

The original documents are located in Box 8, folder “Coast Guard Authorization Bill” of the John Marsh Files at the Gerald R. Ford Presidential Library.

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Cong.

May 24, 1976

MEMORANDUM FOR: RUSS ROURKE
FROM: JACK MARSH

On this Coast Guard bill, who has the action on this inside the building. I realize the Department of Commerce is the Department, but who would have the follow-up here? Would it be OMB or the Domestic Council, or more likely the EPB international section. In all events, let's get a quick rundown on where this stands so I can get back to John Rhodes.

Many thanks.

JOM/dl



THE WHITE HOUSE
WASHINGTON

May 19, 1976

*Tape
get to
R ASAP*

MEMORANDUM FOR:

JACK MARSH

THRU:

MAX L. FRIEDERSDORF *M. L.*

FROM:

CHARLES LEPPERT, JR. *CLJ*

SUBJECT:

~~H. R. 11670, Coast Guard
Authorization Bill~~

Senator Ted Stevens has amended H. R. 11670, the Coast Guard authorization bill, in executive session of the Senate Commerce Committee to require that the 41 jet aircraft authorized for the Coast Guard be 100 percent manufactured in the United States. The bill was reported out of the Committee on May 13 and could be acted upon at any time by the Senate.

Rep. John Rhodes called to ask what the Administration position is on the Stevens amendment and to bring the matter to your attention. Rhodes understands that the Administration is opposed to the Stevens amendment. Is his understanding correct?

The aircraft involved, I am advised, is substantially made in the U. S., however, there is a French corporation in competition. The engine for this aircraft is made by the Garrett Engine Co. in Phoenix, Arizona, and other parts are made in the State of Arkansas.

What can I advise Rhodes on the Administration position on the Stevens amendment?

cc: Tom Loeffler
Pat Rowland

