

# Potomac River Yacht Clubs Association



Volume 1

April 18, 1990

## U.S. Coast Guard An Average Day

The Lookout, National Boating  
Federation

We had an average year in Fiscal 1989. Nothing unusual happened to make it much different than our first 199 years. Yet, how can we call it average?

On an average day, we saved 16 lives — one life every 91 minutes. This is an average statistic, but a very important one to each person who is alive today because of us. During that same average day we assisted another 361 people and saved \$2,476,712 in property. We completed 183 search and rescue cases.

Coast Guard Marine Safety personnel worked 35 oil and hazardous chemical spills during that average day. They boarded 35 vessels for port safety checks. They inspected another 56. During this average day, explosions, sinking deaths and injuries were much less likely.

We seized 80,273 points of marijuana or cocaine during that average day and helped other agencies confiscate 343 pounds of marijuana and 26 pounds of cocaine. We arrested 23 drug smugglers. The street value of the illicit drugs seized by Coast Guardsmen that day was \$6,500,000 - \$4,200 every minute. We also helped our sister agencies seize an additional \$3,500,000 worth of drugs. We seized a drug running vessel very two days.

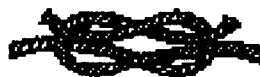
Thirty-five marine casualties were investigated on our average day.

More than 8,100 transactions took place on the Coast Guard's Marine Safety Information System, the largest system of its kind in the world.

During our average day, we spent \$5,000,000 to keep our boats, cutters, and plans running. Our cutters and aircraft burned \$167,000 of fuel — enough to buy 146,491 gallons of 87 octane unleaded gasoline. If your car gets 30 miles per gallon, this fuel would take you 4,394,730 miles or the equivalent of driving around the Earth 176 times. Our payroll totals \$2,902,465 each day or \$2,015 each minute.

As we go about our work in the Coast Guard, we often don't realize how much of an impact we have on this country and its people. Because of our "average" day with its average problems and average work, people are saved from the perilous sea, our channels are safely buoyed, ports and vessels are operated safely, the smugglers of death are stopped, incompetent seamen and poor vessels are removed from the sea and our waterway are cleaner than anytime in recent memory.

A lot of above-average Coast Guard people, both military and civilian, make an average day in the Coast Guard something special. Maybe that's the reason our average day isn't so average.



## COAST GUARD USER FEES AGAIN, AND AGAIN, AND AGAIN...

The Lookout, The National Boating  
Federation

From President Bush's FY 1991 budget, submitted to Congress 29 January 1990, page 121-122, "Receipts, User Fees and other Collections":

"Service fees: Coast Guard	1991
\$200 Million	1992 \$208

million, etc."

Right along with the Nuclear Regulatory Commission (\$296 million), Medicare and Medicaid Survey (\$226 million), EPA water permits, pesticide registration, etc. (\$31 million), railroad safety inspection (\$20 million), we find "Coast Guard: Charge each recreational and commercial boater using waterways patrolled by the Coast Guard \$25 annually for a decal, and charge a direct fee for specific Coast Guard services, such as licensing and inspection".

Poor Coast Guard! Beat off one "Duck Stamp" effort...and here it comes again, with a somewhat more sinister twist.

1. There is no more pretense of a "voluntary" stamp", presumably an insurance-type prepayment for nebulous maybe-services. This is simply a tax, from our read-my-lips, no-new-taxes President.

2. Regressive? Just a bit; the way the quotation reads, the Exxon Valdez and your ten year old nephew's eight foot rowboat EACH pay \$25 — no more, no

less.

3. This is just a tax — no pretense of service-for-fee. All other "Coast Guard services" are to be charged from a separate menu.

There are two other hidden agendas in this proposal, which should be termed **RED ALERT** for the recreational boater.

1. Keeping in mind that various congressional committees have, time after time, decided that, because the recreational boater pays his fair share of taxes as a citizen, PLUS various user fees such as motor fuel and excise taxes, we do not deserve to be on just another hit list, this proposal may well bypass the usual route and sneak directly into an Omnibus User Fee bill, to be submitted to the House Ways and Means Committee and the Senate Finance Committee.

2. Time and time again, the U.S. Coast Guard runs into the nightmarish roadblock known technically as **FUNCTION 400**.

What precisely is Function 400?

The Coast Guard, for lack of a better "niche", is lumped with the FAA, Amtrak and other functionaries in the Department of Transportation total budget. Any funds, even those specifically designated user fees such as Wallop-Breaux funds, are charged as receipts in DOT's total budget. In other words, no matter how much we, the recreational boaters, contribute toward Coast Guard expenditures, the Service receives not one additional penny — the funds "saved" are merely allocated to other DOT agencies. Carried to its extreme conclusion, recreational boaters' user fees are, in fact, subsidizing Amtrak (substitute any other DOT agency of your choice)!

The modus operandi should be changed, so that recreational boating-generated revenues cannot be diverted directly or indirectly to other agencies, or, indeed, to purposes other than direct service by the Coast Guard to the recreational boater.

The Coast Guard's budget must be removed from Function 400. Over the

past two hundred years, the U.S. Coast Guard has become a multi-faceted, multi-function agency, fully deserving of various funding sources which will permit it to accomplish its broad spectrum of services to our nation.

Until that time comes (and we, the recreational boater, should be actively involved in hastening this event), we do not deserve to be charged with yet another user fee, be it one cent or \$2500

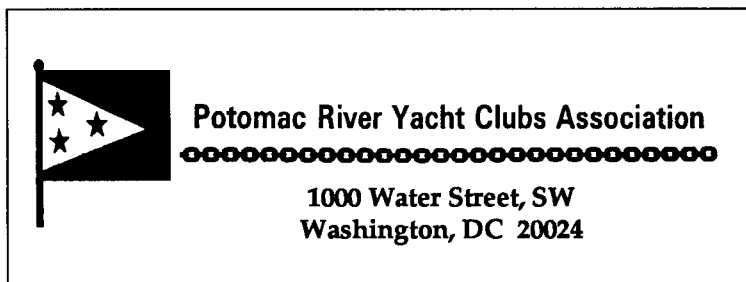


## Upcoming Events

April 18 – Delegates Meeting at Tantallon

May 5 – Tantallon Flag Raising

May 6 – OYC Flag Raising



Address Correction Requested