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iCommandant

Web Journal of Admiral Thad Allen

Tuesday, March 31, 2009

DOT and Coast Guard -- A Continuing Partnership

Shipmates,

Today I attended [Secretary Ray LaHood's](#) weekly meeting of the Department of Transportation Modal Administrators and staff. We routinely attended these meetings prior to our transfer from DOT to the Department of Homeland Security six years ago this month.

At that time it was promised that:

Although we will not longer be part of DOT, our association with DOT will not end. We will not only continue our partnership in the areas of maritime transportation safety and mobility, but will strengthen that relationship. (ALCOAST 106/03)

We have kept this promise, continuously working beside our DOT partners to ensure the efficiency, safety, security and environmental health of the [Marine Transportation System \(MTS\)](#). You can see this commitment through our recent efforts to refocus on our marine safety responsibilities through the [Marine Safety Performance Plan](#); our active role in partnership on, and currently as the [Chair of the Committee on the MTS \(CMTS\)](#); and our continued outstanding performance in maintaining the nation's critical navigable waterways, both in routine times, and in responding to both natural and manmade disasters, such as this summer's [Midwest floods](#) and the massive [oil spill on the lower Mississippi](#).

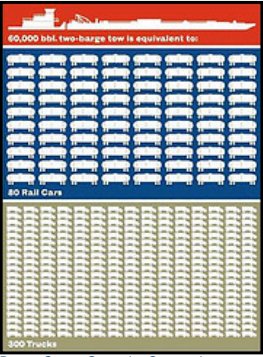
These shared responsibilities between DOT and the Coast Guard are probably more critical now than in recent memory due to the current economic challenges our nation and the World faces. To put it bluntly, marine transportation is huge -- economically, strategically and environmentally.

The MTS is a complex system of just-in-time deliveries, relying on efficient intermodal transfers, and operated by both private and public entities. In the words of my predecessor, Adm. James Loy, "If you have seen one port, you have seen one port." Looking at recent history, by every measure usage volume on the nation's MTS has doubled since 1982. Looking forward, this growth will continue. By 2020, DOT predicts that shipboard freight value will increase 43% domestically and 67% internationally. Currently, the MTS employs over 8 million Americans and contributes nearly \$2 trillion to our domestic economy.

In addition to its economic value, the MTS is the most efficient mode of transportation. A two barge tow with a 60,000 barrel cargo capacity can carry the equivalent of 80 rail cars or 300 trucks. Additionally, short-sea shipping (the movement of goods by water between U.S. ports and between the U.S. and Canada) is an increasingly popular alternative for removing congestion from road and railways.

Recognizing the criticality of our relationship with DOT, and our complimentary roles in supporting the economy through efficient and effective management of the MTS, I have taken several steps to strengthen our partnership. In February I met with the new U.S. Transportation Secretary Ray LaHood. From that meeting we agreed to a more institutionalized relationship, including the assignment of an officer to the Secretary's immediate staff and regular attendance by senior Coast Guard leaders at their staff meetings.

Some of the issues discussed today included impact of the Mount Redoubt eruptions on maritime commerce and the environment, ballast water management, and military outloads in support of Operation Enduring Freedom. We look forward to future collaboration with DOT through the CMTS and our ongoing discussions with the Federal Aviation



Barge Cargo Capacity Comparison
Originally uploaded by [icommandant](#)

Administration on airspace access by unmanned aerial systems.

ADM A

Posted at [3/31/2009 02:07:00 PM](#) [Comments](#) 

Labels: [Coast Guard](#) [Department of Transportation](#) [Maritime](#) [Transportation](#)



Monday, March 30, 2009

Coast Guard Support to Civil Authorities

In light of our current support to flood rescue operations in North Dakota we have received [queries](#) that prompted me to share some insights on the Coast Guard's roles and authorities in civil support.

The Coast Guard's [core roles](#) are to protect the public, the environment, and U.S. economic and security interests in any maritime region in which those interests may be at risk, including international waters and America's coasts, ports, and inland waterways.

The Coast Guard provides unique benefits to the nation because of its distinctive blend of military, humanitarian, and civilian law enforcement capabilities. Most recently, you have seen this in play as the Coast Guard has worked so closely and effectively with local and state first responders to protect the citizens of North Dakota, [accounting for 93 rescues so far](#). What the Coast Guard is able to do and what it does in support of civil authorities will always be based on our legal authorities, capabilities, and mission requirements as determined by the needs of the specific event or scenario, always based on consultation with local, state and Federal agencies.

Using the North Dakota floods as an example, the legal authority for these operations stems both from the Coast Guard's authority to conduct search and rescue and our ability provide assistance to other federal, state and local agencies when our personnel are especially qualified to do so.

[14 U.S.C. 88](#) provides, in relevant part:

In order to render aid to distressed persons, vessels, and aircraft on and under the high seas and on and under the waters over which the United States has jurisdiction and in order to render aid to persons and property imperiled by flood, the Coast Guard may: (1) perform any and all acts necessary to rescue and aid persons and protect and save property...

[14 U.S.C. 141](#) provides:

The Coast Guard, upon request, may use its personnel and facilities to assist any Federal agency, state, territory, possession, or political subdivision to perform activities for which the Coast Guard is "especially qualified." This does not extend Coast Guard law enforcement authority (i.e. the Coast Guard does not gain the LE authority of any agency to which it is rendering assistance). Assistance meeting the "especially qualified" standard would include the employment of drug dogs, specialized equipment or techniques, use of vessels or aircraft, and other unique Coast Guard capabilities, but would not authorize Coast Guard personnel to engage in law enforcement activities ashore beyond the scope of organic Coast Guard law enforcement authority.

In this case, the capabilities at play are the Coast Guard's expertise in and resources for search and rescue operations, particularly in maritime regions, including inland rivers. The mission requirements are met by continual coordination with local and state officials facilitated by representation at their county and state emergency operation centers.

Now, let's move beyond current events in North Dakota, and look at other ways in which the Coast Guard can provide support to civil authorities. To start, here are some of the keystone Coast Guard law enforcement authorities:

-- [14 U.S.C. 89](#): Authorizes the Coast Guard to go onboard any vessel subject to the jurisdiction or operation of any law of the United States, whether on the high seas, or on waters over which the United States has jurisdiction, in order to make inquiries, examinations, inspections, searches, seizures, and arrests for the prevention, detection, and suppression of violations of laws of the U.S.

-- [33 U.S.C. 1221](#) et seq.: Under the Ports & Waters Safety Act, Coast Guard Captains of the Port have extensive authority to control the anchorage and movement of vessels, establish safety and security zones in U.S. ports and waters subject to U.S. jurisdiction; control the entrance and departure of vessels from U.S. ports, and take other actions with respect to vessels, ports and port facilities to prevent or respond to various types of threats and hazards from terrorist acts to environmental hazards.



[Coast Guard Supports Local Responders](#)

Originally uploaded by [uscgpress](#)

-- [46 U.S.C. 70118](#): Authorizes limited law enforcement activities for Coast Guard personnel ashore at maritime facilities. While at facilities, Coast Guard personnel may make arrests without a warrant, but only for offenses against the United States committed in the presence of the officer. This also authorizes Coast Guard personnel to carry a firearm in the performance of their official duties - wherever located.

-- [14 U.S.C. 95](#): Grants law enforcement authority for [Coast Guard Investigative Service](#) (CGIS) special agents commensurate with special agents of the Defense Criminal Investigative Service, in the enforcement of statutes under which the Coast Guard has law enforcement authority or under exigent circumstances. This authority is applicable to shoreside investigations & law enforcement activity.

When you take a look across the broad spectrum of Coast Guard authorities (the above being just a few of the more relevant), and then examine our capabilities, you are able to begin developing potential options for employment of Coast Guard support to civil authorities beyond our regular maritime safety and security operations. Examples include (these are neither definitive, nor all inclusive):

-- Command and Control (C2) - The Coast Guard could provide both qualified personnel and deployable and mobile equipment support to provide or enhance C2 capabilities.

-- Law enforcement technical support - This could include bomb and drug detection equipment, including canine teams.

-- Air operations - Coast Guard aircraft could augment and assist with surveillance, transportation, airlift, and other logistic support.

-- Intelligence - Coast Guard personnel, including CGIS Special Agents, could assist in intelligence collection and analysis.

It is important to understand that these operations are in addition to normal mission requirements and the Coast Guard is not staffed, equipped or appropriated to sustain these without additional support. In some cases, it may be necessary to call on our critical [Coast Guard Reserve](#) for additional capability and capacity. Attached is a table that describes who can call up Reservists, under what type and duration of recall, based on what events/declaration. [Reserve Authorities.pdf](#)

To summarize, our support to civil authorities will always be based on our legal authorities, capabilities, and the specific mission requirements as determined by consultation with other state, local and Federal partners and tailored to fit the situation at hand. Close adherence to this formula allows us to effectively and efficiently apply our broad authorities and unique capabilities for the best benefit of the American public, always consistent with Federal law and in close cooperation with local officials.

Posted at [3/30/2009 08:59:00 PM](#) [0 comments](#) 

Labels: [Coast Guard](#) [Disaster Response](#) [Support to Civil Authorities](#)



Saturday, March 28, 2009

Graduation at the Naval Postgraduate School, Monterey, CA

Shipmates,

Last Friday (27 March) I delivered the mid year graduation address at the Naval Postgraduate School at Monterey, CA. The NPS was established in 1909 and is celebrating its 100th year. After World War II it was moved from the East Coast to the site of the historic Del Monte Hotel in Monterey. <http://www.nps.edu/>

"Naval" is probably a misnomer, as students from all services attend, as well as foreign students. With the establishment of the Department of Homeland Security, NPS established a Homeland Security Masters Program in the Center for Homeland Defense and Security. Among the graduates were many state and local emergency managers and responders. I had a chance to visit with our students and meet with the families of the graduates. A quality institution that produces skilled professionals.

Monterey is a wonderful venue with a rich history. In my remarks I used two quotes from Nobel Prize author John Steinbeck who lived in the area and wrote about the experiences of working class people from the Salinas Valley to Cannery Row in Monterey.

To the faculty I noted Steinbeck's words:

"I have come to believe that a great teacher is a great artist and that there are as few as there are any other great artists. Teaching might even be the greatest of the arts since the medium is the human mind and spirit."

To the graduates I provided these words:

"A journey is a person in itself; no two are alike. And all plans, safeguards, policing, and coercion are fruitless. We find that after years of struggle that we do not take a trip; a trip takes us."

ADM A

Posted at [3/28/2009 02:20:00 PM](#) [2 comments](#) 



Station Monterey and HAWKSBILL All Hands

Shipmates,

On Friday (27 March) I visited Station Monterey, CA. I met with members of the command cadre from Sector San Francisco, Station Monterey, and USCGC HAWKSBILL and held an All Hands meeting. It was a good session and the topics included the new small boat maintenance program, our current boat mix at stations, the ME rating, housing, and modernization. Station Monterey is a good example of many of our stations as we await the delivery of the Response Boat - Medium. The station has three different boat types, but a one Bravo-Zero boat requirement. I am hopeful that as we deploy the RB-M we can look for opportunities to rebalance our small boat inventory to address problems such as the requirement for a second boat for heavy weather/surf training where stations have only one at present.



Station Monterey and HAWKSBILL All Hands

Originally uploaded by [uscgpress](#)

ADM A

Posted at 3/28/2009 02:18:00 PM 0 comments



Wednesday, March 25, 2009

Washington, DC USO Metro Awards Dinner

Shipmates,

Posting on a few events that occurred over this last very busy week.

On Wednesday evening (25 March) Pam and I, along with Master Chief Bowen and his wife Jan, attended the annual Washington DC USO Metro Awards Dinner. We have been attending this dinner for many years and it is always a pleasure and an inspiration to participate. This dinner recognizes individuals and organizations who have supported the USO in and around the National Capitol Region. The dinner also recognizes an individual from each service. This year's Coast Guard awardee was LCDR Christopher M. Barrows.

Here is his story:

Hailing from Fort Walton Beach, Florida, LCDR Chris Barrows graduated from the U.S. Coast Guard Academy in 1993 with a Bachelor of Science in Civil Engineering. Upon commissioning, he served on several Coast Guard cutters ranging from frigates to patrol boats patrolling the North Atlantic, Caribbean, Eastern Pacific, Alaska and Bering Sea and enforced the nation's maritime laws. His service training included graduation from the U.S. Navy's Department Head School in Newport, Rhode Island studying tactical naval warfare. In 1997, he returned to the U.S. Coast Guard Academy as a Nautical Science Instructor teaching navigation, seamanship, vessel handling, and professional studies. While assigned to the Academy, LCDR Barrows volunteered as an offshore sailing coach and served as a safety officer for a cadet offshore racing crew that was first in class amongst all service academies in the 1998 Newport to Bermuda Race. In August of 2001, LCDR Barrows' took command of USCG Cutter WRANGELL a patrol boat in Portland, Maine. In addition to fisheries enforcement and search and rescue operations in the Northeast Atlantic, WRANGELL participated in maritime security operations following the attack on the World Trade Center in New York. In late 2002, WRANGELL was one of four Coast Guard patrol boats forward deployed in support of Operation Iraqi Freedom to the Northern Arabian Gulf. This was the first combat deployment of Coast Guard cutters since the Vietnam War 35 years earlier. WRANGELL supported naval combat and security operations alongside coalition forces and lead the first humanitarian shipment of food and supplies into the Iraqi port of Umm Quasar. Following WRANGELL, LCDR Barrows attended postgraduate studies in Marine Affairs/Living Marine Resources and attained a Masters in Marine Affairs from the University of Rhode Island. LCDR Barrows is now serving as the Chief of Fisheries and Marine Protected Species Law Enforcement and Policy at Coast Guard Headquarters managing the Coast Guard's living marine resource law enforcement program and coordinating US law enforcement policy at the national and international level.

There was no shortage of heroic stories and recognition for our other service partners and USO supporters.

<http://www.usometrodc.org/page.php?p=42&n=42>

The NFL Alumni received the Legacy of Hope Award named in the memory of Bob Hope. Among their representatives were Athony Munoz (Cincinnati Bengals), Rikki Ellison (San Francisco 49ers), and Mark Moseley (Washington Redskins). The USO Merit Award was presented to Al Franken who has spent hours visiting our wounded warriors. Assisting in the award presentations was actress Renee Zellweger.

We were honored to be with LCDR Barrow and his spouse.

ADM A

Posted at [3/25/2009 11:33:00 PM](#) [0 comments](#)



"Coast" Guard Conducting Mid-Western Flood Ops

You can [keep up](#) with the outstanding efforts of our "Coast" Guardians responding to the Midwest floods.

Significant flooding in the Red River Valley and Devils Lake Basin still presents a threat due to prevailing weather conditions. Federal, state and local agencies are responding as flooding conditions continue to worsen.

Today's operations resulted in 17 rescues (see [news video](#)):

- 20' airboat rescued 2 adults at Heritage Hills, Oxbow.
- 18' airboat rescued 1 male from a tree in the vicinity of Oxbow.
- 18' airboat rescued 2 adults from Butcher's Block, Oxbow.
- 20' airboat rescued 4 people in the vicinity of Oxbow.
- 18' airboat rescued 2 adults in the vicinity of Oxbow.
- CG-6575 (AIRSTA Traverse City) rescued 5 adults and 1 child (14 mos) that were stranded on the rooftop of their home in Abercrombie.



Midwest Flood Ops

Originally uploaded by [uscgpress](#)



Photo Caption: Two members from the Valley Park Emergency Medical Services unit help an elderly resident from Oxbow, N.D. rescued from her flooded home by a Coast Guard Station Marblehead airboat crew along the Red River in Oxbow here, Wednesday, March 25, 2009. Coast Guard Sector Upper Mississippi River commenced a multi-agency rescue effort with the assistance of units from the Ninth Coast Guard District for the communities of Grand Forks, Fargo and Bismarck, N.D. on the Red River with airboat, HH-65C rescue helicopters and the Disaster Area Response Team. (U.S. Coast Guard /Photo by Petty Officer Bill Colclough).

Coast Guard Forces Deployed:

- 2 DARTS (Disaster Assistance Response Teams, each equipped with 3 flood punts)
- 4 Airboats and crews
- 2 HH-65s
- Liaisons assigned to State and FEMA Op Centers

Coast Guard Forces on Standby:

- 4 DARTS
- 3 Airboats
- 2 HH-65s

Coast Guard units are responding from St. Paul, Minn., St. Louis, Mo., Air Station New Orleans, Air Station Traverse City, Sault Sainte Marie, Mich., St. Claire Shores, Mich., Marblehead, Ohio, Sturgeon Bay, Wis.

Posted at [3/25/2009 10:36:00 PM](#) [1 comments](#)



Tuesday, March 24, 2009

Coast Guard Acquisition Testimony -- Updated

[RADM Biore](#) testified today before the Subcommittee on Coast Guard & Maritime Transportation of the Committee on Transportation & Infrastructure providing an overview of Coast Guard [acquisition policies and programs](#). You can read the testimony [here](#), watch it [here](#), and read a news report on it [here](#) and now [here](#).

Posted at 3/24/2009 08:31:00 PM [1 comment](#) 



Twenty Years after Exxon Valdez

Guest blog by Craig Bennett, Director, National Pollution Funds Center

On March 24, 1989, the tank vessel EXXON VALDEZ struck a reef in Prince William Sound, Alaska, spilling more than 11 million gallons of crude oil, resulting in one of the most devastating man-made disasters ever to occur at sea. At its peak, the cleanup effort employed more than 1,000 vessels of all types and 10,000 personnel. Forty skimmers, 300,000 feet of containment boom and 100 aircraft were used. The Coast Guard contingent included eight cutters, nine aircraft, and more than 200 people. United States Coast Guard Cutter RUSH provided traffic control for the aircraft involved, with 750 - 1,000 daily flights at the Valdez airport which normally handled a half dozen flights per day. More than 1,300 miles of pristine shoreline were impacted by oil. It has been estimated that the death toll from the spill includes 250,000 seabirds, 2,800 sea otters, 300 harbor seals, 250 bald eagles, up to 22 killer whales, and billions of salmon and herring eggs. Both fishing and tourist industries were severely damaged.

From a response funding standpoint, the morning of the spill the Coast Guard had \$6.7million available for oil pollution, yet this massive federal response was soon burning through nearly \$1 million per day. Guardians like Al Thuring and Jack Crawford, in what was then the Headquarters Office of Marine Environmental Response, established an expedited reimbursement process with Exxon. SK1 Miguel Bella from the Pacific Strike Team was furiously paying bills on scene and using the new fangled technology of fax machines to get the cost documentation to headquarters. Each Friday a bill was presented to Exxon which would wire transfer reimbursement to the Federal Reserve Bank in New York. A young accountant named John Barczynski at Coast Guard Headquarters would confirm for the response program that they had funds available and could continue. This went on for months resulting in a total Federal cost of \$120 million, a small part of the \$3 billion total cost reported by Exxon. Today, I'm fortunate to have Al, Jack, and Miguel still working their magic at the National Pollution Funds Center and John Barczynski continues to support the rest of the Coast Guard from the Finance Center.

One of the major results of the EXXON VALDEZ spill was the passage of the Oil Pollution Act of 1990 (OPA). In this act, Congress addressed tanker construction, personnel licensing and response capability. Title I of OPA established liability and compensation requirements including the Oil Spill Liability Trust Fund (OSLTF). In 1991, the National Pollution Funds Center (NPFC) was created to implement Title I of OPA and administer the OSLTF.

There are three key functions that the NPFC performs today demonstrating how far we've come since the EXXON VALDEZ:

Making funds available for oil spill response

To ensure rapid, effective response to oil spills, OPA provides the President with \$50 million each year from the OSLTF to fund removal activities. This money goes into an Emergency Fund, and remains available until expended. Since the enactment of OPA, more than \$866 million has been made available from the Emergency Fund enabling the prompt response to over 10,000 oil pollution incidents.

To ensure the solvency of the OSLTF, a Federal tax of eight cents per barrel of oil is currently authorized. The balance of the OSLTF today is \$1.2 billion.

Making the polluter pay

A basic tenet of OPA holds that those responsible for oil pollution incidents are liable for costs and damages. The NPFC performs the billing and collection functions to recover costs expended from the OSLTF. Since the enactment of OPA over \$234 million has been recovered from polluters and returned to the Fund.

To ensure those responsible for oil spills are able to pay, the NPFC manages the Certificate of Financial Responsibility (COFR) program that requires financial guarantees for certain vessel types should a spill occur. Currently over 22,500 vessels that carry oil in U.S. waters hold active COFRs.

In addition, actual spill data has been used to adjust OPA Limits of Liability to ensure that the liability owners and operators of vessels face matches the risk they pose to the environment.

Ensuring those damaged by oil spills are compensated

A primary objective of the OPA regime is to ensure that those damaged by oil pollution are fairly and timely compensated. Since the establishment of OPA, the NPFC has received over \$1 billion in claims and has paid out over \$350 million.

In addition, OPA established a restoration-based liability regime for natural resource damages, where spillers are responsible for the cost of on-the-ground projects that restore the injured resources to pre-spill conditions. This approach is a significant departure from the more traditional penalty or punitive approaches taken in other environmental statutes.



Since the NPFC started paying claims for natural resource damages in 1999, the Coast Guard has provided state and federal trustee agencies over \$50 million to restore natural resource damages resulting from oil spills. This is in addition to the hundreds of millions of dollars that known responsible parties have paid trustees under the OPA liability regime.

The next twenty years?

I'm frequently asked how modernization is affecting NPFC. My answer is that NPFC has for 18 years provided bi-level support through pollution response funding directly to the end user. The end user in this case being the Coast Guard Sector Commander or their EPA counterpart exercising Federal On-Scene Coordinator (FOSC) authority. The chain of command has changed, with NPFC now reporting to the Assistant Commandant for Resources and CFO (CG-8), Rear Admiral Keith Taylor, instead of reporting directly to the Chief of Staff. This change was the right thing to do at the right time. We must develop new financial systems while continuing to harden our control environment in the contingency response world of work. I share Rear Admiral Taylor's Financial Management Vision of "A world-class financial management enterprise that enhances premier mission execution", as described in [ALCOAST 619/08](#). While I hope we never face another EXXON VALDEZ-class oil spill, our nation is in a much stronger position to respond today than we were in 1989.

Craig Bennett
Director, National Pollution Funds Center

Posted at [3/24/2009 07:00:00 AM](#) [4 comments](#)



Monday, March 23, 2009

DHS Secretary Transfer of Authority Ceremony

Shipmates,

Today at Air Station Washington we held a ceremony to mark the transfer of authority as Coast Guard Service Secretary from Secretary Michael Chertoff to Secretary Janet Napolitano. This is a tradition that began with the transfer of the Service to the Department of Homeland Security in 2003. The ceremony was followed by a cake cutting and reception. We said our formal farewell to a strong Coast Guard supporter in Secretary Chertoff and welcomed Secretary Napolitano who has quickly immersed herself in Coast Guard issues and operations. The Coast Guard Band performed with vocalist Lisa Williamson and they were terrific as usual. Master Chief Bowen dusted off his Bosun's Pipe and piped Secretary Napolitano aboard. The event was made more special by the DHS senior leaders who attended and our partners in the DHS components.



[Transfer of Authority Ceremony Secretary Napolitano](#)
Originally uploaded by [uscgpress](#)

ADM A

Posted at [3/23/2009 07:56:00 PM](#) [0 comments](#)



State of the Coast Guard Address Q&A

As [promised, here are the answers to your many questions](#) for the State of the Coast Guard. We appreciate your interest and hope these contribute to your understanding of the issues, the state of the Coast Guard, and where we are going. You will find some hyperlinks embedded in this document to provide you access to additional information.



State of the Coast Guard Address

Originally uploaded by [uscgpress](#)

Posted at [3/23/2009 02:11:00 PM](#) [3 comments](#)



U.N. Convention on the Law of the Sea Treaty -- Updated and Bumped

[Information Dissemination](#) posted a follow-up.

Some more thoughts on UNCLOS and Customary International Law: [Information Dissemination](#) posted some [thoughts on the ratification of the UNCLOS](#) in response to the Boston Globe Op. Ed.

Just last week, RADM Gene Brooks, Commander of the 17th Coast Guard District in Alaska, testified before the Alaska House State of Affairs Committee on the Coast Guard's position on the Law of the Sea Convention. Considering [RADM Brooks' background](#), I thought followers of this topic might find his opinions interesting as well. [/D17%20LOSC%20Statement.doc](#)

Shipmates,

The following link [U.N. Convention on the Law of the Sea Treaty Op-Ed](#) contains an op-ed piece written by Melissa Bert, a National Security Fellow at the Harvard Kennedy School and Captain in the US Coast Guard, and Mark Schlakman, a senior program director at Florida State University's Center for the Advancement of Human Rights.

What are your comments and opinions on this treaty?

ADM A

Posted at [3/23/2009 02:00:00 PM](#) [6 comments](#)



Sunday, March 22, 2009

Recommended Reading -- First Senior Executive Leadership Equal Opportunity Seminar

I recommend you check out Master Chief Bowen's blog on the [first Senior Executive Leadership Equal Opportunity Seminar](#).

Posted at [3/22/2009 06:53:00 PM](#) [0 comments](#)



Saturday, March 21, 2009

Coast Guard Report on Illegal, Unregulated and Unreported Fishing -- Updated and Bumped

Read some [press coverage](#) on Thursday's congressional hearing on illegal, unregulated and unreported fishing.

Mar 19, the Deputy Commandant for Operations, [RADM Sally Brice-O'Hara](#), testified on illegal, unregulated and unreported fishing before House of Representatives Committee on Natural Resources, Subcommittee on Insular

Affairs, Oceans and Wildlife.

This testimony on IUU touches on many of the points made during the [State of the Coast Guard Address](#) earlier this month. It emphasizes the domestic and international economic importance of marine fisheries, it highlights the unique value and reach of our law enforcement authorities and need for robust offshore capabilities, and our ability to improve protection of the global marine ecosystem through international law and partnerships.

Read the testimony here -- [/IUUtestimony.doc](#)

Posted at [3/21/2009 10:24:00 AM](#) [@comments](#) 

 Share    

Fishing Vessel Safety

Shipmates,
There is little I can add to this excellent editorial in the Boston Globe.
ADM A

GLOBE EDITORIAL
[Make a dangerous job safer](#)
March 21, 2009

COMMERCIAL fishing is by far the country's most dangerous occupation. Taking 112 lives per 100,000 workers each year, it easily outstrips the second worst killer, logging, which kills 86. Fishing would be less deadly if the Coast Guard could mandate safety examinations of fishing vessels before they leave the dock, but fiercely independent fishermen have resisted attempts at this. It is high time for the industry and the Coast Guard to sit down and agree on a safety program that could save lives without creating costly or cumbersome hurdles.

A bill granting the Coast Guard the explicit authority to do mandatory dockside examinations was attached to the service's budget authorization last year. It passed the House overwhelmingly, but the Senate never approved similar legislation, leaving the safety provision high and dry. Under the House proposal, Coast Guard officers could examine fishing vessels at least twice in each five-year period.

The bill would also require a training program for the operators of fishing boats, though it would allow some credit for past experience. The bill calls for two grant programs, one for the training and another for research on fishing safety.

The Coast Guard already conducts voluntary dockside examinations, issuing safety decals for vessels that pass them. In New England, many operators choose to undergo these tests: The National Marine Fisheries Service requires the decals on any vessels carrying its observers for compliance with rules affecting the groundfish, scalloping, and herring fisheries.

Nationally, however, just a small fraction of all vessels undergo examinations. Opposition is especially strong in Alaska, where Mark Vinsel, executive director of United Fishermen of Alaska, complains that mandatory examinations inconvenience the operators of boats docked in small ports lacking access by either road or air.

Vinsel notes that in Alaska, fatalities among crabfishing crews fell after fishery management rules changed to a "catch-share" system. This allows boat operators more discretion in deciding when to go out, sparing them the risk of severe weather. Similar changes in fishery management are gaining a foothold in New England as well.

Congress last legislated fishing safety rules in 1988. That law includes ambiguous language that some believe already gives the Coast Guard the authority to do mandatory dockside examinations. Since there is resistance to the examinations, however, the Coast Guard is justified in asking for more explicit power. If the service's officers are going to be seen as bad guys, the least Congress can do is leave no doubt that vessel examiners have the law clearly on their side.

Posted at [3/21/2009 09:37:00 AM](#) [@comments](#) 

 Share    

Friday, March 20, 2009

Retirement of James F. Sloan

Shipmates,

I apologize in advance for the length of this post, but it is a worthy topic.

On Thursday, 19 March 19, 2009, we held a retirement ceremony for James F. Sloan, our Assistant Commandant for Intelligence and Criminal Investigations. The ceremony was unique. It was held at Jim's home in Annapolis where Jim is battling amyotrophic lateral sclerosis (ALS), more commonly known as Lou Gehrig's Disease.

For more information on this disease see: <http://www.alsa.org/?gclid=CMavxMz-r5kCFQETGgodeyXtlw>



Retirement of James F. Sloan

Jim's career has spanned an incredible breadth of public service. Originally uploaded by [uscgpress](#)

He was an Army signals intelligence officer from 1966 to 1969. From 1970 to 1978 he was a police officer and investigator in Union County, New Jersey. He joined the Secret Service in 1979 and served until 1999. During the Bush (41) administration he was the head of the security detail for First Lady Barbara Bush. On his retirement from the Secret Service he became the Director of the Treasury Department's Financial Crimes Enforcement Network (FINCEN) where he became a crucial player in identifying financial transactions that funded terrorist organizations following the attacks of 9/11.

I met Jim in 2003 when I interviewed him for the position of Assistant Commandant following the departure of Fran Townsend to serve in the Bush (43) administration. He was hired and immediately became an integral part of the Coast Guard and our transition to a member of the Intelligence Community. Among other accomplishments he created our Field Intelligence Support Teams, our Service Cryptographic Element, championed the installations of SCIFs on our National Security Cutters, a SIPNRnet lab at the Coast Guard Academy, and the development of a Counterintelligence Program in the Coast Guard. He is an extraordinary leader, terrific collaborator and partner, strategic thinker, and, most of all...he is very funny. On even our most stressful days, Jim was there with a joke, anecdote, or sea story (like the time he drove the Pope-mobile). He didn't invent the word "shipmate" but he perfected it.

The leaders who attended the ceremony today and the recognition afforded Jim was remarkable:

I presided and awarded Jim the Commandant's Distinguished Career Service Award.

Lieutenant General John Kimmons represented the Director of National Intelligence and presented Jim the National Intelligence Distinguished Service Medal. On behalf of the Military Intelligence Corps, he also presented Jim the Knowlton Award.

Vice Admiral Bob Murrett represented the United States Navy and the National Geospatial Intelligence Agency (NGA). He presented Jim with the Navy Distinguished Public Service Award, the NGA Medallion for Excellence and the Edwin T. Layton Award. The latter award is named for the legendary Navy intelligence officer who broke the Japanese code in World War II.

Mr. William Baity of the Department of Treasury's Financial Crimes Enforcement Network (FINCEN) announced the creation of the James F. Sloan Award for Partnering that was established in Jim's name.

Mark Sullivan, the Director of the U.S. Secret Service, gave Jim the Director's Award and talked about he had been mentored by Jim.

Lieutenant General Keith Alexander, the Director of the National Security Agency (NSA), was on travel but had visited days earlier where he presented Jim with the NSA Medallion for Excellence.

Jim's brother Tom made remarks for the family and proposed a toast (the first retirement I have attended with a toast in the program! Leave it to the Irish).

The Chaplain of the Coast Guard, the newly minted "Monsignor" and Captain Paul Cuddy provided the invocation and benediction.

Cindy Sloan, Jim's wife, who has been a mountain of strength, soul, and courage sat beside me and I was honored.

By far, the most important presentation of the day was given by Owen Sloan, Jim's son, who spoke for his Dad. His remarks follow:

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Admiral Allen, distinguished guests, friends, and former colleagues. I am deeply moved and touched by your presence here today. Today is a bittersweet day; a day I knew would one day arrive but a day that I hoped was still further on the horizon. While ALS may have taken from me the ability to talk or walk, the disease hasn't robbed me of my passion for life, my love of god and country, and most importantly -- the love and strong bond of family and friends.

As I reflect back on my career in the service to this nation, my most cherished memories are not of my job titles or specific operational matters. For me, my career highlights have been the many men and women I have had the privilege to serve alongside within the United States Secret Service, the Department of the Treasury, and the United States Coast Guard. So while the awards and accolades bestowed in my honor today mean a lot to me; however, for me, the honor of serving alongside so many outstanding professional public servants has been the greatest gift of all.

To my good friend Mark Sullivan -- the US Secret Service is in great hands and I am humbled to see so many of my old US Secret Service colleagues here today. The training, camaraderie and esprit-de-corps of serving with such an outstanding group of professionals gave me the bedrock foundation to leverage and integrate the seams between law enforcement intelligence and national level intelligence.

The necessity for the integration of national and law enforcement intelligence became obvious to me during my tenure as the Director of the Financial Crimes Enforcement Network. To my longtime friend and FINCEN deputy Bill Baity -- I am proud of the many accomplishments of the dedicated men and women at FINCEN. These stalwart professionals perform a vital but little known service in protecting this nation. I feel secure in knowing that you remain on watch, leading this important work to secure the financial sector by analyzing and disseminating financial law enforcement and intelligence information.

To Lieutenant General Jeff Kimmons and my Intel Community Colleagues -- VADM Bob Murrett and Brigadier General Dick Lake -- I appreciate all your sage advice and counsel as we pressed to support the efforts of the Director of National Intelligence in meeting the intelligence requirements of national policy makers and military service leaders. I am proud of our collective accomplishments and trust that you will carry on with this important mission. Admiral Blair is surrounded by a wise counsel of intelligence leaders. I look forward to watching from the sidelines as you continue to shape the national intelligence community into the world class organization it has become.

Admiral Allen - I thoroughly enjoyed my time with the US Coast Guard, and had fate dealt me a different hand, I would have enjoyed continuing to support the important missions of the Coast Guard. Thanks to the leadership, vision and ardent support of you and VADM Vivian Crea, the Coast Guard Intelligence and Criminal Investigations Program has grown into a leading organization within the maritime intelligence arena. Your commitment to support the policy and resource needs of this enterprise has made the CG Intel and Criminal Investigation program never as important to CG operational commanders and national decision makers as the program is today. I appreciate the trust and confidence you placed in me as your principal intelligence advisor but more importantly, I appreciate the trust and confidence you have placed in your intelligence and criminal investigations organization. Intelligence has never been more important in the Coast Guard. Intelligence truly drives Coast Guard operations.

In addition to the many other titles I have acquired over my professional career, I am most proud to carry the title of Coast Guardsman. Since being afflicted with ALS, the GUARDIAN ETHOS spirit of so many CG members has been most poignant to witness first hand.

Finally -- there is one group of individuals that mean even more to me than the Secret Service, the Intelligence Community, or the US Coast Guard. I am obviously speaking of my family. While we will all one day retire from our occupations, we will always have our families. And it's the support of my family -- like so many of you -- that allowed me to achieve so many successes in my professional life.

While I may have missed birthdays, or anniversaries, or holidays due to my professional duties, I knew I always had the loving support of my wife and son. To Cindy and Owen: While I could not always be with you in flesh, please know that I was always with you in spirit on these special occasions. Everyday we are together is special to me. There is nothing more important in this world to me than both of you. While my plans for the retirement years may have changed, my undying love for both of you has not. I thank you with all my heart for your love and support.

And to my brothers, sisters and extended family -- thank you for all that you have done and continue to do for Cindy, Owen and me. With the onset of ALS, I have had one less thing to worry about knowing that you all have come together as a family supporting my own family during these difficult days. I thank you all for traveling to Annapolis to join in this special day.

In closing, I would like to say how touched I am that you all were able to arrange your busy and important professional and personal schedules to honor my family and me with your presence at today's ceremony. I cherish the memories I carry with me. I look forward to staying in contact with all of you and hearing about the important work your agencies continue to perform on behalf of the Nation. Thank you all!

+++++

Earlier Chairman Syvestre Reyes, Chairman of the House Permanent Select Committee on Intelligence made these comments on the floor of the House of Representatives:

Madam Speaker, I rise today to pay tribute to a fellow Army veteran, a man of great integrity and an unwavering sense of commitment to his Nation, Mr. James F. Sloan, on the occasion of his retirement after 34 distinguished years of public service.

I have had the pleasure of working with Mr. Sloan in his role as the Coast Guard's Assistant Commandant for Intelligence. When he assumed his duties in 2003, the Coast Guard had only two years earlier been designated a member of the Intelligence Community. In the years since, Mr. Sloan has been responsible for modernizing the Coast Guard intelligence program to keep pace with an ever-expanding and increasingly complex set of national security threats.

Mr. Sloan has also worked to cultivate extensive relationships and collaborative partnerships with other elements of the Intelligence Community. He has been an enthusiastic advocate for bringing the Coast Guard's wide-ranging expertise to bear in a variety of crucial national missions. Under his leadership, the Coast Guard has become an integral actor in the fight against terrorism, providing port security, conducting maritime interdiction, and supplying essential tactical and operational intelligence to a variety of other U.S. Government agencies.

I would be remiss if I failed to mention Mr. Sloan's 21 years of service with the United States Secret Service. During more than two decades, he served as the agency's Deputy Assistant Director for Protective Operations and later as the Senior Program Manager of the Anti-Terrorism programs, where he represented the Secret Service on the National Security Council.

The Nation is better and safer as a result of Mr. Sloan's service. For that, we thank him.

+++++

A day to remember and a friend to cherish forever.

ADM A

Posted at [3/20/2009 12:57:00 PM](#) [4 comments](#) 



Thursday, March 19, 2009

Homeland Security Fellows Program

Shipmates,
This last Wednesday (18 March) I took part in something that is becoming a tradition in the Department of Homeland Security and personal duty for me.

First some background:

About two years ago Under Secretary George Foresman and I met with Marta Perez, the Chief Human Capital Officer in DHS, and George Tanner, the Chief Learning Officer. We were trying to create a program to develop senior leaders in the Department. We knew there would be a change in leadership in the Department and a transition to a new administration. We believed we could create a group of leaders in the GS-13/14 and O-5/O-6 grades that could become a pool that the Department could draw on for special projects and transition teams.

We met with Pat McGinnis from the Council for Excellence in Government. The Council had an established Excellence in Government Fellows Program that had been a long standing program to produce leaders in government. We all agreed that with some version of this curriculum could be adapted for use in a DHS Fellows program. From that meeting came the DHS Fellows Program.

<http://www.excelgov.org/Programs/ProgramDetail.cfm?ItemNumber=9309>

Recently, the Council for Excellence in Government merged with the Partnership for Public Service

<http://www.ourpublicservice.org/OPS/>

The Partnership has agreed to continue to support the DHS Fellows Program. The details of the program and application process are in the link below.

<http://apps.ourpublicservice.org/ali/>

From that link:

The DHS Fellows Program will allow participants to remain on the job during program. DHS Fellows dedicate 2-3 days every six weeks to the program as well as participate in a 60 day rotational assignment within DHS. This will allow DHS Fellows the on-going opportunity to practice new leadership approaches and skills. In addition, the team results projects will deliver value to the Department of Homeland Security throughout the year.

Back to the Tradition:


From the first convening, the Fellows have met to begin the program at Ground Zero in New York. At each convening I have addressed the Fellows. That is what I did on Wednesday.

As part of my talk I try to pass on (1) the history of how the Department was created; (2) the unique conditions that have challenged us in building the Department as an institution; (3) the external environment in which we operate; (4) the need for functional integration and operational coordination; and (5) for this group the challenges associated with the transition of administration and new leadership.

As usual, the group was inquisitive and eager to understand what they could do to build a better department. I told them what I have told every group ... the Homeland Security Act is the promise we must keep everyday in how we conduct operations. Further, it is our responsibility to build the Department as an institution. It is hard. We work in the unflinching glare of 7/24/365 media coverage and oversight. The threats we face are diverse and the spectrum of missions is broad. That said, the work is needed and the work is noble.

I would invite those who have participated in the Fellows Program to comment.

ADM A

Posted at [3/19/2009 04:02:00 PM](#) [6](#) comments 



Wednesday, March 18, 2009

Coast Guard Leadership Awards

Shipmates,
This last weekend I had the great pleasure of placing calls to the winners of our Inspirational Leadership Awards.

[Captain John G. Witherspoon Inspirational Leadership Award:](#)

LT Gregory Sabra

[George R. Putnam Inspirational Leadership Award:](#)

Mr. Mark McCabe

[COMO Charles S. Greanoff Inspirational Leadership Award:](#)

Mr. Kim Castrobran

[MCPO Angela M. Mcshan Inspirational Leadership Award:](#)


BMCS Daniel Burke

In each case the winners were surprised and appreciative of the recognition by their command. Several of the nominations contained quotes or recommendations that were made by subordinates of the winners, a true measure of inspirational leadership. These terrific people share a common desire to contribute to the Service and build it as an institution from where they live. Arthur Ashe once said, "To achieve excellence, do what you can, with what you have, where you are." Anyone of us can inspire others by our own service and our commitment to our shared core values. This year's Spotlight on Leadership Campaign will run during the month of April and you will hear more about it in the

next few days.

Again, congratulations to our winners who inspired me.

ADM A

Posted at [3/18/2009 02:03:00 PM](#) [0 comments](#) 



Monday, March 16, 2009

Coast Guard Modernization Update: Personnel Service Center Ribbon Cutting Ceremony

Guest Post from VADM Cliff Pearson, Chief of Staff.

Shipmates,

Today, I had the pleasure of joining ADM Allen in participating in the ribbon cutting ceremony for the new Personnel Service Center (PSC), which is located in the Ballston Office Complex, in Arlington, VA. This event marked the last in a series of five new mission support entities stood-up this spring in support of the Coast Guard's Modernization efforts.

Establishment of the PSC marks the first time in Coast Guard history where all personnel and human resource support will be unified into a single business line allowing for a Human Resource system that is flexible and responsive to rapidly changing personnel requirements. Sustaining and developing our people is a priority of mine, and the creation of the Personnel Service Center is a critical part of the modernization effort. Well equipped and well running platforms, facilities, and electronics are critical to the mission, but none of our missions can happen without the right people in the right places with the right skill sets and the optimal support systems. The PSC will integrate all of these aspects.

The PSC is commanded by Rear Admiral Daniel Nepton, who has more than three decades of experience in operational and support roles with the Coast Guard. After enlisting in 1974 and earning his Surfman designation, he rose through the ranks to serve in a variety of West Coast, East Coast, Caribbean, Great Lakes, and Gulf assignments. Some assignments directly related his new role include Executive Officer at the Integrated Support Command (ISC) in Miami, FL; Chief of the Enlisted Personnel Division at the Coast Guard Personnel Command, and the Coast Guard's Director of Personnel Management. His full biography is available from the new [PSC web site](#).

The PSC is comprised of over 1,685 active duty and 165 reserve members, 573 civilian employees, plus over 1800 Non-Appropriated Funds employees stationed from Guam to San Juan to provide human resource services in support of CG missions. It will be composed of four functional divisions in Arlington, VA and 17 subordinate personnel commands, including: the Pay and Personnel Center in Topeka, KS, the Health Safety and Work-life Support Activity Command in Norfolk, VA, the Community Services Command in Chesapeake, VA, the Coast Guard Recruiting Command also in Arlington, VA, and 13 Personnel Service and Support Units across the United States.

Some of the primary functions of the PSC will include:

- Recruit quality people for the Service; manage their career paths and assist in their growth; and provide the Coast Guard a sustaining workforce;
- Serve as the primary implementation arms of all administrative functions including execution of entitlements including service line management for Servicing Personnel Offices;
- Provide for timely, accurate, and accountable pay and entitlement processing for over 45,500 active-duty and 8,000 reserve personnel, and retirement payments for over 50,000 retirees;
- Provide unified medical services, work-life programs and Tricare coordination to ensure a comprehensive system of care to Coast Guard members and their families; and,
- Bring together quality-of-life services of military housing, MWR, and the Coast Guard Exchange System to provide critical support and benefits to Service members and their families.

Officer, Enlisted and Reserve Personnel Management Divisions serve as the line managers for all Service members, career paths management, promotion, advancement, evaluation, and assignments, ensuring operational units have qualified members to meet mission requirements.

The [Shore Infrastructure Logistics Center](#), [C4IT Service Center](#), [Surface Forces Logistics Center](#), [Asset Project Office](#), and [Aviation Logistics Center](#) along with the Personnel Service Center will unify logistics and service support enterprise-wide, forming the backbone of our improved mission support organization. In the future these logistics and services centers will embody the following four cornerstones of the proven Coast Guard logistics business model: Bi-level Maintenance, Configuration Management, Single point of accountability through Product Line Managers, and Total Asset Visibility. By modernizing our business processes and organizational design, we will help to ensure the Coast Guard meets our call to be "Always Ready."

Please visit our [modernization website](#) for more details.

Posted at [3/16/2009 08:40:00 PM](#) [1 comments](#) 



Friday, March 13, 2009

Improving the Coast Guard by the Numbers

Guest post by CDR Todd Gatlin, Chief, Office of Law Enforcement Plans and Analysis.

The Commandant, in his recent [State of the Coast Guard address](#), stated "...a real central issue is going to be taking a look at performance measures; are they adequate and are those the right things we should be measuring?" In support of the Commandant's mission focus in maritime law enforcement, the Office of Law Enforcements Plans and Analysis Division (CG-5311) tracks and analyzes important performance trends so that we can better secure our nation's borders and keep our communities safe. By measuring our operational performance, watching critical inputs and tracking trends, the Coast Guard continues to offer a real return to the American taxpayer.

The [Coast Guard removed](#) 367,926 lbs of cocaine in FY08, setting yet another record for maritime cocaine removal. This record was over 12,000 lbs more than the previous record set in FY07. In fact, the Coast Guard has set records for cocaine removal 3 out of the last 4 years, and with 152,889 lbs of cocaine removed in just the first 5 months of FY09, chances are we'll at least challenge for a new record this year.

Maritime border security has also improved. Migrant interdictions have declined from 9455 maritime migrants interdicted in FY05 to 4802 in FY08. Thus far in FY09, 2126 illegal migrants have been interdicted on the high seas, representing a small increase from this time last year.

However, the numbers aren't as important as what we do with them. For example, the self-propelled semi-submersible vessels, which are being used by our highly adaptive adversaries, mean larger, single shipment loads, when compared to go-fasts. As a result of our SPSS analysis, we have [successfully pursued important advances in operations and legal authorities](#), and are addressing this latest threat. As for migrants, although the overall flow from Cuba, Haiti and the Dominican Republic continues to fluctuate due to impacts from factors such as hurricanes, the world's economy, and smuggling organizations using go-fasts to carry a smaller number of migrants, the Coast Guard can still influence the numbers. For instance, we observed a substantial downward trend in migrants originating from the Dominican Republic with the introduction of a new biometric program which discourages repeat offenders, especially known criminals, through identification and prosecution.

As we transition into a more modern, capable and responsive Coast Guard, we'll continue our improvement by the numbers, using performance measures to prioritize the employment of current resources and establish future requirements, ensuring American's Maritime Guardians are "Always Ready".

On a related note, Wednesday, [RADM Wayne Justice](#) and RADM Joseph Nimmich testified on Coast Guard interdiction operations before the [Committee on Transportation and Infrastructure Subcommittee on Coast Guard and Maritime Transportation](#).

Posted at [3/13/2009 04:52:00 PM](#) [1 comment](#) 



Thursday, March 12, 2009

Addressing MIT Sloan Fellows following Boston Globe Editorial Board,



[Addressing MIT Sloan Fellows following Boston Globe Editorial Board, Meeting with Harvard National Security Fellows, and ISC Boston All Hands](#)

Originally uploaded by [uscgpress](#)

Shipmates,

I took a mental health break yesterday (11 March) and spent the day in Boston and Cambridge, MA.

I arrived early and met with the Editorial Board of the Boston Globe. I then met with the National Security Fellows at the Harvard Kennedy School of Government. In mid day we held an All Hands at ISC Boston with several hundred Guardians. We closed out the day at MIT in Cambridge with the MIT Sloan Fellows. A long but fruitful day. Here is synopsis.

BOSTON GLOBE editorial board:

For those of you who aren't familiar with this term an editorial board is a meeting with the editors and editorial writers of a paper. It is a forum to discuss a broad array of issues and lay the groundwork for potential articles and/or editorials. This was one of the best editorial boards I have have participated in. Topics ranged from LNG permits to wind farms to fishing vessel safety to the Chelsea Street Bridge. Good session! I was accompanied by CAPT Tim

Skuby, First District Chief of Staff. Tim was my Port Safety Officer in Group/COTP Long Island Sound circa 1993-96. RADM Dale Gabel was in Iceland doing preps for our North Atlantic Coast Guard Forum to be held this fall.

Harvard Kennedy School of Government National Security Fellows:

I met and had lunch with the National Security Fellows at the Kennedy School. This luncheon was coordinated by our current fellow, CAPT Melissa Bert. The discussion was lively. The group included representatives from the Armed Services in addition to FBI, DHS, and CBP. The focus of the discussion was homeland security, Coast Guard Modernization, piracy, DOD-DHS relationships, Hurricane Katrina/preparedness for natural or man made disasters, and the role of DHS and other non-DOD agencies overseas.

All Hands ISC Boston:

I have held hundreds of All Hands meetings during my career, but this one was special. Somehow, the topics drifted into discussions. The discussions were very meaningful. We talked about modernization, the press of oversight and public affairs on our operations, the difficulties associated with obtaining a clean audit, the challenges we have in accounting for funds and managing year end close outs with our antiquated financial desk top, and the challenges of fishing vessel safety in the First District. My thanks to the dedicated Guardians in the First District.

MIT Sloan Fellows:

I was a 1988-89 Sloan Fellow and this was the 20th Anniversary of my graduation. The Sloan School is an extraordinary experience that combines a diverse international student cohort with unparalleled access to technology and the "state of the art" science that MIT is known for. The focus of my remarks was my favorite definition of leadership ... the ability to reconcile opportunity and competency. The questions were insightful and the dinner that followed included a discussion that ranged from southwest border violence to how we should interact with Generation Y.

Got home near midnight ... tired, but grateful for the opportunity.

Posted at 3/12/2009 07:42:00 PM 0 comments



Monday, March 9, 2009

V-22 Flight

Shipmates,

Thanks to my Capstone Classmate and current Commandant of the Marine Corps, General Jim Conway, I was able to take an orientation flight in an Osprey V-22 tilt rotor aircraft.

I'm not a pilot, but the aircraft was impressive. It is controlled with a joy stick that replaces both the cyclic and collective controls in a helo. Engines are tilted with a thumb control on the joy stick.

The full performance vertical lift off is impressive. The transition to forward flight appears effortless and doesn't require the nose of the aircraft to be dropped to gain speed and transition as is done in a helo.

According to the pilot the performance in Iraq has been solid and a deployment to Afghanistan is in the works after high altitude and cold weather testing.

The V-22 can be used for both vertical insertion and hoisting but from a higher altitude because of the propellor downwash.

I invite true aviators to correct any terminology errors.

Thanks to our Marine Shipmates.

General Conway and I have instituted USCG/USMC Warfighter Talks. As many of you know we share the Special Missions Training Center at Camp LeJune. A great partnership.

ADM A

Posted at 3/09/2009 05:27:00 PM 9 comments



Sunday, March 8, 2009

Master Chief Blogs on the Flag Conference



V-22 Flight
Originally uploaded by uscgpress

Great information and discussion going on over at the [Master Chief's blog](#). If you aren't reading this blog, or better yet, have it in your RSS reader, you should.


Last week MCOPOG Bowen did a near real-time blog from the Flag Conference and provided some interesting insights into that forum.

[Blogging from the Flag Conference](#)

[Flag Conference Blog Day One](#)

[Blog Flag Conference Day Two](#)

[Flag Conference Day Three](#)

Posted at 3/08/2009 07:47:00 PM 0 comments 




Saturday, March 7, 2009

National Journal -- National Security Experts Blog

I left my first post on the National Journal's [National Security Experts Blog](#). It was in response to the question:

The new director of national intelligence, retired Adm. Dennis Blair, recently told Congress that the worldwide economic crisis is the single greatest threat to the national security of the United States, trumping even global terrorism and the proliferation of doomsday weapons. If the economic crisis deepens, which areas of the world are most vulnerable to political turmoil and instability, and what form might that take? Is there any danger that the current economic crisis could unleash additional forces of violent extremism and upheaval above what we already face, and perhaps on a par with those spawned by the economic turmoil of the 1920s and 1930s?
-- Sydney J. Freedberg Jr., NationalJournal.com

Posted at 3/07/2009 07:09:00 PM 0 comments 




Friday, March 6, 2009

gCaptain's Best Maritime Blogs of 2009 That You Maybe Aren't Reading

iCommandant, and fellow official Coast Guard blog, [AMVER](#), got a nice plug from the popular online maritime community/blog [gCaptain last week](#). Also touted were [unofficial Coast Guard blog](#) and [Bryant's Maritime Blog](#), formerly the widely Coast Guard read maritime law newsletter.

We are steadily expanding our social networks to better communicate on issues that are relevant to the multiple maritime communities with which we interact. As we do this, we are also trying to improve our ability to listen and sense the attitude and opinions of those we serve so that we can adapt to changes in our operating environment. We appreciate the support and feedback from forums like gCaptain.

I would like to thank everyone who [submitted questions](#) for the [State of the Coast Guard Address](#) and I am sorry we didn't get to all of them. In the next week or so we will try to address those questions that weren't covered at the address and even expand upon some of those that were.

Posted at 3/06/2009 08:06:00 AM 1 comments 



Wednesday, March 4, 2009

State of the Coast Guard Address Available

The State of the Coast Guard Address transcript is available on [Commandant's Corner](#).

You can also watch the [address](#) and the [Q&A](#) on CGVI.

Both the [Address](#) and the [Q&A session](#) are available on Youtube as well.

Posted at [3/04/2009 06:24:00 PM](#) [2 comments](#) 



Tuesday, March 3, 2009

State of the Coast Guard Address

The following was distributed to all hands via e-mail

To the Men and Women of the United States Coast Guard:

This afternoon, I will deliver my third State of the Coast Guard address at the National Press Club in Washington, DC. During this year of transition, I thought it was important to emphasize the tremendous value we provide to the Nation on a daily basis. Our men and women - active duty, reservists, civilians, and auxiliaries - safeguard the Nation's maritime interests in the Heartland, in the Ports, at Sea, and around the Globe. We are America's Maritime Guardian.

Last year, I mentioned the Coast Guard has never been more relevant in the national discussion of maritime issues. This year, the demand for our services has never been higher and this puts a tremendous burden on our people and our assets. We are in such high demand because we are a unique instrument of the federal government. As an Armed Service, DHS component agency, National Intelligence Community member and the Nation's lead representative at the International Maritime Organization, we are well equipped to mitigate risks and respond to threats anywhere in the maritime domain.

Our working environment has changed dramatically over the past decade and we are evolving to meet new challenges. Our modernization program is unifying our command and support structures to improve mission performance in the field. We still need Congressional authorization to fully implement our plans but we are well on our way. We are also introducing new assets to ensure our people have the right capability mix to execute our missions.

We need to act with a sense of urgency because our work has never been more important for the Nation's safety, security, and economic prosperity. We'll engage the public and private sectors as well as the international community wherever America's maritime interests are at stake.

To fulfill our commitments, we have to recapitalize our aging assets and shore infrastructure while increasing our capacity to meet emerging demands. I will continue to work with the Administration and the Congress to ensure our men and women have the tools, capabilities, and authorities to execute our missions safely and effectively.

As the Nation struggles with a lingering economic recession, we'll have to make difficult financial decisions to allocate our existing resources towards the greatest risk areas. We have always been sound fiscal stewards but we will not do more with less. Rather, we will consider investments in the Coast Guard as a critical step towards decreasing the Nation's maritime risk.

At the end of the day, you are the reason the Coast Guard can provide such tremendous value to the Nation. You enable us to be Always Ready. You ensure we can meet All Threats and All Hazards - nationwide and worldwide. You are America's Maritime Guardian.

I encourage you to watch or read the entire State of the Coast Guard Address and discuss it with your shipmates so you can understand our dynamic operating environment. Thank you for your tremendous commitment and dedication to our Service. Semper Paratus.

Admiral Thad Allen
Commandant, U.S. Coast Guard

Note: The video of the Commandant's State of the Coast Guard Address will be posted on the Coast Guard Visual Imagery gallery (<http://cgvi.uscg.mil/media/mail.php>) and on You Tube (<http://youtube.com/uscgimagery>) as soon as available. A full transcript will be posted on Commandant's Corner (www.uscg.mil/comdt) within 48 hours.

We appreciate the several questions we received earlier from readers. They are being considered for presentation during today's Q&A period at the State of the Coast Guard Address. We will work to provide responses to those not presented today via other means, including future blog posts. Stay tuned.

Posted at [3/03/2009 12:09:00 PM](#) [4 comments](#) 



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