



# DEPARTMENT OF TRANSPORTATION

# NEWS

TAD-494.6 2.78

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

19-S-70

REMARKS BY SECRETARY OF TRANSPORTATION JOHN A. VOLPE BEFORE THE SOCIETY OF NAVAL ARCHITECTS AND MARINE ENGINEERS AT THE STATLER HILTON HOTEL, WASHINGTON, D. C., WEDNESDAY, APRIL 2, 1970

I am delighted to be here today for your "Salute to the United States Coast Guard," delighted on four counts -- as a former builder, as a Navy man, as Secretary of Transportation and as a citizen who is proud of the glorious 180-year old tradition of the Coast Guard.

It is an odd coincidence that I am here on this particular date -- April 2nd. Exactly one year ago today the "Navy Times" printed a story that was headlined "Volpe wants to keep Coast Guard in Transportation Department." Let me just say -- that was my attitude then and I feel even more strongly about it now... for reasons that I'll touch upon in a few minutes.

We natives of Massachusetts are proud of our Maritime heritage. We are proud that the Coast Guard was established in the old seafaring town of Newburyport in 1790. Who could have guessed then the many challenges the Coast Guard would face -- and master?

There has always been something unique about the mission and spirit of the Coast Guard. This special status is indicated today in the fact that the Coast Guard is the only branch of the military that is not under the jurisdiction of the Department of Defense. It has been assigned multiple functions that are partly civilian and partly military.

Though the Coast Guard is one of the oldest instrumentalities of the United States Government, it is one of those that have been evolving rapidly in recent years to accommodate the vast changes of modern life.

- more -

71-03336 S

The public image of the Coast Guard may still be one of sleek cutters chasing rum-runners -- or of courageous young men rescuing Sunday sailors from the nautical traffic jams our tremendous fleet of pleasure boats seems to get into every weekend. These, of course, are basic Coast Guard assignments.

But the Coast Guard of 1970 is an agency which also is deeply involved in marine surveying, oceanography, limnology, prevention and control of oil spills -- as well as the more conventional roles of boating safety, rescue services, charting and navigation and inspection of merchant vessels.

And, of course, in Southeast Asia today the Coast Guard is providing outstanding and necessary coastal support for our Armed Forces in that troubled land on the frontier of far eastern democracy -- which is like saying "our frontier" as well.

When I started to do a little background reading for this occasion, I was interested to see how closely the destinies of SNAME and the Coast Guard have been woven during your long years of mutual service and support.

The Coast Guard participates in numerous professional societies among which your society is foremost. The Coast Guard brings to such forums its long experience in rule interpretation and regulation writing, and its expertise in naval architecture, marine engineering, fire protection and the technicalities of ship construction.

SNAME, on the other hand, provides the structure and leadership for the profession in its vast and manifold contacts with labor, industry, government and the public. You maintain the high standards of professional responsibility upon which progress and safety at sea depend. You develop new standards for equipment and machinery.

If there ever was a clear-cut case of professional and operational cooperation, the SNAME-Coast Guard relationship is it. And all America has benefited from this cross-fertilization and interdependency. However, your challenges are enormous. You must increasingly consider not just the classical parameters of efficiency and safety, but important environmental consequences and limitations of your standards as well.

Never has the systems approach to solving problems been more obviously necessary. Our environment is being critically affected by the progress of the human race as we head toward a worldwide industrial economy. Transportation in particular

must be integrated into this new economy in a rational way -- it must enhance the world we live in and protect the ecological balance we rely on.

The Coast Guard is playing an increasingly important role in this defense of the natural world against careless incursions of man. The Coast Guard is just as important in this effort as our Federal Highway Administration or the Federal Aviation Administration. I do not agree with those who think the Coast Guard is a "horse of a different color" and belongs outside the Department of Transportation. I say it belongs inside and I was gratified to hear Harold Hammond, the President of the Transportation Association of America, testify to that effect before the House and Senate during recent hearings.

Mr. Hammond said, very logically, that the Coast Guard, which regulates the "navigation and safety of a major segment of the Nation's transport, should remain within the Department of Transportation where all other transport safety is administered."

The fact is that the Coast Guard performs more than 45,000 search and rescue missions annually. I think it should be perfectly obvious that the Coast Guard performs much the same job on the waterways as our Federal Aviation Administration does on the airways. I think this is a legitimate parallel.

The Coast Guard charts the safe sea lanes, provides navigation aids, inspects ships, enforces safety standards, licenses personnel and aids mariners in distress. The parallel is a pretty doggone good one when you stop to think about it!

Yes, my friends, I say again, the Coast Guard belongs in the Department of Transportation.

I know the Coast Guard will continue to serve this country well, in peace and in war. Certainly this distinguished branch of the service will depend heavily upon and cooperate closely with the Society of Naval Architects and Marine Engineers in its expanding efforts, which are growing ever more complex and sophisticated.

Together, all of us can do a better job of preparing the way for the balanced, safe and sensible transportation system of tomorrow on air, on land -- and most important to you and to the Coast Guard -- at sea.

#####