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*file
Transp.*

THE WHITE HOUSE

WASHINGTON

September 3, 1976

MEMORANDUM FOR: JIM CANNON
FROM: JUDITH RICHARDS HOPE *JRH*
SUBJECT: Invitation for President to
Address APTA Conference

On August 26 you submitted the attached recommendation to Bill Nicholson concerning the President's invitation to address the American Public Transit Association annual meeting on October 18, 19, or 20, in San Francisco.

You may be interested in the invitees other than the President:

Governor Carter
Governor Brown, California
Mayor Mocsone, San Francisco

Acceptances have come from:

Senator Harrison Williams (D-New Jersey)
Congressman Jim Wright (D-Texas)
Congressman John McFall (D-California)
Secretary of Transportation William T. Coleman, Jr.
Dr. William Ronan, New York Port Authority



JRH
Transp.
JRH



JAMES A. RHODES
GOVERNOR

STATE OF OHIO
OFFICE OF THE GOVERNOR
COLUMBUS 43215

Rhodes
COPY FOR
JAMES CANNON
AS PER JARhodes
Transp.

September 8, 1976

Honorable William T. Coleman
Secretary of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590

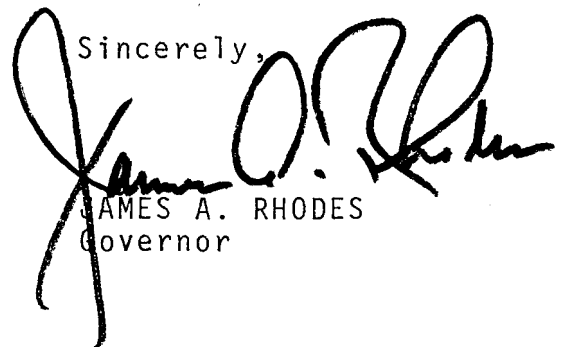
Dear Mr. Secretary:

I am writing this letter to accompany one written by Roger F. Dreyer, Chairman of the Transportation Research Center of Ohio, to Mr. John W. Snow, Administrator of the National Highway Traffic Safety Administration.

I have read the letter and approve the contents.

I shall appreciate anything you can do to expedite completion of an agreement between the Transportation Research Center of Ohio and NHTSA.

Sincerely,



JAMES A. RHODES
Governor





East Liberty, Ohio 43319

Office of Chairman
ROGER F. DREYER

Reply to: Neil House • Room 01 • 41 S. High St.
Columbus Ohio • 43215
(614) 228-4138

(513) 666-2011

September 8, 1976

Mr. John W. Snow, Administrator
National Highway Traffic Safety Administration
400 Seventh Street, S. W.
Washington, D. C. 20590

Dear Mr. Snow:

First, let me thank you for visiting the Transportation Research Center so soon after your appointment by President Ford.

Apparently, you and your associates were as favorably impressed as Secretary Coleman was about TRC's potential in helping you shape national policies covering transportation safety and energy standards.

The facilities were originally planned to accommodate the requirements of the "Federal Motor Carrier Safety Regulations." The use of TRC's facilities from July, 1974 through January 1, 1976 was equally divided between government and industry.

The Transportation Research Board, after approving its 1976 budget, decided to explore ways to gain greater utilization of our \$30 million facility. It was apparent that the long-term objectives of the Center could not be achieved unless we secured greater participation from national organizations in both the government and industry. Therefore, the Board authorized the Executive Committee to explore ways and means to effect institutional arrangements that would achieve the following:

1. Enhance TRC's image on the national scene by leasing the facility to an appropriate private or governmental entity; thereby, broadening TRC's base of support and increasing its use.
2. Provide a cooperative financial arrangement whereby a participating institution, like NHTSA, could take advantage of Ohio's capital investment. In return, Ohio would receive economic benefits from on-site payroll established by the participating organization.
3. Through leasing to the right entity, a climate is provided and know-how to attract other federal agencies, other non-federal government agencies, state agencies, foreign governments, trade associations, and private entities who need research and development capabilities but cannot afford either the special facilities or the expensive equipment required to improve transportation products.

Mr. John W. Snow
September 8, 1976
Page 2

Because of these instructions we were prompted to contact NHTSA about leasing our facility.

These other facts prompted us to make NHTSA our leading candidate:

1. US-DOT has already selected TRC for the Compliance Test Facility. Therefore, the principle of location is established.
2. Your Engineering Facility has begun limited operations and, we assume, will have an increasing demand for TRC facilities. As demands increase, control of facility time will be paramount.
3. As Congressman Clarence Brown recently pointed out, "You can expect more and more demands placed on you in addition to the energy conservation requirements."

In view of the foregoing, we offer to lease 2,300 acres of our land, buildings, facilities, and equipment to NHTSA for use as your research, development, testing and demonstration center.

The terms and conditions are detailed in the attached draft agreement. Briefly, they are:

1. Term: Up to 50 years
2. Payments: \$300,000.00 per year.
3. Funds to Meet Costs of Operation: September 1, 1976 to January 1, 1978 - all costs to be handled by TRC. After January 1, 1978 - all costs to be handled by NHTSA.
4. Funds for Capital Outlay: TRC will, to the extent of its financial resources, construct new facilities needed by NHTSA, including the Compliance Test Center, with use leases between TRC and the government to cover actual costs.

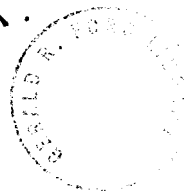
We are aware of the fact that you are facing severe time constraints in getting something meaningful in relation to this matter prepared for your FY 78 Budget. We are prepared to assist you in any way to see that this objective is accomplished.

I have asked George E. Wilson to be of whatever assistance he can in expediting this matter.

Very truly yours,

S/ROGER F DREYER

ROGER F. DREYER
Chairman



cc - Governor James A. Rhodes

AGREEMENT
BETWEEN
THE TRANSPORTATION RESEARCH BOARD OF OHIO
AND THE
UNITED STATES OF AMERICA

This Agreement is executed by and between the Transportation Research Board (hereinafter called the "Board") and the United States Department of Transportation (hereinafter called the "Government").

WHEREAS, the Government has indicated its intention to establish a test facility in connection with its program for conducting tests on motor vehicles and motor vehicle equipment, and for other purposes, at the site of the Transportation Research Center of Ohio (hereinafter called "TRC"), East Liberty, Ohio; and

WHEREAS, the Government has indicated a need for increasing its research, development, and demonstration activity to carry out new mandated responsibility in energy conservation as well as existing safety related research; and

WHEREAS, the Board has indicated a willingness to lease any or all of its land, buildings, facilities, and equipment

NOW, THEREFORE, the parties hereto for the consideration specified agree to the following terms and conditions:

1. The Board agrees to lease the Government the following:
 - a. Approximately 2,300 acres located at East Liberty, Ohio and identified as Exhibit I "Physical Facilities Master Plan" dated April, 1975.
 - b. All facilities listed as existing or under construction which includes:
 1. Building 50
 2. Building 60

3. Vehicle Dynamics Area
4. Skid Pad
5. Brake Soak
6. Brake Slope
7. Skid Calibration Pad
8. Crash Simulator

2. The Board agrees to the following lease term and options:

- a. The lease shall commence on the date of the Government's beneficial occupancy of the facility which shall be no later than January 1, 1978, but shall be contingent on funds being available in the FY 78 budget for the purpose of this lease.
- b. The term of the lease shall be for five years beginning at any time prior to January 1, 1978 that is agreeable to the Government and the Board.
- c. The Government may renew this lease for nine (9) successive five-year terms, without specific notice to the Board. Unless otherwise indicated, occupancy of the premises by the Government on the first day of a term shall be deemed sufficient notice to the Board that the Government has exercised its option to renew for the successive term; however, if the Government does not intend to renew, a one-year notice must be given to the Board.

3. Annual Rental, Payments, and Credits

- a. Commencement of Rental. Rental shall accrue from the date of the Government's assumption date of January 1, 1978 or sooner if agreed to by the Board and the Government.
- b. Payment of Rental. The Government promises to pay a net annual rental of \$300,000.00. Installments of 1/12 of the annual rental shall be paid at the end of each month without the submission of any invoice or voucher.
- c. Computation of Credits. With the effective date of this agreement, all monies due and payable under lease agreement dated October 6, 1975 for "Space in Building 60" TRC, East Liberty, Ohio, shall be terminated.

4. Funds to Meet Costs of Operation.

- a. Interim Period - The Board agrees to operate the facility through January 1, 1978 to allow the Government sufficient time to program, justify and secure funding to carry out existing and newly mandated functions in compliance testing, research, development and demonstration, and energy conservation. The Government agrees to re-evaluate existing and forthcoming programs with a view to performing as much testing as possible at TRC during the period of October 1, 1976 to January 1, 1978.

b. First Five-Year Period.

1. The Board recognizes that one of its primary responsibilities is to encourage transportation programs that result in improved economic conditions for the local communities, the State of Ohio and the Great Lakes region. ~~To justify the exceptionally low base lease rate~~ In recognition thereof the Government agrees to expend an additional sum of money sufficient to assure that there is adequate facility management and on-site capability to offer technical services equal to that heretofore offered by the Board to different entities who conduct tests at TRC. The tests are for advanced vehicles, existing vehicles and ancillary and peripheral systems. Such things as speed, ride quality, performance factors, impacts, durability, stress, strain, wear, dynamics and maintenance qualities are examined. The testing entities can be Federal agencies, non-Federal Government agencies, U.S. private industry and foreign government and/or private interests. The tests would be conducted by Government personnel (NHTSA), a private contractor, or by the entities' own personnel under controlled conditions established by the Government.
- c. The Board assumes and the Government agrees that at least three months prior to the effective date of this lease, procedures be established for the

orderly staffing of the Center. The Government or a contractor selected by the Government shall have the right to offer employment to some or all of the existing employees as determined by the Government or its contractor. TRCO employees would receive credit for pension vesting and other Government-Contractor employee benefit plans if allowable by statute.

- d. The Board assumes and the Government agrees that the details of technical services and facility management tasks to be performed by either the Government or the contractor under this lease will be detailed by December 31, 1976.
- e. The Transportation Research Center expects the proposed rent for the second 5-year term to include the \$300,000 base rent and an additional two factors, being: (1) a fund for replacement, (2) for inflation.

5. Funds to Meet Additional Capital Expansion.

The Board agrees, subject to appropriate funding agreements, ^{to} will construct or modify as and when requested by the Government, its contractor, or TRC users, facilities as may be reasonably necessary for the contemplated operation of TRC. The Board, in agreeing to provide funds for capital outlay, shall be limited by the amounts remaining from the original \$30,000,000.00 bond issue and

its ability to sell revenue bonds secured by leases to support single projects.

6. Rights to Use TRC Owned Property.

The Government or its contractor would retain the right to use any and all personal property now at TRC and itemized on an attached inventory without charge. Ownership to all personal property will remain with TRB for the first five-year term. Disposition by sale to the Government is anticipated at the end of the first five-year period. Disposition will be made in accordance with accepted IRS depreciation tables.

7. Income from Farm and Gas Leases.

The Government agrees that any and all income from Farm and Gas leases will accrue to the benefit of TRC. Income from these sources will be for uses determined by the Board to be in the best interests of the community or the State of Ohio.

8. The Government will not be held responsible for loss or damage caused or occasioned by Acts of God or other forces beyond control of the parties.

9. General Provisions Clauses.

TRANSPORTATION RESEARCH BOARD OF OHIO

Roger F. Dreyer, Chairman

Date _____

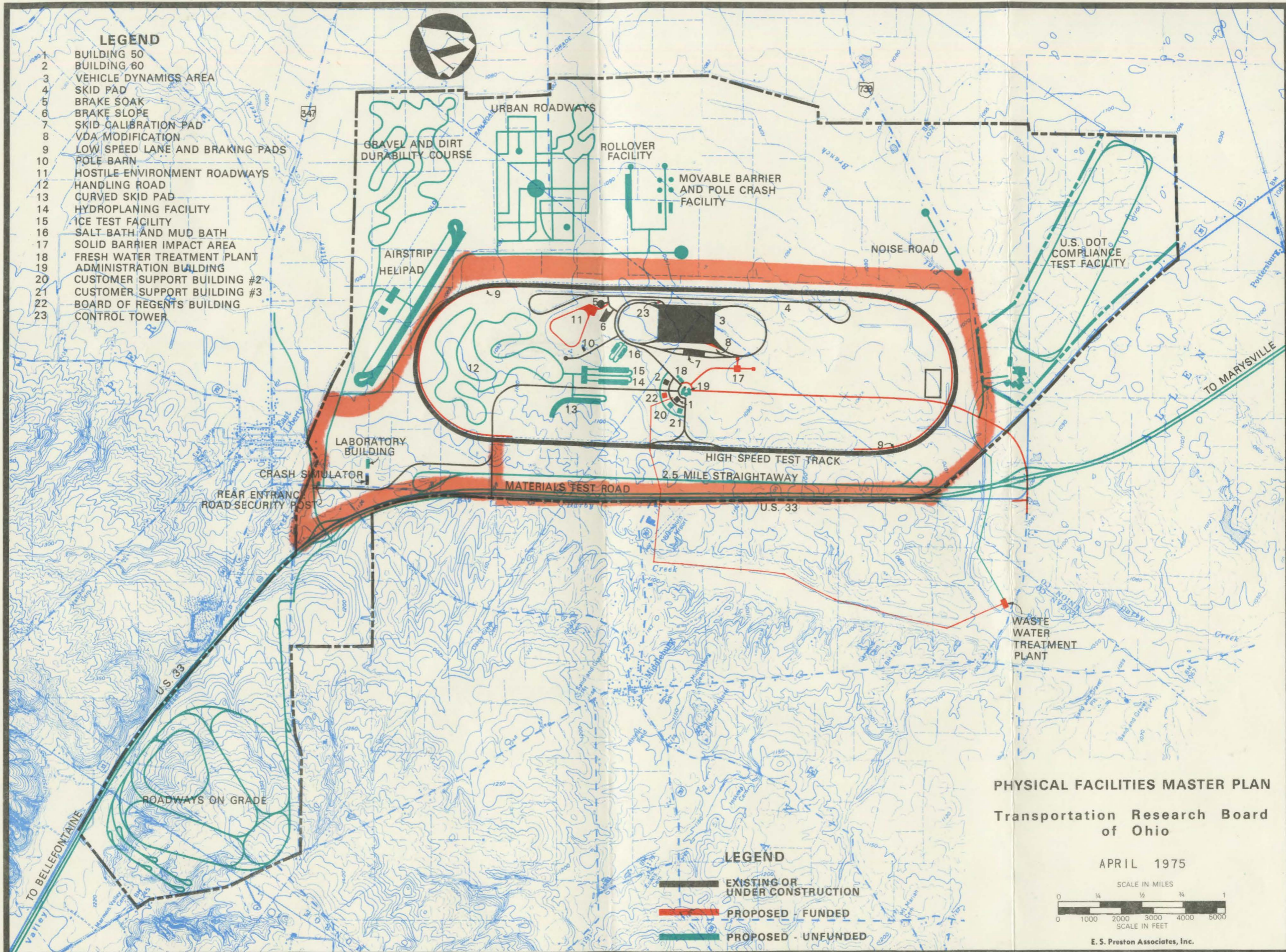
U.S. DEPARTMENT OF TRANSPORTATION

The Government agrees and shall become bound by this signature immediately upon and to the extent that there are appropriated or apportioned funds for the lease.

Dr. John W. Snow, Administrator
National Highway Traffic Safety Administration

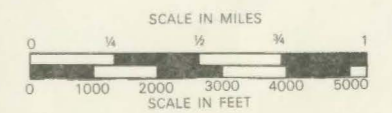
LEGEND

- 1 BUILDING 50
- 2 BUILDING 60
- 3 VEHICLE DYNAMICS AREA
- 4 SKID PAD
- 5 BRAKE SOAK
- 6 BRAKE SLOPE
- 7 SKID CALIBRATION PAD
- 8 VDA MODIFICATION
- 9 LOW SPEED LANE AND BRAKING PADS
- 10 POLE BARN
- 11 HOSTILE ENVIRONMENT ROADWAYS
- 12 HANDLING ROAD
- 13 CURVED SKID PAD
- 14 HYDROPLANING FACILITY
- 15 ICE TEST FACILITY
- 16 SALT BATH AND MUD BATH
- 17 SOLID BARRIER IMPACT AREA
- 18 FRESH WATER TREATMENT PLANT
- 19 ADMINISTRATION BUILDING
- 20 CUSTOMER SUPPORT BUILDING #2
- 21 CUSTOMER SUPPORT BUILDING #3
- 22 BOARD OF REGENTS BUILDING
- 23 CONTROL TOWER



PHYSICAL FACILITIES MASTER PLAN
 Transportation Research Board
 of Ohio

APRIL 1975



E. S. Preston Associates, Inc.

LEGEND

- EXISTING OR UNDER CONSTRUCTION
- PROPOSED - FUNDED
- PROPOSED - UNFUNDED

THE WHITE HOUSE

WASHINGTON

September 9, 1976

MEMORANDUM FOR: JIM CANNON
FROM: JUDITH RICHARDS (HOPE)
SUBJECT: Transatlantic Route Case

Bill Seidman for

Per your request for the status of the Transatlantic Route Case, it is now with Dan Kearney, OMB.

OMB has consulted with various agencies and they have come to a consensus that it should be sent back to the CAB, rather than holding it at the White House. Due to renegotiation of the bilateral air agreement with Britain and other considerations, we cannot make a decision at this time.

We received notice from the British that they were reconsidering this bilateral air agreement on June 22, 1976 and thus, we have one year from that date to renegotiate that agreement. The CAB cannot act until that renegotiation is complete and therefore, the earliest the decision would come about would probably be June of 1977. It could be earlier, but not probable.

Dan Kearney is meeting with Bill Seidman this week to finalize the decision and a paper should be prepared within the next few days. Unless additional considerations are raised on why to not send it to the CAB, it should be done shortly.

We will keep you informed of the status.

Bill Seidman

THE WHITE HOUSE
WASHINGTON

File
JMC

September 13, 1976

MEMORANDUM FOR: BILL SEIDMAN
FROM: JIM CANNON JMC
SUBJECT: Transatlantic Route Case

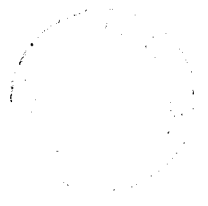
Bill, since the route decision is so sensitive, how are we going to handle the disappointments that come about in some cities when the President makes a decision?

Jim,

*Has gone back
for further study re
holding till bi lateral
negotiations are
completed.*

OK

JWS



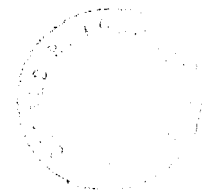
THE WHITE HOUSE
WASHINGTON

file
Transp.

September 13, 1976

MEMORANDUM FOR: BILL SEIDMAN
FROM: JIM CANNON JMC
SUBJECT: Transatlantic Route Case

Bill, since the route decision is so sensitive, how are we going to handle the disappointments that come about in some cities when the President makes a decision?

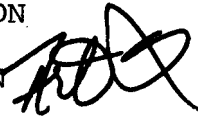


THE WHITE HOUSE

WASHINGTON

September 10, 1976

REQUESTED

MEMORANDUM FOR: JIM CANNON
FROM: ART QUERN 
SUBJECT: Transatlantic Route Case

As you know (see attached), the CAB's Transatlantic Route decision is now with OMB and under consideration is whether or not to send the decision back to the CAB during the period of negotiating the Bilateral Agreement with the British.

In sending the question back to the CAB it is possible that some Southern States could perceive this as an "I don't care about the South" position since the decision is of immense importance to them. In this regard, I feel that we could consider issuing a press release at the time of transmittal that sets forth the positive factors for these cities in our sending this issue back to the CAB:

- The Southern cities wanted additional cities in Continental Europe included in CAB decision. The CAB did not include any city other than London.

If the President were to approve this decision now, it would be 5 more years before anything could be done for them in regard to adding other cities.

- The President's review of the case was founded upon foreign policy considerations -- especially the current negotiations with the United Kingdom, necessitated by the June 22, 1976 British renunciation of the United States-United Kingdom air services Bilateral Agreement, commonly called the Bermuda Agreement.
- British acceptance of new cities and new routes is required before service can be initiated. With the sharp British renunciation of our air bilateral, and the eight to twelve month schedule of negotiations, there is no indication that the British would accept new routes in time for operations to begin next year.

09/10/76

Subj: File

THE WHITE HOUSE
WASHINGTON

September 9, 1976

MEMORANDUM FOR: JIM CANNON
FROM: JUDITH RICHARDS HOPE
SUBJECT: Transatlantic Route Case

Quite different

Per your request for the status of the Transatlantic Route Case, it is now with Dan Kearney, OMB.

OMB has consulted with various agencies and they have come to a consensus that it should be sent back to the CAB, rather than holding it at the White House. Due to renegotiation of the bilateral air agreement with Britain and other considerations, we cannot make a decision at this time.

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Dan Kearney is meeting with Bill Seidman this week to finalize the decision and a paper should be prepared within the next few days. Unless additional considerations are raised on why to not send it to the CAB, it should be done shortly.

We will keep you informed of the status.



File, Trans.

THE WHITE HOUSE

WASHINGTON

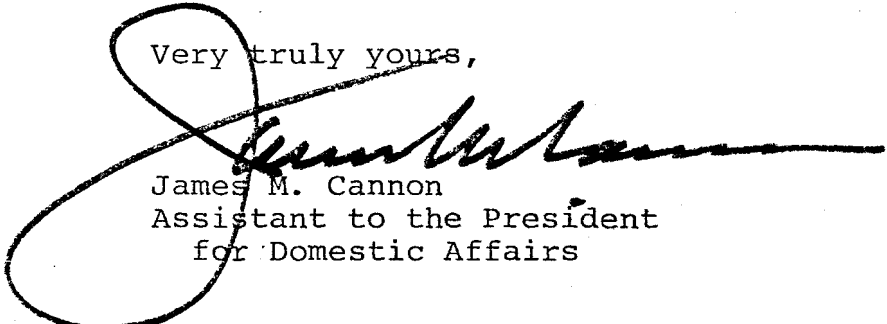
September 16, 1976

Dear Mr. Adams:

It is always a pleasure to read a thoughtful letter such as yours of August 20th complimenting the efforts of Secretary William Coleman to aid minority businesses throughout the Nation. As you are well aware, Secretary Coleman is deeply committed to equality of opportunity for minority business people, and has made efforts to ensure this equality of treatment during his term as Secretary of Transportation. Thank you for taking the time to write me on this important issue. I commend your outstanding organization, and welcome your comments and suggestions at any time.

Best personal regards.

Very truly yours,



James M. Cannon
Assistant to the President
for Domestic Affairs

Mr. George J. Adams, P.E.
Secretary, Republican National
Hispanic Assembly
310 First Street, S.E.
Washington, D.C. 20003



Transp.

THE WHITE HOUSE
WASHINGTON

ACTION

September 20, 1976
976 SEP 20 PM 12 20

Art will
talk to her,

EYES ONLY

MEMORANDUM FOR: JIM CANNON
FROM: JUDITH RICHARDS HOPE
SUBJECT: National Transportation Policy Study Commission

It has come to my attention that the 7 prospective Presidential appointees to the National Transportation Policy Study Commission do not include a Governor. Originally, Governor Milliken was to be included, but the final list has been revised. This is a major commission and there has been enormous interest in the members to be appointed. Personally, I have had more than 50 calls on it, including a number of Governors' representatives. I think we should reconsider including Governor Milliken, former chairman of the National Governors' Conference Transportation subcommittee.

I am taking the liberty of bringing this to your attention because Steve McConahey is out of town, and final action may be taken in the next few days.

cc: Steve McConahey (EYES ONLY)



CLEARANCE SHEET

Transp

DATE: 9-22-76

JMC ACTION
Required by: Today, 9-22

STAFF RESPONSIBILITY JRHope

SUBJECT: Memorandum to Doug Bennett--National Transportation
Policy Commission: Presidential Appointees

RECEIVED FROM: _____ DATE RECEIVED: _____

STAFF COMMENTS: I recommend that you sign the attached. *JRH*

QUERN/MOORE RECOMMENDATION:

- APPROVE
- REVIEW & COMMENT
- DISCUSS

[Handwritten signature]

Spunk

to Jones

CANNON ACTION:

DATE: _____

Material Has Been:

- Signed and forwarded
- Changed and signed
- Returned per conversation
- Noted



JIM CANNON

Comment:

9/22

Handled by phone

JMC - Bennett

cd

090211

THE WHITE HOUSE

WASHINGTON

September 22, 1976

MEMORANDUM FOR: DOUG BENNETT

FROM: JIM CANNON

SUBJECT: National Transportation Policy
Study Commission: Presidential
Appointees

In accord with our earlier conversations on this issue, I again urge you to include a State Governor as one of the seven Presidential appointees to this critically important Commission.

I believe that such an appointment has a number of advantages. It recognizes and reinforces this Administration's commitment to the primacy of State and local planning in transportation policy, stressed in the State of the Union message as well as Bill Coleman's Statement of National Transportation Policy.

It demonstrates the President's concern for representation of those who need and use transportation services. As presently constituted, our slate of candidates contains only representatives of those who provide or sell these services; neither State and local officials nor consumers/users are represented.

A Governor, such as Governor Milliken, former Chairman of the Transportation Sub-Committee of the National Governor's Conference, would be a likely choice for Chairman of the Commission, much as then-Governor Rockefeller was designated a few years ago as Chairman of the Water Quality Commission. Without such an obvious choice, the Commissioners from the Hill may join to name the Chairman and we may be faced with a Senator Gravel or a Representative Brock Adams guiding a prestigious and powerful group making long-term transportation policy choices.

Disregard of strong State and local interests at this time may also seriously interfere with important working relations which we have with officials representing these constituencies.

*Pres - hold faxing
cc sent to Judy*

**TRANSPORTATION
RESEARCH
BOARD
OF OHIO**

East Liberty, Ohio 43319

Office of Chairman
ROGER F. DREYER

Reply to: Neil House - Room 01 - 41 S. High St
Columbus Ohio - 43215
(614) 228-4138

(513) 626-2011

Please Reply to: P. O. Box 5403
Akron, Ohio 44313

*Judy Hoyer
pls see
me*

Mr. James Cannon
Assistant to the President
The White House
Washington, D. C.

Dear Mr. Cannon:

Thanks for taking the time to see me on such short notice last week to discuss our efforts to have the National Highway Traffic Safety Administration increase its use of our Transportation Research Center.

I reported to Governor Rhodes that I delivered the package of information and discussed it with you briefly. I also reported "that you would make the necessary contacts to hurry this proposal along."

We appreciate your willingness to assist us in this matter.

Sincerely,

George
George E. Wilson

GEW/bbt

cc: Governor Rhodes
Mr. Roger Dreyer
Mr. John Snow



042750

Hold

MEMORANDUM

THE WHITE HOUSE
WASHINGTON

INFORMATION

REQUESTED

September 28, 1976

EYES ONLY

MEMORANDUM FOR: JIM CANNON

FROM: JUDITH RICHARDS HOPE *JRH*

SUBJECT: National Highway Traffic Safety Commission (NHTSA)

A Moss Committee report on NHTSA, scheduled for release in 2-3 weeks, will claim that NHTSA has been too slow to act on implementing highway safety procedures, due to White House and Domestic Council pressure. The report relies on a DuVal to Barnum memo, dated January 17, 1975 which suggested that a further cost benefit analysis might be conducted before imposition of tougher braking standards for trucks. (See Tab A)

The report will recommend NHTSA be made an independent regulatory commission "to keep politics out of safety."

Attachment

*This memo seems quite dated.
AM.*



092806

Hold

THE WHITE HOUSE
WASHINGTON
January 17, 1975

5-2
15788
SHE S II

ADMINISTRATIVELY CONFIDENTIAL

MEMORANDUM FOR JOHN BARNUM
FROM: MIKE DUVAL
SUBJECT: TRUCK BRAKE REGULATIONS (MVSS 121)

I was very disturbed to see a copy of Jim Blum's letter to Jim Gregory.

I discussed this matter with Secretary Brinegar by telephone in great detail prior to making my report to the President. We went into further detail on his memorandum to the President on the final rule in which he stated:

The Council on Wage and Price Stability initially asked that the rule be delayed, but after a staff review of the situation it is now agreed that it is proper to proceed, with careful monitoring of the costs and benefits.

In approving Secretary Brinegar's recommendation, the President understood that DOT would comply with the Council on Wage and Price Stability position which was: a continuing study was underway, aimed at getting immediate economic impact results and if a cheaper way can be developed to meet the safety goals, your regulation would be modified to allow for the cost-saving method.

Please insure that the National Highway Traffic Administration works this matter out immediately with the Council on Wage and Price Stability. May we please have a report from you once this has been accomplished, but certainly no later than a week from today.

Thank you very much.

cc: Secretary Brinegar
James Blum



MEMORANDUM

THE WHITE HOUSE
WASHINGTON

1976 OCT 8 AM 8 54
October 7, 1976

Judy
pls see me
Judy

MEMORANDUM FOR: JIM CANNON
FROM: JUDITH RICHARDS HOPE *JRH*
SUBJECT: Letters to Roger Hooker and Ted Lutz, DOT
re: Airport and Airways Development Act Bill

Assistant Secretary Roger Hooker and Deputy Undersecretary Ted Lutz took the lead for Bill Coleman with regard to the Airport and Airways Development Act Amendments of 1976. This bill was signed by the President in July and the President held a signing ceremony for this important piece of legislation. In this connection, Roger and Ted labored long, tireless hours, both on the Hill during the legislative process and then again in preparation for the White House Signing Ceremony.

I recommend that these two outstanding people receive a personal thank you from the President for their efforts. I attach a draft letter for your approval.

With your concurrence, I will see that the letters are prepared.

Thanks.

Approve _____ Disapprove _____

Attachment



100804

MEMORANDUM

THE WHITE HOUSE

WASHINGTON

DRAFT

Dear (Roger, Ted):

Enactment of the Airport and Airways Development Act Amendments of 1976 represented a major step forward by assuring continued improvement of airports, airways and related facilities throughout the country over the next five years while, at the same time, assuring that the cost of maintaining such facilities will be more equitably distributed between the aviation user and the general taxpayer.

I want you to know of my personal appreciation for the substantial contributions you made to the development and passage of this important legislation.

Sincerely,

Gerald R. Ford

Honorable Roger W. Hooker, Jr.
Assistant Secretary
Department of Transportation
Washington, D. C.

Honorable Theodore C. Lutz
Deputy Undersecretary
Department of Transportation
Washington, D. C.



Handwritten initials

THE WHITE HOUSE
WASHINGTON

376 051 11 AM 7 17 October 13, 1976

MEMORANDUM FOR: JIM CANNON
FROM: JUDITH RICHARDS HOPE *JRH*
SUBJECT: Invitation to Address the Commonwealth Club Forum, San Francisco, California on Transportation Policy, October 26, 1976

San Francisco's Commonwealth Club has invited me to address them on October 26, 1976, on the Administration's Transportation Policies and Proposals. This is one of the most prestigious forums in California, and I am honored to be invited. You have already approved a trip for me to California on October 27 to speak to Town Hall in Los Angeles. With your approval, I will tack the San Francisco trip on to the Los Angeles and Chicago one (Great Lakes Naval Training Center, October 29).

Approve Commonwealth Club Speech *OK* *JRH*
Disapprove Commonwealth Club Speech _____

10/12

THE WHITE HOUSE
WASHINGTON

October 15, 1976 ^{1976 OCT 16 PM 2 49}

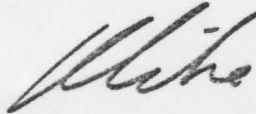
Dear Tom:

Thanks very much for your letter and information concerning the CAAA Annual Convention in San Francisco.

I have asked Jim Cannon, the President's Assistant for Domestic Affairs, to look into the possibility of a Presidential message.

It was great hearing from you again. Good luck at your convention.

Sincerely,



Michael Raoul-Duval
Special Counsel
to the President

Mr. Thomas S. Miles
President
Commuter Airline Association
of America
1001 Connecticut Avenue, NW
Washington, 20036

bcc: Mr. Cannon



*File
Transp*

*Judy H.
is handling*

10/16

THE WHITE HOUSE
WASHINGTON

Date 10/21/76

MEMORANDUM FOR:

976 OCT 28 PM 3 03

John Cannon

FROM

JUDITH RICHARDS HOPE

Information.

Air Bags.

*102805
10808*

THE BLADE'S
Pages of Opinion

PAGE 12 TOLEDO, OHIO, WEDNESDAY, OCTOBER 13, 1976

Unfair Rap At Secretary Coleman

THE House commerce subcommittee on oversight did more harm to itself than to Transportation Secretary William Coleman when it accused him of "political intervention" in the auto air-bag controversy. The mere leveling of the charge exposes the members of the Democratic-controlled panel as either grossly uninformed or, what is more likely, playing politics themselves.

The fact — as the new chief of the National Highway Traffic Safety Administration, former Toledoan John Snow, was quick to point out — is that Mr. Coleman has approached "with the utmost honesty and integrity" the task of deciding whether air bags should be required on all cars starting with 1978 models.

The subcommittee, in the second of its reports on regulatory agencies, contends that the secretary's assumption of responsibility for the air-bag decision has reduced the "influence of technical expertise" in favor of the "influence of political and economic interests." If that is so, it is grounds for complimenting Mr. Coleman, not criticizing him. For the technical case for air bags as reliable safety devices is very shaky at best, while the arguments for sparing American motorists

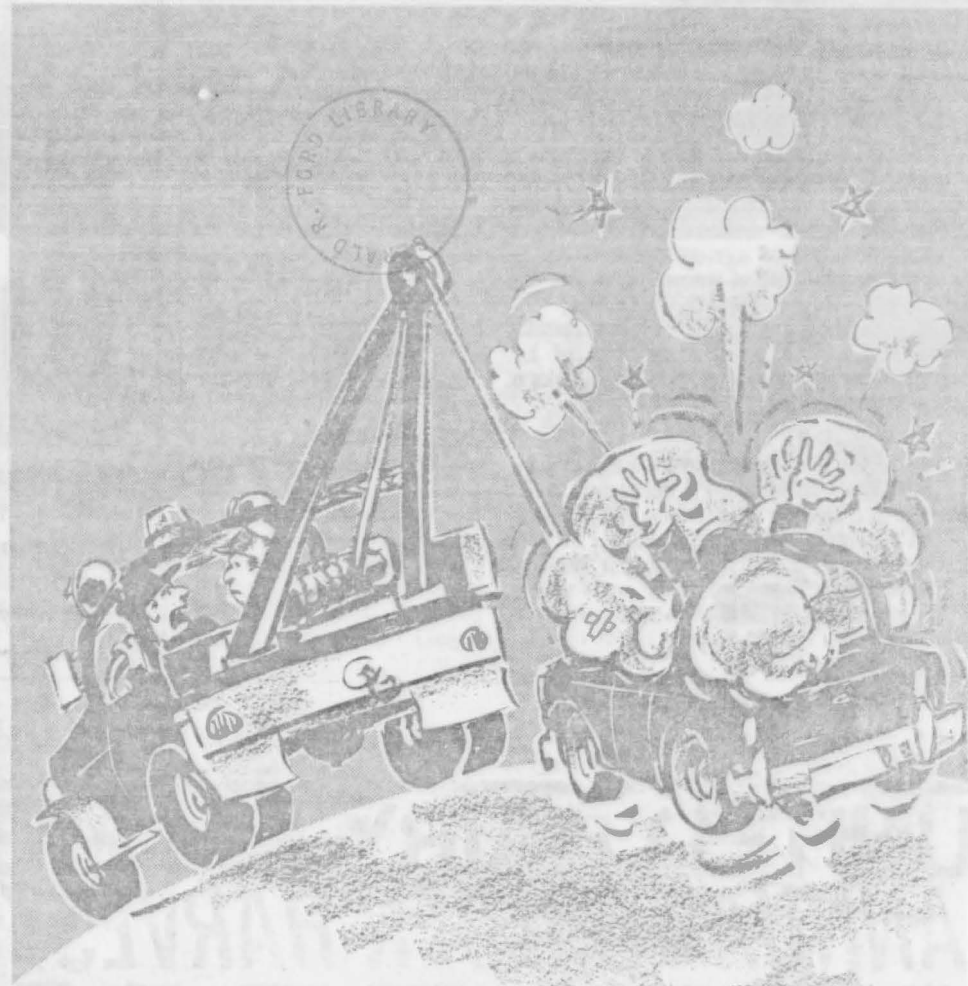
from yet another unproved but costly gadget ordered by Big Brother are compelling.

What Secretary Coleman has done is to devote an extraordinary — for a cabinet member — amount of time and attention to carefully weighing the evidence on all sides of this issue. He personally has held public hearings, listening to both supporters and opponents. And he has refused, despite intense pressures, to be rushed into a final decision before he feels he is ready to make it.

He has, moreover, explained repeatedly his reasons for this careful procedure. The stakes are high: Quite aside from the increasing weariness of Americans over government bureaucrats tinkering with their autos, the air bags will add several hundred dollars to the cost of new cars and may require even higher outlays for replacement or repair. And the evidence that the devices will provide a margin of safety worth that expense is highly dubious.

The kind of sensitivity Mr. Coleman has shown in dealing with this controversy is all too rare among those in government, particularly at the higher echelons. He does not deserve the cheap shot fired by the House subcommittee.

'Poor Devil—Trapped
Between His Air Bag And His Seat Belt'



Ashley THE BLADE

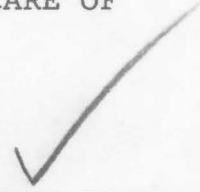
October 26, 1976
3PM

Pat Roland from Friedersdorf office brought this by --

Their office will call the Republicans listed on this BUT CONGRESSMAN MCOLLISTER would like to have a letter delivered to him on the hill late this afternoon or early tomorrow that he can use for his campaign incorporating the talking points in the attached memo. signed by you.

IF YOU DO THE LETTER ROLAND SAID THAT HE WOULD TAKE CARE OF THE DELIVERY TO THE HILL.

DO YOU WANT US TO HAVE JUDY HOPE DRAFT A RESPONSE



Yes _____

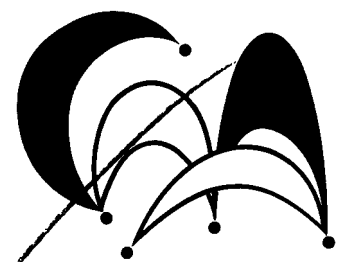
No _____

Jeanne

*Imaha
John Y
McCollister*



Transp.



976 OCT 27 PM 3 08

October 26, 1976

**COMMUTER AIRLINE
ASSOCIATION of AMERICA**

THOMAS S. MILES
President

Mr. James Cannon
President's Assistant
for Domestic Affairs
The White House
Washington, D. C.

Dear Mr. Cannon:

President Ford's message to the delegates attending the CAAA Convention was very well received. And greatly appreciated.

It's always encouraging to know that the President and members of his Administration are not only well informed on the problems facing the people, but have plans for solving them.

My personal thanks to you and Mike Duval for making the message possible.

Sincerely yours,

TSM:cs



100107



Seaport '76

976 31 20 11A49 AMERICA'S MARITIME HERITAGE

Stamp
OK

Mailing Address: King's Dock
P.O. Box 76
Newport, Rhode Island 02840

Telephone: (401) 846 1776

October 27, 1976

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Washington, D.C.

Mr. James Cannon
Assistant To The President
for Domestic Affairs
The White House
Washington, D. C. 20000

Dear Mr. Cannon:

On behalf of myself and the Board of Directors and all members of Seaport '76, we wish to express our deepest appreciation for your assistance in acquiring a letter from President Ford for use in our commissioning program.

Attached are two copies of the program which support the splendid remarks of the President. We are grateful for his support and please convey our deepest appreciation for his inspirational letter.

With warm personal regards, I am

Gratefully yours,

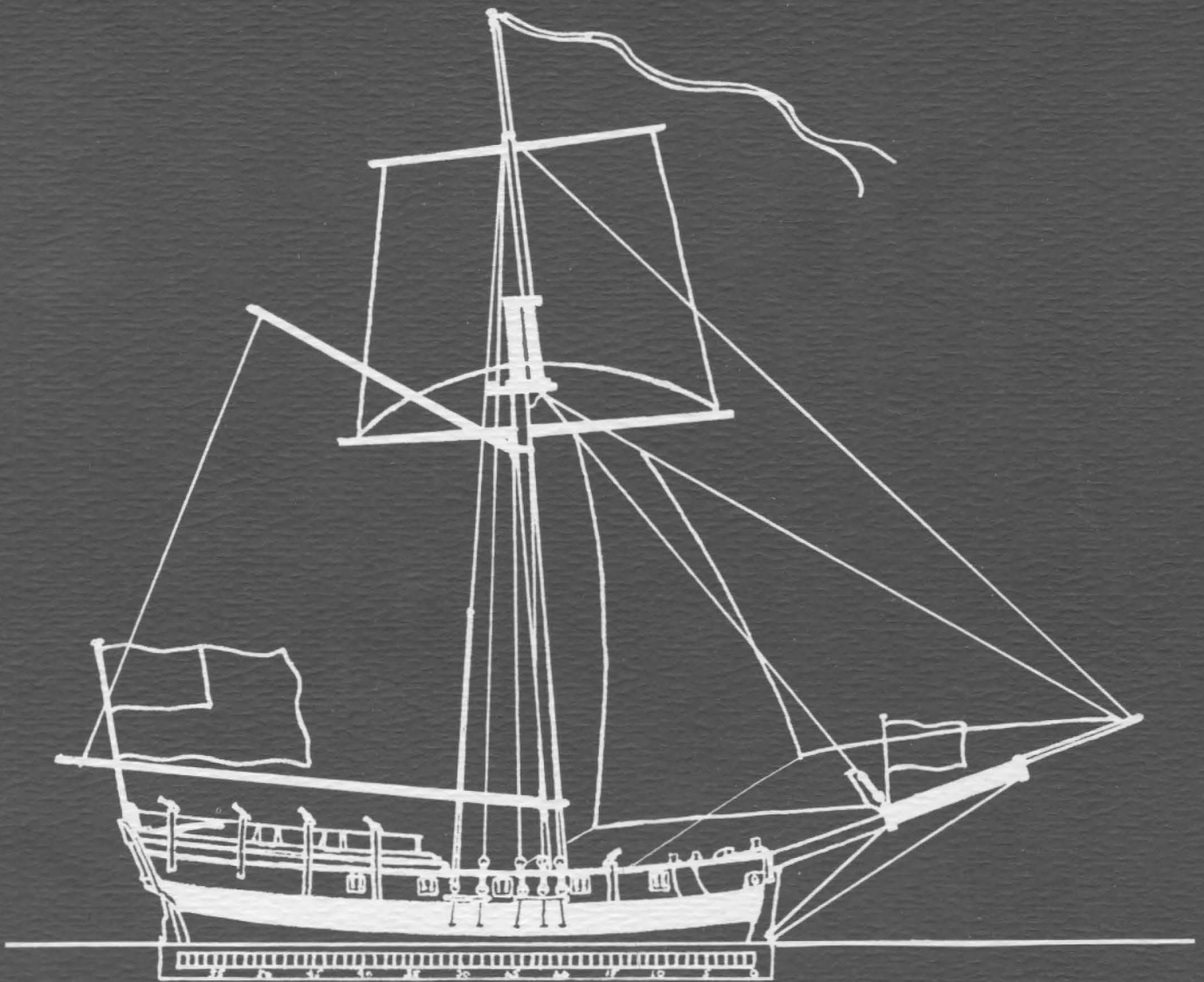
John R. Wadleigh
John R. Wadleigh
Rear Admiral, U.S.N. (Retired)

JRW:lg

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116105



CONTINENTAL SLOOP
PROVIDENCE

COMMISSIONING

OCTOBER 24, 1976
PROVIDENCE, RHODE ISLAND



FOR 200 YEARS, NOBODY HAS.

In 1775, eight ships flying this flag prepared to defend our colonies. In the 200 years since, the Navy has never stopped working to keep foreign nations from treading on democracy.

Of course, there have been a few changes. Today, our ships range from aircraft carriers to nuclear submarines to hydrofoils. Today, we continue to safeguard democracy all over the world. And today, a sailor can learn to be an expert in skills like radar, aviation mechanics, nuclear propulsion or advanced electronics.

Today's Navy can train you in more than 60 career fields. And give you the opportunity to meet new people, continue your education, and possibly even see the world. Your Navy recruiter can tell you what training you're qualified for. Speak to him or call toll free 800-841-8000. (In Georgia, 800-342-5855.)

The Navy. Like America, it's come a long way in 200 years.

NAVY

Capt. H. C. Atwood, Jr., U. S. Navy B147
 NAVY OPPORTUNITY INFORMATION CENTER
 P.O. Box 2000, Pelham Manor, N.Y. 10803

Send me your free booklet. (G) Call me. (G)


NAME _____
First (Please Print) Last

ADDRESS _____

CITY _____ STATE _____ ZIP _____

BIRTH DATE _____ Last Grade Completed

PHONE _____
(Area Code)



GS 10/29/6

Continental Sloop *PROVIDENCE*

Ex-Merchantman *KATY* of Providence
 First Ship and Flagship of Rhode Island Colonial Navy
 First Authorized Ship of the Continental Navy
 First Amphibious Landing of U. S. Marines
 First Naval Command of John Paul Jones

Built By:

Seaport '76 Foundation, Ltd., Newport, Rhode Island
 Mr. Henry Chamberlin, Project Manager, Newport, Rhode Island
 Mr. Charles W. Wittholz, Naval Architect, Silver Spring, Maryland

Lofted: July 21, 1975
 Launched: October 2, 1976
 Commissioned: October 24, 1976

Sponsor

Mrs. Edwin G. (Angela Brown) Fischer
 Descendant of John Brown, Foremost Merchant
 of Colonial Rhode Island and Owner of the original *KATY*

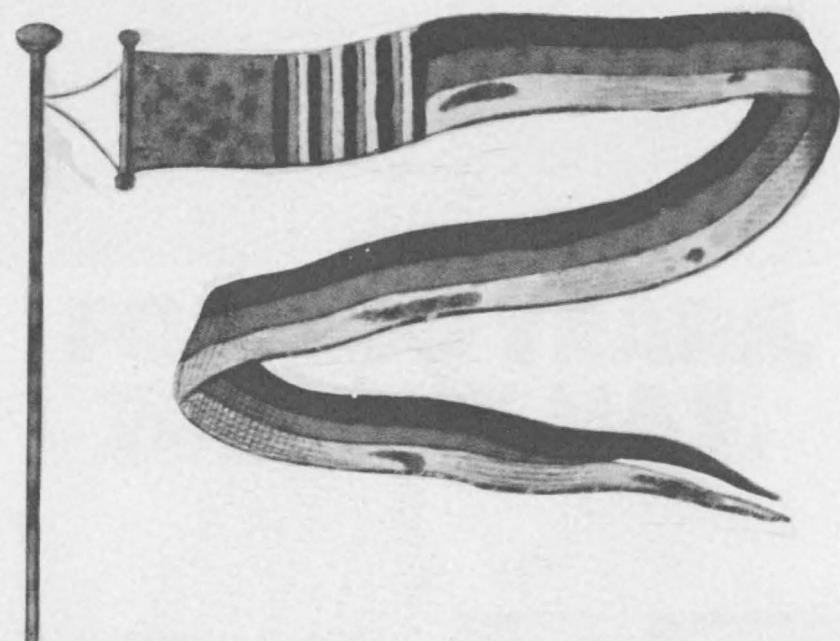
Matrons of Honor

Mrs. John Nicholas Brown
 Miss Louise Henry DeWolf
 Mrs. John J. Slocum



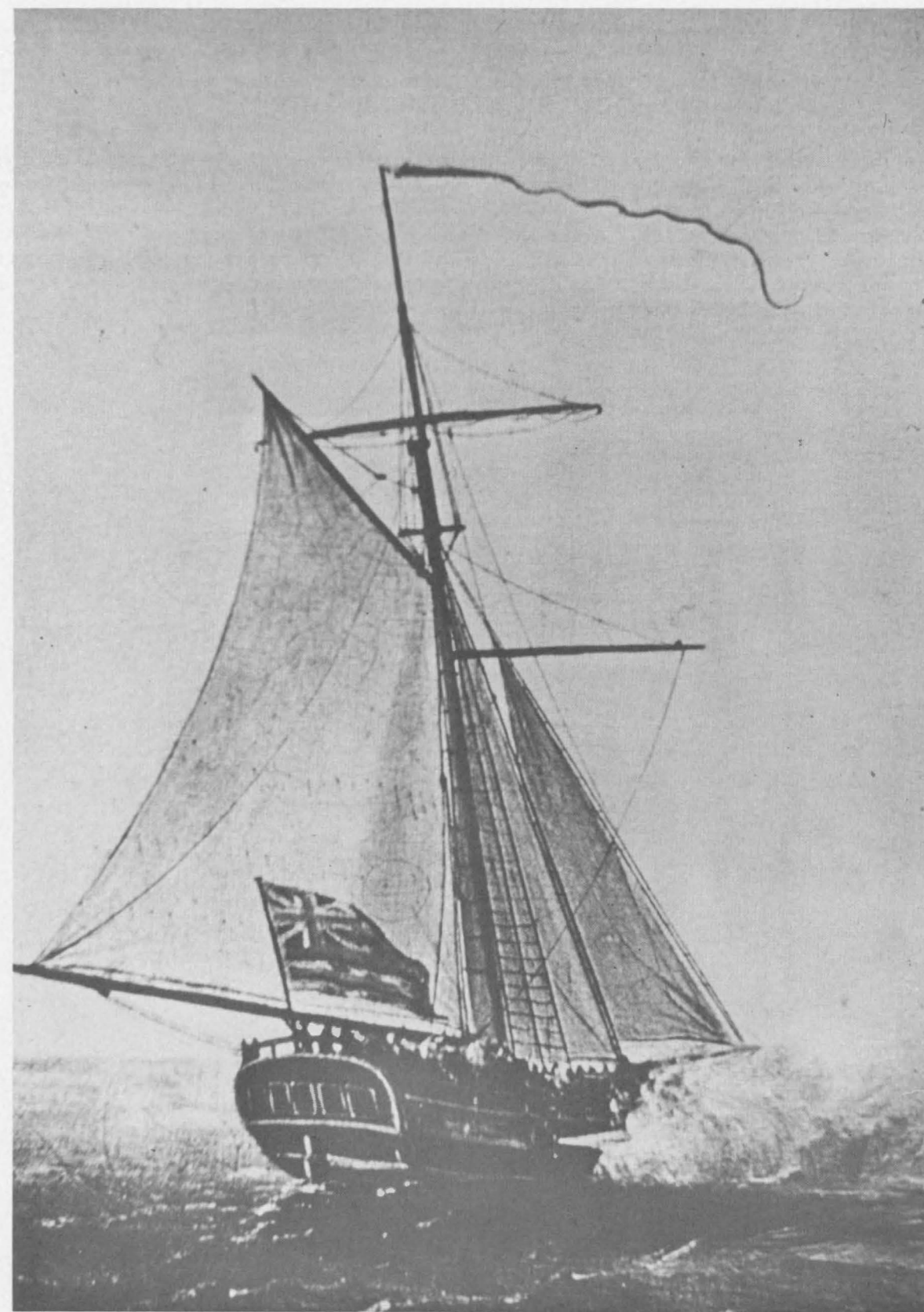
A Ship's Commissioning

There are three ceremonial occasions in a ship's construction. These are the keel laying, the christening and launching, and finally the commissioning. The commissioning ceremony, a custom deep in naval tradition, marks the formal acceptance of the ship into operation. The formal aspects of the ceremony were established from naval traditions begun two centuries ago with the founding of the United States Navy. Originally, the date of commissioning was the day that the colors were first hoisted, orders were issued to the commanding officer, or the first entry was made in the log. These procedures have been modified into the more formal commissioning ceremony of today.



The Commissioning Pennant

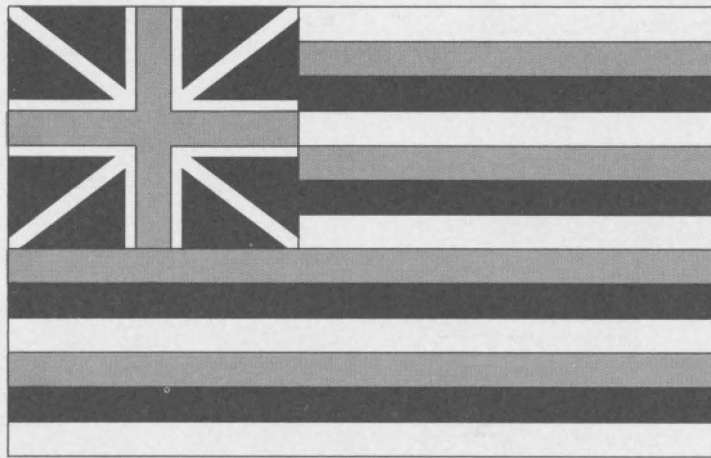
One visible and significant symbol of a commissioned ship which has remained constant throughout the years is the commissioning pennant. The pennant is believed to date from the 17th century. During the first Anglo Dutch War, the Dutch Admiral Tromp hoisted a broom at his masthead after his victory at Dungeness in 1652 to signify his sweep of the English from the English Channel. When the positions were reversed the following year, the British Admiral Blake hoisted a long streamer, resembling a coachwhip, indicating that he had whipped the Dutch. Thus, the narrow 'coachwhip' pennant has become the distinctive mark of a ship of war.



The sloop, *Providence*, from a 1777 painting by famous marine artist, Francis Holman. The painting, which revealed many details of the ship's design, is currently owned by a descendant of the owner of the original *Katy*.



Commissioning Ceremony



NAUTICAL AIRS

by Northeastern Navy Band

MARCH ON

Colonial Naval and Military Militia
with U.S.M.C. Colonial Color Guard, Newport, R.I.

INVOCATION

The Reverend Monsignor Paul A. Lloyd
Pastor, Saint Mary's Church, Pawtucket, Rhode Island

WELCOMING REMARKS

Rear Admiral John Remey Wadleigh, U.S. Navy (Retired)
President, Seaport '76 Foundation, Ltd.

INTRODUCTION OF DISTINGUISHED GUESTS

The Honorable Robert A. McKenna, R.I. State Senator
Vice President, Seaport '76 Foundation, Ltd.

Greetings and Proclamation from the State of Rhode Island
His Honor, J. Joseph Garrahy, Lieutenant Governor
Greetings and Proclamation from the City of Providence
The Honorable Vincent A. Cianci, Mayor

READING OF THE COMMISSIONING DIRECTIVE

Rear Admiral John Remey Wadleigh, U.S. Navy (Retired)

COMMISSIONING

The National Anthem, Raising of the *KATY-PROVIDENCE* Flag,
the Union Jack, and the Commissioning Pennant

ACCEPTANCE OF COMMAND

Mr. Henry Chamberlin reads his orders and assumes command

PRESENTATION OF GIFTS

Colonel John P. Lauth, Rhode Island Militia
Ship's Log and Prayer Book

REACTIVATION OF RHODE ISLAND NAVAL MILITIA

and

PRESENTATION OF COMMISSIONS

His Honor, J. Joseph Garrahy
Lt. Governor of the State of Rhode Island and Providence Plantations

RENDERING OF HONORS

Hoisting Rhode Island Naval Militia Flag with
ruffles and flourishes. Admiral's March and gun salute

BENEDICTION

Rabbi Theodore Lewis
Touro Synagogue, Newport, R.I.

NAVY HYMN

"Eternal Father"

O Father, King of Earth and Sea
We dedicate this ship to Thee
In faith we send her on her way,
In faith to Thee we humbly pray,
Oh hear from heaven our sailors' cry
And watch and guard her from on high.

And when at length her course is run,
Her work for home and country done;
Of all the souls that in her sailed
Let not one life in Thee have failed
But hear from heaven our sailors' cry
And grant eternal life on high.

Amen.



176





Seaport'76

AMERICA'S MARITIME HERITAGE

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P.O. Box 76
Newport, Rhode Island 02840

Telephone: (401) 846 1776

October 24, 1976

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John F. Lauth
Andrew B. Sides, Jr.
Gordon C. Woodland
CAPT Maylon T. Scott, USN (Ret.), Ex. Off.

To: Members and Friends of Seaport '76 Foundation, Ltd.

This date is not only significant for sloop PROVIDENCE but also in the history of Seaport '76 Foundation, sponsor of this Rhode Island "Tall Ship". Today, Seaport '76 acquires its first tangible asset, one which we trust will be followed by many more--artifacts, displays and eventually other ships. Seaport '76 is working for a firm position locally and nationally. To all our members and friends nearby and far away, I send warm regards from your Board of Directors. We are most thankful for your support in the past and we count on it continuing for the future as the Foundation moves forward.

Very sincerely,

John R. Wadleigh
John R. Wadleigh
Rear Admiral, U.S.N. (Ret.)
President, Seaport '76

JRW:lg

THE WHITE HOUSE
WASHINGTON

October 14, 1976

The long partnership between the people of the State of Rhode Island and the United States Navy began with the acquisition by the Ocean State of a small sloop-of-war, PROVIDENCE, to provide for the common defense of our new nation. The same spirit that launched this partnership flourishes today.

New England gave birth to the United States Navy; and at this very moment New England shipyards are at work building new vessels which, in the best tradition of the PROVIDENCE, will ensure the future strength and vitality of the United States Navy as a deterrent to aggression and a force for peace.

As a former Navy man, I send warmest greetings to the crew and sponsors of this replica ship. I thank you for your efforts in making this day possible and wish you all fair winds and following seas.

Gerald R. Ford



The History of the Sloop *Providence*

by
Hope S. Rider

The sloop being commissioned here today represents a long overdue tribute to what is certainly the most historic vessel in the annals of the United States Navy. Making her appearance on the horizon of history as flagship *Katy* of Rhode Island's navy, this first American naval vessel was destined for an astonishing career as sloop *Providence*, star performer of the Continental fleet.

Sloop *Katy* was hired from Providence merchant John Brown by the Rhode Island General Assembly on June 12, 1775, in a memorable action that created the first navy in colonial America. Three days later under Captain Abraham Whipple, she sailed down the Providence River to recapture the *Diana*, a local packet that had been seized by, and armed as a tender to, Captain Wallace's HMS *Rose*. In the course of this action she fired the first rebel broadside of the war, thus opening the Revolution at sea.

The further activities of flagship *Katy* were impressive enough to convince Rhode Islanders to push for the creation of a Continental fleet. When the Congress at Philadelphia resolved on October 13, 1775, to authorize the purchase of two vessels, the first of these was none other than the *Katy*.

Out at sea on an errand to Bermuda for General Washington, she was unable to enjoy the privilege of becoming the first Continental ship, but joined the newly formed fleet as vessel number five in December.

Rechristened *Providence*, with her armament increased from 10 to 12 4-pounder cannon, she sailed with that fleet on an expedition to Nassau, Bahamas, where the first landing of marines from an American naval vessel was made from her deck. On her return to the continent, her captain, John Hazard, performed his chief service to his country by getting himself court-martialed and dismissed, thus permitting command of the sloop to be offered to the navy's senior lieutenant, John Paul Jones.

Captain Jones was piped aboard his first command here in Providence on 10 May 1776. Wel-

comed by a crew that he later remembered as the best he ever sailed with, he was especially fortunate to find among his officers Lt. John Peck Rathbun of South Kingstown, R. I. Rathbun, whose coolness and courage made him a kindred spirit, was expert, as Jones was not, in the handling of a fore-and-aft rig, and he soon became his captain's executive officer and right-hand man.

After a brief tour of escort duty in New England waters, Captain Jones was ordered to take the *Providence* on an independent cruise for prizes. Sailing out of Philadelphia in August, the sloop very nearly became a prize herself, when a pursuing British frigate drew within musket shot

of her lee quarter. In a daring bit of seamanship that depended on split-second timing, Jones and Rathbun waited until the last possible moment before suddenly turning the sloop straight across the bow of the frigate, whose astonished captain missed his chance to fire, and flying downwind to safety. After this hairbreadth escape, they headed for Nova Scotia, where a raid on Canso destroyed the British fishery there and netted a total of 16 prizes, half of which were manned and sent into port, the rest burned. When the *Providence* sailed into Newport in October,

she had acquired both notoriety in England and at home a reputation for luck that would stick to her throughout her career.

On the strength of this brilliant cruise, Jones was given command of the navy's-flagship *Alfred*, to which he transferred the entire crew of the sloop. Command of the *Providence* then went to Hoysteed Hacker, who took her eastward again in company with the *Alfred*. This cruise too netted several prizes, but the *Providence*, her seams strained and leaking badly, left the *Alfred* during a snowstorm and headed back for Narragansett Bay.

There she was trapped by the British forces that occupied Newport early in December, and she spent the winter of 1777 bottled up in the Providence River, along with several other Continental

vessels. In April, under acting Captain Jonathan Pitcher, she became, after another narrow escape, the first naval vessel to run the blockade. Once more on the prowl, she fought a bloody but victorious action with a heavily armed British transport brig, during which Captain Pitcher was badly wounded and the sloop damaged. She turned back for home, putting into Bedford, Mass. to be laid up for extensive repairs.

In the meantime, Captain Jones and Lt. Rathbun had brought the *Alfred* into Boston, where she too needed repair. In March the two officers took a trip to Philadelphia, where Jones was given command of the *Ranger* and Rathbun was appointed captain of the *Providence*.

Boarding the sloop in Bedford in mid-June, Captain Rathbun finally got her to sea in August. Off the New Jersey coast he attacked a flotilla of three armed British merchantmen, taking a schooner prize, but failing to capture his primary target, a ship whose cannon outmatched the *Providence's*. The only other interest on this cruise was a nighttime encounter with a ship under full sail, which, failing to respond to hail or shot, proved to be without either crew or rudder. After taking off several trunks of French clothing and a small dog, Rathbun had her burned to the waterline, and set a course for New England again.

In December the *Providence* sailed from Bedford to Charleston, S. C., where just before Christmas she captured a privateer brig that had been harassing local shipping. At a waterfront tavern Rathbun picked up an interesting bit of news: the ship whose escape from the *Providence* a few months earlier still rankled was lying in the harbor at Nassau undergoing extensive repair. Captain Rathbun hatched a wild scheme. Like the first Continental fleet, he would capture Nassau by seizing its two forts, whose cannon would enable him to take his pick of shipping in the harbor. He planned to do what six vessels had done a couple of years before, but he intended to do it with one small sloop and her crew of fifty

men.

Incredibly, that is exactly what he did. With the help of his enterprising and resourceful marine captain, John Trevett of Newport, R. I., a landing was made in the small hours of January 27, 1778, and 28 marines seized Fort Nassau. With cannon turned on the harbor and the town, and the American flag flying over the fort, five ships in the harbor surrendered, including the prime target, ship *Mary*, laden with a valuable cargo. Six American captains and thirty prisoners who had been captured by a British privateer lent their support, and after a perilous three-day occupation of the island, during which arms and ammunition

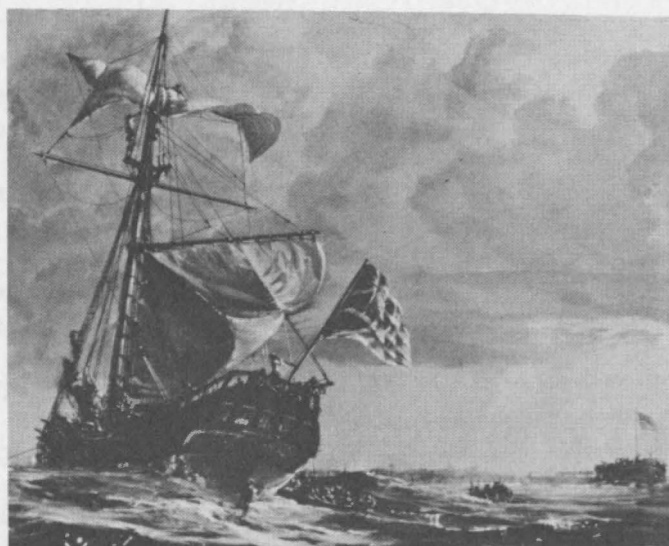
were loaded aboard the *Providence* and her prizes, the Americans sailed away, leaving their flag streaming over foreign territory for the first time.

Never had the luck of the sloop been more evident than on this audacious raid, and it continued to hold. After a chilly but safe return to New England waters, Captain Rathbun took the *Providence* out again in the fall of '78, this time to the northeastward, where she justified her reputation by collecting six more prizes. Back in Bedford again in February, 1779, John Peck Rathbun left the sloop for good after sailing her with

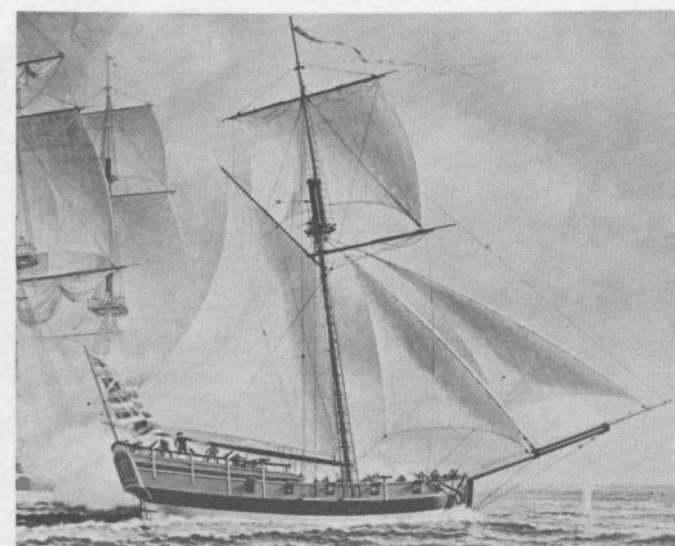
such success for three years.

Command of the *Providence* went for the second time to Hoysteed Hacker, who early in May engaged the Royal Navy brig *Diligent*, which had specific orders to capture sloop *Providence*. After the bloodiest action of her entire career, during which she suffered the loss of several men killed or wounded, the sloop forced her enemy to surrender. It was a triumphant Captain Hacker who came into Bedford with his prize, one of the few British naval vessels captured during the war.

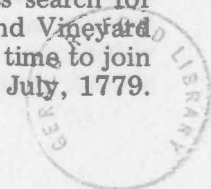
Shortly thereafter the *Diligent* was taken into the Continental service, and ordered to cruise with the *Providence*. After a fruitless search for enemy ships in Massachusetts Bay and Vineyard Sound, the two came into Boston in time to join the expedition to Penobscot Bay in July, 1779.



Providence, off Nassau in March of 1776 — the first amphibious landing of the United States Marine Corps.



Providence engaging British frigate *Cerberus* in Rhode Island Sound, summer 1776.



The Massachusetts coast had been invaded by the British occupation of Bagaduce Peninsula, now the site of Castine, Maine, and the Commonwealth intended to oust the enemy by assembling a huge fleet, ultimately numbering forty vessels, including three borrowed from the Continental navy.

Captain Dudley Saltonstall of the frigate *Warren* was put in overall command of the joint land-sea operation — a choice that was nothing short of disastrous. Despite overwhelming superiority at sea — three sloops of war constituted the only British naval force — Saltonstall persistently refused to attack, and, as weeks dragged on, the British got together a task force that sailed into Penobscot Bay on August 14, 1779, trapping the entire American fleet. Most of the transports were run aground and burned; two ships were captured trying to escape, and most of the others grounded and set on fire. Sloop *Providence*, the *Diligent*, and three Massachusetts navy brigs sailed up the

Penobscot River to the head of navigation, intending to make a stand, but when on August 16 they learned that the *Warren* too had gone up in flames, Hacker and his fellow captains, totally deserted, had no choice. The five ships, last survivors of a proud fleet, were burned to prevent their being captured, and their crews set out on a long trek through the wilderness to civilization.

It was perhaps a fitting end to the career of the indomitable sloop *Providence* that it took her own crew to accomplish what the British had tried in vain to do for four eventful years. Her life total of some forty prizes is a record unmatched by any other early Continental vessel, and her quarterdeck served as a proving-ground for some of the greatest Revolutionary captains. The spirit that animated them was nowhere more clearly manifested than in the *Katy-Providence*, the sloop whose "luck" became a symbol of the spirit that won the war.

Seaport '76 and America's Maritime Heritage

The commissioning of sloop *Providence* in this bicentennial year of United States Independence is one of many such events celebrated in the fifty states and other nations around the world. It is an initial and most important milestone in the life of Seaport '76 Foundation, Ltd., of Newport, Rhode Island, a young organization dedicated to emphasizing to the citizens of the nation the importance of its maritime heritage. Seaport had its beginnings with strong support from the American Revolutionary Bicentennial Administration, but the Seaport concept must last and the commissioning today is only a step, albeit a memorable one, in the growth of a Foundation.

Seaport '76 was founded in 1974 for the purpose of developing and encouraging public interest and awareness in the maritime heritage of America, particularly during the Colonial and Revolutionary periods. Each goal of Seaport is aimed at this and construction of sloop *Providence* is tangible evidence of one goal moving forward. With an operational reproduction of the original Rhode Island colonial sloop, it will be possible to bring to our citizens along the East coast and later in other areas, the importance of the sea in the very beginnings of these United States. Here the Foundation will have a living ship, a dynamic display of one phase of the American revolution.

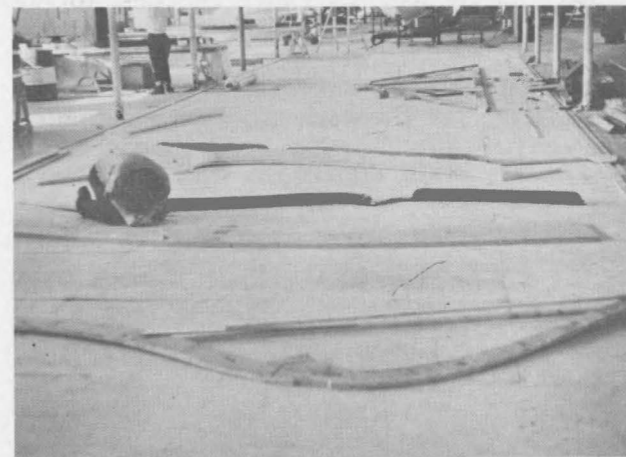
Thus, today, sloop *Providence* joins other historic ships in early American ports such as *USS Constitution* in Boston and *USS Constellation* in Baltimore, to convey the message of the importance of the sea in our history. She will be different than most historic ships, for she will operate at sea. As such, *Providence* can sail visiting many different ports where she will take aboard visitors and, on occasion, make short local

cruises. *Providence* will also function as an emissary of the Ocean State. Her homeport will be Narragansett Bay, where she will berth, cruise, and serve as a training ship for young men and women who are attracted to the sea. Today, Explorer Post No. 76 is sponsored by Seaport '76. Visitors to the sloop, upon descending beneath the main deck, will see an exhibit and presentation depicting the history of the vessel, both as a colonial merchantman and Revolutionary (Rhode Island and Continental) warship. The sight of *Providence*, entering a harbor under full sail, will certainly animate the theme of America's maritime heritage, bringing alive this most important yet oft-overlooked aspect of our nation's history.

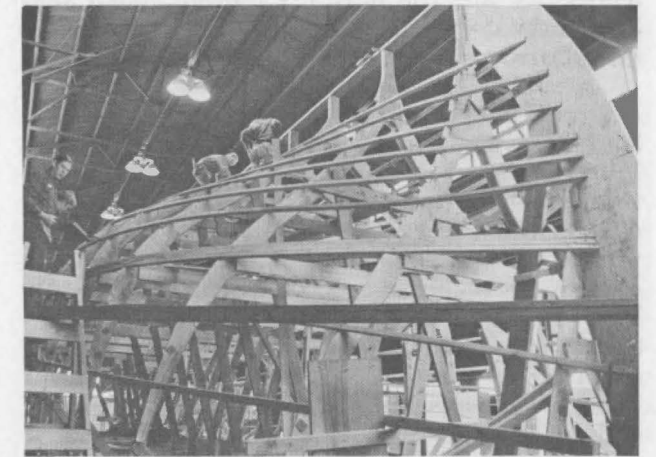
After *Providence* becomes operational, Seaport '76 plans to acquire *HMS Rose* and other ships and craft to ultimately establish a living maritime museum in Newport. The historical-educational value which Seaport will constitute will have more than a local identity; it will be a priceless asset to all of Rhode Island, celebrating the state's rich maritime contribution to our national heritage.

Today along the New England coast, Plimoth Plantation, to the east, commemorates the birth of colonial America, while Mystic Seaport, to the west, depicts seafaring America in the 19th century, and further west, South Street Seaport in New York City recreates our late 19th and 20th centuries' maritime history. Seaport '76, initially through *Providence* and later with more formal exhibitions, will fill a gap (17th and 18th centuries) with a portrayal of America's Colonial and Revolutionary past as reflected in the maritime exploits of Rhode Island. It will be an integral part of the Ocean State and Narragansett Bay in the years ahead.

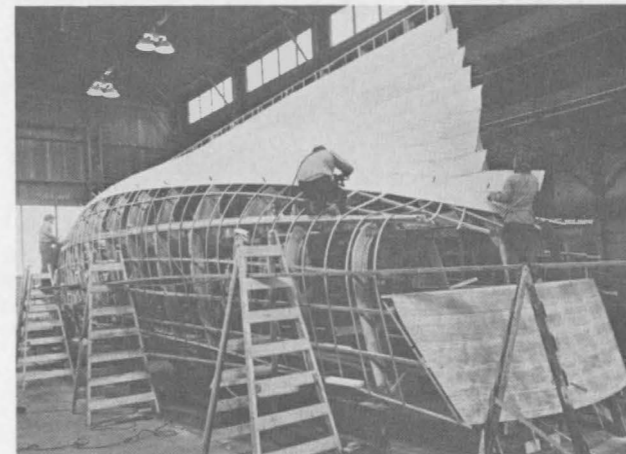
PROVIDENCE RECONSTRUCTION



July 1975: Construction begins with the lofting of the frames.



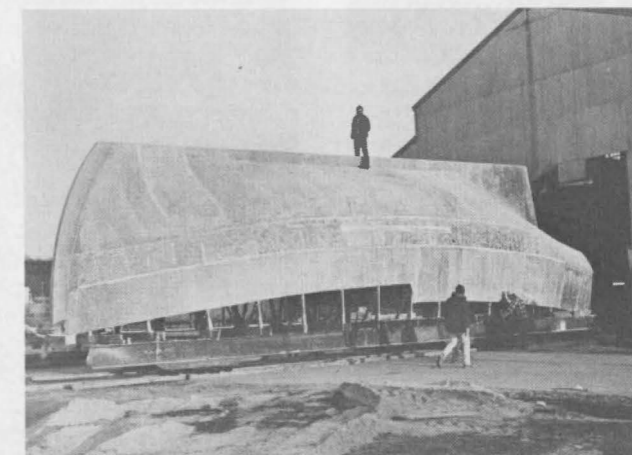
August 1975: The frames are erected upside down.



September - November 1975; C-Flex, the white flexible material, is laid over the framework and tacked onto each frame, to provide the proper hull form for the application of fiberglass.



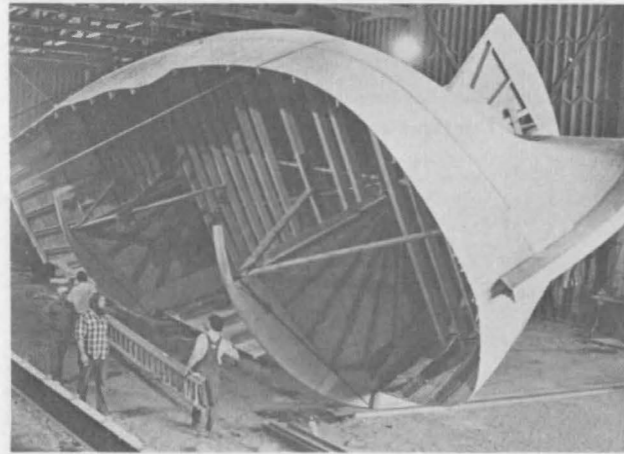
Project Manager, Hank Chamberlin, discusses the *Providence* construction with Seaport '76 President RADM. John R. Wadleigh.



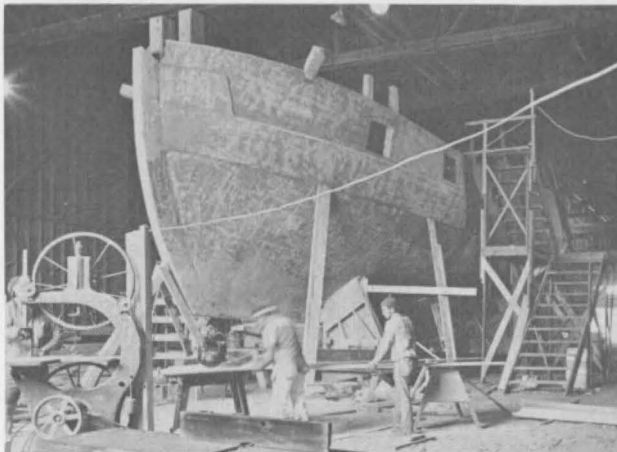
April 1976: After the basic fiberglass work was completed, the hull is moved out of the original builder's shed and into Building 76, where construction would be completed by Seaport '76's own work force.



The 'raunchy crew', as this skillful and enthusiastic group of young (and some older) workers call themselves, under the inspiring leadership of Hank Chamberlin (back right).



May 1976: With huge wheels constructed around the hull, it is rolled over in a tense, 4-hour process which one onlooker described as "like having a baby".



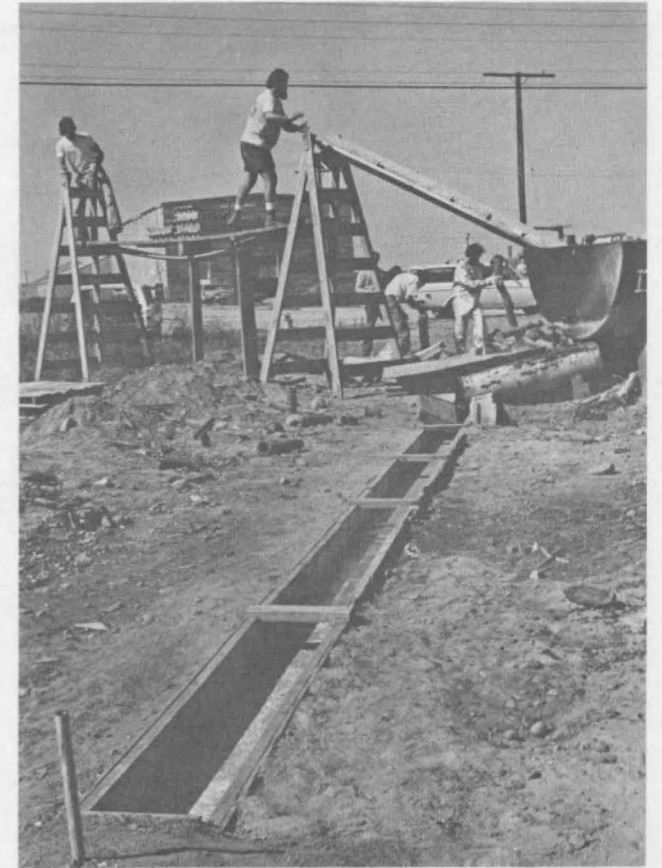
June - July 1976: Upright, the hull is finished off, and the deck and interior work started.



Huge timbers of Douglas Fir for mast, boom and other spars are shipped in from Oregon.



August 1976: Heavy metal fittings for the spars and the hull are fashioned by skilled craftsmen working in the traditional manner in a blacksmith's shop on Newport's waterfront.



August 1976: 24 tons of lead for the keel, in 65 pound ingots, slide down the chute into huge vats to be melted down; the molten lead is then poured into the keel mold in the ground.



August 1976: The main deck extends aft into the great cabin, where a hatchway leads to the engine compartment below.



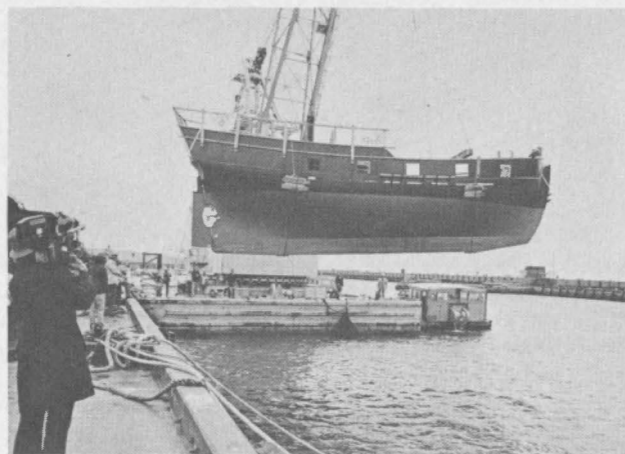
September 1976: Nearing completion, the vessel is being prepared for painting and installation of rudder and propeller. Lead ballast (total 33 tons) and cordage (left foreground) await placement.



October 2, 1976: "In the name of Seaport '76, I christen thee *Katy*", proclaims Mrs. Angela Brown Fischer, direct descendent of John Brown, owner of the original merchant vessel *Katy* before it became Continental sloop *Providence*.



Colonial militia units from Rhode Island and Massachusetts participate in the launching ceremony, joined by hundreds of spectators whose enthusiasm was not dampened by the rain. RADM. Wadleigh commented, "Many a New England ship began her career on a day like this."



Amidst cheers and applause, the Navy's crane lifts the 85 ton vessel up out of her cradle and swings her over the water.



Afloat!

Executive Chamber, City of Providence, Rhode Island

Vincent A. Cianci, Jr.
MAYOR

September 14, 1976

Rear Admiral John R. Wadleigh
U.S.N. (Ret.)
Seaport '76
King's Dock
P. O. Box 76
Newport, Rhode Island 02840

Dear Admiral Wadleigh:

It was most enlightening for me to talk with you about the actions of Seaport '76 and their hopes for the construction of a full-scale replica of the Continental sloop *Providence*. I support this unique historical endeavor by your organization, and in this Bicentennial year look upon your creativity with great delight. In many ways, it is important that our business and civic leaders throughout Rhode Island lend the full weight of their support to this project in order to ensure its total success, and to illustrate our commitment as a State to do all that we can to preserve our rich heritage.

I salute you on your inauguration of this worthy venture, and I offer my full support to you and to all in Seaport '76 for its successful completion. You give us all great pride by your commitment to this worthy venture.

Warm personal regards.

Sincerely,

Vincent A. Cianci, Jr.
VINCENT A. CIANCI, JR.
Mayor of Providence

VAC



Acknowledgement of Support

Seaport '76 Foundation, Ltd. is grateful to the Rhode Island Bicentennial Commission for the grant of \$32,000 which, with matching funds, initiated the construction of *Providence*.

Seaport '76 recognizes the following donations-in-kind. Without such strong support, *Providence* would not be here today.

ASARCO Incorporated (American Smelting and Refining Co.)	Lead (Keel and Ballast)
Atlantic Cordage Corporation	Running and Standing Rigging
Bestoso & Butterton Electrical Contractors (Newport)	Electrical Installations (Construction site)
Brewer-Titchener Corporation	Blocks
Columbian Bronze	Propellor
Ebenezer Flagg Co. (Newport)	Commissioning Pennant
Essex Machine Works	Machining Labor
Ethan Allen Furniture Co.	Goddard Chest for Cabin
For-Tek together with Neidermeyer-Martin Co.	Transportation of mast, boom and other spars from Oregon
Greene Enterprises (East Greenwich, R. I.)	Gun Carriages
Mule Battery Company	Heavy Duty Batteries
J. T. O'Connell	Assorted Services
Shore Sails, Inc. (Newport)	Topsail
Standard Nut and Bolt Company	Bronze Stock (Keel Bolts)
U.S. Coast Guard: Commanding Officer and Staff Marine Inspection Office Providence, Rhode Island	Technical Support
U.S. Navy: Commanding Officer and Staff Naval Education Training Center, Newport, Rhode Island;	Logistical Support
U.S. Navy: Public Works Officer and Staff, Naval Education Training Center, Newport, Rhode Island	Logistical Support
W. R. Grace and Co.	Gelcoat (Interior)
J. B. White	Ship Hauling Service
Woolsey Marine Industries, Inc.	Paint (Exterior and Underwater)

Seaport '76 thanks the major supporters who have enabled us to carry on the construction of *Providence*:

A. T. Cross Company	Mr. Elwood E. Leonard, Jr.
Allendale Mutual Insurance Company	Mr. James E. Macdonald, Jr.
AMICA Mutual Insurance Company	Mr. Arthur C. Milot
Mr. Russell Bosworth	Captain J. Christian Myers
Mr. Howard R. Brewster	Mr. Dwight H. Owen
Mr. Joseph A. Brian	The Rhode Island Foundation
The Honorable John Nicholas Brown	The Savings Bank of Newport
Captain Nicholas Brown	Mr. Alan T. Schumacher
ADM Arleigh Burke	Mr. and Mrs. Edward A. Sherman
Citizens Bank	Mr. Andrew B. Sides, Jr.
Mr. and Mrs. C. Thomas Clagett, Jr.	Mr. Joseph S. Sinclair
The Congdon and Carpenter Foundation	Mr. and Mrs. John J. Slocum
The Cranston Foundation	Mr. James G. Stahlman
The Ewing Foundation	Stanwick Corporation
Mr. Rudolph F. Haffenreffer III	Mr. William Sweetman
Mrs. Thomas C. Hart	Universal Ship Cancellation Society — Narra. Bay Chapter
The HLH Foundation	Mr. and Mrs. Claus vonBulow
Mrs. Elizabeth D. Hyatt	Rear Admiral and Mrs. John R. Wadleigh
Mr. William D. Laurie, Jr.	Mr. Edwin P. Young

And to all the members of Seaport '76, without whose participation the building of *Providence* would not have been possible, we will be forever grateful.

Seaport '76 thanks the City of Providence and Mayor Cianci and his staff for use of India Point Park and logistical support for the commissioning ceremony.

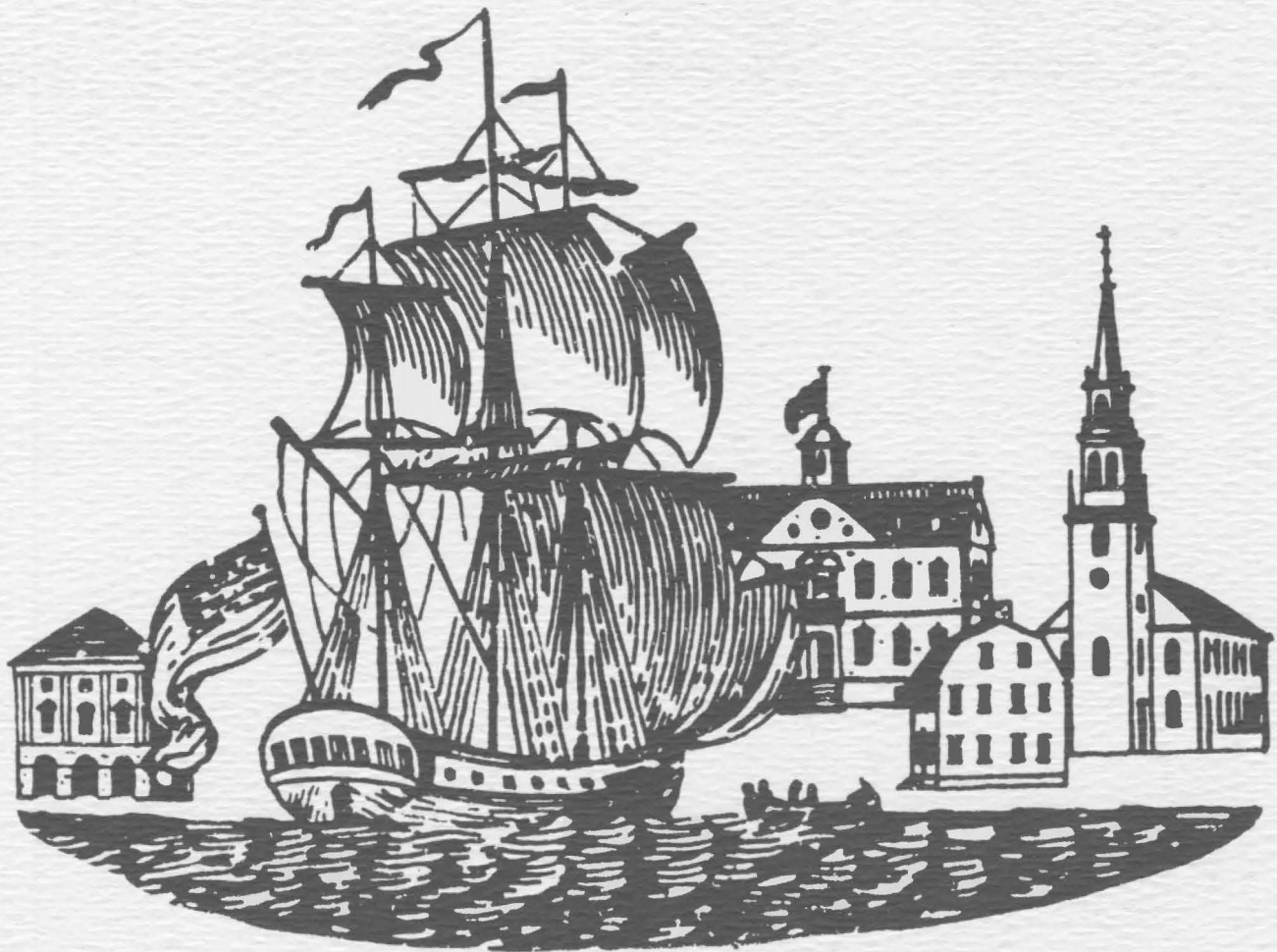


I am a Marine. In the 200th year of the Marine Corps. I salute those first few men who, in the winter of 1775, began a military legend. And all who followed in their footsteps. Had they not been the men they were, I could not be the man I am: a United States Marine. That is where I stand. If there are a few good men who want to stand with me...200 years proud...let them do as I did. Accept a challenge...earn the title: Marine.

For the Marine recruiter nearest you, call 800-423-2600, toll free. In California, 800-252-0241.



Seaport'76



Non-Profit
Organization
U.S. POSTAGE
PAID
Permit No. 76
Newport, R.I.
02840

THE WHITE HOUSE
WASHINGTON

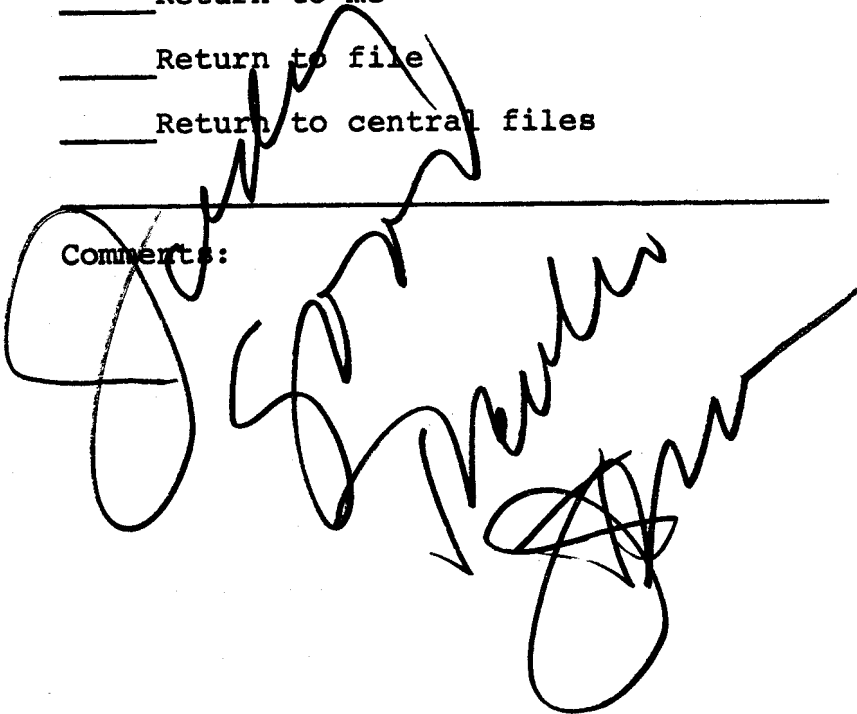
Date 11/1/76

TO: James Cannon

FROM: JUDITH RICHARDS HOPE 

- For your information
- For your appropriate Handling
- For your review and comment
- Return to me
- Return to file
- Return to central files

Comments:



110105-

Southern Pacific Company

Southern Pacific Building, One Market Plaza, San Francisco, California 94105

J. G. SHEA
VICE PRESIDENT-PUBLIC RELATIONS

October 28, 1976

302-
EXTENSION 2

976 NOV 1 PM 2 32

Mrs. Judith Hope
Associate Director Transportation
Policy and Planning, Domestic Council
White House
Washington, D. C. 20500

Dear Judy:

I met three of the attendees following your presentation to the Transportation Section of the Commonwealth Club in San Francisco, October 26, and they were most complimentary on your presentation. The area of transportation you selected to cover was very informative to each of them. This supports the applause and expression of appreciation you received after your remarks.

Since "there is no such thing as a free lunch," would you be so kind as to pass on copy of attached letter sent to the Honorable Thomas S. Kleppe, to your most interested associate in the Domestic Council.

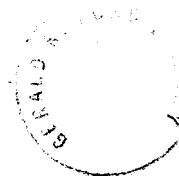
This appeal for expedited settlement by the Secretary of the Interior is extremely important to the Bureau of Reclamation's desire for an orderly transfer of "excess lands" in the Westlands Water District of California.

My associates, attending the Town Hall Meeting in Los Angeles, reported an even larger turnout for your presentation October 27 and were equally complimentary. Frank Bennett of Town Hall said you were "most articulate and very responsive to some tough questions."

Sincerely,

cc: Mrs. Richard Miller

Jim Shea



11/4/76

Allen

file

THE WHITE HOUSE
WASHINGTON

you
hadent
crashed

November 2, 1976

MEMO TO: JIM CANNON
FROM: ALLEN MOORE
SUBJECT: Coast Guard search

This
can
yes

Nothing has yet been found in the search for the missing ship in Florida. Yesterday, eleven different air sorties were carried out using nine planes (mostly U.S. Air Force) and a helicopter. Over 45,000 square miles have been searched. This constitutes a "major" search.

They have learned that three additional people (2 women and a man) boarded the ship a few days ago. They are continuing the land-based investigation but do not plan further air sorties unless new information is uncovered.

The Coast Guard will keep us informed of any developments.



THE WHITE HOUSE
WASHINGTON

November 1, 1976

MEMO TO: JIM CANNON
FROM: ALLEN MOORE

I talked at some length to Captain McDonough of the Coast Guard about this. He indicated a full search (by air and by land communication along the coast) was underway.

I informed Tom Loeffler who was going to call Frank Daniel and also inform Jack Marsh that everything possible was being done.



THE WHITE HOUSE
WASHINGTON

10/29

Jim,



Brent advises

these search operations
are a Coast Guard
mission, augmented by
DOD when Coast Guard
requests. Can you get
into this? Thanks
John

THE WHITE HOUSE

WASHINGTON

October 29, 1976

MR. MARSH:

Frank Daniel called today for Russ, and his absence gave me the following:

An individual from Alabama, John Dijt (pronounced "Dyte"), President of Thermal Components, Montgomery, Alabama has been missing since Monday. Dijt left Panama City, Florida by boat (the "Flying Dutchman", serial number on boat AL4906SB) enroute to Ft. Lauderdale. He should have arrived at Tampa on Wednesday, and always checks in with his wife. He did not call her or anyone, and they can't seem to find the boat at all.

/// Daniel was wondering if we could help in locating Dijt. ///

I asked if he contacted the Coast Guard, his Congressman and Senators -- all of which they have done.

Frank really feels that there might be some foul play and is in the midst of contacting the FBI.

The boat is a 47 foot "Conrad", and Dijt was going to Ft. Lauderdale to sell it. It was not being used to ship anything.

Frank Daniel would like us to get back with him as well as a fellow by the name of C. T. Fitzpatrick (Bd. of Directors of Therman Components) ASAP.

I told Frank that I was not sure exactly what we could do, because of our limitations in areas such as these. He said he just wanted to see if we could give any kind of a "push" in the right direction.

Comsie

Daniel -- PH: (205) 834-2440
Fitzpatrick PH: (904) 267-2470

THE WHITE HOUSE
WASHINGTON

November 2, 1976

976 NOV 4 AM 7 21

Chen
Judy
Trunk

MEMORANDUM FOR:

JIM CANNON

FROM:

JUDITH RICHARDS HOPE

SUBJECT:

Trip Report (San Francisco,
Los Angeles, and Chicago,
October 25 to 29, 1976)

San Francisco: I met with officials of the Southern Pacific Railway including Mr. B. F. Biaggini, Chairman (and also a Presidential appointee to the Transportation Policy Study Commission) and Jim Shea, Vice President. Southern Pacific's innovative computer control center, which monitors trains, cargoes, shipments, maintenance, and line condition is, they believe, vitally important to the continued viability of their railroad. They are also attempting to get out of the passenger business, and have a remarkable proposal to the California Public Utilities Commission: they will donate 6,000 vans for van-pooling of their 8,000 weekly commuters, if the California PUC will allow them to terminate passenger service on which Southern Pacific loses approximately \$8 million per year. So far, their offer has been rejected.

My speech at the Commonwealth Club was well received by a larger-than-expected audience. Particular interest was shown in the President's plans for highways, and funding for mass transit.

Los Angeles: In Los Angeles I spoke to the Transportation Section of Town Hall. Again, the crowd was larger than anticipated. My speech outlined transportation goals at the Federal level, and the need to give maximum determination to local decision-making where appropriate. Questions in Los Angeles centered on the President's decision to increase mass transit funding, the particulars of the Detroit Transit Proposal, and praise for the aircraft noise decision. Additional input from the Director of the Los Angeles Airports in connection with aircraft noise is contained in a separate memorandum.

THE WHITE HOUSE
WASHINGTON

November 2, 1976

113 NOV 4 11 7 21

MEMORANDUM FOR: JIM CANNON

FROM: JUDITH RICHARDS HOPE

SUBJECT: Trip Report (San Francisco,
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October 25 to 29, 1976)

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113402

I met informally with a number of community leaders in Los Angeles on the evening of October 27, and the morning of October 28. Their prime concerns were: transit's impact upon urban planning and urban revitalization. They were encouraged by Secretary Hills' announcement on neighborhood and city revitalization.

Chicago, Illinois: I met with representatives of the O'Hare Airport on the evening of October 28th and the morning of October 29th. They were encouraged by the President's aircraft noise announcement, and offered close cooperation with Administration officials in working out the details of this plan. I met with the head of the Regional Transit Authority in Chicago, and with Mayor Daley. Both were vitally interested in the Detroit Transit Proposal, in increased funding for mass transit, and in the proposed transfer of Interstate monies to mass transit.

I presented a speech to a group of approximately 300 officers and community leaders at the Great Lakes Naval Training Center. The subject was the Administration's transportation policy. Questions again centered on aircraft noise, mass transit, and highways. Thereafter, I reviewed the graduation exercises of the Training Center, presented awards to honor graduates, and made brief remarks to the approximately 1,000 recruits, as well as their families and friends who were in attendance.

DOMESTIC COUNCIL

FROM: Gov. Rhodes

SUBJECT:

cc of letter to President

Date:

COMMENTS:

Asks President to include in FY 77 budget a \$14 million item for a test facility at a Transportation Research Center.

Also requests President to formalize creation of a Regional Commission for Illinois, Indiana, Iowa, and Ohio.

copy to Judy Hope sent 11/19

ACTION:

Date:



INFORMATION



JAMES A. RHODES
GOVERNOR

STATE OF OHIO
OFFICE OF THE GOVERNOR
COLUMBUS 43215

1976 NOV 18 AM 8 41

Transportation

November 9, 1976

President Gerald R. Ford
The White House
1600 Pennsylvania Avenue N.W.
Washington, D. C. 20500

Dear President Ford:

Over the past year, we have discussed a number of programs that effect both Ohio and the Great Lakes Region. It is essential that your administration take the necessary action to assure that these programs be identified with your administration.

The first item of importance to us is the construction of the Compliance Test Facility at our Transportation Research Center here in Ohio. The site, as you know, was selected some five years ago. You did not include this \$14 million item in your FY 1977 budget, and in my opinion with good reason. Secretary Coleman, true to his promise, has included in his request to OMB for FY 1978. With the bureaucrats running true to form, we can expect 90 days of standing still. I implore you to exert your best effort with OMB Director Lynn to see to it that the project is in the recommended budget to the incoming administration.

The other program that I think is essential to the future of the Great Lakes, is formalizing a Title V Regional Commission that can be created under authority given to you by the Public Works and Economic Development Act has amended.

On October 6, 1976, the governors of Illinois, Indiana, Iowa and, of course, my own state of Ohio, requested that Secretary Richardson make this designation as soon as possible. It just so happens now that all four of the petitioning governors are Republican. It is my view that this designation should be made immediately. The fact that all four governors are Republican in no way deters from the basic good that can be accomplished under this regional development type organization.

I hope you had a refreshing vacation. I look forward to meeting with you sometime in the very near future.

Sincerely,

Jim Rhodes

James A. Rhodes
Governor



11/802

Transmittal

THE WHITE HOUSE
WASHINGTON

INFORMATION

REQUEST

December 6, 1976

976 DEC 6 PM 1 21

Judy
Mauler
[Signature]

MEMORANDUM FOR: JIM CANNON
FROM: JUDITH RICHARDS HOPE
SUBJECT: Secretary Coleman's Air Bag Decision

In a press conference at noon today, Secretary Coleman called for a nationwide demonstration project for auto passive restraints. He called upon the U.S. casualty insurance industry to have premium reductions for cars with these restraints and also for the education of the public on the use of seat belts. Beginning in the fall of 1978, at least 500,000 cars should be available with air bags. The cost of equipping these 500,000 cars over a two-year period will be approximately \$71 million.

There is not a mandate for auto passive restraints as yet: unless the public is educated initially, there could be a costly public rejection of the device. Secretary Coleman's decision calls on the auto industry to bear part of the cost as a matter of social and corporate responsibility.

On December 20 the Secretary will begin discussion of the project with domestic and foreign auto manufacturers, including negotiation of cost allocation. By January 5, 1977, agreement on the terms of the program is scheduled, and within the next 10 days, a report and recommendation on these terms will be made to the President, the Congress and the nation.

The following four points are the general guidelines released by the Secretary today for the demonstration project:

1. At least two manufacturers would agree to manufacture and market a combined total of 500,000 cars, 250,000 per year in various model sizes equipped with passive restraints. Approximately 1/2 of these cars will have full front seat air bags and the others with drive side only air bags, to be available beginning September 1, 1978.



2. The participating manufacturer would agree with DOT on the price at which such systems would be offered to the consumer based on estimated full production costs of air bags. The price is not expected to exceed \$100 for a full front air bag and \$50 for a driver side only system.
3. The manufacturer would agree to market these air bag cars on a nationwide basis including promoting cooperation from their dealers.
4. NHTSA would establish a proceeding for complete reporting of accidents involving passive restraint equipped cars and monitor the systems's reliability and effectiveness in reducing deaths and injuries.

Secretary Coleman is sending over a package of the press conference release for you and it should be to you early this afternoon.



Trans.

THE WHITE HOUSE

WASHINGTON

December 16, 1976

176 L 3 11 44

MEMORANDUM FOR: JEANNE MCLEAN

FROM: RUTH DRINKARD *Ruthi*

SUBJECT: Perryville, Missouri Airport

As we discussed this morning on the phone, Perryville, Missouri airport needs a new runway. FAA agrees that the runway is needed.

The reason that the process is still in its first stages is that the formal application has yet to be filed with the Department of Transportation. It is still under discussion with the DOT regional office in Kansas City and as yet the regional office has only received the pre-application.

There could be some environmental problems upon completion of the application, however, DOT does not believe that they would keep the runway from being granted. Also, Perryville has not raised their local share of the funds necessary for the project. The Federal estimate is \$2 or 3 million and the local share will be 25%. DOT is fairly sure that Perryville will be able to raise the money.

In conclusion, again the hold-up in the process is that the formal application has not yet been received.

Any questions, give me a call.



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

cc:Hope

Transportation
A.
Rawrey

December 17, 1976

Honorable James Cannon
Executive Director
Domestic Council
The White House
Washington, D. C. 20500

Dear Jim:

Enclosed herewith are my decisions with respect to the two Deepwater Port applications.

One of the Deepwater Ports will be located off the coast of Louisiana; the other will be located off the coast of Texas.

Sincerely,

Bill

William T. Coleman, Jr.

MAILGRAM SERVICE CENTER
MIDDLETOWN, VA. 22645

western union Mailgram
Quern

cc: Hope
McConahey



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3147512516 MGM TDMT JEFFERSON CITY MO 100 12-21 0533P EST

1976 DEC 22 AM 10 42

JAMES A CANNON ASSISTANT FOR DOMESTIC
AFFAIRS
WHITE HOUSE
WASHINGTON DC 20500

✓ 12/22/76 ✓

THE PERRYVILLE AIRPORT SITUATION IS REACHING A CRITICAL STAGE. IF WE
ARE TO GET THE JOB DONE, I NEED TO ADVISE THE INDUSTRIAL PROSPECT THAT
THE MONEY WILL BE AVAILABLE. WOULD YOU PLEASE CALL ME TODAY. SINCERELY

CHRISTOPHER S BOND, GOVERNOR STATE MISSOURI

17:33 EST

MGMCOMP, MGM

W4 ✓



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