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APPROVED

JUL 7 - 1975



EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D.C. 20503

JUL 2 1975

MEMORANDUM FOR THE PRESIDENT

Subject: Enrolled Bill H.R. 5217 - Coast Guard Authorization
Sponsor - Rep. Sullivan (D) Missouri and 3 others

Last Day for Action

July 9, 1975 - Wednesday

Purpose

To authorize appropriations for the Coast Guard of \$141 million for fiscal year 1976 and the transition quarter for Coast Guard procurement and construction, and of \$8.65 million for bridge alterations, and to authorize levels of active-duty and student personnel.

Agency Recommendations

Office of Management and Budget	Approval
Department of Transportation	Approval
Department of Defense	No objection

Discussion

H.R. 5217 would authorize appropriations for fiscal year 1976 and the transition quarter for Coast Guard procurement and construction only. Operating expenses for the Coast Guard do not require authorization.

Posted
7/8
To archive
7/8



The enrolled bill would authorize appropriations of \$30.4 million for the procurement of vessels and \$47.7 million for the procurement of aircraft to be used in carrying out the functions of the Coast Guard. This is identical to what the Department of Transportation requested in a draft bill submitted to the Congress.

The enrolled bill would also authorize appropriations of \$62.9 million for the construction of shore and offshore facilities. This construction authorization would include new stations, expansion and upgrading of existing stations, relocation of stations, and housing. In addition, it would include appropriations for the continued implementation of the national LORAN-C navigation system, which is designed for all-weather reliability and precision. This authorization level would be \$7.5 million more than the amount requested by DOT for construction. However, the Congress normally appropriates less money for this program than DOT requests. In this particular instance, for example, the House Appropriation Committee has recommended an appropriation for this program of \$9 million below the DOT request.

In its views letter on the enrolled bill, the Department of Transportation indicates that the additional funds were proposed by Senator Stevens to provide for construction of the Valdez, Alaska Vessel Traffic Control System and the Sitka, Alaska Air Station project because competitive bids for those projects are exceeding estimates. While the Department would strongly favor these increases notwithstanding the need for budget restraint, it states that since the House has not acted on the appropriations bill it is impossible to know what Congress intends to appropriate pursuant to these authorizations. On balance, while we would oppose these increases as unnecessary, it is likely the appropriations action will reduce or eliminate the increase and we do not feel, therefore, that this authorization will prove a matter of practical concern.

H.R. 5217 would authorize appropriations of \$8.65 million for the payment of the Federal share of the cost of altering railroad and highway bridges which obstruct movement on the navigable waters of the United States. This is the amount requested by DOT.

The enrolled bill would authorize fiscal year 1976 and transition quarter end strength levels for active duty personnel. The bill would also authorize military student training levels. These levels exceed DOT's transition quarter end request level of 37,990 by only 15 and accordingly are virtually identical. The addition of 15 to the year end strength was proposed by Senator Pastore to support one additional helicopter on fisheries and law enforcement patrols off the New England Coast.

In order to comply with the requirements of the Congressional Budget and Impoundment Control Act, the Department of Transportation draft bill had requested authorizations for fiscal years 1976, the transition quarter and 1977. However, the Congress decided to act only on authorizations for fiscal year 1976 and the transition quarter, delaying authorizations for fiscal year 1977 until the next session of Congress.



James F. C. Hyde, Jr.
Acting Assistant Director
for Legislative Reference

Enclosures



THE WHITE HOUSE

ACTION

WASHINGTON

Last Day: July 9

July 3, 1975

MEMORANDUM FOR THE PRESIDENT
FROM: JIM CANNON 
SUBJECT: Enrolled Bill H.R. 5217 - Coast Guard
Authorization

Attached for your consideration is H.R. 5217, sponsored by Representative Sullivan and three others, which:

- Authorizes appropriations of \$141 million for FY 76 and the transition quarter for Coast Guard procurement and construction;
- Authorizes appropriations of \$8.65 million for payment to bridge owners for the alterations of railroad bridges and public highway bridges which obstruct movement on the navigable waters of the U.S.
- Authorizes FY 76 and transition quarter strength levels for active duty personnel and military student training levels.

Additional information is provided in OMB's enrolled bill report at Tab A.

OMB, Max Friedersdorf, Phil Buchen (Lazarus), NSC, and I recommend approval of the enrolled bill.

RECOMMENDATION

That you sign H.R. 5217 at Tab B.

THE WHITE HOUSE

ACTION MEMORANDUM

WASHINGTON

LOG NO.:

Date: July 2

Time: 512

FOR ACTION: Mike Duval *MD*
Max Friedersdorf *MF*
~~Phil Lazarus~~ *PL*
NSE DR

cc (for information): Jim Cavanaugh
Jack Marsh
q

FROM THE STAFF SECRETARY

DUE: Date: July 2

Time: 400pm

SUBJECT:

Enrolled Bill H.R. 5219 - Coast Guard Authorization

ACTION REQUESTED:

- For Necessary Action
- For Your Recommendations
- Prepare Agenda and Brief
- Draft Reply
- For Your Comments
- Draft Remarks

REMARKS:

Please return to Judy Johnston, Ground Floor West Wing

PLEASE ATTACH THIS COPY TO MATERIAL SUBMITTED.

If you have any questions or if you anticipate a delay in submitting the required material, please telephone the Staff Secretary immediately.

K. R. COLE, JR.
For the President



OFFICE OF THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

JUN 30 1975

Honorable James T. Lynn
Director
Office of Management and Budget
Washington, D.C. 20503

Dear Mr. Lynn:

This is in response to your request for the views of the Department of Transportation concerning H.R. 5217, an enrolled bill

"To authorize appropriations for the Coast Guard for the procurement of vessels and aircraft and construction of shore and off-shore establishments, to authorize appropriations for bridge alterations, to authorize for the Coast Guard an end-year strength for active duty personnel, to authorize for the Coast Guard average military student loads, and for other purposes."

The enrolled bill differs from the proposal submitted by the Administration in the following respects:

- (1) It does not contain any authorization of appropriations for fiscal year 1977, nor any fiscal year 1977 Coast Guard authorization for end-year strength for active duty personnel or military training student loads.
- (2) The fiscal year 1976 authorization of appropriations for the construction of shore and offshore establishments was increased to \$60,082,000 from \$52,582,000.
- (3) The fiscal year 1976 authorized end-year strength for active duty personnel was increased to 37,916 from 37,901.
- (4) The transition period (July 1 - September 30, 1976) authorized end-year strength for active duty personnel was increased to 38,005 from 37,990.

As you are aware, Congress in appropriating funds for the Coast Guard has historically ignored increases in Coast Guard authorizations which are in excess of the President's budget. However, as the House of Representatives has not yet reported out the fiscal year 1976 appropriations bill for

JUN 27 1975

this Department, we are uncertain as to what Congress intends to do in regard to these authorization of appropriation increases.

The increase of \$7,500,000 in the authorization of appropriations for the construction of shore and offshore establishments for fiscal year 1976 was proposed by Senator Stevens to eliminate any possibility of delay in the construction of the Valdez, Alaska Vessel Traffic Control System and the Sitka, Alaska Air Station project. The competitive bids for these projects have greatly exceeded our estimates, and consequently the funds appropriated for them in fiscal year 1975 are insufficient to cover the full bid prices.

The increase of 15 in the authorized end-year strength for active duty Coast Guard personnel for fiscal year 1976 and for the transition period of July 1 - September 30, 1976, was proposed by Senator Pastore for the purpose of deploying one additional helicopter on fisheries and law enforcement patrols off of the New England coast of the United States.

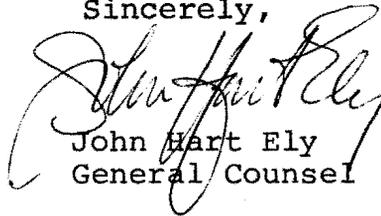
While we realize the need for budgetary restraint, the Department of Transportation favors the amendments made by Congress in the enrolled bill as consistent with Coast Guard requirements. The vessel traffic system for Valdez and Prince William Sound was mandated by the Trans-Alaska Pipeline Act (TAPS) (P.L. 93-153). In order for it to be operational concurrently with the Trans-Alaska Pipeline, construction must begin during fiscal year 1976.

Additionally, there has been a loss of vital FAA services at the Coast Guard Air Station Annette, Alaska, due to the transfer of FAA operations to the new airport at Ketchikan, Alaska. This has created extremely hazardous flight operations for the only Coast Guard air station in southeastern Alaska. Air operations in southeastern Alaska are engaged in important search and rescue, enforcement of laws and treaties, and marine pollution missions. The situation is further complicated by the expiration of the current lease with the Metlakatla Indians for the Annette property. The tribe is anxious to regain control of the facility for tribal use. Therefore, if relocation and construction of the new air station at Sitka is not begun in fiscal year 1976 the problems associated with this project will be severely compounded. Without additional funding in fiscal year 1976 for the Valdez, Alaska project, other vital Coast Guard programs will have to be curtailed to ensure that this legislatively required vessel traffic control system will be operational when TAPS tanker traffic begins. This vessel traffic system is

required to service the anticipated increased tanker traffic in the Port of Valdez and Prince William Sound area resulting from the Trans-Alaska Pipeline trade. Similarly, unless additional funds are provided for the Sitka Air Station, vital services in southeastern Alaska will be jeopardized.

The Department of Transportation recommends that the President sign the enrolled bill, H.R. 5217.

Sincerely,

A handwritten signature in cursive script, appearing to read "John Hart Ely".

John Hart Ely
General Counsel



DEPARTMENT OF THE NAVY
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20350

30 June 1975

Dear Mr. Lynn:

Your transmittal sheet dated 27 June 1975, enclosing a facsimile of an enrolled bill of Congress (H.R. 5217), "To authorize appropriations for the Coast Guard for the procurement of vessels and aircraft and construction of shore and offshore establishments, to authorize appropriations for bridge alterations, to authorize for the Coast Guard an end-year strength for active duty personnel, to authorize for the Coast Guard average military student loads, and for other purposes," and requesting the comment of the Department of Defense has been assigned the responsibility for the preparation of a report thereon expressing the views of the Department of Defense.

H.R. 5217 is the Coast Guard authorization bill for FY 1976 and FY 197T (transition period). The Act authorizes totals of \$30.4M for vessel procurement; \$47.1M for aircraft procurement; \$62.9M for construction of shore and offshore establishment. It also authorizes active duty manpower end strength of 37,916 for FY 1976 and 38,005 for FY 197T. Further, the Act authorizes military student training loads for FY 1976 and FY 197T. Finally, the Act authorizes the expenditure of funds for payment to bridge owners for cost incurred in altering bridges to permit free navigation of the navigable waters of the United States.

The Department of the Navy, on behalf of the Department of Defense, has no objection to the approval of this act.

Sincerely yours,

A handwritten signature in black ink that reads "J. William Middendorf II".

J. William Middendorf II
Secretary of the Navy

Honorable James T. Lynn
Director, Office of Management and Budget
Washington, D. C.



To
J. Carmona
7-2-75
5:00 p.m.



EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D.C. 20503

JUL 2 1975

MEMORANDUM FOR THE PRESIDENT

Subject: Enrolled Bill H.R. 5217 - Coast Guard Authorization
Sponsor - Rep. Sullivan (D) Missouri and 3 others

Last Day for Action

July 9, 1975 - Wednesday

Purpose

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Agency Recommendations

Office of Management and Budget	Approval
Department of Transportation	Approval
Department of Defense	No objection

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James F. C. Hyde, Jr.
Acting Assistant Director
for Legislative Reference

Enclosures

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THE WHITE HOUSE

ACTION MEMORANDUM

WASHINGTON

LOG NO.:

Date: July 2

Time: 512

FOR ACTION: Mike Duval ✓
Max Friedersdorf
Ken Lazarus

cc (for information): Jim Cavanaugh
q Jack Marsh

FROM THE STAFF SECRETARY

DUE: Date: July 3

Time: 400pm

SUBJECT:

Enrolled Bill H.R. 5217 - Coast Guard Authorization

OK Mike Duval

ACTION REQUESTED:

- For Necessary Action
- For Your Recommendations
- Prepare Agenda and Brief
- Draft Reply
- For Your Comments
- Draft Remarks

REMARKS:

Please return to Judy Johnston, Ground Floor West Wing

called to
Judy 7/3
10:30 a.m.
hja

THE WHITE HOUSE

ACTION MEMORANDUM

WASHINGTON

LOG NO.:

Date: July 2

Time: 512

FOR ACTION: Mike Duval
Max Friedersdorf
Ken Lazarus

cc (for information):
q

Jim Cavanaugh
Jack Marsh

FROM THE STAFF SECRETARY

DUE: Date: July 3

Time: 400pm

SUBJECT:

Enrolled Bill H.R. 5217 - Coast Guard Authorization

ACTION REQUESTED:

For Necessary Action

For Your Recommendations

Prepare Agenda and Brief

Draft Reply

For Your Comments

Draft Remarks

REMARKS:

Please return to Judy Johnston, Ground Floor West Wing

PLEASE ATTACH THIS COPY TO MATERIAL SUBMITTED.

If you have any questions or if you anticipate a

106

THE WHITE HOUSE

ACTION MEMORANDUM

WASHINGTON

LOG NO.:

Date: July 2

Time: 512

FOR ACTION: Mike Duval
Max Friedersdorf
Ken Lazarus ✓

cc (for information): Jim Cavanaugh
q Jack Marsh

FROM THE STAFF SECRETARY

DUE: Date: July 3

Time: 400pm

SUBJECT:

Enrolled Bill H.R. 5217 - Coast Guard Authorization

ACTION REQUESTED.

___ For Necessary Action

For Your Recommendations

___ Prepare Agenda and Brief

___ Draft Reply

For Your Comments

___ Draft Remarks

REMARKS:

Please return to Judy Johnston, Ground Floor West Wing

No objection. -- Ken Lazarus 7/3/75

NATIONAL SECURITY COUNCIL

July 3, 1975

MEMORANDUM FOR: JIM CAVANAUGH
FROM: Jeanne W. Davis *JWD*
SUBJECT: Enrolled Bill H. R. 5217
Coast Guard Authorization

The NSC Staff concurs in the proposed enrolled bill H. R. 5217 -
Coast Guard Authorization.

COAST GUARD AUTHORIZATION—FISCAL YEAR 1976 AND
TRANSITION PERIOD FOLLOWING (JULY–SEPTEMBER
1976)

APRIL 28, 1975.—Committed to the Committee of the Whole House on the
State of the Union and ordered to be printed

Mrs. SULLIVAN, from the Committee on Merchant Marine and
Fisheries, submitted the following

REPORT

[To accompany H.R. 5217]

The Committee on Merchant Marine and Fisheries, to whom was referred the bill (H.R. 5217) to authorize appropriations for the Coast Guard for the procurement of vessels and aircraft and construction of shore and offshore establishments, to authorize appropriations for bridge alterations, to authorize for the Coast Guard an end-year strength for active duty personnel, to authorize for the Coast Guard average military student loads, and for other purposes, having considered the same, report favorably thereon with an amendment and recommend that the bill as amended do pass.

The amendment is as follows:

Strike all after the enacting clause and insert in lieu thereof the following:

That funds are hereby authorized to be appropriated for fiscal year 1976 and for the transition period of July 1 through September 30, 1976, for the use of the Coast Guard as follows:

VESSELS

For procurement of vessels:

For fiscal year 1976, \$28,842,000.

For the transition period (July 1 through September 30, 1976), \$1,561,000.

AIRCRAFT

For procurement of aircraft:

For fiscal year 1976, \$36,000,000.

For the transition period (July 1 through September 30, 1976), \$11,700,000.

CONSTRUCTION

For construction of shore and offshore establishments:

For fiscal year 1976, \$52,582,000.

For the transition period (July 1 through September 30, 1976), \$2,841,000.

SEC. 2. (a) For fiscal year 1976, the Coast Guard is authorized an end strength for active duty personnel of 37,901; except that the ceiling shall not include members of the Ready Reserve called to active duty under the authority of Public Law 92-479.

(b) For the transition period (July 1 through September 30, 1976), the Coast Guard is authorized an end strength for active duty personnel of 37,990; except that the ceiling shall not include members of the Ready Reserve called to active duty under the authority of Public Law 92-479.

Sec. 3. (a) For fiscal year 1976, military training student loads for the Coast Guard are authorized as follows:

- (1) recruit and special training, 3,880 man-years;
- (2) flight training, 92 man-years;
- (3) professional training in military and civilian institutions, 372 man-years; and
- (4) officer acquisition training, 1,143 man-years.

(b) For the transition period (July 1 through September 30, 1976), military training student loads for the Coast Guard are authorized as follows:

- (1) recruit and special training, 1,071 man-years;
- (2) flight training, 23 man-years;
- (3) professional training in military and civilian institutions, 93 man-years; and
- (4) officer acquisition training, 277 man-years.

Sec. 4. (a) For use of the Coast Guard for payment to bridge owners for the cost of alterations of railroad bridges and public highway bridges to permit free navigation of the navigable waters of the United States, \$6,600,000 is authorized for fiscal year 1976.

(b) For use of the Coast Guard for payment to bridge owners for the cost of alterations of railroad bridges and public highway bridges to permit free navigation of the navigable waters of the United States, \$2,050,000 is authorized for the transition period (July 1 through September 30, 1976).

PURPOSE OF THE BILL

The purpose of the bill is to authorize appropriations for fiscal year 1976 and for the transition period of three months (July-September 1976) between the end of fiscal year 1976 and the beginning of fiscal year 1977, for the use of the Coast Guard for procurement of vessels and aircraft, for the construction of establishments, and for providing the Federal share for alteration of railroad and highway bridges across navigable waters. The bill also authorizes for the same periods the strength levels for active duty personnel and the military training student loads.

BACKGROUND

The United States Coast Guard is an Armed Force, maintaining a readiness to operate as a service in the Navy, upon declaration of war or when the President directs. At all other times, it operates as an agency of the Department of Transportation, with the primary duties of enforcing or assisting in the enforcement of all applicable Federal laws on or under the high seas and waters subject to the jurisdiction of the United States, the promotion of safety of life and property in those areas, the maintenance of aids to maritime navigation, icebreaking facilities and rescue facilities, and engaging in oceanographic research. Within the ambit of assigned duties, the Coast Guard has been charged with specific responsibilities relating to the enforcement of offshore fisheries laws, the monitoring of foreign fishing fleet activities, the maintenance of necessary equipment to rescue persons and save property placed in jeopardy by accidents and weather conditions in marine areas, with the maintenance of manned and unmanned aids to navigation along the coast and inland waterways, to assist the safe passage of vessels, with the issuance of regulations and the assurance of compliance therewith, for the construction and alteration of vessels, the licensing of personnel and the supervision of vessel operations. In addition, with its Polar icebreaking and oceanographic research, the

Coast Guard participates in the area of marine sciences and is vitally concerned through its marine environmental protection duties with the minimization and abatement of pollution threats or other incidents which threaten the economic utilization or environmental degradation of United States ports and waterways.

To perform those varied and vital functions, the Coast Guard maintains a personnel level, consisting of officer, enlisted, and civilian personnel of approximately 40,700 persons. It further maintains and operates various types of vessels, various aircraft, and shore facilities which will enable its personnel to carry out assigned missions effectively. While the level of equipment varies from time to time, the Coast Guard, in its inventory at the end of fiscal year 1975, will have approximately 2,300 vessels, including small boats, and 175 aircraft.

GENERAL DISCUSSION

If the Coast Guard is to perform the duties with which it has been charged, the Merchant Marine and Fisheries Committee and its Subcommittee on Coast Guard and Navigation, pursuant to their own responsibilities, must continually monitor the effectiveness of Coast Guard operations and insure that it is provided with the tools it needs to do its work. In presenting H.R. 5217, as amended, to the House, the Committee recognizes that it is a minimal implementation of its responsibility. This bill, which the Committee recommends for passage, does little or nothing more than hold the line. Recognizing the economic and fiscal problems of the Nation, it has joined in supporting the Administration's request for a "bare bones" authorization for the Coast Guard. At the same time, the Committee gives notice that it is not satisfied that aging Coast Guard equipment is being replaced at an adequate rate to avoid real problems in the not too distant future. This is completely aside from the need to add new and expanded capabilities in order to handle the varied duties which are being added periodically to Coast Guard responsibilities. While it is unlikely that we can ever assure all that is desirable, we intend at least to assure all that is necessary.

As to the provisions of H.R. 5217, as amended, the first section is in response to the requirements of Public Law 88-45, which provides that funds may not be appropriated to or for the use of the Coast Guard for the construction of shore or offshore establishments or for the procurement of vessels or aircraft, unless the appropriation of those funds is authorized by legislation.

It should be noted that, in past years, the annual Coast Guard authorization bill has included, primarily for purposes of convenience, all the items contained in the "Acquisition, Construction, and Improvements" part of the budget submission. Strictly speaking, Public Law 88-45, in requiring authorization legislation, refers only to the "construction of shore or offshore establishments", and "the procurement of vessels or aircraft". The type of projects included in past years in the authorization language, even though not specifically required to be included by the statute, were such things as renovation and habitability improvement of vessels, replacement or acquisition equipment installations, engineering and logistic support for individual projects, and general improvements of various facilities not involving actual construction. Such items, while still a part of the AC&I budget submission, are not included within the authorization under the bill. For

fiscal year 1976, the items so excluded, in contrast to inclusion in previous years, amount to approximately \$41 million, or about 25% of the total AC&I budget. For comparative purposes, the total direct authorization for fiscal year 1976 under H.R. 5217 is \$124 million, as contrasted to that part of the fiscal year 1975 authorization for similar projects of \$88 million. The total AC&I budget submission for fiscal year 1976, on the other hand, is \$165.3 million, as compared to an AC&I authorization for fiscal year 1975 of \$115.2 million. For the type of project authorized under this bill, the increase from fiscal year 1975 to fiscal year 1976 is slightly over 40%, while the increase in the total AC&I budget submission is approximately 43.5%.

Under H.R. 5217, as amended, section 1 authorizes a total of \$117.4 million for fiscal year 1976, and \$16.1 million for the transition period between fiscal years, the total authorization amounting to \$133.5 million. The various items involved in that authorization are as follows:

Section I (Public Law 88-45)

Fiscal year 1976:	<i>Amount in thousands</i>
Procurement of vessels:	
1. Boat procurement—port safety boats-----	\$1,940
2. Construct 160-foot inland construction tenders (WLIC)-----	6,400
3. Boat procurement—aids to navigation boats (ANB)-----	2,800
4. Boat replacement program—search and rescue boats-----	7,002
5. Construct replacement harbor tugboats-----	10,700
Subtotal, vessels-----	28,842
Procurement of aircraft:	
1. Procure medium range surveillance (MRS) aircraft-----	36,000
Subtotal, aircraft-----	36,000
Construction of establishments:	
1. Bradenton, Fla.—establish new station-----	115
2. Destin, Fla.—construct new station-----	2,053
3. Key West, Fla.—upgrade Key West Station/Group-----	566
4. Sitka, Alaska—construct new air station, Phase II-----	970
5. Yorktown, Va.—construct classroom building at training center-----	2,927
6. Yorktown, Va.—construct addition to machinery technician school building-----	1,423
7. Piney Point, Md.—renovate existing station-----	701
8. St. Louis, Mo.—relocate Second CG district office-----	427
9. St. Petersburg, Fla.—establish new consolidated aviation facility, Phase II-----	874
10. Elizabeth City, N.C.—replace enlisted aviation technical training facilities-----	3,565
11. Elizabeth City, N.C.—construct logistics management complex at AR&SC-----	1,669
12. Seattle, Wash.—relocate Coast Guard units to Pier 30/37 Phase II-----	1,298
13. Traverse City, Mich.—rebuild air station, Phase II (hangar)-----	2,775
14. Kodiak, Alaska—renovate and consolidate Kodiak Base, Phase II-----	4,096
15. Lorán-C national implementation plan-----	22,630
16. Public Family Quarters-----	6,493
Subtotal, construction of establishments-----	52,582
Subtotal, 1976 projects-----	117,424

Section I (Public Law 88-45)—Continued

Fiscal year 1976:	<i>Amount in thousands</i>
July 1, 1976 through September 30, 1976 (1976A):	
1. Boat replacement program—search and rescue boats-----	1,561
2. Procure medium range surveillance (MRS) aircraft-----	11,700
3. Lorán-C national implementation program-----	2,841
Subtotal, (1976A) projects-----	16,102
TOTAL, fiscal year 1976 and transition period-----	133,526

Vessel Procurement:

Under vessel procurement, the first item involves the procurement of 20 port safety boats, which are required to perform port safety and harbor pollution patrols, boarding, searching, and surveillance of special interest vessels, escorting especially hazardous cargo ships, and responding to pollution incidents. The boats are designed for inshore and harbor work. They are constructed of fiberglass and draw less than 36 inches of water, enabling them to operate in otherwise inaccessible areas. They do not require sophisticated electronic equipment or heavy-weather capability. Previous Acts have authorized 19 of these boats, and approximately 40 more are planned for future year acquisition.

The second item under vessel procurement involves replacement of two additional inland aids to navigation tenders now over 30 years old and of limited capability and operational effectiveness. The vessels involved in the replacement are somewhat larger, with greater speed and maneuverability, and provide more adequate living accommodations. This is also a continuing program, two vessels having been authorized in previous years, in addition to the two authorized under this bill, with at least five more planned for.

The third vessel procurement item involves a new type of aids to navigation boat, constructed of aluminum along the lines of a typical Gulf Coast crew boat, and designed to service short range aids to navigation presently being serviced by tenders and shore-based forces. Their acquisition will serve to increase the efficiency of both personnel and vessel utilization. The seven vessels authorized under this bill will join with seven previously authorized and 24 planned for future procurement.

The fourth vessel procurement item involves the acquisition of 30 utility boats. These 41 foot replacement boats have all-weather capability and a speed of 27 knots, to be utilized in the search and rescue mission. In previous years, 65 of these boats have been authorized, and with this authorization of 30, this replacement program for the present 40 foot utility boats will reach its halfway mark. An additional 93 boats in this program are planned for, including six as a part of the authorization for the transition period.

The last vessel procurement item involves the replacement of harbor tugboats. This item includes one replacement harbor tug, together with certain long lead time material for future construction. The harbor tugs being replaced were built between 1939 and 1943 and have been utilized in domestic icebreaking, search and rescue, boat safety, aids to navigation, boating safety, and general support. They are approaching the end of their service life. Current plans include the replacement of seven additional vessels in future years.

Procurement of Aircraft:

This authorization item involves \$36 million for the procurement of ten medium range surveillance aircraft, to be utilized primarily in marine environmental protection, enforcement of offshore laws and treaties, and search and rescue. Additionally, they will be available for support activities involving marine science and aids to navigation. The new aircraft will have all-weather capability, high dash speeds, low altitude search and surveillance capability, and a high degree of navigational accuracy. They will be capable of dropping rescue equipment, carrying search and rescue and sensor equipment and transporting light cargo and personnel. These aircraft will replace the currently used HU-16E amphibious aircraft, which first entered Coast Guard service in 1951. This entire fleet is approaching the point of operational and engineering obsolescence, and for safety reasons, they must be grounded as they reach the limit of their capability, beginning in fiscal year 1977. Even with immediate action to commence replacement, there will be certain flight deficits until the replacement program produces actual on-line aircraft.

The first authorization for this replacement program was for \$15 million in FY 1975. During the consideration of this authorization request, certain Members of the Committee expressed dissatisfaction with the decision of the Coast Guard to procure the aircraft from a sole source, despite the fact that the Coast Guard had complied with the sole source procurement regulations. The Committee then concluded that the sole source procurement had foreclosed consideration of competitive aircraft, and that competition among aircraft manufacturers was desirable to insure that the Coast Guard obtain the best aircraft for the money. In response to this criticism, the Coast Guard resorted to a two-step procurement in order to open the process up to more manufacturers. Under this system, the Coast Guard issued specifications for the proposed aircraft and requested the industry to submit technical proposals for aircraft to meet detailed design and performance criteria. Once an aircraft met the specifications and became "acceptable", the Coast Guard would then go to the second step where they would select the least expensive airplane that met the specifications and was ruled acceptable. The deadline for the submission was April 14, 1975, but as the deadline drew near, allegations were again made that the Coast Guard procurement process was not sufficiently competitive. The charge was that the specifications of the aircraft issued by the Coast Guard were too narrow and had the effect of excluding a number of the airplane manufacturers. The Subcommittee on Coast Guard and Navigation held numerous informal meetings with the Coast Guard and the industry to determine the validity of these charges.

The Subcommittee did find that the two-step procurement was a confining approach to procurement because it did, in fact, limit the range of aircraft the Coast Guard could consider; however, the Subcommittee found evidence that competition did in fact exist among aircraft manufacturers, and that it warranted the completion of the two-step procurement, at least to the stage of determining whether one or more manufacturers actually submitted technical proposals. The day after the request for technical proposals closed, the Com-

mandant testified that the Coast Guard had, in fact, received more than one proposal. Reassured that, despite its shortcomings, the procurement system finally followed did in fact, have within it the element of competitiveness which the Subcommittee was determined to insure, the Subcommittee voted to support the authorization request as submitted. The Committee unanimously endorsed the Subcommittee action. The total procurement under this replacement program is planned at 41 aircraft. With a readjustment for the appropriation for fiscal year 1975, it is expected that approximately four aircraft may be purchased under previous appropriations. The authorization for fiscal year 1976 of 10 and the transition period authorization for three will leave a balance of approximately 24 aircraft to be authorized in future years, depending upon the actual cost resulting from the contract ultimately entered into.

Construction of Establishments:

The items relating to construction fall into several categories: the construction of new stations, the construction of buildings on existing stations, the renovation and upgrading of existing stations, the relocation of existing facilities to new sites, and the construction of public family quarters, a continuing housing program for Coast Guard personnel and dependents. New shore stations are authorized for Bradenton, Florida, and for Destin, Florida, and the second phase of construction of a new air station at Sitka, Alaska, and a new aviation facility at St. Petersburg, Florida, are included. Renovation authorizations are included for stations at Piney Point, Maryland, and for the air stations at Traverse City, Michigan and Kodiak, Alaska. New buildings in training and support facilities are included for Yorktown, Virginia, and Elizabeth City, North Carolina, and the relocation of the second Coast Guard District Office in St. Louis, Missouri and floating units in Seattle, Washington are provided for. In connection with public family quarters, 197 units are authorized at a total cost of \$6.5 million. These involve the Providence, Massachusetts, Washington, D.C., Chicago, Illinois, and Sitka, Alaska areas, and represent the sixth stage of multiyear program, of which \$25.8 million has been authorized in previous years, and for which an authorization of \$50 million is authorized in future years.

Finally, the construction authorization includes an appropriation of \$22.6 million for the continued implementation of the LORAN-C national navigation plan. The LORAN-C radio navigation service is being provided throughout the coastal confluence zone (from the shoreline to the 100 fathom curve or 50 miles, whichever is further). This service is intended to meet navigational demands for all-weather, high reliability, and precision associated with increased vessel traffic, fishing, and continental shelf activities. The first phase of the plan was begun in 1974, and is expected to be completed by 1980. Previous authorizations for \$16.9 million have been provided, and the authorization under this bill will provide for two new stations in Alaska and the completion of final outfitting at five West Coast stations. In addition, lead time material and site acquisition are authorized for East Coast and Gulf of Mexico service. The authorization for the transition period between fiscal years includes the construction and equipping of a station in the approximate location of Elmira, New York. Future costs for this program are estimated at approximately \$11 million.

Year End Strength for Active Duty Personnel:

Under section 2, and pursuant to the requirement of section 302 of Public Law 92-436, the bill authorizes a fiscal year 1976 end strength for active duty personnel of 37,901. This figure is derived from a total analysis of the entire budget request of the President, including the projects authorized under other sections of this bill, together with those budget requests for operating expenses, facilities improvement, and research and development, which do not require specific authorizations. For the transition period of July through September 1976, the bill authorizes an end strength of 37,990, derived from the same type of analysis.

Military Training Student Loads:

In section 3, the bill includes, pursuant to the requirements of section 604 of Public Law 92-436, an authorization for a military student load of 5,487 student man-years of training. This training includes recruit and specialized training, flight training, professional training in military and civilian institutions and officer acquisition training, all of which are necessary to support the capability and continued qualifications of Coast Guard personnel. A similar authorization for the transition period provides for a military student load of 1,464 student man-years of training.

Alteration of Bridges:

In section 4, H.R. 5217 authorizes funds, pursuant to the provisions of the so-called Truman-Hobbs Act (Act of June 21, 1940, as amended; 33 U.S.C. 551 *et seq.*) for the Federal share of the cost of altering railroad and highway bridges which obstruct the free movement of navigation on the navigable waters of the United States. A total of seven bridges are involved in the fiscal year 1976 authorization and continued funding is authorized for three of those bridges under the transition period authorization. Future authorizations required to complete the Federal contribution to the seven bridges involved total \$36.2 million. Authorization for an additional two bridges ordered altered by the Coast Guard will also be funded in future years. A detailed listing under the section 4 authorization is as follows:

ALTERATION OF BRIDGES—AUTHORIZATIONS IN H.R. 5217, WITH AMOUNTS PREVIOUSLY FUNDED AND ESTIMATED TOTAL COST TO THE GOVERNMENT

[In thousands of dollars]

Bridge/owner	Total U.S. cost	Previously funded	Fiscal year 1976 request	Transition period requested	Amount required to complete
1. Caloosahatchee River, Tice, Fla. (Seaboard Coast-line RR.)	\$3,000	\$150	\$900	\$450	\$1,500
2. Columbia River, Kennewick, Wash. (Union Pacific RR.)	8,600	810	2,000	600	5,190
3. Biloxi Bay, Poppo Ferry, Miss. (Poppo Ferry Rd., Harrison County Road Dept.)	2,000	100	1,000	-----	900
4. Newark Bay, Newark N.J. (Central New Jersey RR.)	13,962	262	100	-----	13,600
5. Savannah River, Savannah, Ga. (Seaboard Coast-line RR.)	5,600	-----	1,500	1,000	3,100
6. Clearwater River, Lewiston, Idaho (Idaho State Highway Dept.)	10,000	-----	600	-----	9,400
7. Cooper River, Charleston, S.C. (Seaboard Coast-line RR.)	3,000	-----	500	-----	2,500
Total	46,162	1,322	6,600	2,050	36,190

COMMITTEE ACTION

In preparation for its responsibilities during the present Congress, the Subcommittee on Coast Guard and Navigation began a series of hearings on February 26, 1975. The first hearing consisted of a general overall briefing of the Subcommittee by Admiral Owen W. Siler, Coast Guard Commandant, and his staff. The general briefing was subsequently followed on March 4 and March 19, 1975, with oversight review of specific Coast Guard programs. This series of hearings culminated on March 25, and April 15, 1975, with two days of hearings on H.R. 5217, the annual authorization.

On April 15, 1975, the Subcommittee met in mark-up to consider the bill. The bill, as introduced, at the request of the Secretary of Transportation, included authorization language for fiscal year 1977, as well as for fiscal year 1976 and the transition period between the two. The form of the draft legislation, as forwarded from the Secretary, was designed to meet the requirements of the Budget and Impoundment Control Act of 1974, which, among other things, required the submission of fiscal year 1977 authorization requests by May 15, 1975. The Administration, therefore, elected to use the fiscal year 1976 authorization proposal as a convenient vehicle with which to meet the requirements of the Act and included in one bill the authorization language for both fiscal years, together with the transition period between. The Subcommittee, in evaluating the situation, was aware that the same Act required the authorization bill for fiscal year 1976 to be reported by May 15, 1975, and the authorization language for fiscal year 1977 to be included in a bill reported not later than May 15, 1976. In view of the fact that there is no requirement for reporting those aspects of the authorization relating under fiscal year 1977 until next year, and realizing that more complete information and justifications will be available later, the Subcommittee decided to delete all provisions from the bill relating to fiscal year 1977, and adopted, by unanimous voice vote, amendments to accomplish that purpose. As so amended, the Subcommittee, again by unanimous voice vote, ordered the bill reported to the Full Committee, recommending its enactment. The Subcommittee also considered whether to include an authorization for the three month transition period between the end of fiscal year 1976 and the beginning of fiscal year 1977. In view of the fact that the items contained in the authorization request for the transition period in each case involved continuing increments of multi-year projects, and advised that the Committee on Appropriations could be expected to consider the request expeditiously, the Subcommittee elected to retain the authorization request for the transition period in the bill. These relate specifically to procurement of vessels and aircraft, construction of shore establishments, and alteration of bridges. In addition, the Subcommittee felt that it was mandatory to include authorizations for strength levels and student training loads, the lapse of which could cause dire consequences to the operation of the Coast Guard.

On April 17, 1975, the Committee on Merchant Marine and Fisheries met and unanimously adopted as one amendment the amendatory language previously adopted by the Subcommittee. As so amended, the Committee ordered the bill reported to the House, by unanimous voice vote.

COST OF THE LEGISLATION

Pursuant to Clause 7 of Rule XIII of the Rules of the House of Representatives, the Committee estimates the cost of the legislation as \$497.5 million for fiscal year 1976, and \$112.3 million for the three month period following immediately thereafter. The cost for fiscal year 1976 is divided into \$124 million authorized directly, and \$373.5 million of personnel costs flowing from strength levels. For the three month period following fiscal year 1976, the costs are divided into \$18.2 million for direct authorization, and \$94.1 million for personnel costs flowing from strength levels. These costs are all based on the assumption that the authorizations contained in the bill will be implemented by appropriations. The Committee received no different estimate of costs from any government agency.

COMPLIANCE WITH CLAUSE 2(1)(3) OF RULE XI

With respect to the requirements of Clause 2(1)(3) of House Rule XI of the Rules of the House of Representatives—

(A) Three days of oversight hearings on Coast Guard operations were held by the Subcommittee prior to the initiation of hearings related to H.R. 5217. No specific findings and recommendations were made in connection with those oversight hearings;

(B) Since section 308(a) of the Congressional Budget Act of 1974 is not yet in effect, no statement under this paragraph is furnished;

(C) No estimate and comparison of costs has been received by the Committee from the Director of the Congressional Budget Office, pursuant to section 403 of the Congressional Budget Act of 1974; and

(D) The Committee has received no report from the Committee on Government Operations of oversight findings and recommendations arrived at pursuant to Clause 2(b)(2) of Rule X.

INFLATIONARY IMPACT STATEMENT

Pursuant to Clause 2(1)(4) of Rule XI, Rules of the House of Representatives, the Committee assessed the potential for inflationary impact, and has concluded that the inflationary impact, if any, is insignificant.

The bill is primarily an acquisition and construction authorization, but the Committee finds there is no evidence that the bill would stimulate competitive pressures on manpower and material that would result in inflationary effect. Instead the expenditures are directed toward those business sectors which are experiencing excess capacity, specifically the shipbuilding, aircraft manufacturing and construction industries.

In absolute terms, the incremental increase in authorization from FY 1975 to FY 1976 is about \$40 million. Arguably, any increase in government spending, to the extent it is in excess of revenues, can be considered inflationary. The Committee believes two elements mitigate this factor. First, the Committee, while fully believing this request was a bare-bones authorization, decided to stay within the budget limits established by the Office of Management and Budget. Presumably, this represents the Administration's best judgment of how to

meet minimal Coast Guard needs without incurring adverse inflationary side-effects. Second, the Coast Guard budget estimates indicate outlays for acquisition and construction from FY 1975 to FY 1976 will go from \$117 million to \$125 million. The real increase in actual expenditures will therefore just keep pace with the rate of inflation. The same thing is true of the authorization for the transition period.

By way of comparison, \$124 million represents less than 0.04% of present Federal spending; assuming a generous multiplier of 3.0 and assuming that all spending pushes prices rather than real production up, \$124 million translates into a \$372 million increase in total public and private demand—or enough to fuel a “demand pull” inflation of an annualized rate of .026%. This comparison is not to deny the importance of fiscal discipline, but it is only used to quantify the “worst case” potential impact of this authorization and place the issue in perspective.

In light of these factors, plus the ever-expanding role of the Coast Guard in marine safety, pollution control and protection of the domestic fishing industry, the Committee believes any negligible inflationary effects which may result from this bill will be outweighed by its benefits.

CHANGES IN EXISTING LAW

If enacted, H.R. 5217 would make no change in existing law.

DEPARTMENTAL REPORTS

H.R. 5217 was introduced pursuant to Executive Communication No. 599, dated March 14, 1975. No Departmental Reports were received by the Committee. The Executive Communication follows:

[Executive Communication No. 599]

THE SECRETARY OF TRANSPORTATION
Washington, D.C., March 14, 1975.

HON. CARL ALBERT,
Speaker of the House of Representatives,
Washington, D.C.

DEAR MR. SPEAKER: There is transmitted herewith a draft of a bill, to authorize appropriations for the Coast Guard for the procurement of vessels and aircraft and construction of shore and offshore establishments, to authorize appropriations for bridge alterations, to authorize for the Coast Guard an end-year strength for active duty personnel, to authorize for the Coast Guard average military student loads, and for other purposes.

This legislative proposal includes the Coast Guard's authorization of appropriation requests for fiscal years 1976 and 1977 and for the transition period of July 1–September 30, 1976, between the two. The requests for fiscal year 1977 have been included to meet the requirements imposed by the Congressional Budget Act of 1974 (88 Stat. 297). Section 1 of this legislative proposal is responsive to the requirements of section 1 of Public Law 88-45 which provides that funds may not be appropriated to or for the use of the Coast Guard for the construction of shore or offshore establishments, or for the

procurement of vessels or aircraft, unless the appropriation of those funds is authorized by legislation. Section 2 of the bill responds to section 302 of Public Law 92-436 which directs that Congress shall authorize the end strength as of the end of the fiscal year for active duty personnel for each component of the Armed Forces. Section 3 of the bill responds to section 604 of Public Law 92-436 which provides that Congress shall authorize for each component of the Armed Forces the average military training student loads for each fiscal year. Section 4 of the bill authorizes funds for the use of the Coast Guard for payments to bridge owners for the cost of alteration of railroad and public highway bridges under the Act of June 21, 1940 (54 Stat. 497, 33 U.S.C. 511 et seq.), as amended, to permit free navigation of the navigable waters of the United States.

The individual items included in the categories of acquisition and construction have not been listed as in the past. However, in further support of this legislation, the cognizant legislative and budget committees will be furnished detailed information with respect to each program for which fund authorization is being requested in a form identical to that which will be submitted in explanation and justification of the particular budget request. Additionally, the Department will be prepared to submit any other data that the committees or their staffs may require.

Included in the authorization of appropriations being sought for fiscal year 1976 under the heading "Construction", is one project planned to take place at a non-Federally owned location. The project is Phase II of the relocation of Coast Guard units to Piers 36/37, Seattle, Washington. This location is currently leased by the Coast Guard, which has commenced purchase negotiations for the site involved.

It would be appreciated if you would lay this proposal before the House of Representatives. A similar proposal has been submitted to the President of the Senate.

The Office of Management and Budget has advised that enactment of this proposed legislation is in accord with the President's program.

Sincerely,

WILLIAM T. COLEMAN, Jr.

Enclosure.

A BILL To authorize appropriations for the Coast Guard for the procurement of vessels and aircraft and construction of shore and offshore establishments, to authorize appropriations for bridge alterations, to authorize for the Coast Guard and end-year strength for active duty personnel, to authorize for the Coast Guard average military student loads, and for other purposes

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 years 1976 and 1977 and for the transition period of July 1-September 30, 1976, between the two for the use of the Coast Guard as follows:

VESSELS

For procurement of vessels:

For fiscal year 1976, \$28,842,000.

For the transition period (July 1-September 30, 1976), \$1,561,000.

For fiscal year 1977, \$110,000,000.

AIRCRAFT

For procurement of aircraft:

For fiscal year 1976, \$36,000,000.

For the transition period (July 1-September 30, 1976), \$11,700,000.

For fiscal year 1977, \$65,000,000.

CONSTRUCTION

For construction of shore and offshore establishments:

For fiscal year 1976, \$52,582,000.

For the transition period (July 1-September 30, 1976), \$2,841,000.

For fiscal year 1977, \$25,000,000.

SEC. 2. (a) For fiscal year 1976, the Coast Guard is authorized an end strength for active duty personnel of 37,901; except that the ceiling shall not include members of the Ready Reserve called to active duty under the authority of Public Law 92-479.

(b) For the transition period (July 1-September 30, 1976), the Coast Guard is authorized an end strength for active duty personnel of 37,990; except that the ceiling shall not include members of the Ready Reserve called to active duty under the authority of Public Law 92-479.

(c) For fiscal year 1977, the Coast Guard is authorized an end strength for active duty personnel of 38,231; except that the ceiling shall not include members of the Ready Reserve called to active duty under the authority of Public Law 92-479.

SEC. 3. (a) For fiscal year 1976, military training student loads for the Coast Guard are authorized as follows:

(1) recruit and special training, 3,880 man-years;

(2) flight training, 92 man-years;

(3) professional training in military and civilian institutions, 372 man-years; and

(4) officer acquisition training, 1,143 man-years.

(b) For the transition period (July 1-September 30, 1976), military training student loads for the Coast Guard are authorized as follows:

(1) recruit and special training, 1,071 man-years;

(2) flight training, 23 man-years;

(3) professional training in military and civilian institutions, 93 man-years; and

(4) officer acquisition training, 277 man-years.

(c) For fiscal year 1977, military training student loads for the Coast Guard are authorized as follows:

(1) recruit and special training, 4,000 man-years;

(2) flight training, 96 man-years;

(3) professional training in military and civilian institutions, 385 man-years; and

(4) officer acquisition training, 1,165 man-years.

SEC. 4. (a) For use of the Coast Guard for payment to bridge owners for the cost of alterations of railroad bridges and public highway bridges to permit free navigation of the navigable waters of the United States, \$6,600,000 is authorized for fiscal year 1976.

(b) For use of the Coast Guard for payment to bridge owners for the cost of alterations of railroad bridges and public highway bridges to permit free navigation of the navigable waters of the United States, \$2,050,000 is authorized for the transition period (July 1-September 30, 1976).

(c) For use of the Coast Guard for payment to bridge owners for the cost of alterations of railroad bridges and public highway bridges to permit free navigation of the navigable waters of the United States, \$13,000,000 is authorized for fiscal year 1977.

COAST GUARD APPROPRIATION AUTHORIZATION FISCAL YEAR 1976 AND JULY 1, 1976-SEPTEMBER 30, 1976, TRANSITION PERIOD

JUNE 5, 1975.—Ordered to be printed

Mr. LONG, from the Committee on Commerce,
submitted the following

REPORT

[To accompany S. 1487]

The Committee on Commerce, to which was referred the bill (S. 1487) to authorize appropriations for the Coast Guard for the procurement of vessels and aircraft and construction of shore and off-shore establishments, to authorize appropriations for bridge alterations, to authorize for the Coast Guard an end-year strength for active duty personnel, to authorize for the Coast Guard average military student loads, and for other purposes, having considered the same, reports favorably thereon with amendments and recommends that the bill do pass.

PURPOSE

S. 1487 authorizes appropriations in the amount of \$142,176,000 for fiscal year 1976 and for the three month transition period (July through September, 1976) between the fiscal years 1976 and 1977, for the use of the Coast Guard for the procurement of vessels and aircraft, for the construction of establishments, and for payment to bridge owners for the cost alterations of railroad bridges and public highway bridges across the navigable waters of the United States. The bill also authorizes, for the fiscal year 1976 and the July through September, 1976 transition period, the strength levels for active duty Coast Guard personnel and military training student loads.

BACKGROUND

The United States Coast Guard, a branch, one of the Armed Forces, is located within the Department of Transportation, except when operating as part of the Department of Defense in time of war or

when so directed by the President. In addition to maintaining a state of military readiness to serve the United States in time of war, the Coast Guard's mission includes the responsibilities of insuring safety of life and property at sea and on the domestic waters of the United States and of enforcing maritime laws and treaties, particularly in the areas of pollution prevention and fisheries conservation. This legislation authorizes for the Coast Guard the manpower levels necessary to fulfill these responsibilities and funds to procure multi-purpose vessels, aircraft, and shore units, which are located along the seacoasts and inland waterways of the United States.

During fiscal year 1974, the Coast Guard responded to over 67,000 calls for assistance which resulted in approximately 4,000 persons being rescued from life-threatening situations and more than 140,000 persons being otherwise assisted. The estimated value of property saved exceeded \$280 million.

Enforcement of laws and international agreements directed toward conservation of natural resources in the oceans resulted in the seizing of six foreign fishing vessels found fishing in the U.S. territorial sea or contiguous fisheries zone. Ten vessels were found fishing for salmon on the high seas off Alaska in violation of an international agreement. Violation reports and evidence were turned over to authorities of the vessels' flag state for prosecution. In addition, special patrols along the Gulf and Atlantic Coasts resulted in seven vessels being seized along with nearly 20,000 pounds of illegal narcotics.

During the fiscal year 1974, the Coast Guard inspected and certified 9,750 U.S. flag commercial vessels along with 224 foreign vessels of novel design which carry bulk liquid cargoes. In addition, 129 foreign flag passenger vessels which carry U.S. citizens as passengers were inspected.

The Coast Guard maintained sixty-three Loran stations which provided in excess of twenty million square miles of ground wave radio-navigation signals for air and surface navigation use covering major segments of the world's oceans. Along our coasts and on our inland waterways, over 25,000 floating aids to navigation were maintained along with more than 21,600 fixed aids and radio beacons.

In furtherance of its Marine Environmental Protection and Port Safety programs, the Coast Guard boarded more than 30,000 vessels and conducted approximately 135,000 waterfront facility inspections while supervising 1,307 explosive loadings and other dangerous cargo inspections. A total of 13,900 polluting spills were reported to the Coast Guard. Two recent significant incidents highlight the Coast Guard's leading role in international cooperation and ability of responding to major oil spills. On August 9, 1974, the 206,000-ton Liberian-registered supertanker METULA grounded in the Strait of Magellan off the coast of Chile. Before she was refloated, a total of 53,500 tons (16,800,000 gallons) of oil was spilled. Less than five months later, another supertanker, the Japanese-registered SHOWA MARU, grounded in the Malacca Strait, near Singapore Harbor, spilling nearly 4,000 tons of oil. In both cases, the Coast Guard dispatched men and equipment to the scene of the incidents.

S. 1487, as introduced, at the request of the Secretary of Transportation, included authorizations of appropriations for fiscal years 1976 and 1977 and for the transition period between the two. The Merchant Marine Subcommittee of the Committee on Commerce

held a public hearing on the bill on April 28, 1975. The Committee amended S. 1487 by deleting the sums authorized to be appropriated for fiscal year 1977 and thereafter ordered the bill favorably reported.

The authorized amounts and personnel ceilings are as follows:

A. Procurement of vessels:		
Fiscal year 1976	-----	\$28,842,000
July 1, 1976-Sept. 30, 1976 transition period	-----	1,561,000
Total	-----	\$30,403,000
B. Procurement of aircraft:		
Fiscal year 1976	-----	36,000,000
July 1, 1976-Sept. 30, 1976 transition period	-----	11,700,000
Total	-----	\$47,700,000
C. Construction of facilities:		
Fiscal year 1976	-----	52,582,000
July 1, 1976-Sept. 30, 1976 transition period	-----	2,841,000
Total	-----	\$55,423,000
D. Alteration of bridges:		
Fiscal year 1976	-----	6,600,000
July 1, 1976-Sept. 30, 1976 transition period	-----	2,050,000
Total	-----	\$8,650,000
Grand total	-----	\$142,176,000
Active duty personnel (year-end strength):		
Fiscal year 1976	-----	37,901
July 1, 1976-Sept. 30, 1976 transition period	-----	37,990
Military training student loads (man-years):		
Fiscal year 1976	-----	5,487
July 1, 1976-Sept. 30, 1976 transition period	-----	1,464

SECTION-BY-SECTION ANALYSIS

Section 1

For procurement of vessels.

Projected under this item is the procurement of twenty 32-foot port safety boats which are used for inshore and harbor work. These vessels, which are part of a multi-year procurement program, are required to meet the Coast Guard's responsibilities under the Ports and Waterways Safety Act of 1972 and the Federal Water Pollution Control Act, as amended.

Funds from this item will be used for the construction of two 160-foot, self-propelled, inland construction tenders. These vessels which are also part of a multi-year replacement program are used primarily in the aids to navigation construction and maintenance programs of the Coast Guard.

Continuation of another multi-year program will be the procurement of seven 55-foot aids to navigation boats. These vessels will provide high speed transportation of personnel and equipment to individual navigation aid locations.

This authorization item includes funds to continue the program to replace the Coast Guard's fleet of search and rescue boats. Thirty 41-foot utility boats will be obtained in fiscal year 1976. These replacement boats are constructed of low maintenance materials and will thereby improve efficiency and reliability.

The final vessel procurement item is the construction of one 140-foot harbor tug and the procurement of long lead time material for three additional vessels of this type to be built in the future. The multi-mission responsibilities of this vessel include domestic icebreaking, aids to navigation work, search and rescue, and port safety.

Procurement of six 41-foot search and rescue utility boats is the only vessel procurement item authorized for the July-September, 1976 transition period.

For procurement of aircraft.

The sole aircraft procurement requested in S. 1487 is for medium range fixed-wing surveillance aircraft to replace the Coast Guard's aging fleet of HU-16E amphibious aircraft which have been in use nearly 25 years. Ten of these new fan jet powered aircraft will be procured with fiscal year 1976 funds and three will be purchased with the transition period funds.

For construction of shore and offshore establishments.

Funds are provided in the bill for the construction, renovation, and relocation of a number of Coast Guard stations and other facilities in Alaska, Florida, Maryland, Michigan, Missouri, North Carolina, Virginia, and Washington. A total of fourteen separate projects are in this item.

S. 1487 also authorizes funds for the construction of approximately 198 additional units of housing for Coast Guard personnel and dependents in areas where living accommodations are inadequate. The projected locations for fiscal year 1976 are Provincetown, Massachusetts, Washington, D.C., Chicago, Illinois, and Sitka, Alaska.

This category also includes funds to complete the establishment of the Loran-C radionavigation system in the U.S. Pacific Coast region and to procure long lead time components, including station sites, for U.S. East Coast and Gulf of Mexico service. Funds included under this item for the July-September, 1976 transition period will fulfill the coastal confluence zone (from shoreline to 100 fathom curve or 50 miles seaward, whichever is farther) navigation requirements for the U.S. East Coast. The Committee gave strong endorsement to adoption of the Loran-C system by the Coast Guard in its report (S. Rept. 93-1086) to the Senate in 1974.

Section 2

This section authorizes a Coast Guard year-end strength for fiscal year 1976 of 37,901 active duty personnel. For the July-September, 1976 transition period the authorized strength is 37,990.

Section 3

This section authorizes 4,487 man-years of military training for fiscal year 1976 and 1,464 man-years for the July-September, 1976 transition period in the following categories:

	Fiscal year 1976	July-September 1976 transition period
A. Recruit and special training.....	3,880	1,071
B. Flight training.....	92	23
C. Professional training in military and civilian institutions.....	372	93
D. Officer acquisition training.....	1,143	277
Total man-years.....	4,487	1,464

Section 4

The Truman-Hobbs Act (33 U.S.C. 511 *et seq.*) provides, *inter alia*, that the Federal Government share in the cost of alteration of railroad and publicly owned highway bridges which obstruct navigation on the navigable waters of the United States. The Coast Guard administers this program. The fiscal year 1976 and July-September, 1976 transition period bridge alteration funding is as follows:

Bridge/owner	Fiscal year 1976	July-September 1976 transition period
1. Caloosahatchee River, Titus, Fla. (Seaboard Coastline RR).....	\$900,000	\$450,000
2. Columbia River, Kennewick, Wash. (Union Pacific RR).....	2,000,000	600,000
3. Biloxi Bay, Poppo Ferry, Miss. (Poppo Ferry Road, Harrison County Road Dept.).....	1,000,000	-----
4. Newark Bay, Newark, N. J. (Central New Jersey RR).....	100,000	-----
5. Savannah River, Savannah, Ga. (Seaboard Coastline RR).....	1,500,000	1,000,000
6. Clearwater River, Lewiston, Idaho (Idaho State Highway Department).....	600,000	-----
7. Cooper River, Charleston, S.C. (Seaboard Coastline RR).....	500,000	-----
Total.....	\$6,600,000	\$2,050,000

ESTIMATED COSTS

Pursuant to section 252(a) of the Legislative Reorganization Act of 1970 (Public Law 91-510), the Committee estimates the cost of the legislation to be \$142,176,000, the amount authorized by the bill.

The Committee is not aware of any estimate of cost made by any Federal agency which is different from that made by the Committee.

TEXT OF S. 1487 AS REPORTED

[S. 1487, 94th Cong., 1st sess.]

A BILL To authorize appropriations for the Coast Guard for the procurement of vessels and aircraft and construction of shore and offshore establishments, to authorize appropriations for bridge alterations, to authorize for the Coast Guard an end-year strength for active duty personnel, to authorize for the Coast Guard average military student loads, and for other purposes

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 1976 and for the transition period of July 1 through September 30, 1976, for the use of the Coast Guard as follows:

VESSELS

For procurement of vessels:

For fiscal year 1976, \$28,842,000.
For the transition period (July 1 through September 30, 1976), \$1,561,000.

AIRCRAFT

For procurement of aircraft:

For fiscal year 1976, \$36,000,000.
For the transition period (July 1 through September 30, 1976), \$11,700,000.

CONSTRUCTION

For construction of shore and offshore establishments:

For fiscal year 1976, \$52,582,000.

For the transition period (July 1 through September 30, 1976), \$2,841,000.

SEC. 2. (a) For fiscal year 1976, the Coast Guard is authorized an end strength for active duty personnel of 37,901; except that the ceiling shall not include members of the Ready Reserve called to active duty under the authority of Public Law 92-479.

(b) For the transition period (July 1 through September 30, 1976), the Coast Guard is authorized an end strength for active duty personnel of 37,990; except that the ceiling shall not include members of the Ready Reserve called to active duty under the authority of Public Law 92-479.

SEC. 3. (a) For fiscal year 1976, military training student loads for the Coast Guard are authorized as follows:

- (1) recruit and special training, 3,880 man-years;
- (2) flight training, 92 man-years;
- (3) professional training in military and civilian institutions, 372 man-years; and
- (4) officer acquisition training, 1,143 man-years.

(b) For the transition period (July 1 through September 30, 1976), military training student loads for the Coast Guard are authorized as follows:

- (1) recruit and special training, 1,071 man-years;
- (2) flight training, 23 man-years;
- (3) professional training in military and civilian institutions, 93 man-years; and
- (4) officer acquisition training, 277 man-years.

SEC. 4. (a) For use of the Coast Guard for payment to bridge owners for the cost of alterations of railroad bridges and public highway bridges to permit free navigation of the navigable waters of the United States, \$6,600,000 is authorized for fiscal year 1976.

(b) For use of the Coast Guard for payment to bridge owners for the cost of alterations of railroad bridges and public highway bridges to permit free navigation of the navigable waters of the United States, \$2,050,000 is authorized for the transition period (July 1 through September 30, 1976).

Ninety-fourth Congress of the United States of America

AT THE FIRST SESSION

*Begun and held at the City of Washington on Tuesday, the fourteenth day of January,
one thousand nine hundred and seventy-five*

An Act

To authorize appropriations for the Coast Guard for the procurement of vessels and aircraft and construction of shore and offshore establishments, to authorize appropriations for bridge alterations, to authorize for the Coast Guard an end-year strength for active duty personnel, to authorize for the Coast Guard average military student loads, and for other purposes.

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 1976 and for the transition period of July 1-September 30, 1976, for the use of the Coast Guard as follows:

VESSELS

For procurement of vessels:

For fiscal year 1976, \$28,842,000;
For the transition period (July 1-September 30, 1976),
\$1,561,000.

AIRCRAFT

For procurement of aircraft:

For fiscal year 1976, \$36,000,000;
For the transition period (July 1-September 30, 1976),
\$11,700,000.

CONSTRUCTION

For construction of shore and offshore establishments:

For fiscal year 1976, \$60,082,000;
For the transition period (July 1-September 30, 1976),
\$2,841,000.

SEC. 2. (a) For fiscal year 1976, the Coast Guard is authorized an end strength for active duty personnel of 37,916; except that the ceiling shall not include members of the Ready Reserve called to active duty under the authority of Public Law 92-479.

(b) For the transition period (July 1-September 30, 1976), the Coast Guard is authorized an end strength for active duty personnel of 38,005; except that the ceiling shall not include members of the Ready Reserve called to active duty under the authority of Public Law 92-479.

SEC. 3. (a) For fiscal year 1976, military training student loads for the Coast Guard are authorized as follows:

- (1) recruit and special training, 3,880 man-years;
- (2) flight training, 92 man-years;
- (3) professional training in military and civilian institutions, 372 man-years; and
- (4) officer acquisition training, 1,143 man-years.

(b) For the transition period (July 1-September 30, 1976), military training student loads for the Coast Guard are authorized as follows:

- (1) recruit and special training, 1,071 man-years;
- (2) flight training, 23 man-years;
- (3) professional training in military and civilian institutions, 93 man-years; and
- (4) officer acquisition training, 277 man-years.

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SEC. 4. (a) For use of the Coast Guard for payment to bridge owners for the cost of alterations of railroad bridges and public highway bridges to permit free navigation of the navigable waters of the United States, \$6,600,000 is authorized for fiscal year 1976.

(b) For use of the Coast Guard for payment to bridge owners for the cost of alterations of railroad bridges and public highway bridges to permit free navigation of the navigable waters of the United States, \$2,050,000 is authorized for the transition period (July 1–September 30, 1976).

Speaker of the House of Representatives.

*Vice President of the United States and
President of the Senate.*

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June 27, 1975

Dear Mr. Director:

The following bills were received at the White House on June 27th:

S.J. Res. 98 ✓	H.R. 1421 ✓	H.R. 3382 ✓
S. 2003 ✓	H.R. 1510 ✓	H.R. 3526 ✓
H.R. 1387 ✓	H.R. 1556 ✓	H.R. 5217 ✓
H.R. 1388 ✓	H.R. 1649 ✓	H.R. 6900 ✓
H.R. 1393 ✓	H.R. 2109 ✓	H.R. 7709 ✓
H.R. 1408 ✓	H.R. 2119 ✓	H.R. 8030 ✓
H.R. 1410 ✓	H.R. 2946 ✓	

Please let the President have reports and recommendations as to the approval of these bills as soon as possible.

Sincerely,

Robert D. Linder
Chief Executive Clerk

The Honorable James T. Lynn
Director
Office of Management and Budget
Washington, D. C.