the Coast Guard. The development of an oceanographic vessel capable of operating in heavy weather and the Coast Guard's experience in keeping vessels at sea under such conditions will provide a platform with a capability rarely enjoyed by the oceanographic community yet fully compatible with the Coast Guard's requirements. The slight realignment of mission emphasis necessary for the success of this project is fully feasible.

The Coast Guard's personnel have an excellent background for this mission realignment. The Coast Guard operates an oceanographers' school at Groton, Connecticut, for enlisted personnel. Certain key Coast Guard officers have had specialized training in oceanography at leading institutions in this field. Coast Guard officers, for the most part, have engineering or science degrees providing a background for this new science. A basic course in oceanography is being given to our cadets at the Coast Guard Academy at New London. I cannot overemphasize how naturally this new field of scientific knowledge, with its potential for the benefit of all mankind, meshes with the work of the Coast Guard obviating the great expansion of facilities and expenditures one might expect for such benefits. We are convinced that we offer a sound oceanographic program within the President's mandate that existing resources must be devoted to highest priority requirements as science and technology point the way to a better society.

At this point I would like to defer to the Commandant to develop the details of this request. I thank you for the privilege of lending emphasis to the Coast Guard's needs.

If I may, I would like to add a few words which are not directly related to the business at hand. One of the most rewarding aspects of my association with the Coast Guard has been the opportunity to work with Admiral Roland. I very much want these proceedings to reflect the high esteem I have for Admiral Roland and his contributions to the Coast Guard. These contributions are reflected in the great advances the Coast Guard has made in recent years in the field of management and in its response to various extraordinary operational demands—the Cuban missile crisis, Hurricane Betsy, Vietnam operations, and the Cuban refugee migration across the Straits of Florida. Each of these incidents has found the Coast Guard ready to discharge its mission; each of these incidents has seen the Coast Guard discharge its mission effectively.

Admiral Roland will retire shortly; his responsibilities will be taken up by equally dedicated officers—but he is leaving behind him a record that will challenge the most skilled officers the Coast Guard can train.

Senator BARTLETT. All right, you go ahead.

Admiral SHIELDS. Thank you.

Mr. Chairman and members of the committee, once again I am pleased to be able to discuss with you the capital requirements of the Coast Guard. Since our last authorization hearings, several significant events have caused an expansion in our workload. I would like to talk about these for just a moment.

EVENTS OF THE PAST YEAR

One of the features of the Coast Guard of which I am most proud is its readiness to respond to crises. Often requirements arise quickly to perform operations for which we are singularly suited and equipped. Because of the nature of our peacetime statutory duties, our forces are in a state of almost full preparedness all the time. This prepared-

ness is apparent in our reaction to national disasters such as hurricanes and floods. But our readiness forces are also called upon in other types of national emergencies.

Since I last appeared before this committee, 26 of our 82-foot *Point* class patrol boats and approximately 450 men are participating in Operation Market Time to interdict the sea supply routes of the Vietcong. Coast Guard advice is being provided on the scene for the security of the ports used by U.S. Forces. At home, our port security contingents have been augmented at certain Pacific coast ports to supervise round-the-clock ammunition loading of ships bound to Vietnam. Further, the increased southeast Asia marine traffic from U.S. west coast ports has proportionately increased the work of our marine inspection and captain of the port offices.

We have not asked for replacements for the 9 recently deployed patrol boats as we did last year for the first 17 boats. To fill the gaps in required search and rescue protection, we are reallocating nine 82-footers, previously authorized for other locations and presently under construction. These will be delivered at the rate of one per month starting this spring. We are also temporarily filling in with 40- and 44-foot boats. Upon delivery commencing this fall of the seventeen 82-footers authorized so promptly by this committee last year, we will be in a better position to evaluate the need for replacement of the nine additional boats sent to Vietnam.

Another example of our response readiness occurred last fall in the straits of Florida. An unexpected whim of our Communist neighbor suddenly authorized the departure of disillusioned patriots from Cuba. Before desirable transportation could be arranged, these unfortunates sought escape by any type of floating craft which became available, regardless of the perils to be faced. In the period September 28, through November 12, 1965, 4,910 persons in transit from Cuba to Florida were assisted by our Coast Guard Forces. We rushed additional air and vessel facilities in from adjacent districts to help handle the emergency.

I believe the committee is familiar with the recent agreement between the Secretary of the Navy and the Secretary of the Treasury which provides for Coast Guard operation of all eight U.S. polar icebreakers. Under the terms of this agreement the transfers of five icebreakers from the Navy will be completed by November 1966. The executive branch expects that greater efficiency and overall economy to the taxpayer will result from single-service operation of all icebreakers.

I might mention at this point that we have taken over two up to this date, the *Edisto* and *Staten Island*.

CURRENT AUTHORIZATION REQUEST

In spite of the fact that we do not know what demands tomorrow may bring, our intention remains to be responsive to other national goals to the fullest possible extent with existing forces and within what the Federal checkbook can handle. In consequence, the bill before you provides for projects costing \$103 million as compared to last year's total authorization of \$120,510,000, and subsequent appropriation of \$115,510,000. This 1967 request is more than 10 percent below the 1966 appropriation, and even at this level includes \$8.8

million associated with the transfer of Navy icebreakers. This reduction is acceptable only because of the great need to hold the overall 1967 request to the bare minimum. It is considered essential, therefore, that the full amount requested be authorized. One further point, these estimates are necessarily based on previous-year construction costs. Some construction bids which we have recently received are 50 percent higher than earlier cost experience so that we may have difficulty in accomplishing all the projects included in this bill.

The three major long-range facility plans—the vessel plan, the aviation plan, and the shore units plan previously approved by the Secretary of the Treasury and transmitted to you—provide the basis for this requested authorization. Each of these plans is undergoing continuing evaluation as to adequacy and feasibility in the light of changing requirements, technology, and in some cases, revised goals for certain of our tasks. We can already foresee possible downward revisions in portions of what was initially planned, and certain of the design projects included in our present bill lay the groundwork for future changes.

VESSELS

The largest single item before you is the construction of three replacement high-endurance cutters. This continues the program commenced in 1964 for the replacement of our overage cutters. Five have previously been authorized and the first will be in operation this fall. It takes almost 3 years to build these vessels.

Expanded mission requirements and increasing workload are presently being met in part by adapting and installing newly developed equipment on vessels not scheduled for early replacement. Such improvements provide these cutters with greater capability and increased productivity at moderate cost until their turn for replacement comes up. Included in the 1967 request is the enlargement of the operations centers on three 255-foot-high endurance cutters; this will complete that program.

Navigable waterways are expanding rapidly as a result of extensive Federal improvements. The Coast Guard is responsible for the aids to navigation as waterways become stabilized. In keeping with this procedure, authorization is included for a buoy tender and limited support facilities for use on the Arkansas River to perform all the aids to navigation maintenance for the first 154 miles of this development. A second tender and moorings will be needed next year to extend aids to navigation to Catoosa, Okla., 289 miles further up the river.

When we come before you next year, the Coast Guard will be operating nine heavy icebreakers, eight designed for polar operations and one for the Great Lakes. Of these nine, eight were built in the early 1940's and the largest, the *Glacier*, in 1955. Their replacements will cost approximately \$50 million each if conventionally powered and approximately \$65 million if nuclear powered. Such a replacement program should not be approached on a crash basis but rather on a foundation of careful operational and engineering analysis, utilizing and evaluating all icebreaker experience and knowledge existing in the world today.

The Coast Guard is aware of, and willing to accept, with the assistance of this committee, the responsibility for producing the best

heavy icebreakers which the demands of the national interests require. In the bill before you there is an item of \$1 million for preliminary design of a replacement icebreaker. Our proposed timetable for this is as follows:

During the current year a group of our engineers is working on the operation and engineering requirements for such a ship. In fiscal year 1967 money will be spent for preliminary design, developing cost estimates, and an evaluation of the alternatives of conventional or nuclear propulsion. In fiscal year 1968 we will develop specification design and drawings. In fiscal year 1969 we hope to be before you for authorization for the construction of the first replacement vessel. Allowing 4 years for building, the ship should be operational by 1973. We should have at least 1 year's operational experience before embarking on the full replacement program. Evaluation of the new ship's capability will assist in determining the number of icebreakers needed by our Nation.

With this program, you can see that our existing icebreakers planned within this year's authorization, even though we now have built or are building 16 of the 30 originally planned. Instead, we wish to design a smaller cutter which we feel will suffice for locations where the 210-foot, medium-endurance cutter may have more capability than is needed. If successful, as we visualize, it will reduce the requirement for some of the 210-foot vessels with obvious economies, both in construction and also operating costs.

In recent years the world has become increasingly aware of the importance of knowledge of the sea, particularly that portion which lies beneath its surface. For many years the Coast Guard has been active in this field in the area of the Grand Banks and the Labrador Sea in connection with the International Ice Patrol. Also, collection of reliable source data by our ocean station vessels concurrently with other duties is making a major contribution to oceanographic knowledge. In addition, surveys have been conducted by our icebreakers in the Arctic and Antarctic, and many special projects have been accomplished for other agencies using Coast Guard ships and aircraft in our operating areas.

At present we have only one vessel which spends most of its time on oceanographic work, mainly in connection with iceberg forecasts for International Ice Patrol. This work has been going on for 30 years.

The Coast Guard entered the oceanographic field and, since there was no special funding for this program, we have used an old buoy tender for this purpose. This ship was built in 1943.

Theoretical and technological advances in oceanography have forced us to the realization that this old ship does not have the capability, both from a size and configuration standpoint, to provide a platform for the acquisition of data which will enable us to expand our knowledge of the oceans. For this reason we are requesting authorization for the design of one oceanographic vessel.

We will, of course, start with the Navy design such as the *Silas Bent* and the Coast and Geodetic Survey design such as the *Oceanographer*. Looking toward the future, we are interested in an effective oceanographic vessel that can, with some convertibility, be used for ocean station duty. This would, of course, require a rugged vessel that can operate in heavy weather. Then, if the ocean station function now carried out jointly with certain European nations under an

international agreement were to be curtailed or discontinued, some of our ships would immediately be available in the national interests for oceanographic work. As you are no doubt aware, our ocean station duties involve meteorological observations, position plots and navigational data for aircraft, search and rescue as needed, and oceanographic data collection.

AVIATION

Our aviation plan for modernization of aircraft and stations is current as far as replacement is concerned. With 13 medium-range amphibian aircraft becoming overage by next year, 52 more by 1970, plus 8 C-123B cargo type aircraft by 1968, we must continue our replacement program or face the consequences of reduced capability and marginal safety to our personnel.

This bill provides for replacement of seven of the amphibians and two C-132B's by five medium-range aircraft, probably twin turbine helicopters, and three long-range search C-130B aircraft. These latter types will satisfy the requirement for expanding our coordinated law enforcement and surveillance patrols in Alaska waters due to the increased activities of Japanese and Soviet fishing operations in the area. At the same time, they will provide essential search and rescue as well as logistics capability to serve certain of our isolated loran stations in Alaska.

Ten single-turbine helicopters (HH-52's) are required to work with our fleet of polar icebreakers. Six more will be required in 1968 for completion of this program. As an interim measure, during fiscal years 1966 and 1967 the Navy is assisting us with resources they badly need in other naval operations.

The construction of small strategically located helicopter detachments along the coastline is far behind schedule. The original plan called for 15 helicopter stations but only 5 have been funded up to this time. In fiscal year 1967, we are requesting authorization and funding for the aircraft and ground facilities to establish an urgently required station at Cape May, N.J. The establishment of this unit will permit us to close a rescue station at nearby Lewes, Del.

OTHER SHORE STATION CONSTRUCTION

The plan for the establishment, augmentation, and replacement of shore units is only in its second year of implementation. This plan is more important than is implied in its modest cost of \$59 million over a 10-year period. Our widely distributed, lightly manned, numerous rescue stations are the backbone of the Coast Guard search, rescue, and law enforcement program. These stations are equipped with boats particularly adapted to rapid and effective response to search and rescue cases along the coast. In 1965 they provided over 27,000 assists.

A recent item in the Sunday This Week paper showed that, according to the Chicago Athletic Institute, boating ranks fourth in participation sports in this country. Unfortunately, we still have almost 200 stations with major structures over 50 years old. In many cases, too, the shifts of our population, expanded navigable waterways, and increased pleasure boating have created new areas of concern for water safety which require new or relocated Coast Guard facilities.

As part of a continuing program to modernize our shore establishment, which has a replacement value of \$650 million, we would like to replace in 1967, 11 obsolete facilities of which 5 are more than 50 years old. The newest of the remainder are of temporary World War II construction. Also planned is the establishment of two stations in new demand areas, the improvement of communications in two districts, and the expansion of one support facility.

Included in this authorization is the extension of the LORAN-A chain in the Gulf of Mexico. Although a three-station chain has been operating in part of this area, the two additional stations provide more complete and more reliable coverage in the much navigated Cuban and Mexican coastal waters. As you are aware, many requests have been received from shipping, and fishing interests and also from Members of Congress for improvement of this navigational service. Over 162 million tons of waterborne commerce move in and out of gulf ports annually and this represents more than 15 percent of all such U.S. Commerce. The search for oil has created a great demand for more accurate navigation in the Continental Shelf area. In addition, lack of position finding and keeping capability is one of the problems of our shrimping vessels along the Mexican coast.

Coast Guard assumption of Governors Island from the Army is proceeding with the date of transfer July 1, 1966. In the current fiscal year, as authorized by this committee, we are building a small boat mooring, altering existing buildings, and constructing a new consolidated 2,000-man mess hall to accommodate our district and area offices, as well as Groton Training Center. For 1967 the Governors Island schedule calls for construction of piers, industrial facilities, and an incinerator so that our base on Staten Island may be closed.

FAMILY HOUSING

Throughout past years the Coast Guard has been struggling for funds to replace its overage aircraft, vessels, and stations. We have not been able to provide family quarters for our personnel as have the other military services. In fact, only 10 percent of Coast Guard families are provided Government housing compared to approximately 34 percent in the other military services. With the population expansion and growth in leisure time, the relative isolation and small community characteristics of areas surrounding the average Coast Guard station have been changing. Many of our stations now find themselves situated in booming resort areas where rents are high. Our major bases are in metropolitan areas where adequate rental housing is generally not obtainable within service allowances. Then, too, there are instances when our men cannot afford to move their families to their duty stations. The capability of a Coast Guard enlisted man or junior officer to furnish a home for his family within a reasonable distance of his duty station is an important consideration in his decision to remain in the Coast Guard.

The factors of a Government-provided home, commissary, exchange, and medical facilities are all considered in establishing a standard of living for the transient men in the Armed Forces in relation to their civilian counterparts. The Coast Guard, no less than the other services or urban renewal officials, must meet its responsibility in the

Government housing field. A survey shows that, at present, at least 8,800 out of 15,000 Coast Guard families are inadequately housed.

Two years ago this committee authorized construction of 120 family quarters at the Army's Fort Buchanan in San Juan, P.R. The Army is now vacating that area, so that it appears we will be able to obtain 120 existing houses at Fort Buchanan. Consequently, the \$3 million appropriated for this project is being reprogramed for Governors Island. With this committee's assistance, Governors Island with its 548 housing units is being transferred to the Coast Guard.

In 1967, authorization for the construction or purchase of approximately 350 family quarters is requested. We have listed a number of locations where housing is urgently required; however, the number of units and locations will depend upon availability of economical sites and our cost experience during 1967.

In some high-cost housing areas such as San Francisco and Honolulu, only about one-fourth of the families of our Coast Guard personnel are adequately housed while about three-fourths of the DOD families are properly provided for.

The Comptroller General, in a recent report to Congress, recommends that, in the event family quarters leasing authority is granted the Coast Guard, houses owned by the Federal Housing Administration be leased as quarters for Coast Guard families in certain areas of Florida. We do not have complete information yet as to availability in other parts of the country but we concur with the idea, and in our legislative program are requesting such authority for servicewide application. Pending this legislation, and as an interim measure, our House subcommittee considered adding this authorization to our regular authorization bill. Hopefully, this, coupled with an annual construction program, will eventually provide for our families not now adequately housed.

This concludes a brief rundown on matters under consideration here today. My staff and I will be happy to expand further on any phase of our activity in which you may be interested. Let me just add that this is probably my last appearance before this committee for an authorization hearing since I, like the Commandant, will retire within the year. I sincerely appreciate the consideration that has always been shown to the Coast Guard on these occasions as well on the continuing assistance by the committee to improve our facilities. For my staff and me, it has made the rather difficult job of matching service to the public and reasonable expenditures—cost utility, I believe is the new term for it—significantly easier.

Thank you very much.

Senator BARTLETT. Thank you, Admiral. The committee will miss you when you retire. The Coast Guard will miss you and the country.

Admiral SHIELDS. I have one message handed to me before I left headquarters which may be of interest to the committee if I may be permitted to read portions of it.

Senator BARTLETT. Surely.

Admiral SHIELDS. This is a message from commander, Coast Guard Squadron I, the head Coast Guard man in Vietnam, to one of our patrol boats there.

You and your crew are commended for your outstanding performance in engaging and stopping a Vietcong junk on the night of March 9. Your alertness, high state of readiness, and professional skill have resulted in a junk sunk, at least

eight Vietcong killed in action, four Vietcong captured and wounded in action at no personnel or equipment loss to the United States.

For Lt. E. J. Hickey: Your constant devotion to duty and total personal commitment for 11 months has resulted in the faultless performance of you and your cutter.

Senator BARTLETT. This is great. Is this the heaviest action the Coast Guard has yet had?

Admiral SHIELDS. This is all the information we have on it. They were engaged with another junk which was sunk by gunfire. Right now I am not prepared to say whether this one or the other action would be the most extensive operation. But the two of them are the most extensive that we have had reported to us so far.

Senator BARTLETT. And the best news of all, of course, is that none of our people was hurt.

Admiral SHIELDS. Yes, sir.

I thought you might be interested in the itinerary of the *Confidence*. She is presently in the Florida area, proceeding to Guantanamo for shakedown training, and will be there from the 14th to the 25th of this month. Then she will return to the yard for postshakedown availability and correction of any discrepancies that develop. After this she will go back and work a little in the Caribbean area with helicopters for air/sea operational training, then proceed to Kodiak, the ETA at Kodiak being the 24th of May.

Senator BARTLETT. She will be welcome.

Admiral SHIELDS. I am sure she will be.

Senator BARTLETT. Admiral, you said 26 of your 82-foot-class patrol boats are in Asian waters. How many of these do you have all together?

Admiral SHIELDS. We have 44 of this particular type.

Senator BARTLETT. These were taken by the Navy in two increments?

Admiral SHIELDS. The first instance was the 17, and the last instance was 9.

Senator BARTLETT. After the first requisition, the Congress made an appropriation fairly soon thereafter to build how many new ones?

Admiral SHIELDS. Seventeen, sir.

Senator BARTLETT. I am puzzled, frankly, as to why the Coast Guard has not asked for replacements for the last nine taken.

Admiral SHIELDS. That has been under constant study, sir. We have these vessels coming off the line now, the 17 that your committee authorized, plus 9 that were in the pipeline at the time the first group were sent to Vietnam. So actually this is the replacement—I shouldn't call it replacement, but this will give us 26 boats of this type for operations.

And at this particular point we would like to reevaluate the places we may send these boats coming off the line on the basis of the information we have now, before we ask for any more authorization from this committee.

Senator BARTLETT. I am still puzzled because you appeared before the Congress with a demonstration of need for the entire group. What has changed in respect to the Coast Guard operations that possibly could obviate the need for the entire fleet of 82-footers?

Admiral SHIELDS. I don't feel that the need has been obviated, sir. It is just a question of tightening our belts a little more and at this

particular time asking for authorization for things that may have a little higher priority than these particular nine boats.

Senator BARTLETT. You say you are filling in with 40-footers and 44-footers in some instances. Do these satisfactorily perform the jobs previously assigned to the 82-foot class?

Admiral SHIELDS. It is hard to say. We have not had any cases where we have had any difficulties in performing our duty with these 44- and 40-footers. Naturally being smaller vessels some of the things that an 82-footer can do they are not able to do. On the other hand also the 82-footers have a permanent crew aboard which the 44-footers do not. But we have attempted to take care of this by double-crewing these 40- and 44-footers so that they do have a round-the-clock duty group ready to go at any time. It will be a little too much to expect that one crew could stay on duty for 24 hours a day. By double-crewing them we get the use of the vessel for 24 hours which we might not have if we only had a single crew.

Senator BARTLETT. In the privacy of this room—everything we say here is highly confidential, naturally—I am wondering if the Coast Guard sees the need for reevaluation for replacement, or whether possibly a muzzle has been placed upon the Coast Guard from elsewhere. Would that be possible?

Admiral SHIELDS. I think in this particular case, not asking for any more 82-footers right now was the Coast Guard's idea.

Senator BARTLETT. The Coast Guard's determination?

Admiral SHIELDS. Yes, sir.

Senator BARTLETT. You had some general guidelines though that you were supposed to adhere to, I suppose?

Admiral SHIELDS. We have certain lines that we—ceilings, sir—that we try to stay within.

Senator BARTLETT. You spoke, Admiral, of the taking over from the Navy of the icebreakers, and went on to say that the executive branch expects that greater efficiency and overall economy to the taxpayer will result from single-service operation of all icebreakers. What would be the per annum saving in the view of the Coast Guard?

Admiral SHIELDS. I would like to ask Admiral Trimble if he has information on that, sir, if I may.

Admiral TRIMBLE. Right off, Mr. Chairman, we don't expect to save very much. Probably we will save maybe two billets per ship.

In the replacement program, this is the area where savings may result in the future because this means one service will be operating the icebreakers, one service will be designing a replacement. So that as far as the logistics, the parts support, and the future plans for icebreakers, it will be one service rather than two services doing essentially the same thing. That is the idea.

When we build a new icebreaker and try it out, possibly we won't need the total of icebreakers that are operating now. Maybe we will need more. At any rate it will be a one-service evaluation rather than two separate ones going in two separate directions.

Senator BARTLETT. At the outset the savings will be slight?

Admiral SHIELDS. They will be slight; that is right.

Senator BARTLETT. I must say that I am amazed, gentlemen, to note that the authorization bill sent up provides for \$103 million as compared with last year's authorization of \$120 million, of which \$115 million is appropriated. It would seem to me that this would, in

the aggregate, overall, seriously delay the program which the Congress initiated here some little while ago of modernizing the Coast Guard on a sensible time program to bring it up to date from the condition in which it was discovered to be at that time. I am wondering why such a drastic reduction was made in the authorization request?

Admiral TRIMBLE. The executive department, of course, is trying to finance all the programs that face the United States these days, including Vietnam. So, of course, it is necessary for them to try to balance the allocation of funds to programs by priorities based on the administration's needs. The allocation for the Coast Guard is \$103 million. It gives us an opportunity to take a look at some of our programs. I think we mentioned this in the statement. We are trying to use this period to design or start design for an icebreaker replacement, for a smaller SAR vessel and also for an oceanographic vessel.

It gives us a chance, let us say, to take a little look at where we are going and what we have accomplished so far.

Senator BARTLETT. I thought you had taken that look and come up before Congress with this modernization program which we have tried to adhere to. In fact, we have passed it from time to time in terms of timing and money.

Admiral TRIMBLE. We have our long-range plans and we are prepared to advance with them as funds become available. But at the same time, of course, we work within the framework of the national economy and the national requirements.

Senator BARTLETT. It seems to me that this could be described as an instance where it would not be a proposition of guns and butter with the butter package being a little bit smaller, but a reduction of guns, too, because the Coast Guard is an essential element of our national defense in time of crisis.

The fact that the crisis has arisen is demonstrated adequately by the fact of the dispatch as read by Admiral Shields relating to an encounter off the coast of Vietnam.

Admiral Shields, the House committee has acted upon this, has it not?

Admiral SHIELDS. Yes, sir.

Senator BARTLETT. You went before the House committee with \$103 million request?

Admiral SHIELDS. That is correct, sir.

Senator BARTLETT. And the House committee did what?

Admiral SHIELDS. The House committee made an increase in the authorization of vessels of \$14 million, which would permit one more high-endurance cutter. They made an increase on the aircraft part of around \$5 million, which would permit the purchase of eight additional helicopters.

Senator BARTLETT. What kind?

Admiral SHIELDS. Medium-range helicopters, single-turbine helicopters. These would be the types of helicopter units we use along the coasts, and also of the type we would put aboard the icebreakers.

There was an increase in public works of about \$4½ million which would permit the acquisition of a building at Governors Island, Fort Jay. It is a building that was built by the YMCA. The Army had authorization to purchase it. When they started turning the

island over to us, of course, they lost interest in the purchase of the building. This is a YMCA building and it is needed for recreation facilities for the dependents and the nonmilitary people on Governors Island because they would have no other recreational facilities there except this.

In other words, the enlisted men's club or the chiefs' clubs or similar facilities would not be available to the teenage dependents, so that this would provide a place for recreation for the teenage dependents on Governors Island.

In addition, the increase would also permit the establishment of a helicopter station at Chicago, and one at Cape Kennedy.

Senator BARTLETT. The item that you are reading now, you got through with \$4½ million for one building on Governors Island, as I understand it.

Admiral TRIMBLE. The building on Governors Island was \$150,000 out of that \$4 million. He is now enumerating the items within that amount.

Admiral SHIELDS. I am enumerating the items within that group.

Senator BARTLETT. That helps.

Admiral SHIELDS. And an increase in the amount of money for housing.

Senator BARTLETT. How much more money for housing?

Admiral SHIELDS. The increased housing was \$2.5 million.

Senator BARTLETT. Instead of what?

Admiral TRIMBLE. This raises it to \$8 million from \$5.5, which was in the bill proposed.

Admiral SHIELDS. The total increase on all items, sir, was \$23,079,000.

Senator BARTLETT. If the Congress were to authorize this amount of money, if the Congress were to appropriate this amount of money, could the Coast Guard usefully employ it in fiscal year 1967?

Admiral SHIELDS. Yes, sir, I feel quite sure that we could.

Senator BARTLETT. I don't quite understand, Admiral, the exact meaning of the sentence which reads as follows:

This 1967 request is more than 10 percent below the 1966 appropriation, and even at this level includes \$8.8 million associated with the transfer of Navy icebreakers.

Will you explain that a bit more?

Admiral SHIELDS. I think Admiral Trimble has a breakdown on those figures.

Admiral TRIMBLE. What we are saying, or trying to say, Mr. Chairman, is that, thinking in terms of a base, the previous year we didn't have the Navy icebreakers. Now we have the Navy icebreakers which has raised our base requirements by \$8 million for 1967. So if you subtract the \$8 million from the \$103 million for 1967 the comparative figure would be about \$95 million compared to the \$120 million authorized last year.

Senator BARTLETT. That \$8.8 million is an operational and rebuilding charge for construction where necessary?

Admiral TRIMBLE. It is rebuilding, not operational. The operational part will be under a different appropriation. It is rehabilitation, plus 10 helicopters.

Senator BARTLETT. Some of the icebreakers aren't coming to you in too good condition.

Admiral TRIMBLE. This is true. This is something like our own. The class changes that are being made on the Navy breakers are the same ones that we are making on ours. So the Navy had been in the process of rehabilitating theirs as we have been. These icebreakers are about 20 years old, except for the *Glacier* built in 1955. We know that we are going to have to keep them going until the late 1970's. So we are installing antiroll tanks to reduce the rolling characteristics of the ship, to improve the habitability, and to improve their livability in general, with the idea that we will be operating them for another 10 to 12 years.

Senator BARTLETT. Without applying pencil to paper, your reduction is probably more on the order of 15 percent than 10?

Admiral TRIMBLE. Yes, sir.

Mr. SIMS. May I say one thing, sir?

Senator BARTLETT. Surely.

Mr. SIMS. Last year in the appropriation that was granted, there was provision of about \$6 million for the 82-foot cutters which were outside the long-range plans and sort of a nonrecurring item. So perhaps that should be subtracted from the difference.

In other words the difference in the basic plans is not quite as great as it appears at first. There was that nonrecurring item of \$6 million in last year's budget.

Senator BARTLETT. I understand.

Mr. SIMS. This year we have \$9 million for the icebreakers. Last year we had \$6 million which was a nonrecurring thing of the seventeen 82-foot vessels. So there is a slight offset in that respect.

Senator BARTLETT. What was the request for authorization last year? What did that amount to, leaving aside the 82-footers?

Admiral SHIELDS. The 82-footers were around \$6.3 million, I think. So it would be \$109 million requested last year.

Admiral TRIMBLE. The authorization was a little bit larger than \$109 million because there was a figure of \$5 million included for Fort Jay, Governors Island. No money was asked for that but authorization was asked. We had expected to be able to reprogram funds from other projects to take care of the Governors Island part.

Senator BARTLETT. I see that the statement draws attention to the fact that the reduction is acceptable to the Coast Guard only because of the great need to hold all 1967 requests to the bare minimum. I am one of the Senators who has voted for the antipoverty program, the education program, and some of these are to be much better financed in 1967 than in fiscal 1966, and I propose, according to my present thinking, to vote for both.

It seems to me if we can move in those areas and spend greater sums of money which the Treasury Department will have to pay out in the form of checks eventually, that we have the same high obligation to keep this Coast Guard modernization program going full steam. I don't require an answer to that.

You interest me very much when you speak about the terrific increase in construction costs according to the bids that have been furnished you. Will you go into some more detail on that, please?

Admiral SHIELDS. Sir, we have Captain Latimer here, who is the head of our Naval Engineering Division. He is well acquainted with the cost of shipbuilding, if he may speak.

Senator BARTLETT. Please.

Admiral SHIELDS. Captain Latimer.

Captain LATIMER. Senator, frankly this figure reflects what is happening to major ship repair work on the west coast right now because of the press of putting into service a lot of overage ships for Vietnam. It has been reflected in smaller construction on the west coast. It is not an overall national picture. I would say that this is an isolated example of the present trend. But there has been an upward trend in shipbuilding costs for large ships and small ships. This is due to a great amount of activity, oil exploration on the gulf, inland waterways are still booming, and a lot of construction activity in towboats and barges; it is due to the fact that the Navy is placing substantial orders for major modifications, for reconversions.

But the actual overall average construction figure is not up that much, sir. This more or less reflects some of the bids received.

Senator BARTLETT. How many yards does the Coast Guard itself operate?

Captain LATIMER. We operate one small shipyard, at Baltimore.

Senator BARTLETT. What is your experience in respect to increased costs?

Captain LATIMER. Increase has not been terrific, not yet, sir. We have rather good stability of personnel there. There have been certain increases for employees along with the usual percentage increases in other industries. And the productivity—because we do have stability—has not fallen off. Our costs have not increased greatly there. It is in the area where expanded activity is in shipyards that go out and seek more skilled shipyard workmen, also management engineer types; where they have to pay considerable amounts of money for people who have not recently been in this production, and productivity tends to fall and costs go up in many areas.

Senator BARTLETT. This committee has before it a bill to maintain for another 2 years from June the 55-percent differential in construction costs now allowable for subsidized line. From what you say here, 55 percent would be far less than adequate to meet the need because the actual differential has been ranging between 50 and 55 percent, veering closer to 55 steadily. Your experience indicates the situation is far different, far worse in respect to costs, than has been presented to the committee.

Captain LATIMER. I think it would not be wise, Senator, to apply this figure too broadly. We have actually experienced up to 25-percent increase in contract construction costs on medium-class cutters, for example.

The matter of shipyard costs of course as you will know is a matter of supply and demand. I have looked at this from the rather small picture of the types of ships we are building, the types of yards that bid on those. I think it might be unwise to project our cost experience into the whole national picture, particularly at larger yards where merchant vessels are normally built, the large shipyards of the country, as contrasted with the medium-sized yards and smaller yards that have been bidding on our construction.

Senator BARTLETT. You are not suggesting then that the shipyards all over the country are busting out with orders?

Captain LATIMER. Shipyards in the country are busier than they have been in quite a number of years, according to my observations. The time we have to study this situation is limited, but this is my

opinion, sir. They are busier than they have been in a number of years.

Senator BARTLETT. I would like to suggest to you, Admiral, and to you, Captain, that it would be highly useful for the sake of the record if we could have from you a more detailed statement relating to this, with bid prices at earlier dates compared with those more recently received and which you say are 50-percent higher, so that the committee will have a more exact knowledge of the situation than a general statement could give us.

Captain LATIMER. I will be glad to furnish that for the record.

Senator BARTLETT. Thank you.

(The information requested follows:)

The following bids on Coast Guard vessels reflect price trends:

(a) 210-foot cutters; bids on one each of two:

October 29, 1963: \$1,887,900, \$2,474,000, \$2,561,000, and \$3,814,000.

June 9, 1965: \$2,796,000, \$3,083,000, \$3,424,000, and \$3,451,000.

(b) 82-foot patrol boats:

Bids on one each of five (November 24, 1964): \$349,000, \$373,000, \$417,000, \$474,000, and \$514,000.

Bids on one each of three (June 1, 1965): \$350,000, \$428,000, and \$443,000.

Bids on one each of seven (July 29, 1965): \$363,000, \$410,000, and \$439,000.

(c) 75-foot towboat and barge (river tender):

Bids on one each of three (October 24, 1961): \$351,000, \$355,000, \$359,000, \$367,000, \$377,000, and \$404,000.

Bids on one each of three (July 30, 1963): \$383,000, \$418,000, \$472,000, and \$488,000.

Bids on one each of three (September 15, 1964): \$433,000 and \$535,000.

Bids on one each (September 14, 1965): \$557,000 and \$569,000.

January 1966 bids for major repair to 255-foot WPG's in southern California show an increase of 57 percent over similar bids of about a year earlier, and 18 percent over bids in November 1965.

Civil engineering shore construction contracts with a significant overrun (period Oct. 1, 1964, to March 1966)

Project description	Date of contract or bid	Contract or bid No.	Contract or bid amount	Government estimates	Overrun	Comments
Boothbay Harbor, Maine, construction of mooring facilities, barracks, housing.	June 23, 1965	SO 1034-65	\$483,000	\$380,000	27	1st bid rejected. Project redesigned with reduced scope of work with contract award of \$345,715.
Cape Cod Air Station, Mass., construction of hangar, barracks, utilities, and improvements.	Mar. 9, 1966	TO1-eg	2,852,886	2,620,000	9	Price increase for labor and material.
Bainswick Moorings, Mo., construction of vessel moorings.	Jan. 20, 1965	TO2-eg-2271	49,127	37,000	32	No known reason for overrun.
Leavenworth Depot, Kans., construction of buildings, utilities, site improvement.	June 24, 1965	TO2-eg-2307	86,289	67,000	29	1st bids were rejected due to excessive bids. 2d bids were accepted.
Ambrose Off-shore Light Station, N. Y., construction of offshore platform.	Jan. 20, 1966	TO3-eg-3712	2,414,500	1,900,000	27	Government estimate was based on 45-foot depth of water; actual depth is 75 feet.
Wilmington Moorings, N. C., construction of new	July 28, 1965	TO5-eg-3095	701,004	500,000	40	Subsurface conditions significantly different than those upon which Government estimates based.
Elizabeth City Air Base, N. C., construct paint spray building.	Aug. 6, 1965	TO5-eg-3080	781,000	563,000	39	Two solicitations. Contractors were not interested in bidding the job.
Diamond Shoals Light Station, construction of offshore platform.	Dec. 31, 1964	TO5-eg-3001	1,994,000	1,650,000	21	1st bid solicitation was rejected because of excessive bid price. 2d bid accepted.
Mayport Base Fla., construction of base, barracks, and shop buildings.	June 17, 1965	TO7-eg-3673	600,060	515,000	17	Time of opening (end of fiscal year) was not appropriate.
Detroit Air Station, erection of prefab	May 24, 1965	CD-2330-65	583,480	350,000	67	} Bid rejected because only 1 bid received. 2d bid rejected because only 1 bid received. 3d solicitation resulted in a contract award of \$465,484.
	Aug. 2, 1965	CD-2352-66	389,000	310,000	90	
Barbers Point Air Station, Hawaii, construct 150-man barracks.	Dec. 28, 1965	TI4-eg-1388	490,460	400,000	23	1st bids were rejected. 2d bid was accepted.
Electronics Engineering Station, Wildwood, N. J., construct administration-laboratory building.	Sept. 22, 1965	03-83617-66	253,000	210,000	20	Bids were rejected. Project completed, redesigned, and contract awarded for \$174,058.

Senator BARTLETT. Admiral, on page 4 of your statement, in commenting upon the three main long-range-facilities plans; namely, the vessel plan, the aviation plan, and the shore units plan, you said that you can project possible downward revisions than that was originally planned. Will you explain this further?

Admiral TRIMBLE. In the case of the high-endurance cutters our long-range plan calls for 38. We now have a tentative figure in our own internal planning, and it has not yet been completely evaluated, but 33 may be all that we will need. We have reached that by not planning two large vessels for Reserve training, but instead will use three medium-endurance cutters for Reserve training.

And we also are thinking in terms of possibly using some oceanographic-type vessels for the ocean station program.

We are only in the discussion stage of that. For example, we have an oceanographic design project in this authorization request. If this works out, and we can come up with a vessel which with some convertibility can be used for ocean station duty, we then might be able to further reduce some of the high-endurance cutters that we would build. This is what we mean as an example of some changes.

Senator BARTLETT. Do you have other examples?

Admiral TRIMBLE. In the medium-endurance cutters we had planned for 30. We have now authorization and money for 16. We also have a design plan in this authorization request for a smaller size, something in between the 95 footers and the 210 footers which we think will suffice in place of some of the 30. We are not prepared yet to say how many.

There is quite a range between the 95 footer and the 210 footer.

Senator BARTLETT. How large might the intermediate ships be?

Admiral TRIMBLE. As an estimate, 150 to 165 feet, something in that area. This would cost less to build and also less to operate. We feel that it will take care of our requirements in some locations.

Senator BARTLETT. What does a medium endurance cutter cost now?

Admiral TRIMBLE. It will cost about \$4 million.

Senator BARTLETT. What might one of these new cutters cost?

Admiral TRIMBLE. I would like to have Captain Latimer from our naval engineering staff answer that.

Of course it depends on how long it turns out to be. We can give you a pretty good estimate.

Captain LATIMER. We have not completed the design study on this vessel, Senator. We anticipate about \$2 million, perhaps somewhat more than that.

Senator BARTLETT. When did this concept of the intermediate cutter come into being?

Admiral TRIMBLE. Within the last 2 years we have had some suggestions by our district commanders that they could use a smaller size cutter for some of their work. So this is not something that has been pressed upon us by budget ceilings. I want to emphasize that.

Senator BARTLETT. I don't infer any such thing as that.

Admiral TRIMBLE. I was thinking in those terms, sir.

No, sir, this is based on our district commanders' recommendations for certain areas. Specifically, the first place this came up is in the gulf area. We have certain operations there that a smaller vessel will take care of adequately along with some of the larger medium cutters.

Senator BARTLETT. How large a crew does the medium cutter require?

Admiral TRIMBLE. We have 60 men on the 210-foot medium cutters.

Senator BARTLETT. Including officers?

Admiral TRIMBLE. Yes, sir.

Senator BARTLETT. And as a guess, how many would be needed for the 160 footers, if that is what they turn out to be?

Admiral TRIMBLE. Forty to forty-five, probably.

Admiral SHIELDS. It depends on what use you plan to make of these vessels. If they are also to have a wartime capability, which most of our vessels would have, they would normally have to have a little larger complement and would cost a little bit more than a vessel strictly to be used for search and rescue or something along those lines. That would have to be decided in this study, exactly what we want and how far we want to go along the armament lines.

Senator BARTLETT. You say that your bill contains a request for three high endurance cutters and the House added one?

Admiral SHIELDS. That is correct, yes, sir.

Senator BARTLETT. Further on you related that the 1967 request contains an item for the enlargement of operation centers on three 255-foot high endurance cutters. This will complete that program. At what cost?

Admiral SHIELDS. At a cost of \$70,000 each. We plan to do two of them this year for a total of \$140,000. This is the combat information center where all the information comes in from the radars and so forth. Right now they are so cramped that the men are practically standing on top of each other.

Senator BARTLETT. I am amazed and delighted to learn that the cost differential between conventionally powered and nuclear powered ships is narrowing so greatly. Ten years ago I suppose a nuclear ship would have cost twice as much. But you tell us that these new icebreakers, heavy icebreakers, would cost \$50 million or thereabouts to build today if powered by conventional engines, and only \$65 million if powered by nuclear power. Does this imply some terrific advances in technology?

Admiral SHIELDS. That is our understanding of it, yes, sir. And more experience of course and wider use.

Senator BARTLETT. That is almost reaching the point, is it not, where the lower operating cost of the nuclear ship would pay out over the lifetime of the vessel?

Admiral SHIELDS. Yes, sir.

Senator BARTLETT. I assume in your design studies that you give particular attention to this.

Admiral SHIELDS. We certainly will. There is no question that the type of powerplant that this icebreaker will have will receive very careful consideration.

Senator BARTLETT. You are asking a million dollars to start these studies?

Admiral SHIELDS. To start a feasibility test, yes, sir. In other words we want a study to find out exactly what we want these vessels to do, where we expect them to go. Then between our operational people and our engineering people they can come to conclusions on this and go ahead.

Senator BARTLETT. A million-dollar request is indicative to me of the desire and attention on the part of the Coast Guard to go into this very deeply. I think this is creditable.

The House didn't put any authorization in for medium endurance cutters?

Admiral SHIELDS. No, sir.

Senator BARTLETT. And you explained to the House Committee, too, I suppose, that you are mulling this idea for the in-between ships?

Admiral SHIELDS. Yes, sir.

Senator BARTLETT. What is the status of the authorization bill on the other side of the Capitol?

Admiral TRIMBLE. It passed last week, sir.

Senator BARTLETT. Was there much debate?

Admiral TRIMBLE. There was not very much debate, no, sir. I think one of the members raised the question about this million dollars to start the design of the replacement icebreaker. It seemed that was the principal item. Then another member made some comment about it.

Senator BARTLETT. There were no large questions?

Admiral TRIMBLE. No, sir.

Senator BARTLETT. About the \$23½ million added to the administration request?

Admiral TRIMBLE. No, sir.

Senator BARTLETT. How much are you asking for the design of the oceanographic vessel?

Admiral SHIELDS. \$500,000, sir.

Senator BARTLETT. Turning to page 8 of your statement, Admiral, you make reference to amphibious aircraft which are becoming over age. Will you describe those aircraft for my information in civilian terms?

Admiral SHIELDS. These are the Grumman Albatrosses, sir, which I am sure you have ridden on when you have traveled from around Kodiak and other places in Alaska.

Senator BARTLETT. Even more recently. I went from Sitka, and Sitka to Juneau, on one of the most beautiful flights.

Admiral SHIELDS. These have been the backbone of our aircraft fleet and the type that has been most in use. Now they are reaching their age limits, and we are looking around for replacements.

Senator BARTLETT. Mr. Foster and I got off the Albatross at Juneau the other day. It is the finest plane in the world, even yet.

You say that this type of aircraft is becoming over age? How old is it?

Admiral SHIELDS. We consider 15 years as the age for this type of aircraft. In 1967, 11 will become over age; in 1968, 7; in 1969, 45. Some were obtained from our own purchase, some were transferred to us from other Government agencies. That is the reason we have the big batch becoming over age at the same time.

Senator BARTLETT. Let the record indicate the arrival of Assistant Secretary Davis. I hope you fared well before the Appropriations Committee.

Mr. DAVIS. Thank you very much, sir. I might say, as I left the hearing, Chairman Steed, when I asked to be excused, said, "You go over there and you tell the chairman that we are very, very interested

in this proposed legislation." So I am bringing you greetings from a block or so away.

Senator BARTLETT. They are accepted, quickly, gratefully.

Your statement, Mr. Secretary, was placed in the record by Admiral Shields at the outset of the hearing. Will that suffice?

Mr. DAVIS. Thank you, Mr. Chairman. And thank you, Admiral Shields.

Senator BARTLETT. We will go ahead, unless you have a statement to make now or to ask some questions.

Mr. DAVIS. No, sir, I have no questions at this time.

Senator BARTLETT. For your benefit the Coast Guard witnesses have not broken any party lines yet. They have adhered strictly to the budget as sent up by the administration.

Mr. DAVIS. You know the Coast Guard motto, sir: Always ready.

Senator BARTLETT. I might add, Admiral Shields reluctantly said that the amount authorized for the Coast Guard by the House, if approved, and if that amount of money were appropriated, the Coast Guard believes it will be able to put it to useful employment.

Mr. DAVIS. I might add in that context, and I am sure that you agree with me also, Mr. Chairman, that I think the Coast Guard probably gets more benefit for each dollar they have to spend than any other agency in the Government.

Senator BARTLETT. I am not going to quarrel with that conclusion. The only thing I would quarrel with, frankly, as a witness for the defense, instead of being an impartial judge, is that budgetary limits placed upon the Coast Guard for 1967 were in my opinion too rigid, too low. We will come to that later.

Admiral Shields, I should think that these amphibian aircraft are not in a position of becoming overage next year. They became overage several years ago because they are all more than 15 years old, are they not?

Admiral SHIELDS. No, sir. Two become 15 years old in 1966; 11 will become 15 years old in 1967; 7 in 1968; and 45 in 1969.

Senator BARTLETT. I wonder when the last Grumman Albatross was built?

Admiral SHIELDS. When the design was first——

Senator BARTLETT. No, when the last airplane of that type was manufactured?

Admiral SHIELDS. I think Captain Richmond may have that information.

Captain RICHMOND. I can't say with certainty. I believe it was around 1958 or 1959. The tail end of the line was built under the military assistance program. I believe the Norwegians have some. No, the last one was built for the United States at the end of 1956.

Senator BARTLETT. That is encouraging news. I didn't know they had been built that recently. I thought they were phased out as the Gooses were and the Widgeons at an earlier date.

What is the civilian equivalent, Admiral, of the C-123B cargo type aircraft, if you know?

Admiral SHIELDS. They change these designations so I can't keep track of them.

Senator BARTLETT. I don't blame you.

Captain RICHMOND. There is none, Senator, that I know of. In fact I feel sure there is none. It has not been certificated by FAA,

although they themselves happen to own one in Alaska. There is no civilian counterpart. There is none being flown by civilians.

Senator BARTLETT. This makes the problem easier.

Do we have a civilian equivalent for the C-130B?

Admiral SHIELDS. That is the Lockheed Hercules, four-engine turboprop.

Senator BARTLETT. Is this the airplane that has an extraordinary lifting capacity that carries so much cargo?

Admiral SHIELDS. Yes, sir. It is one of the good sized cargo planes. It has had a lot of use in Vietnam. It has short field characteristics and good characteristics in fields that don't necessarily have a very flat and smooth runway, more or less what you call rough fields.

Senator BARTLETT. You made particular reference to the use of this plane for patrolling in Alaska's waters. Those patrols by air now are conducted exclusively by the Albatross?

Admiral SHIELDS. The Albatross has much less range both in hours and in miles than the C-130's. They also have a less communication capability and a less comfortable crew lookout situation than the C-130 would have.

So with these C-130's on this Alaska fisheries patrol their prime value is in being able to cover large areas at one time. If the ships have to go out and search for concentration of fishermen, if they make a wrong guess and the concentration is somewhere else than where they are looking, the whole time they have been going in that direction is lost. If these aircraft can go out and spot the concentrations of fishermen and direct the ships to go directly there, we cover the areas that we want to cover and get more surveillance information than we can otherwise.

The fact that the C-130 has longer range, capability of staying out longer, just adds to that capability and we cover more ground and get more sightings of the fishing vessels.

Senator BARTLETT. By air, that surveillance now is conducted by the Albatross, is it not?

Admiral SHIELDS. In Alaska, yes, sir, because that is the only type we have up there, except the C-123's which we use primarily for logistic support of the outlying loran stations and other Coast Guard use there.

Senator BARTLETT. You have a terrifically big job to do up there, on account of the vast ocean area that must be patrolled. Last year the Coast Guard, even with inadequate equipment it possessed, was able to do a better job of surveillance than theretofore. The result was, those who are most intimately connected with the fisheries industry believe, that depredations on the part of the fishing vessels from other nations were considerably decreased in number because they had the fear that at any time the Coast Guard might arrive on the scene.

The Coast Guard patrol goes right up to 175° W. longitude, the line beyond which in an eastward direction the Japanese are not supposed to fish for salmon on the high seas.

I would like to ask you, Admiral, if it is the Coast Guard's intention to maintain next year, and the years to come, the same rigid, careful type of surveillance so that infractions of this treaty may be kept to a bare minimum?

Admiral SHIELDS. We plan to increase our surveillance up there. As you know, the *Confidence* is on its way up there. Two of these C-130's which we asked for in this authorization are to be stationed

at Kodiak. And the cutters that normally come up from the Bering Sea patrol from the 13th Coast Guard District will soon be coming up. I think we can promise you better surveillance in the coming years than we had last year and the year before.

Senator BARTLETT. I am sure that that is the case and I am sure that all Alaskans will be delighted to learn that you are going to increase your capability from the Kodiak station. And the mere presence of the *Confidence* in those waters is going to be a great boon because up to now it is often said—I don't know with what justification—that the foreign fishing vessels, fishing illegally in some cases in our waters, even in territorial waters, can outrun the cutters. They won't be able to say that any longer when the *Confidence* is there, because she will outstrip any fishing vessel operating on the high seas.

When you get the C-130B's you will have greatly increased capacity, will you not, for flights of longer duration and covering more water, and you will be incomparably better situated to do the job that so urgently is required to be done there?

Admiral SHIELDS. Yes, sir; we firmly believe that.

Senator BARTLETT. You were speaking about helicopter stations in your statement. You said you had an original plan for 15, of which only 5 had been funded. When was that original plan adopted, if I may ask?

Admiral SHIELDS. The original aviation plan was in 1960.

Senator BARTLETT. How much does one of these stations cost?

Admiral SHIELDS. They cost around a million dollars, depending on whether we have property; for example, the one that we are asking for this year is on our own property at Cape May, N.J., at the recruit training center. At other places we have to obtain property, naturally that price will go up. Normally we consider our price a little over \$1 million, excluding the helicopters themselves.

Senator BARTLETT. Do you still maintain that 15 stations are required?

Admiral SHIELDS. Yes, sir; we still think that is the proper number.

Senator BARTLETT. There has been no downward revision on this?

Admiral SHIELDS. Nor, sir. The number has not been revised. We may have revised where we think we should put them as the boating areas change. But the overall number we feel will give us pretty good coverage along the coast, and along the lakes also.

Senator BARTLETT. Did you ask for more than one this year?

Admiral TRIMBLE. In the authorization request that is before you we have one station at Cape May included.

Senator BARTLETT. I understand. But prior to its arrival on Capitol Hill, did you ask the Treasury Department for more than one?

Admiral SHIELDS. We asked for one in addition to Cape May, the one at Chicago.

Senator BARTLETT. Did that get by the Treasury Department?

Admiral SHIELDS. Included in the \$103 million for our A.C. & I., there was only one included, the one for Cape May.

Senator BARTLETT. Let me rephrase the question. Did the chopping process occur in the Treasury Department or the Bureau of the Budget? You don't have to answer that one. You are under duress.

Admiral TRIMBLE. The Treasury Department, of course, has to work within certain dollar figures. When a dollar figure is assigned to us, we determine the priorities of the projects within that. So the Department doesn't say "Here is this money and you can't have

an air detachment." They say, "Here is this allowance, you decide what you are going to have within that."

Wherever this dropped out, we would have been the ones to have decided that within the dollar allowance.

Senator BARTLETT. The answer isn't completely satisfactory, if my understanding was correct. I understood you to say that you had asked for this one plus one at Chicago.

Admiral TRIMBLE. Yes, sir.

Senator BARTLETT. You asked who?

Admiral TRIMBLE. In our first stage of the budget cycle for 1967 we did have included one air station at Chicago in addition to Cape May. By the time our final allowance came out, the one that is before you now, there is only one air station in it.

Senator BARTLETT. I thought so.

You were talking, Admiral, about your rescue stations. You said that you had almost 200 of them with major structures over half a century in age. Are you asking for any replacements for the next fiscal year?

Admiral TRIMBLE. We are asking for replacement of some of the stations with 50-year-old structures. We don't mean to imply that 50 years is necessarily the end of the life for some buildings. In some places it is, and in others the structures may be over a hundred years old and they may be still very adequate for the purposes for which they were built.

Senator BARTLETT. This is just a notation.

Admiral TRIMBLE. Yes, sir. We think in terms of 50 years. I think this is probably used for tax purposes, for depreciation purposes. We are using this as a standard. We do have some projects—

Senator BARTLETT. Will you furnish for the record a statement which will inform the committee of how many stations you are asking to be replaced, and the cost?

Admiral TRIMBLE. Yes, sir.

(The information requested follows:)

Shore units

	Construction cost	Personnel allowances	
		Old	New
	<i>Thousands</i>		
1. Replacement of existing facilities:			
(a) Replace and improve facilities, Umpqua River Station, Winchester Bay, Oreg.....	\$405	20	20
(b) Replace and improve facilities, Coos Bay Station, Charleston, Oreg.....	550	22	34
(c) Relocate facilities, base, Milwaukee, Wis.....	1,392	25	25
(d) Construct buildings and public family quarters, depot, Southwest Harbor, Maine.....	723	25	21
(e) Replace and improve facilities, New Canal Station, New Orleans, La.....	124	12	18
(f) Consolidate Coast Guard units at Governors Island, N.Y.....	5,000	0	1,741
(g) Relocate station from Mackinac Island to St. Ignace, Mich.....	603	14	16
(h) Complete construction of station, Grand Isle, La.....	1,115	24	24
(i) Construct and rehabilitate buildings, Air Station, San Francisco, Calif.....	1,300	172	172
(j) Relocate COTP and group office to base, New Orleans, La.....	715	93	93
Total.....	11,927		

¹ Of these, 432 will be supplied by units consolidating on Governors Island.

NOTE.—In addition, the category entitled "Replacement of existing facilities" in the proposed authorization bill includes transportable communication units at \$410,000.

Senator BARTLETT. You are seeking to replace some obsolete facilities, 11 of them. You said, Admiral, you informed the committee, that there is planned the establishment of two stations in new demand areas, the improvement of communications in two districts, and the expansion of one port facility. Perhaps you would give us a bit more detail.

Admiral SHIELDS. The two new stations which we talk about, one is in the Rappahannock River to cover some areas of the Chesapeake Bay where the boating is very heavy. The other one is at Marathon, Fla., which is about two-thirds of the way between Miami and Key West. This is another area that has very fine fishing and great concentration of pleasure fishing and all kinds of water recreation.

We definitely feel that these two spots rate new stations because of their increased activity and the number of people that are involved there.

We have improvement of communications in two districts. One is at Kodiak. We are asking for an additional transmitter because of our Amver program. Right now we use in conjunction with the Navy some of the radio facilities there. With the expansion of our Amver program, the merchant vessel automated reporting system, we need additional transmitting and receiving facilities which we will not have to share with the Navy. That is the particular item we are asking for as far as Kodiak is concerned.

The other communication facility is in the 11th Coast Guard District in Long Beach. That is to replace some of the transmitters, and some of the ancillary equipment.

The support facility is one at Terminal Island in southern California. It is to replace old buildings there and to give us a supply building at this particular depot which is a very busy spot. The Long Beach-Los Angeles area is one of our biggest concentrations of boating and Coast Guard activity in the whole United States.

Senator BARTLETT. Will you supply for the record a statement as to the cost of each, and what the manpower complements will be for the two new shore facilities?

Admiral SHIELDS. Yes, sir.

(The information requested follows:)

2 new stations

	Construction cost	Personnel allowances	
		Old	New
(a) Establish station, Rappahannock River, Va.....	<i>Thousands</i> \$515,000	0	20
(b) Establish station, Marathon, Fla.....	383,000	14	16
Total.....	898,000		

Senator BARTLETT. I am very concerned, Admiral, about the status of the family housing. Just how helpful in your opinion will be this arrangement with the Federal Housing Administration?

Admiral SHIELDS. This leasing, sir?

Senator BARTLETT. Yes.

Admiral SHIELDS. I think it will be very helpful because as of right now the Coast Guard has no authority to lease housing. So that the only—Admiral Trimble said he has the inside dope on this.

Admiral TRIMBLE. Sir, the leasing of housing we feel will be helpful. But we don't want to overstate its possibilities because the dollar limitation that is provided for the Department of Defense for this purpose—and presumably we would follow the same rules—is an average of \$160 per month per unit, including utilities and maintenance. In a high-cost area, probably about all you could get are units in a high-rise apartment, something of that sort. We don't look upon this as a panacea for our housing problem.

Since we will only be able to build a limited number of housing projects each year, if our program is approved, this may help us to get some additional houses that otherwise we would not be able to get.

The recommendation of the General Accounting Office is that we be given leasing authority. We are planning in our permanent legislation to ask Congress for this authority. But this has limited possibilities also.

Senator BARTLETT. I don't know as much about this as I should. Where does the Federal Housing Administration get houses for leasing?

Admiral TRIMBLE. The ones that have been foreclosed, that have come back on their hands. They are rather scattered around the metropolitan area. If we, the Coast Guard, were to rent these from FHA, and then rent them out to—not rent them but assign them to—our individuals as public quarters, I think it can be seen that this is really going to be a headache for us, trying to manage scattered houses.

Take New York, for example, or San Francisco, any large area. We would be responsible for maintaining them, providing utilities for them. We don't look upon this really as a big answer to our problem yet.

Senator BARTLETT. It would be a pretty chancy operation, would it not?

Admiral TRIMBLE. Yes, sir. Besides the houses that have come back on FHA's hands in general probably aren't in too good condition. Of course, we would have to look at each house to see whether it is or isn't.

We have encouraged our individual members in the Florida area to rent a house from FHA wherever they could get together with the FHA. We will try to bring the parties together. But we would like to have FHA continue to manage the housing to the extent that we can get them to.

Senator BARTLETT. A sailor can get an FHA house. Can he get it at a lower price than on the regular market?

Admiral TRIMBLE. I would think FHA would only be interested in renting at about the going market price. He might be able to get it a little bit less. But FHA is trying to sell them. They don't want to be in the rental business either.

Senator BARTLETT. That is what I was going to ask next, Admiral. If you entered into this leasing arrangement would that obviate the requirement placed upon the FHA to dispose of these houses at the earliest opportunity by sale?

Admiral TRIMBLE. We don't think it would. However, I am sure that any rental agreement we made with FHA would include a protective clause for so many years. I am sure they want to get rid of them rather than continue them on a rental basis.

Senator BARTLETT. That is to say you see the need for more family housing built by direct appropriation?

Admiral TRIMBLE. Yes, sir.

Senator BARTLETT. You have listed a number of houses. Where is that listing?

Admiral TRIMBLE. If we can insert it in the record, there is a sheet listing the various locations that we would like to consider in 1967. We will insert a sheet for the record with this listing. I can give you some examples.

(The information requested follows:)

List of locations for which Coast Guard housing is being considered (per p. ACI-40 of the 1967 Coast Guard budget)

San Francisco, Calif.	Woods Hole, Mass.
Quillayute, Wash.	Elizabeth City, N.C.
Cleveland, Ohio	Washington, D.C.
Honolulu, Hawaii	Cape May, N.J.
Annette Island, Alaska	Yorktown, Va.
Cordova, Alaska	San Juan, P.R.
St. Paul Island, Alaska	Kodiak, Alaska
Juneau, Alaska	New London, Conn.
Baltimore, Md.	Boston, Mass.
Seattle, Wash.	

Of these locations, funds requested for 1967 will limit construction to the following areas: San Francisco, Honolulu, and Quillayute.

Admiral TRIMBLE. One reason we have listed more places than we will actually be able to build at in any one year is the uncertainty of obtaining sites. We will be trying to get sites from surplus land, for instance when the Department of Defense declares a base excess to its needs. It may be possible for us to get land at no cost. Otherwise it would be very hard for us to build at a reasonable cost in a metropolitan area.

For example, in Honolulu we do have land already from the Navy Department called the Red Hill area. That means that we have the site, so we will be prepared to go ahead with our construction program as soon as the money becomes available under the authorization for 1967.

At San Francisco we also have a site along with the Navy, and we are expecting to get part of Fort Mason in San Francisco from the Army. This is currently under negotiation.

By having more places listed than the ones that we see right now, it gives us a little bit of flexibility in case sites become available.

You may notice that there are several listed in Alaska, for example. I am sure that we would all agree that land in Alaska is fairly expensive. So we have to be sort of opportunists. If land becomes available up there we would like to get it with the objective of providing housing as soon as we can afford it. Cordova, as an example, St. Paul Island as another.

Senator BARTLETT. Let's talk about St. Paul Island. I am sure you would get the land pretty cheap there.

Admiral TRIMBLE. Yes, sir; we can get the land pretty cheap. It is the question of getting materials up there to put on the land.

Senator BARTLETT. I am confident that your listing includes St. Paul Island.

Admiral TRIMBLE. Our listing does include St. Paul Island. We understand that the Fish and Wildlife Service has some plans for housing up there also, within the near future. We are hoping that we may be able to join with them so that we can have a more economical project for the both of us to build housing at St. Paul.

Senator BARTLETT. Mr. Foster and I were there in September. You have, of course, quarters at St. Paul Island. I don't think you can find any better anywhere. But, of course, the men and officers can't bring up their families. And some of them like that duty very well, and would want to extend it. One man told me how eager he was if only his family could be there.

I am hopeful that we can do something about that before too long.

Admiral TRIMBLE. This is high on our priority, sir. We recognize that possibility up there.

Senator BARTLETT. Off the record.

(Discussion off the record.)

Senator BARTLETT. You are asking authorization for the construction and purchase of about 350 family quarters in the next fiscal year. How much do you estimate they would cost?

Admiral TRIMBLE. Actually, at current construction costs, we probably wouldn't be able to build much more than 200 to 225 quarters with the \$5½ million that has been asked for here. When we started this project, we were very interested in what the Air Force calls relocatable housing. They have two samples of this housing constructed at Andrews Field nearby. It looked like this might offer some potential for the Coast Guard. That program hasn't advanced this particular year because as you are aware, the Department of Defense is not building housing during 1966 or 1967 for its people. For us to take advantage of the relocatable housing it would be necessary to tie in with a larger order such as the Department of Defense might place with some company. But this still looks like it has some possibilities, and it would be possible to get some of our construction built I believe at a lower than the current costs in Alaska, for example.

Senator BARTLETT. If all goes well, then, and you are able to build 25 units in 1967, this will mean, according to your own figures, that instead of 8,800 Coast Guard families being inadequately housed, there will be inadequately housed 8,550.

Admiral TRIMBLE. Yes, sir.

Senator BARTLETT. On page 13, it was said that—

* * * as an interim measure, the House subcommittee considered adding this authorization to our regular authorization bill.

This authorization relates to the Federal Housing Administration leasing program. Did the committee so act?

Admiral SHIELDS. Yes, sir; they did. I have the wording here. It says:

During fiscal year 1967 through and including 1968 the Secretary of the Department in which the Coast Guard is operating is authorized to lease existing housing facilities at or near Coast Guard installations in the United States and Puerto Rico for assignment as public quarters to military personnel and their dependents, if any, without rental charge upon a determination by the Secretary or his designee that there is a lack of adequate facilities at or near such Coast Guard installations. Such housing facilities may be leased on an individual or multiple unit basis.

Expenditures for rental of such housing facilities may not exceed the average authorized for the Department of Defense.

Senator BARTLETT. And that is the bill passed by the House and now before the Senate?

Admiral SHIELDS. Yes, sir.

Senator BARTLETT. No clear-cut designation of which Secretary this is to be?

Admiral SHIELDS. No, sir. "The Department in which the Coast Guard is operating."

Senator BARTLETT. Mr. Foster?

Mr. FOSTER. Thank you, Mr. Chairman.

Admiral, last year during the consideration of the authorization bill, the question was raised as to the progress that you were making on your statute revision program. At that time the committee was given the impression that this was at a very late state of development and you should have something during this session which you would come forth with in terms of a proposal to Congress. Would you give us a report on the status of that?

Admiral TRIMBLE. We will have our legal officer, Commander Cretella come forward.

Commander CRETELLA. A draft is being worked on now, which will be the final draft. It hasn't been circulated for comment. It is reflecting all the comments that have been received in the first draft. It is not ready for submission to Congress.

Mr. FOSTER. Will it come up this session?

Commander CRETELLA. I doubt it very much.

Mr. FOSTER. Admiral, will there be any necessary changes in your authorization if the President's proposal for a new department will come forth from this session?

Admiral SHIELDS. Not that we know of. Whatever funds are appropriated will go with the Coast Guard in any change in agency.

Mr. FOSTER. You would not need more funds, neither would you require less funds to carry out your responsibilities?

Admiral SHIELDS. We understand it would be just as it is.

Mr. FOSTER. Would you provide for the committee a list of the icebreakers, where they are located, and where they operate?

Admiral SHIELDS. Yes, sir.

(The information requested follows:)

Status of polar icebreakers

TO BE COMMISSIONED IN THE COAST GUARD

Name	Transfer	U.S. Coast Guard Number	Home port (present)	Home port (proposed)
U.S.S. <i>Glacier</i> (AGB-4).....	June 30, 1966	WAGB 4.....	Boston, Mass..	Long Beach, Calif.
U.S.S. <i>Atka</i> (AGB-3).....	Oct. 20, 1966	WAGB 280.....do.....	Baltimore, Md.
U.S.S. <i>Burton Island</i> (AGB-1).....	Nov. 1, 1966	WAGB 283.....	Seattle, Wash.	Long Beach, Calif.

ALREADY COMMISSIONED IN THE COAST GUARD

USCGC <i>Staten Island</i>	Feb. 1, 1966	WAGB 278.....	Seattle, Wash.	Seattle, Wash.
USCGC <i>Edisto</i>	Oct. 20, 1965	WAGB 284.....	Boston, Mass..	Boston, Mass.
USCGC <i>Eastwind</i> ¹		WAGB 279.....do.....	Do.
USCGC <i>Westwind</i> ¹		WAGB 281.....	New York, N.Y.	Baltimore, Md.
USCGC <i>Northwind</i> ¹		WAGB 282.....	Seattle, Wash.	Seattle, Wash.

¹ Originally owned by the Coast Guard.

NOTE.—Since *Glacier* deploys only to Deep Freeze, her reassignment to Long Beach will shorten the trip to Christchurch, New Zealand, by 2,848 miles. (Estimated savings 20 days per round trip at 12 knots.)

UTILIZATION OF ICEBREAKERS IN POLAR REGIONS

1. Deep Freeze 1 (DF-1): Provide icebreaker support for the annual resupply of U.S. stations in Antarctic. Open a channel into McMurdo Sound commencing about November 20 and maintain it until early March while providing escort for AKA, and AOG, type ships. Escort one or two ships to and from Hallett Station during January and February. Provide support for oceanographic research in the Antarctic on the basis that it shall not interfere with the resupply station. The average 1963-65 support is 624 ship-days.

2. Deep Freeze 2 (DF-2): Provide icebreaker support for resupply of U.S. station in Palmer Peninsula. Carry U.S. inspection teams to selected foreign stations. Conduct limited oceanographic programs and be available to assist USNS *Ellanin* during her oceanographic research cruises in the Antarctic area. The average 1963-65 ship support is 96 ship-days.

3. Arctic East 1 (AE-1): Provide icebreaker support for annual resupply of U.S. stations in Labrador and Greenland. Normal logistics require that Goose Bay, Labrador, be opened by late June and remain open until about November 5. After Goose Bay has been opened, the icebreakers are required to open ports on the Greenland coast as far north as Thule and to establish temporary electronic aids to navigation for the resupply ships. Conduct limited oceanography. The average 1963-65 support is 278 ship-days.

4. Arctic East 2 (AE-2): Provide icebreaker support for oceanographic research in the Greenland and Norwegian Seas. Be available for assignment for Arctic East 1 during the early portion of that mission if additional icebreaker services are required. The average 1963-65 support is 100 ship-days.

5. Arctic West 1 (AW-1): Conduct oceanographic and other earth science research in the Siberian Arctic Seas. Be available to fulfill information-gathering requirements of the DOD. The average 1963-65 support is 157 ship-days.

6. Arctic West 2 (AW-2): Provide standby icebreaker support for resupply of DEW line stations in the western Canadian Arctic. Provide icebreaker support for research in the Bering, Chuckchi, and Beaufort Seas. Service oceanographic sensor system in Bering Strait. Be available to fulfill information-gathering requirements of DOD. The average 1963-65 support level is estimated at 135 days.

Mr. FOSTER. In connection with the design work on the oceanographic vessel, you said that you would build upon the Navy design work and the Coast and Geodetic Survey design work. Does this also mean that you would not only build upon that but that during your consideration of a new design, that they would be in some way taking part in that development of a new design of a vessel or not?

Admiral SHIELDS. I don't think they would necessarily be taking part in it. We would certainly use their experience and as many of the plans for these vessels as we would be able to get a hold of, on the interagency exchange of information. So that we would have the benefit of their experience and their designs. In other words we are not starting out from scratch on our own to do this. We will use whatever information is available and those are two prime examples of where information statistics, drawings, and things like that, might be available.

Mr. FOSTER. Admiral, as you know, the Bureau of Commercial Fisheries from time to time construct oceanographic vessels, and the ESSA does, and Navy does, and you do. I wonder if it would be helpful for each of the agencies not only to build upon what the other agencies know, but in some manner if we are going to spend a half million dollars on design work, which no other agency has been authorized to spend, if it wouldn't be desirable to do some type of constructive cooperation, active cooperation, with it?

Admiral SHIELDS. That certainly is a thought. One of the items in connection with this oceanographic vessel, which I think was mentioned in the statement, is that we are looking possibly to some day when this ocean station program may be curtailed. In building this oceanographic vessel we would hope to be able to put into it some of the characteristics that would be required of an ocean station vessel which might not be required of a strictly oceanographic vessel. So that we would have two possible uses for this type that we are hoping to design.

Mr. FOSTER. Do you do this in anticipation of your responsibility in terms of oceanography to be reduced in the future?

Admiral SHIELDS. Oh, no, not to be reduced. To be increased.

Mr. FOSTER. Why would you design a vessel that has two functions when the one primary function of oceanography is the one that you expect to be increased?

Admiral TRIMBLE. Can we say this, sir: We recognize that oceanography is going to increase, as far as the Coast Guard participation is concerned. We are working hard to increase it every year. The program that we are not sure about is the ocean station program. This is one that is based on international requirement. The Coast Guard does not control that one. So that if that program were to be curtailed, we would like to have this vessel still usable as an oceanographic vessel.

We want to build basically an oceanographic vessel but with some convertibility so that it can be used for the ocean station program.

Mr. FOSTER. One of the problems that might be mentioned, any time you try to construct a capital equipment vessel with a platform at sea or otherwise, to two different purposes, you can defeat its effective operation in both without any effort at all.

Admiral TRIMBLE. We recognize that. We want it basically to be an oceanographic vessel and take advantage of the other services experience. What we want to add on for the ocean station program is the balloon shelter, balloon-releasing equipment, as well as the air-search radar which you don't need in an oceanographic vessel. These are more or less topside installations as distinguished from scientific laboratory space.

Mr. FOSTER. Basic designs?

Admiral TRIMBLE. Yes, sir.

Mr. FOSTER. Could you provide for the committee a list of the names of the fishing vessels and the names of the fishermen that have been lost at sea during the last year? The names of the fishing vessels and the names of the individual fishermen who were on the vessels that have been lost at sea during the past year?

Admiral SHIELDS. Yes, sir.

(The information requested follows:)

1. The following is a listing of casualties involving fishing vessels which were reported to and investigated by the Coast Guard during fiscal year 1965, together with the names of the deceased:

Vessel	Deceased	Cause	Date
<i>General Pershing</i>	Howard R. Elliott Charles E. Welfare George Ryerson	Foundered	July 22, 1964
<i>Denny M</i>	P. Anker Berntsen Bernhardt Mark Chevalier Adeline Chevalier	do	Aug. 15, 1964
<i>Kia Ora II</i>	Alfred Robert Chevalier	do	Aug. 27, 1964
<i>Adak</i>	Machelle Suzann Cravey Stanley L. Powers	do	Oct. 10, 1964
<i>Amagansett</i>	Norris L. Jerrell	do	Nov. 20, 1964
<i>Paul L</i>	Luculies V. Blackwell Billy V. Heck	do	Oct. 27, 1964
<i>Sandpiper</i>	Edward P. Whitlock Roy B. Hughes	do	Feb. 19, 1965
<i>Bear</i>	Bruce A. Holton Lynne D. Henry	do	Feb. 26, 1965
<i>Vonda</i>	Roy W. Burgess David R. Burgess	do	July 6, 1964
<i>Rebecca</i>	Lawrence Ralph Nicholas Virginia Hobbs	do	Oct. 14, 1964
<i>Anastasia E</i>	Theodore Rolle	do	June 12, 1965
<i>Sassy Jane</i>	Lars S. Langedal Cecil Kirk	do	Nov. 6, 1964
<i>Crescent</i>	John D. Clary Alfredo Perez	do	May 30, 1965
<i>Miss Gwen</i>	Leo Goodman Lonnie Evans	do	Nov. 29, 1964
<i>Elizabeth Ann</i>	Scott Jackson	do	June 23, 1964
<i>Barwell</i>	Arthur Williamson	Fire and explosion	Sept. 24, 1964
<i>Irene G</i>	William J. Wright	do	Jan. 7, 1965
<i>Hot-Marit Maersk</i>	Nils Rasmussen	do	Nov. 6, 1964
<i>Fairbanks-Seabreeze-Sea Foam</i>	James Powers John A. Young, Jr	Collision	Sept. 24, 1964
<i>Valiant</i>	James Darwin Christensen	do	Feb. 14, 1965
<i>Halco</i>	Lyle E. Inman	Capsizing	Mar. 12, 1965
<i>Gull</i>	Carl W. Mendell	do	Dec. 18, 1964
<i>Julia G</i>	Albert C. Daisy	Grounding	Dec. 17, 1964
<i>Norh Beach</i>	Anthony J. Parisi	do	Nov. 4, 1964
<i>Capt. Joe David</i>	Odd P. Ronstad Jack Allman Magee Walter R. McCarty	Heavy weather	Feb. 1, 1965

Mr. FOSTER. You mentioned a relocation to Cape May from Delaware.

Admiral SHIELDS. This is not a relocation. We are establishing this helicopter unit at Cape May which is just on the north side of the Delaware River entrance. By having that facility there for search and rescue we will be able to close one of our older stations on the Lewes side, the Delaware side of the Delaware River.

Mr. FOSTER. Why did you move from one side to the other?

Admiral SHIELDS. The primary reason is because we have facilities at Cape May already. We are building there on our own facilities.

Admiral TRIMBLE. Mr. Foster, to be clear, one is a helicopter station, the other is a lifeboat station. We are not relocating a helicopter station. That will be established at Cape May. What

we are talking about at Lewes is a lifeboat station. It does not have the facilities for helicopter operation.

Mr. FOSTER. Thank you.

On page 12 you mentioned a plan to reprogram some \$3 million. As I understand it that was originally to be spent in Puerto Rico and you are planning to reprogram that to Governors Island. Can you do this without any approval from Congress?

Admiral TRIMBLE. We have authorization to spend money at Governors Island. This year in the authorization program you may remember there was \$5 million included for projects at Governors Island for which we did not ask for money. We did get authorization for this and pointed out that we would plan to reprogram money from other projects. There was quite a bit of discussion about which projects.

Since that time Fort Buchanan has been declared excess by the Department of the Army. So it is not necessary, nor would it have been advisable, for us to have built housing down there when the unit was being closed up.

We expect to get the necessary housing for nothing from the Army as a result of the base being closed. The clearance for reprogramming has gone through the usual channels as far as funds are concerned, and the Appropriation Committees were advised and were in on it.

Mr. FOSTER. Senator Brewster's office asked me to raise one clarifying question regarding the construction of your new vessels. Do you have any plans to construct any of these in foreign shipyards?

Admiral TRIMBLE. No, sir.

Mr. FOSTER. Thank you.

Mr. HORTON. Admiral, perhaps you or Admiral Trimble can advise me on this. As you know, last December Senator Cotton, a member of the subcommittee, who unfortunately is unable to be here this morning, was advised that the *Active*, now under construction at Sturgeon Bay, had been assigned to New Castle, N.H., as its home port; also that it was expected to be commissioned in April. Do you happen to know whether construction is on schedule?

Admiral TRIMBLE. It probably will be August or later before she actually arrives in New Hampshire. She won't be able to get out of the lakes now until the ice is gone. Then when she comes out we will have the usual shakedown and the post availability. But the vessel is nearing completion and the plan is still in effect.

Mr. HORTON. One other question. I believe the *Active* will have a complement of 7 officers and about 57 men. What provision is being made for home port housing? Is there an item in your authorization request shown separately, or is it included in the item "Various locations: Public family quarters"?

Admiral TRIMBLE. At this stage we have no provision for housing for our people up there yet. We haven't even, you might say, surveyed the area. We were hopeful, since that is not too far from Portsmouth, that perhaps with the closing down of part of the Portsmouth Naval Shipyard that we might be able to get housing without having to build any more houses.

Mr. HORTON. It is true that as Pease Air Force Base reduced the number of its personnel, housing became available there.

Admiral TRIMBLE. We are pleased to hear that. As Senator Bartlett pointed out, with 8,800 personnel inadequately housed it

will take a while to provide all the houses we need at other locations. Any place we don't have to build, we are happy to hear about this.

Mr. HORTON. In summary, it appears that it will be early May before the *Active* is commissioned.

Admiral TRIMBLE. It will be in the neighborhood of August. It might be a little later than that before the vessel actually reports for duty after its shakedown.

Senator BARTLETT. One further question on behalf of Senator Prouty. How does the Coast Guard feel about becoming our paramount oceanography research agency?

Admiral TRIMBLE. We would be happy to be given that responsibility and play such a part in our national program for oceanographic work, sir. We have a number of projects and programs pointing in the direction of oceanographic work. We recognize its importance and we even have an oceanographic officer here if you want more details. We are ready and available, sir.

Mr. DAVIS. Mr. Chairman, I would like to add to that. I personally feel that the Coast Guard is in the best position of any Government agency to undertake such a project.

Senator BARTLETT. As Chairman Magnuson has so frequently stated, there is perhaps an alarming proliferation in the division of responsibility among perhaps too many agencies to where a coordinated program becomes impossible.

I am afraid that our national effort is going to be diluted to a very considerable extent because agencies can cooperate and coordinate as much as they please, but there can't be the single responsibility, the single effort, the single accomplishment that might reasonably be expected to result from single agency management.

This is one of the considerations, in my opinion, to which we as a people must give increasing and early attention, because, as I see it, this is the successor to space. People say where do we go after space. Well, we go from the surface of the water to the bottom of the ocean. There are to be found vast resources, wealth of many kinds, incredible almost in extent and variety, the extraction of which could produce not only scientific knowledge not now available, but from the dollar standpoint the production of almost immediate dividends in minerals, fish, other resources. I think that it is incumbent upon this Nation to step out, to be first in this great new area.

Unfortunately we are not first at this time. The Soviet Union is far ahead of us in respect to the number of vessels, for example, upon the ocean, engaged in purely scientific investigations. The sooner we redress this balance in terms of timing, the sooner we devote more effort and more money, the sooner we are going to be where we ought to be. And I don't think that will be soon enough.

Mr. DAVIS. Mr. Chairman, along those lines—the various agencies that are engaged in the work of oceanography—upon looking at a list which I do not have here, regarding the amounts of money that are spent by each agency for oceanography work, the Coast Guard does not appear to be spending much money. In fact it is almost at the bottom of the list. But the reason for this is that in the normal conduct of the Coast Guard's other responsibilities it is conducting oceanography work at really no cost. The costs are being assigned to the other responsibilities with the oceanographic work being performed as a collateral function.

So, upon looking at any list of agencies with potential responsibility for the oceanographic program it is not a true measure of the amount of work being performed to look at the amount of money being spent by the Coast Guard.

Senator BARTLETT. Mr. Foster?

Mr. FOSTER. Thank you, Mr. Chairman.

Admiral, along that line you will recall that last year you received authorization for the expenditure of oceanographic equipment for several vessels. I wonder if you could comment on that and bring the committee up to date as to what progress has been made under that program.

Admiral TRIMBLE. Captain Latimer, could you report on this.

Captain LATIMER. Yes, sir. The installations are on schedule, I believe, for the fiscal year. I would have to check on that. The money being obtained for the improvement of the icebreakers being taken over from the Navy are part of that program.

Mr. FOSTER. It has had what effect on the program?

Captain LATIMER. This program for existing Coast Guard vessels is, I am quite certain, being completed during the current fiscal year. We are taking over five Navy icebreakers, some of which do not have oceanographic equipment. So there will be some further expenditures for those ships which, as I recall, is included in the present budget for improvement of Navy icebreakers.

Senator BARTLETT. Do you have anything further?

Admiral SHIELDS. No, sir.

Senator BARTLETT. Mr. Secretary?

Mr. DAVIS. No, sir. Thank you for your courtesy, Mr. Chairman.

Senator BARTLETT. We are always glad to hear of the Coast Guard's needs.

I think I will conclude this hearing with a quotation from a statement made by Congressman Edwards at the House hearing on February 17. He said, and I quote:

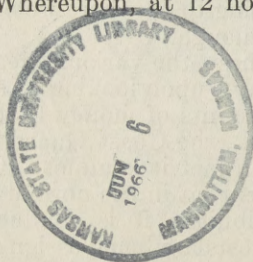
I become depressed every time I hear the Coast Guard people testify. I see the Defense Department come over here with a half dozen Cadillacs lined up here and talk about \$50 billion. I have never checked, but I shouldn't be surprised to see six bicycles sitting out here waiting on you fellows from the Coast Guard. [Laughter.]

Senator BARTLETT. There is a considerable element of truth in all of this.

Admiral SHIELDS. We were accused of having retread tires, too. But I think the tires are new on the bicycles.

Senator BARTLETT. Thank you, gentlemen.

(Whereupon, at 12 noon, the subcommittee was recessed.)



○