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.

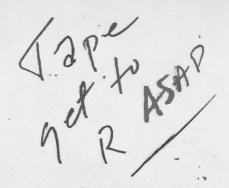
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Digitized from Box 8 of The John Marsh Files at the Gerald R. Ford Presidential Library May 24, 1976 MEMORANDUM FOR: RUSS ROURKE FROM: JACK MARSH On this Coast Guard bill, who has the action on this inside the building. I realize the Department of 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 Rhedes. Many thanks. JOM/dI

THE WHITE HOUSE WASHINGTON

May 19, 1976



MEMORANDUM FOR:

JACK MARSH

THRU:

MAX L. FRIEDERSDORF

FROM:

CHARLES LEPPERT, JR

SUBJECT:

H.R. 11670, Coast Guard

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 attemtion. 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

