



U.S. Department of  
Transportation

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**News:**

Office of the Assistant Secretary for Public Affairs  
Washington, D.C. 20590

FOR RELEASE WEDNESDAY  
February 17, 1988

CG 02-88  
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Tel.: (202) 267-0931

**PRESIDENT SIGNS LAW AGAINST  
DISPOSAL OF PLASTIC AT SEA**

Secretary of Transportation Jim Burnley said today that starting next year, under terms of an international agreement designed to prevent pollution of the seas, ships will be prohibited from disposing of plastic refuse into the ocean.

"This is a very important environmental action," Secretary Burnley said. "Plastic refuse, including plastic nets and ropes, is particularly harmful since marine life may swallow or become entangled in it and die."

The ban is the result of legislation signed by President Reagan and applies to U.S. flag vessels anywhere in the world and foreign flag vessels in U.S. waters. The law covers commercial, recreational and fishing vessels and provides for a civil penalty of up to \$25,000 and criminal penalties of up to \$50,000 and five years in jail.

The new law implements Annex V of the International Convention for the Prevention of Pollution by Ships known as MARPOL 73/78. The U.S. ratified Annex V last month. This fulfilled the terms of the convention and will bring the annex into force internationally on Dec. 31, 1988.

The law also severely restricts ships' disposing of refuse other than plastics at sea and requires that adequate facilities for receiving garbage from ships be available at ports and terminals. Some ships will also have to keep log books of garbage they dispose of, develop shipboard waste management plans and post information on Annex V requirements for crew and passengers.

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# News:

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Washington, D.C. 20590

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*17-49.1*

FOR RELEASE FRIDAY  
February 19, 1988

CG 03-88  
Contact: W. A. Siems  
Tel.: (202) 267-0931

## COAST GUARD TRANSFERS, PROMOTES FLAG OFFICERS

Secretary of Transportation Jim Burnley has approved the reassignment of three Coast Guard flag officers and the promotion of two of them to vice admiral. The promotions, which become effective in June 1988, will be sent to the President for his signature and then to the Senate for confirmation.

Vice Adm. James C. Irwin, vice commandant at headquarters in Washington, D.C., will become commander of the Atlantic Area in New York. Rear Adm. Clyde T. Lusk Jr., chief of staff, will be promoted to vice admiral and become vice commandant. Rear Adm. Clyde E. Robbins, chief of the Office of Operations at headquarters, will be promoted to vice admiral and report as commander of the Pacific Area in Alameda, Calif.

"In making these assignments, I am reluctant to lose Vice Adm. Jim Irwin as my vice commandant and top advisor," said Adm. Paul A. Yost, Commandant of the Coast Guard. "On the other hand I need him to be the next Atlantic Area commander. In the same vein, I welcome the two vice admiral selectees to the top management of the Coast Guard."

The reassignment of the vice commandant is a change in Coast Guard tradition, as incumbents usually retire out of that position. "The change will keep the vice commandant's position fresh with new ideas and views," said Adm. Yost. "It will also give the outgoing vice commandant a chance for another field command."

Vice Adm. Irwin is a 35-year veteran of the Coast Guard, who has been commander of the Fifth Coast Guard District in Portsmouth, Va. He also commanded the Coast Guard's sailing vessel Eagle and served on the staff of the Coast Guard Mission to the United Nations. A 1953 graduate of the Coast Guard Academy, he is a native of Des Moines, Iowa, and is married with five children.

Rear Adm. Lusk was graduated from the Coast Guard Academy in 1954. He became chief of staff in 1986. Before that he commanded the Eighth Coast Guard District in New Orleans. He was born in Medford, Mass., is married and has six children.

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Rear Adm. Robbins, also a 1954 graduate of the Coast Guard Academy, became chief of the Office of Operations in 1985. Previously he was Commander, Fourteenth Coast Guard District in Honolulu. His hometown is Columbia Cross Roads, Pa. He is married and is the father of two children.

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# News:

Office of the Assistant Secretary for Public Affairs  
Washington, D.C. 20590

FOR RELEASE MONDAY  
April 25, 1988

CG 06-88  
Contact: W. A. Siems  
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## DOT AND COAST GUARD DEDICATE FIRST DRUG INTERCEPTOR PLANE

Secretary of Transportation Jim Burnley and Commandant of the Coast Guard Admiral Paul A. Yost today dedicated the first of eight Coast Guard HU-25 aircraft especially equipped for interdiction of airborne drug smugglers. The ceremony was held at the Coast Guard Air Station at National Airport in Washington, D.C.

"This nation is under seige by the suppliers and pushers of drugs that are invading our shores, reaching into our schoolyards, devastating our families, killing thousands each year, and hurting our productivity. When you are under attack by a formidable enemy, you must use every resource at your command to fight back," said Secretary Burnley. "This ceremony marks our acquisition of the first HU-25 Falcon aircraft equipped for air interdiction purposes, culminating a year-long effort to equip these airplanes with tracking and interception technology."

"The equipment installed on this aircraft will fill a major gap in our air defenses against the smuggler," said Admiral Yost.

The Interceptor has a new sensor system that provides all-weather day-and-night capability to intercept, classify and track suspect maritime and airborne targets. It combines the same detection performance of the long-range radar found in the F-16 fighter with a forward-looking infrared sensor.

It is also equipped with secure communications capabilities in the HF, UHF and VHF-FM frequency ranges. It can communicate with virtually all other military and civilian law enforcement agencies in a secure or non-secure mode.

Last year the Coast Guard seized one million pounds of marijuana and almost 14,000 pounds of cocaine, with a street value of \$25 billion. Earlier this year, in the second largest seizure of marijuana in West Coast history, the Coast Guard seized 22 tons of marijuana bound for San Francisco, with a wholesale value of \$56 million.

The Coast Guard will operate eight of the HU-25 Interceptors as part of its effort to interdict airborne drug smugglers. The Interceptors are modified versions of the Coast Guard's medium-range surveillance jet, the HU-25A Guardian, built by the Falcon Jet Corporation.

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The plane has a wingspan of 54 feet and is 56 feet long. It is powered by twin 5,440-horsepower jet engines and is capable of both high-dash speed and slow-flight speed. It carries two pilots and a crew of three. The Interceptors, to be delivered in 1988, will be based at Mobile, Ala. and Miami, Fla.

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# News:

Office of the Assistant Secretary for Public Affairs  
Washington, D.C. 20590

EMBARGOED FOR RELEASE SATURDAY  
April 30, 1988

CG 06-88  
Contact: Wendy DeMocker  
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## BOAT OWNERS FACE LOSS OF BOATS FOR DRUG VIOLATIONS

Secretary of Transportation Jim Burnley and the Coast Guard Commandant, Admiral Paul Yost, today warned boat owners that they may lose their boats if illegal drugs are found aboard. Under a recently implemented "zero tolerance" policy, possession of even personal-use quantities of drugs can lead to the seizure of vessels and the arrest of those on board.

"This policy should be taken as fair warning that we will not tolerate any possession of illegal narcotics aboard vessels," said Secretary Burnley. "Our nation is under siege by the drug menace, but we are committed to using every means at our disposal to attack this deadly enemy wherever it surfaces."

"This 'zero tolerance' policy will have the full weight of our law enforcement efforts. It sends a clear message that arrest of violators and seizure of boats will be vigorously pursued by the Coast Guard for users as well as smugglers," said Admiral Yost.

The policy is based on existing law which provides that the discovery of measurable quantities of illegal drugs on a vessel makes the vessel subject to seizure and forfeiture. Boats that are seized are turned over to the U.S. Customs Service for forfeiture proceedings; forfeited boats may be auctioned off.

Individuals possessing controlled substances also are subject to arrest and prosecution under federal law and in some cases state law.

The Coast Guard's new approach is a result of the recent White House Conference for a Drug Free America's emphasis on deterrence through "zero tolerance" of illegal drug use.

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# News:

Office of the Assistant Secretary for Public Affairs  
Washington, D.C. 20590

FOR RELEASE TUESDAY  
May 31, 1988

CG 10-88  
Contact: W. A. Siems  
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## COAST GUARD SETS LICENSING RULES FOR COMMERCIAL TOWING OPERATORS

The U.S. Coast Guard has announced licensing requirements for people charging for towing assistance to disabled boats. The licensing requirement was mandated by Congress in 1986.

The Coast Guard said the regulations "are intended to provide assurance to all involved parties that people who provide assistance towing services have met minimum established standards for knowledge and experience. The primary effect of this final rule will be to prevent unqualified persons from charging a fee for assistance towing."

The effective date for the new requirement is Sept. 15, 1988, in order to allow time for affected individuals to complete the licensing process. A written examination will be required to qualify, and licenses will be issued by the Coast Guard's Regional Examination Centers as part of the marine licensing program.

The regulation does not provide any "grandfather" rights to a license for those now offering commercial towing assistance. Prior to this rule, operators of boats under 26 feet did not need a license and were not precluded from providing towing assistance for a fee. Licenses will now be required for operators of all vessels, regardless of size, which engage in towing a disabled boat if payment is required.

An assistance-towing endorsement may be obtained by persons now licensed as master, mate or operator; this endorsement will not be required for masters or mates of inspected vessels over 200 gross tons, or holders of a license entitled "Operator of Uninspected Towing Vessels."

The final rule on assistance towing licenses was published in the Federal Register on May 24.

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# News:

Office of the Assistant Secretary for Public Affairs  
Washington, D.C. 20590

FOR RELEASE WEDNESDAY  
June 1, 1988

CG 12-88  
Contact: Gary Traub  
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Tel.: (202) 267-0931

## RECREATIONAL BOATING FATALITIES AT A RECORD LOW IN 1987

Fewer people died in recreational boating accidents in 1987 than in any previous year that fatalities have been counted, the Coast Guard announced today.

The 1,036 fatalities last year broke the previous record low of 1,063, which was set in 1984. The Coast Guard said the decrease is a result of the increasing awareness of the dangers of operating boats while drinking alcohol or using drugs, and the cooperative safety programs of the Coast Guard, the states, and volunteer safety organizations.

However, the number of reported accidents and the number of boats involved in accidents continued to increase, as did the boat population. The number of people reported to be injured increased 23 percent over last year.

In 1987, there were 1,036 fatalities, 3,501 reported injuries, and 9,020 boats reported to be involved in 6,746 accidents. The value of reported property damage also increased, to \$21.4 million.

The fatality rate of 6.1 per 100,000 boats breaks the record low rate of 6.5 set in 1986. The Coast Guard now estimates that there are 16.9 million recreational boats in the United States. The 6,746 accidents reported to the Coast Guard are an increase of 5.3 percent over the 6,407 accidents reported in 1986.

The statistics for the last four years are:

	<u>1984</u>	<u>1985</u>	<u>1986</u>	<u>1987</u>
Fatalities	1063	1116	1066	1036
Fatality rate (per 100,000 estimated boats)	6.8	6.9	6.5	6.1
Reported Accidents	5700	6237	6407	6746

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Vessels Reported in Accidents	7510	8305	8399	9020
Reported Injuries	2709	2757	2847	3501
Reported Property Damage (millions \$)	19.19	20.04	19.36	21.39
Registered Boats (millions)	9.42	9.58	9.88	9.96
Total Boats (est.) (millions)	15.7	16.1	16.5	16.9

These and other statistics will be published in Boating Statistics 1987. Copies of this report will be available in June and can be obtained from Commandant (G-NAB), U.S. Coast Guard Headquarters, Washington, D.C. 20593-0001.

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**News:** M-49

Office of the Assistant Secretary for Public Affairs  
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FOR RELEASE WEDNESDAY  
December 21, 1988

CG 20-88  
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### DOT RELEASES GREAT LAKES PILOTAGE STUDY

The final report of a study released today by Secretary of Transportation Jim Burnley recommends a number of changes expected to improve efficiency in Great Lakes pilotage. The report is the first comprehensive examination of the Coast Guard-administered pilotage program since 1972.

Under the Great Lakes Pilotage Act of 1960, vessels in foreign trade that enter the Great Lakes-Seaway system are required to take a registered pilot from a pool jointly administered by the United States and Canada. Under a Memorandum of Arrangements, the two countries set identical rates for services and decide on the terms for sharing the workload. Coast Guard oversight of U.S. pilotage includes registering pilots, conducting audits, setting rates and enforcing pilotage statutes and regulations.

The 18-month study, the product of a DOT team led by the Coast Guard, examined pilotage requirements, compensation, financial oversight, enforcement practices, and the U.S. pilotage relationship with Canada.

The report calls for increased scrutiny of pilotage expenses, which affect rates set by the Coast Guard, and recommends that an independent unqualified audit be required of each of the three pilotage pools.

The study team also found that stepped-up Coast Guard enforcement of some of the provisions of the pilotage act is necessary, noting that "many users have expressed concern that the Coast Guard does not have an adequate range of sanctions to apply against pilots or pilot associations who fail to provide pilotage service in an adequate manner." The report recommends an increase in the financial penalty for violations of the Great Lakes Pilotage Act.

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One major issue reviewed by the study team is whether existing requirements for a foreign vessel to take on a registered pilot should be changed. The final report calls for the continued recognition of the Canadian "B certificate," which allows foreign masters who meet certain requirements, including a minimum number of previous trips in the Great Lakes and completion of an oral exam, to transit undesignated waters without a registered pilot on board. The report further recommends that DOT work with Canada to strengthen, as appropriate, the standards for the certificate, which is available only through the Canadian Coast Guard. The study also addresses a number of issues related to the joint U.S.-Canadian management of the system.

Implementation of the study recommendations is underway; it is expected to result in improved administration of the program and more flexibility for users.

The study team incorporated extensive public comment in the report. A public meeting was held in Cleveland at the beginning of the review, and study team members made many field visits. A draft report for public comment was issued on March 14, 1988. Seventy written comments were received.

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