

U.S. Department
of Transportation
**United States
Coast Guard**



Commandant
United States Coast Guard

Washington, D.C. 20593-0001
Staff Symbol:
Phone:

DEPARTMENT OF TRANSPORTATION

U. S. COAST GUARD

STATEMENT OF ADMIRAL PAUL A. YOST JR.

ON THE COAST GUARD FY 1990 AUTHORIZATION REQUEST

UNITED STATES SENATE

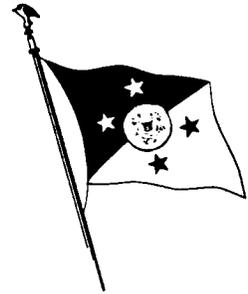
SUBCOMMITTEE ON NATIONAL OCEAN POLICY STUDY

COMMITTEE ON COMMERCE, SCIENCE AND TRANSPORTATION

19 JUNE 1989



Admiral Paul A. Yost, Jr. Commandant United States Coast Guard



Admiral Paul Alexander Yost, Jr. became the 18th Commandant of the United States Coast Guard on May 30, 1986. He was nominated to that position while serving as Commander Atlantic Area, Commander Maritime Defense Zone Atlantic and Commander Third Coast Guard District in New York City where he was assigned in 1984.

In these roles, the Admiral was responsible for Coast Guard operations in the Atlantic, Caribbean and Gulf of Mexico including drug interdiction, maritime law enforcement and search and rescue, as well as maritime coastal defense under the authority of the Commander in Chief, Atlantic Fleet, United States Navy. Prior to his Third District assignment, Admiral Yost was Chief of Staff at Coast Guard Headquarters in Washington for three years, where he managed planning, programming and budgeting for the service. He was promoted to flag rank in 1978 and served as Eighth District Commander in New Orleans for three years.



Admiral Yost's management and operational positions included Chief of Staff and Chief of Operations for Seventeenth Coast Guard District in Alaska in 1975 and Commander Task Group 115.3, a combat command in Vietnam, in 1969. In addition, he served as Special Assistant to the Deputy Secretary, Department of Transportation and as an Alternate Delegate on the U.S. Law of the Sea Delegation. Admiral Yost was Captain of the Port, Seattle, Washington in 1974, Special Assistant to the Chief Counsel, Coast Guard Headquarters in 1972 and Chief, Bridge Branch, Aids to Navigation Division, Headquarters in 1970. Seagoing duty included command of the Coast Guard Cutter RESOLUTE in San Francisco, California in 1966.

Admiral Yost was graduated from the Naval War College at Newport, Rhode Island in 1964. He received master's degrees in international affairs from George Washington University in 1964 and in mechanical engineering from the University of Connecticut in 1959. He also completed course work toward a master's degree in business administration. Admiral Yost received a Bachelor of Science degree from the U.S. Coast Guard Academy in New London, Connecticut in 1951.

The Commandant's awards include two Distinguished Service Medals, Silver Star, Legion of Merit with combat "V" and a gold star, Meritorious Service Medal, Combat Action Ribbon, Korean Service Medal and United Nations Service Medal. He also received the Cross of Gallantry with Silver Star (RVN), Presidential Unit Citation, Navy Meritorious Unit Commendation and the Distinguished Service Medal (RVN).

A native of St. Petersburg, Florida, Admiral Yost is active in church, school and community affairs. He was awarded the Silver Beaver Award by the Boys Scouts of America.

Admiral Yost is married to the former Jan Worth of Wakefield, Massachusetts. Mrs. Yost earned a degree in communications from the University of Maryland. They have five children: Linda, Paul III, David, Lisa and Christopher. The Yosts reside in Chevy Chase, Maryland.

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GOOD MORNING, MR. CHAIRMAN. I AM PLEASED TO MEET WITH YOU AND THE OTHER DISTINGUISHED MEMBERS OF THIS SUBCOMMITTEE TO REVIEW AND DISCUSS THE COAST GUARD'S FISCAL YEAR 1990 BUDGET REQUEST.

UNITED STATES COAST GUARD
AN AVERAGE DAY

- * SAVED 16 LIVES
- * ASSISTED 361 PEOPLE
- * SAVED \$ 2,500,000 IN PROPERTY
- * COMPLETED 154 SEARCH AND RESCUE CASES
- * RESPONDED TO 23 OIL OR HAZARDOUS CHEMICAL SPILLS
- * BOARDED 43 LARGE VESSELS FOR PORT SAFETY CHECKS
- * INSPECTED 64 COMMERCIAL VESSELS
- * INVESTIGATED 17 MARINE ACCIDENTS
- * SEIZED 3500 LBS OF MARIJUANA
- * SEIZED 35 LBS OF COCAINE
- * STREET VALUE OF DRUGS: \$ 6,000,000
- * SERVICED 150 AIDS TO NAVIGATION
- * COST: ONLY \$8.5 MILLION

ACCOMPANYING ME ON THIS AVERAGE COAST GUARD DAY ARE THE RESOURCE DIRECTOR/COMPTROLLER, REAR ADMIRAL ED GILBERT; THE CHIEF OF THE PROGRAMS DIVISION, CAPTAIN KEN THOMPSON; AND THE CHIEF OF THE BUDGET DIVISION, CAPTAIN DAVE SPADE.

HAVING MET WITH YOU IN APRIL, ON THE FIRST DAY OF CONGRESSIONAL HEARINGS CONCERNING THE EXXON VALDEZ OIL SPILL, I AM PLEASED TO RETURN TO DISCUSS THE COAST GUARD'S NEEDS FOR FISCAL YEAR 1990. THE COAST GUARD AND THE NATION ARE LEARNING SEVERAL LESSONS FROM THIS DISASTER; AND, AS YOU KNOW MR.

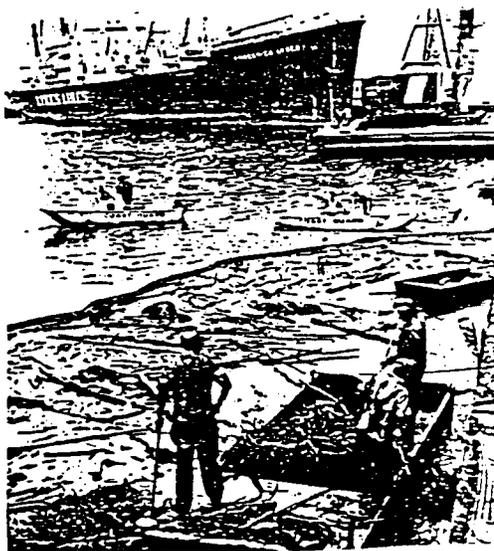
CHAIRMAN, WE'RE SEEING SEVERAL LEGISLATIVE INITIATIVES AS A RESULT OF THAT SPILL. ONE THING THAT I'M SURE THAT THIS COMMITTEE HAS NOTICED IS THE PROVEN SPECIAL VALUE OF MULTI-MISSION ASSETS COAST GUARD HAS BROUGHT TO BARE ON THE CLEANUP OPERATION. YOU HAVE A DEEP UNDERSTANDING OF OUR SERVICE AND THE VITAL CONTRIBUTIONS WE MAKE TO THIS NATION. YOUR CONTINUED DYNAMIC AND OUTSPOKEN LEADERSHIP, AS WELL AS THAT OF THE OTHER MEMBERS OF THIS SUBCOMMITTEE, IS ESSENTIAL IF WE ARE TO CONTINUE TO ABLY SERVE THIS NATION.

PRESIDENT BUSH AND SECRETARY SKINNER HAVE ASSURED ME OF THEIR STRONG SUPPORT FOR THE COAST GUARD'S FISCAL YEAR 1990 BUDGET AUTHORIZATION REQUEST. AS SECRETARY SKINNER TESTIFIED, WE WANT TO WORK CLOSELY WITH YOU AGAIN SO THAT TOGETHER WE CAN KEEP THE COAST GUARD WORKING EFFECTIVELY DOING THE MANY JOBS THAT ARE SO IMPORTANT TO THE AMERICAN TAXPAYERS.

AS WE BEGIN OUR 200TH YEAR OF SERVICE, OUR MISSIONS HAVE NEVER BEEN MORE IMPORTANT TO THIS GREAT NATION. FOR TWO HUNDRED YEARS WE HAVE APPLIED, AND WE WILL CONTINUE TO APPLY, OUR BASIC MULTI-MISSION EXPERTISE TO CHANGING NATIONAL PRIORITIES. OUR PEACETIME MISSIONS ALSO GIVE US THE EXPERTISE, ASSETS, AND COMMAND-AND-CONTROL STRUCTURE ESSENTIAL TO THE CRITICAL ROLE OUR FORCES PLAY IN THE NATION'S WAR PLANS. WE ARE PROUD OF OUR SEARCH AND RESCUE MISSION THAT EARNED US THE NICKNAME "THE LIFESAVERS," AND OF THE ROLE WE HAVE PLAYED IN THE NATION'S OUTSTANDING MARITIME SAFETY RECORD. WE ENSURE THE SAFE AND



EFFICIENT FLOW OF MARITIME COMMERCE AND TRAFFIC BY MAINTAINING OUR NATION'S AIDS TO NAVIGATION SYSTEM. OUR PORT AND VESSEL SAFETY PROGRAMS ARE MODELS FOR THE WORLD'S MARITIME NATIONS. AS OPERATORS OF THE NATION'S ONLY TWO POLAR ICEBREAKERS, WE HELP PROTECT OUR NATIONAL SECURITY, AS WELL AS OUR ENVIRONMENTAL AND SCIENTIFIC INTERESTS IN THE POLAR REGIONS. WE ENFORCE FISHERIES LAWS AND TREATIES THAT ARE ESSENTIAL TO THAT VITAL SEGMENT OF OUR ECONOMY. OUR WORK IN DRUG INTERDICTION HAS INCREASED OVER THE PAST TWO DECADES, ALONG WITH AMERICA'S RECOGNITION OF THE NEED TO CONTROL THIS MENACE. AS TRADITIONAL AND NEW SOURCES OF POLLUTION THREATEN OUR COASTAL REGIONS, OUR RESPONSIBILITIES FOR PROTECTING THE MARINE ENVIRONMENT HAVE BECOME MORE CRITICAL.



IN ADDITION TO OUR IMPORTANT STATUTORY PEACETIME FUNCTIONS, WE HAVE A SIGNIFICANT DEFENSE READINESS MISSION TO FULFILL, IN WHICH OUR ACTIVE DUTY PERSONNEL AND SELECTED RESERVES PLAY A VITAL ROLE AS PART OF THE DEPARTMENT OF THE NAVY, UPON MOBILIZATION.

OUR REQUEST FUNDS ONLY THE ESSENTIAL RESOURCES WE NEED TO MEET THESE RESPONSIBILITIES IN MARINE SAFETY, ENVIRONMENTAL PROTECTION, MARITIME LAW ENFORCEMENT, AND DEFENSE READINESS. OUR OPERATING EXPENSES (OE) AUTHORIZATION REQUEST FUNDS EXISTING LEVELS OF SERVICE (EXCEPT FOR ABSORPTION OF A SIGNIFICANT PORTION OF THE FY 1989 PAY RAISE) PLUS A VERY MODEST AMOUNT FOR UPGRADES AND FOLLOW-ON OPERATIONS OF NEW HARDWARE THAT CONGRESS HAS FUNDED IN RECENT YEARS. OUR ACQUISITION CONSTRUCTION & IMPROVEMENTS (AC&I) AUTHORIZATION REQUEST PROVIDES A PROGRAM LEVEL THAT WE NEED TO SUSTAIN OUR CAPITAL PLANT. AND, OUR RESERVE TRAINING (RT) APPROPRIATION CONTINUES TO FUND OUR PLAN FOR PHASED GROWTH OF THE SELECTED RESERVE TO MEET 95 PERCENT OF OUR WARTIME RESERVE MOBILIZATION REQUIREMENTS BY SEPTEMBER 30, 1998.

WHEN YOU COMPARE OUR AUTHORIZATION REQUEST LEVELS TO OUR FY 1989 BUDGET, IT APPEARS THAT THERE IS A LARGE INCREASE. BUT, ASIDE FROM THE \$244 MILLION REQUESTED FOR THE REPLACEMENT POLAR ICEBREAKER, THIS BUDGET REQUEST REPRESENTS A 3.6 PERCENT INCREASE OVER OUR FY 1989 APPROPRIATION (APPROXIMATELY THE INFLATION RATE), YET OUR WORKLOAD CONTINUES TO GROW.

WE'VE DONE A GREAT DEAL TO REDUCE OUR BUDGET REQUIREMENTS OVER THE LAST DECADE. WE'VE MADE SIGNIFICANT REALLOCATIONS OF EXISTING RESOURCES TO MEET NEW PRIORITIES. WE REALIGNED OUR FIELD MANAGEMENT AND SUPPORT FUNCTIONS, FREEING UP OVER 400 STAFF

PERSONNEL FOR TRANSFER TO OPERATIONAL DUTIES ON OUR SHIPS AND AIRCRAFT. BY RESTRUCTURING OUR HEADQUARTERS FUNCTIONS, WE WERE ABLE TO REDUCE 140 STAFF POSITIONS. WE REMAIN LEADERS IN FEDERAL PRODUCTIVITY EFFORTS. BUT, EVEN WITH ALL OF THESE ECONOMIZING MEASURES, THE INCREASES REQUESTED FOR FY 1990 ARE NEEDED TO KEEP UP WITH THE EXPANDED MISSIONS WHICH CONGRESS AND THE AMERICAN PEOPLE EXPECT US TO PERFORM.

BUDGET TOTALS

THE TOTAL BUDGET AUTHORITY WE ARE REQUESTING IS \$3,468.9 MILLION. APPROXIMATELY 65 PERCENT, \$2,252.2 MILLION (INCLUDING \$30 MILLION FROM THE BOAT SAFETY ACCOUNT), IS FOR OPERATING EXPENSES. THIS AUTHORIZATION FUNDS SALARIES AND ENTITLEMENTS FOR MOST OF OUR PERSONNEL, AND THE OPERATION AND MAINTENANCE OF COAST GUARD SHIPS, AIRCRAFT AND SHORE UNITS, INCLUDING FACILITIES ACQUIRED THROUGH CAPITAL INVESTMENTS IN RECENT YEARS.

WE ARE REQUESTING \$682.3 MILLION TO FUND MAJOR CAPITAL IMPROVEMENTS. \$244 MILLION IS FOR THE REPLACEMENT POLAR ICEBREAKER. MOST OF THE BALANCE IS FOR REPLACEMENT, RENOVATION, OR MODERNIZATION OF MULTI-MISSION FACILITIES.

WE NEED \$73.8 MILLION TO FUND A SELECTED RESERVE STRENGTH OF 12,950, AN INCREASE OF 850 MEMBERS.

THE \$19.0 MILLION WE ARE REQUESTING FOR RESEARCH AND DEVELOPMENT WILL FUND THE DEVELOPMENT OF TECHNIQUES, METHODS, HARDWARE AND SYSTEMS THAT WILL CONTRIBUTE ENORMOUSLY TO THE PRODUCTIVITY AND EFFECTIVENESS OF OUR OPERATING FORCES.

WE ARE REQUESTING \$15 MILLION FOR BOAT SAFETY GRANTS TO STATES FOR THEIR USE IN DEVELOPING AND IMPLEMENTING A COORDINATED RECREATIONAL BOATING SAFETY PROGRAM FOR THE NATION.

THE \$420.8 MILLION REQUESTED IN THE RETIRED PAY ACCOUNT FUNDS ANNUITIES AND MEDICAL ENTITLEMENTS FOR RETIRED MILITARY PERSONNEL, THEIR DEPENDENTS AND SURVIVORS.

OVERALL, OUR REQUEST SUPPORTS A LEVEL OF 38,252 MILITARY AND 5,589 CIVILIAN FULL TIME EQUIVALENTS.

OUR REQUEST DOES NOT INCLUDE THE \$2.3 MILLION REQUIRED FOR THE BRIDGE ADMINISTRATION PROGRAM, ON THE ASSUMPTION THAT LEGISLATION WILL BE ENACTED TRANSFERRING THAT PROGRAM TO THE ARMY CORPS OF ENGINEERS. THE COAST GUARD HAS WORKED CLOSELY WITH THE ARMY CORPS OF ENGINEERS, AND I SUPPORT TRANSFERRING THIS FUNCTION.

OPERATING EXPENSES (OE)

WE ARE REQUESTING A \$130 MILLION INCREASE IN OUR OPERATING EXPENSES AUTHORIZATION. \$50 MILLION OF THE INCREASE FUNDS BUILT-IN CHANGES SUCH AS A PORTION OF THE RECENTLY ENACTED PAY RAISE AND A 3.6% COST OF LIVING INCREASE WHICH ARE NECESSARY TO MAINTAIN OUR PRESENT LEVEL OF SERVICE IN FY 1990. THE REMAINING \$80 MILLION HAS TWO COMPONENTS.

\$40 MILLION IS NEEDED TO MAINTAIN AND UPGRADE SOME OF OUR CAPITAL ASSETS, AND FOR SOME BADLY NEEDED "PEOPLE" PROGRAMS. IT INCLUDES FUNDS FOR INTELLIGENCE OPERATIONS TO IMPROVE OUR LAW ENFORCEMENT CAPABILITY, FUNDING FOR OUR GROWING ENVIRONMENTAL PROTECTION PROGRAM, AND FUNDS TO HELP ELIMINATE OUR HU-25 SPARE PARTS SHORTFALL.

ANOTHER \$40 MILLION IS FOR FOLLOW-ON EXPENSES NECESSARY TO OPERATE AND MAINTAIN NEW CAPITAL ASSETS SUCH AS: THE E-2C HAWKEYE

SURVEILLANCE AIRCRAFT TO BE TRANSFERRED FROM THE CUSTOMS SERVICE, HH-65 HELICOPTERS, AEROSTATS, POST-FRAM 378' HIGH ENDURANCE CUTTERS, AND ISLAND CLASS PATROL BOATS. THESE ASSETS ARE CRITICAL FOR MEETING OUR DRUG INTERDICTION RESPONSIBILITIES, AND THEY ARE ALSO AVAILABLE TO OTHER MISSIONS AS DICTATED BY NATIONAL PRIORITIES.



OUR FY 1990 BUDGET AUTHORIZATION REQUEST INCLUDES, AS PART OF OUR FUNDING BASE, THE \$200 MILLION THAT WE ARE RECEIVING FROM THE DOD APPROPRIATION IN 1989 (\$60 MILLION IN FUNDING AND \$140 MILLION IN SERVICES-IN-KIND). I APPRECIATE THE SUPPORT OF THOSE WHO RECOGNIZED OUR NEED AND WORKED TO INCLUDE FUNDS IN THE DOD APPROPRIATION FOR THE COAST GUARD. HOWEVER, MY POSITION AND THE ADMINISTRATION'S POSITION IS THAT FUNDING FOR THE COAST GUARD BELONGS IN THE DEPARTMENT OF TRANSPORTATION APPROPRIATION BILL. WITH CONGRESSIONAL REPORT LANGUAGE LAST YEAR STATING THAT FY 1989 WOULD BE THE LAST YEAR THAT DOD WOULD PROVIDE FUNDS TO THE COAST GUARD, I AM INCREASINGLY APPREHENSIVE ABOUT THIS \$200 MILLION. AS THE BUDGET COMMITTEES MAKE THEIR SECTION 302A ALLOCATIONS, AND THE APPROPRIATIONS COMMITTEES MAKE THEIR SECTION 302B ALLOCATIONS

TO THEIR SUBCOMMITTEES, IT IS CRITICAL THAT THIS \$200 MILLION BE ACCOUNTED FOR IN FUNCTION 400.

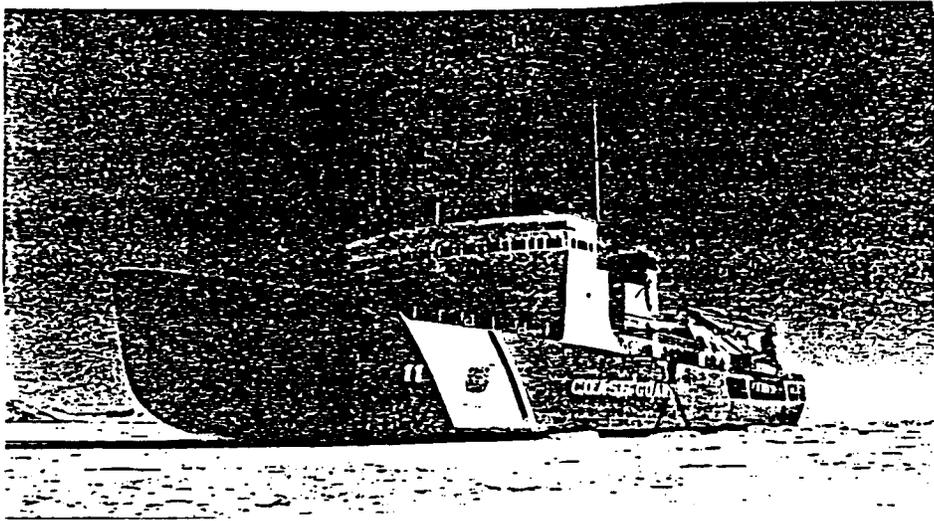
THERE IS NO SLACK IN OUR BUDGET. WE MUST CONTINUE TO FUND THE OPERATING COSTS FOR THE RESOURCES WE ALREADY HAVE SO THAT THEY CAN OPERATE TO THEIR FULL CAPABILITIES IN THEIR MANY MISSION AREAS. AND, WE ARE ASKING FOR AN INCREASE TO OUR AUTHORIZED BUDGET BASE TO PAY THE OPERATING COSTS FOR NEW FACILITIES COMING ON LINE - NEW AIRCRAFT AND CUTTERS, MODERNIZED CUTTERS, AND UPGRADED WEAPONS AND SENSOR SYSTEMS.

WE ALL RECOGNIZE THAT THE COMMITMENT TO COMBAT THE FLOW OF DRUGS INTO THIS NATION MUST CONTINUE. CONGRESS HAS MADE THIS CLEAR WITH THE ANTI-DRUG ABUSE ACT OF 1988, WHICH PROVIDED ADDITIONAL RESOURCES FOR THE COAST GUARD AND OTHER FEDERAL LAW ENFORCEMENT AGENCIES TO "HOLD THE LINE" AGAINST THE IMPORTATION OF ILLEGAL DRUGS. PRESIDENT BUSH HAS MADE CLEAR HIS COMMITMENT BY AMENDING THE COAST GUARD REQUEST TO INCREASE DRUG INTERDICTION FUNDING BY \$10 MILLION. OUR DRUG LAW ENFORCEMENT EFFORT IS NECESSARY UNTIL THE LONG-TERM SOLUTION OF DEMAND REDUCTION CAN TAKE HOLD. WE NEED YOUR SUPPORT TO CONTINUE OUR ROLE IN THE DRUG WAR. IT IS NOT AN EASY FIGHT, BUT WE MUST STAY THE COURSE. THE AMERICAN PEOPLE EXPECT AND DESERVE NO LESS.

ACQUISITION, CONSTRUCTION AND IMPROVEMENTS (AC&I)

OVER ONE-THIRD OF OUR AC&I REQUEST, \$244 MILLION, IS FOR A REPLACEMENT POLAR ICEBREAKER ... A NATIONAL ASSET. STUDIES ON POLAR OPERATIONS HAVE REPEATEDLY SUBSTANTIATED AND CONFIRMED THE NEED FOR ADDITIONAL POLAR ICEBREAKING CAPABILITY TO MEET NATIONAL

SECURITY REQUIREMENTS, PROTECT OUR NATION'S ECONOMIC COMPETITIVE INTERESTS AND MEET THE UNITED STATES' INTERNATIONAL TREATY REQUIREMENTS IN THE ARCTIC AND ANTARCTIC. SINCE 1987, OUR ICEBREAKER FLEET HAS DWINDLED FROM FIVE TO ONLY TWO. WE ARE NOW AT THE POINT WHERE WE ARE UNABLE TO RESPOND TO ALL OF THE NATION'S MANY NEEDS IN THE POLAR REGIONS.



ASIDE FROM THE ICEBREAKER, THE FY 1990 AC&I AUTHORIZATION REQUEST CONTINUES TO BE DOMINATED BY MULTI-YEAR PROJECTS, SUCH AS THE FLEET RENOVATION AND MODERNIZATION (FRAM) PROGRAM FOR OUR 378-FOOT CUTTERS AND THE PURCHASE OF OUR LAST EIGHT, OF A BUY OF 32, MEDIUM RANGE RECOVERY (MRR) HELICOPTERS. WE ALSO HAVE A SMALL AMOUNT OF RELATIVELY FIXED EXPENSES FOR PROJECT SUPPORT, AND A FEW MULTI-YEAR PROGRAMS WHICH REQUIRE ANNUAL FUNDING, SUCH AS MINOR AC&I, WATERWAYS, AND FAMILY HOUSING.

LESS THAN 14 PERCENT OF THE AC&I BUDGET (EXCEPT FOR THE POLAR ICEBREAKER) IS FOR NEW PROJECTS, AND MOST OF THIS IS DEVOTED TO REPLACEMENT ASSETS - SHORE FACILITIES, SMALL BOATS, AND SPARE PARTS FOR EXISTING AIRCRAFT. LESS THAN 3% OF THIS AC&I

BUDGET IS DEVOTED TO TRULY NEW INITIATIVES. THIS MODEST AMOUNT, ABOUT \$20 MILLION, WILL PROVIDE FOR SAFETY AND MISSION ENHANCEMENTS (SUCH AS THE LOCAL USER TERMINALS FOR THE SEARCH AND RESCUE SATELLITE NETWORK AND THE TALON HELICOPTER TIEDOWN SYSTEM FOR THE SAFETY OF OUR SHIPBOARD PILOTS) AND MISSION ENHANCEMENTS (SUCH AS THE ACTIVE GATED TELEVISION AND PORTABLE INTELLIGENCE SYSTEM).

ASIDE FROM THE ICEBREAKER, THIS BUDGET FOCUSES ON HIGH PRIORITY REQUIREMENTS FOR RENEWING OUR PRESENT CAPITAL PLANT. SEVERAL PROJECTS HAVE BEEN PHASED TO DEFER, TO THE OUTYEARS, ALL BUT THE IMMEDIATELY ESSENTIAL COSTS. THIS BUDGET ALSO BEGINS AN ATTEMPT TO TURN THE CORNER ON THE REPLACEMENT OF OUR SOMEWHAT NEGLECTED SHORE PLANT. THIS IS A SERIOUS CONCERN, SINCE OUR BACKLOG OF POSTPONED PROJECTS IS GROWING AT AN INCREASING RATE.

RESERVE TRAINING

THE COAST GUARD RESERVE PROVIDES TRAINED UNITS AND QUALIFIED PERSONNEL FOR ACTIVE DUTY IN THE COAST GUARD IN TIME OF WAR OR NATIONAL EMERGENCY, AND AT SUCH OTHER TIMES AS NATIONAL SECURITY REQUIRES. IN THE COURSE OF TRAINING TO MEET THESE RESPONSIBILITIES, RESERVISTS AUGMENT THE ACTIVE DUTY COAST GUARD PERFORMING PEACETIME MISSIONS DURING NORMAL AND PEAK PERIODS OF OPERATIONS, AS WELL AS IN TIMES OF DOMESTIC EMERGENCIES.

WE HAVE EMBARKED ON A 10-YEAR PLAN TO BRING OUR SELECTED RESERVE STRENGTH UP TO A LEVEL WHICH MEETS 95% OF OUR HIGHEST PRIORITY MOBILIZATION REQUIREMENTS. OUR AUTHORIZATION REQUEST ADDS 850 RESERVISTS TO RAISE OUR SELECTED RESERVE FORCE TO A

FUNDED STRENGTH OF 12,950 BY THE END OF FY 1990. THE ADDITIONAL PERSONNEL WILL IMPROVE OUR ABILITY TO PROVIDE SECURITY FOR MILITARY-ESSENTIAL FACILITIES IN THE NATION'S PORTS, AND TO EXTEND PROTECTION TO THE WATERWAYS LEADING FROM THOSE FACILITIES TO THE OPEN SEAS. FAILURE TO ACCOMPLISH THESE MISSIONS WOULD SEVERELY WEAKEN OUR NATION'S ABILITY TO SAFELY AND EFFICIENTLY OUTLOAD SUPPLIES AND PERSONNEL FROM U.S. DOMESTIC PORTS. THE



INCREASE IN FY 1990 FOLLOWS OUR 10-YEAR SELECTED RESERVE GROWTH PLAN AND REPRESENTS A 7 PERCENT GROWTH RATE. THE REQUESTED INCREASE WILL ENABLE THE COAST GUARD SELECTED RESERVE TO MEET 65 PERCENT OF ITS MINIMUM MOBILIZATION REQUIREMENTS.

SUMMARY

WE ARE A READY, MULTI-MISSION FORCE WITH A TRADITION OF RESPONDING TO CHANGING NATIONAL MARITIME PRIORITIES OVER THE PAST 200 YEARS. TO MEET TODAY'S RESPONSIBILITIES TO THE NATION, WE MUST HAVE THE NECESSARY FUNDING, PEOPLE, TRAINING, AND EQUIPMENT TO GET THE MOST FROM THE RESOURCES YOU HAVE RECENTLY PROVIDED FOR THE JOB AT HAND. OUR FY 1990 AUTHORIZATION REQUEST IS AUSTERE

BUT NECESSARY TO DO THE JOB TODAY AND TO DEVELOP THE BASIC MARITIME EXPERTISE THE NATION WILL NEED IN THE FUTURE.

I ASK FOR YOUR SUPPORT FOR FULLY FUNDING THE COAST GUARD BUDGET REQUEST. THE COAST GUARD IS A WISE INVESTMENT.

I WILL BE HAPPY TO RESPOND TO ANY QUESTIONS YOU OR THE OTHER MEMBERS OF THE SUBCOMMITTEE MIGHT HAVE.

