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T H E O P E R A T I O N O F I C E B R E A K E R S

THIS SOUNDS LIKE A
CGCG (COAST GUARD
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1. Purpose. The purpose of this agreement is to revise the Navy-Coast Guard agreement on operations of icebreakers, and to provide for the permanent transfer to the Coast Guard, at the earliest practicable date, but not later than 1 November 1966, of jurisdiction, control over, and responsibility for operating and manning the five U. S. Navy icebreakers in high latitudes to fulfill U. S. Navy mission requirements.

2. Introduction. These special type ships are required to perform the following mission and tasks.

Mission: To ensure passage of ships through ice fields and sea ice in support of bases and operations in high latitudes.

Tasks:

- a. To ensure services of ice reconnaissance including operation and support of helicopters.
- b. To perform limited air control for ice reconnaissance and search and rescue missions.
- c. To provide limited self-defense against low performance aircraft and light surface attack.
- d. To conduct oceanographic, geographic and other scientific programs in polar regions that are inaccessible to conventional ships.

e. To provide limited logistic support to small detachments and advanced bases or stations in high latitudes.

f. To provide accommodations and command facilities for polar task group commander and staff in designated ships.

g. To provide diving, limited salvage and underwater repair including rescue towing operations.

h. To provide a mobilization capability to support military operations in high latitudes.

3. Background. Prior to World War II the Coast Guard operated ice reinforced cutters of varying effectiveness. The first four modern deep draft U. S. icebreakers were built early in World War II. The Coast Guard operated one throughout the war, but delivered three to the Soviets shortly after commissioning. Replacements for these three icebreakers were completed by 1947; one was assigned to the Coast Guard and two to the Navy. In 1951 the Soviet government returned the three lend-lease icebreakers to the U. S.; again one was assigned to the Coast Guard and two to the Navy. In 1955 the Navy commissioned the GLACIER, a larger and more powerful ship than the previous construction. This increase in power and size was based on experience gained in high latitude operations.

The Navy is responsible for maintaining and operating icebreakers to support missions assigned by the Secretary of Defense which include logistic resupply of U. S. Arctic stations in Greenland, Northern Canada and Alaska; the needs of the National Oceanographic Survey, the U. S. Antarctic program and the research needs for this specially designed ship required by other government agencies.

Under 14 USC 2 the Coast Guard is responsible for establishing, maintaining, and operating, with due regard to the requirements of national defense, icebreaking facilities. Under 14 USC 94, icebreakers are employed extensively to fulfill the Coast Guard's oceanographic research responsibility. Executive Order No. 7521 of December 21, 1936, established presidential policy on use of vessels for icebreaking operations in channels and harbors. The Coast Guard was directed to keep channels and harbors open for the reasonable demands of commerce insofar as practicable by means of icebreaking operations.

Title 10 USC 5031 and 5082 set out the broad authority to the Secretary of the Navy "... to execute such orders as he receives from the President relative to ... construction, armament, equipment, and employment of naval vessels ..."; and of the Chief of Naval Operations who "... under the direction of the Secretary of the Navy, shall determine the personnel and material requirements of the operating forces ... including the order in which ships, aircraft, surface craft, weapons, and facilities are to be constructed, maintained, altered, repaired, and overhauled ...". Recent Navy emphasis on assignment of Navy personnel primarily to combatant and combatant support ships has led to reconsideration of dual Navy-Coast Guard operation of polar icebreakers. Investigation of this matter has led to the conclusion that operation and manning of all U. S. icebreakers by the Coast Guard would be to the advantage of both the Navy and Treasury Departments. It is necessary, of course, for such operation to be responsive to Navy requirements.

4. Operational Procedures. The following procedures will provide for accomplishing United States National objectives which require icebreaker services with the maximum economy of forces.

a. The U. S. Coast Guard will maintain and operate all U. S. icebreakers.

b. In the event of contingency or wartime operations in high latitudes, Coast Guard icebreakers will be required. Therefore, Coast Guard icebreakers will participate in peacetime operations in polar regions for environmental and readiness training.

c. The Coast Guard will assign icebreakers to Navy operational control for seasonal deployment to the Arctic and Antarctic in support of the national interest.

d. The Coast Guard will provide icebreaking services to meet the reasonable demands of commerce in United States ports, harbors, inland waterways and on the high seas.

e. The Navy, upon request from the Coast Guard, will assist in ice clearance of U. S. ports, harbors, and waterways in the event that a severe winter causes conditions which exceed the capability of Coast Guard icebreaking facilities.

f. The Coast Guard will participate to the extent practical in polar scientific programs sponsored by the Navy, the Coast Guard,

the National Science Foundation and other Federal and private agencies having approved scientific missions requiring icebreaker services.

5. Icebreaker Replacement. The present total number of U. S. deep draft icebreakers is adequate to meet the requirements of the current national programs. However, the full employment, arduous duty and advanced age of the seven WIND class icebreakers requires a planned replacement program in the immediate future. In order to conserve national shipbuilding resources, and to ensure the ability to continue to meet the requirements of military, commercial, and scientific programs in polar regions, the following principles are agreed upon.

a. The Coast Guard will plan to replace icebreakers in its inventory with ships of appropriate size and power to meet the very heavy ice conditions in the Antarctic and potential military needs in the Arctic, to fulfill the reasonable demands of commerce and to carry out the U. S. science and research programs in polar regions.

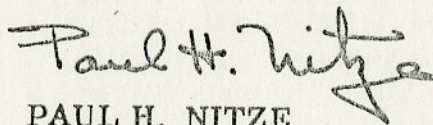
b. The present national requirement for shallow draft icebreakers will be adequately met by the planned Coast Guard inventory of ice-worthy buoy tenders, tugs and rescue cutters, including the USCGC MACKINAW (WAGB).

c. The Coast Guard and Navy will continue to exchange technical information and data to the extent necessary to ensure efficient ice-breaker operation.

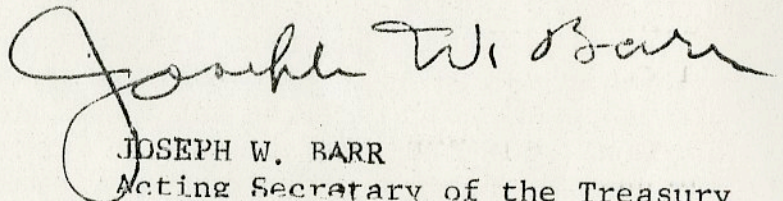
6. Future Requirements. U. S. Antarctic plans envision a long-term participation in Antarctica, and the Department of Defense has assigned the logistic support for the U. S. Antarctic program to the Navy. Icebreakers are required for logistic support of Antarctic bases and the inspection provisions of the Antarctic Treaty. Arctic icebreaker requirements consist of logistic support of military bases, oceanographic research, emergency repair of polar submarine cable, and support of potential military operations. Commercial shipping in Alaskan waters and in ports, harbors, and waterways of the U. S. Northeast Atlantic Coast and the Great Lakes, requires the services of icebreaking facilities during severe winter conditions. Coast Guard facilities are fully committed; therefore, any expansion of these activities may require additional icebreaking ships.

7. Funding. Complete implementation of this agreement by the Coast Guard will be dependent upon the appropriation of the necessary funds.

8. Revision. This agreement shall be reviewed and revised as necessary to ensure meeting the demands for icebreaking services due to future developments in the military, commercial and scientific programs for the polar regions.

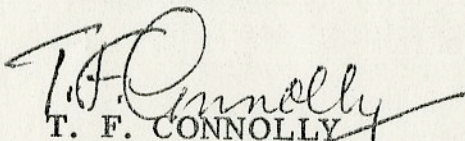


PAUL H. NITZE
Secretary of the Navy
9 JUL 1965

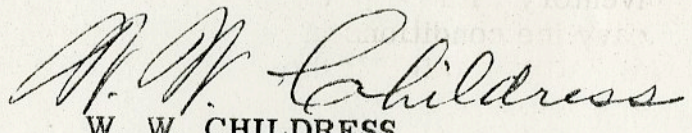


JOSEPH W. BARR
Acting Secretary of the Treasury
22 JUL 1965

Authenticated:



T. F. CONNOLLY
Rear Admiral, U. S. Navy
Assistant Chief of Naval Operations
(Fleet Operations and Readiness)
17 JUN 1965



W. W. CHILDRESS
Rear Admiral, U. S. Coast Guard
Chief, Office of Operations
21 JUN 1965



TREASURY DEPARTMENT
UNITED STATES COAST GUARD

Address reply to:
COMMANDANT (P)
U.S. COAST GUARD
WASHINGTON, D.C. 20226

3 SEP 1965

From: Commandant
To: Chief of Naval Operations (OP-10)

Subj: Transfer of U. S. Icebreakers to the Coast Guard

1. Pursuant to the Agreement between the Department of the Navy and the Department of the Treasury for Transfer of U. S. Icebreakers to the United States Coast Guard, the Coast Guard will accept five Navy icebreakers scheduled to be transferred as follows:

a. USS EDISTO (AGB-2)	20 October 1965
b. USS STATEN ISLAND (AGB-5)	1 February 1966
c. USS GLACIER (AGB-4)	30 June 1966 ✓
d. USS ATKA (AGB-3)	20 October 1966 ✓
e. USS BURTON ISLAND (AGB-1)	1 November 1966 ✓

2. To provide for the orderly assignment of necessary Coast Guard personnel and the release of existing Navy crews, the following procedures are proposed:

a. The Coast Guard, not later than ten days prior to the date of transfer, will provide personnel, officer and enlisted, necessary to accept custody of the vessel.

b. The Navy, until the date of transfer, will retain on board key personnel, officer and enlisted, necessary to maintain or operate the vessel and to indoctrinate Coast Guard personnel incident to an orderly relief. In this regard the Coast Guard interposes no objection to a reduction in Navy enlisted on-board strength up to a maximum of 50% of authorized strength prior to the date of transfer if otherwise consistent with Navy requirements.

c. Navy personnel on board on the date of transfer will be released for reassignment as may be mutually agreed upon by the Navy and Coast Guard relieving commanding officers but in no case later than one month after the date of transfer.

d. In those cases where a vessel is to be transferred in Boston, Massachusetts, or Seattle, Washington, the Coast Guard will provide for subsisting and quartering its own personnel until the date of transfer, at which time the Coast Guard officers and crew will be quartered and subsisted on board. In those cases where a vessel is undergoing overhaul at a Naval shipyard or commercial yard at a location other than Boston, Massachusetts, or Seattle, Washington, the Navy, until the date of transfer, will provide for quartering Coast Guard enlisted personnel and will provide subsistence on a reimbursable basis.

Encl (/) to CNO ser / 2173 P10 of 16 Sep 65

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3. Should operational requirements place any of the above vessels at sea on a date subsequent to ten days before the scheduled date of transfer, the Coast Guard will provide personnel as indicated in paragraph 2, above, to permit acceptance of custody of the vessel approximately ten days after the vessel's arrival at its home port. Under these circumstances the specific date of transfer shall be as mutually agreed to by the Navy and Coast Guard relieving commanding officers.
4. In view of the approval of the agreement cited in paragraph 1, above, it is proposed that the above procedures be promulgated by the respective services to appropriate Navy and Coast Guard commands.
5. Your concurrence is requested.

P E Trimble

P. E. TRIMBLE
Rear Admiral, U. S. Coast Guard
Chief of Staff