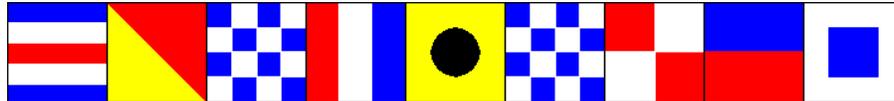




Capital Area Coast Guard Retiree Council Newsletter

SERVICE CONTINUES



NEWSLETTER

8 16 2011

CG INFO

SAD NEWS

R 122023Z AUG 11

FM COMCOGARD PSC ARLINGTON VA

TO ALCGPSC

BT

UNCLAS //N05360//

ALCGPSC 107/11

SUBJ: DEATH OF A RETIRED FLAG OFFICER

1. ON BEHALF OF THE COMMANDANT, REGRET TO REPORT THE DEATH OF RADM EDWARD D. SCHEIDERER, USCG (RET.), WHO DIED OF NATURAL CAUSES ON SUNDAY 31 JULY 2011 IN BOCA RATON, FL. RADM SCHEIDERER RETIRED 1 SEPTEMBER 1975.
2. RADM SCHEIDERER WAS BORN 25 JUNE 1917 IN DETROIT, MI. AFTER HIGH SCHOOL HE WAS A FARMER FOR SEVERAL YEARS. HE ENLISTED IN THE U.S. NAVY IN 1937, THEN TRANSFERRED TO THE COAST GUARD ACADEMY. HE GRADUATED IN THE CLASS OF 1942. HIS WARTIME SERVICE INCLUDED ASSIGNMENTS TO THE BRAND NEW ICE PATROL TENDER, USCGC STORIS (WMEC-38), AND USS HURST (DE-250). BOTH SHIPS WERE ASSIGNED TO CONVOY DUTY ON THE GREENLAND PATROL DUE TO THE U-BOAT MENACE TO MERCHANT SHIPPING. HE EARNED AN MBA FROM THE UNIVERSITY OF PENNSYLVANIA IN 1953. HE WAS CHIEF OF THE BUDGET DIVISION AT CG HEADQUARTERS FOR SIX YEARS, THEN COMMANDED USCGC MINNETONKA (WHEC-67), HOMEPORTED IN LONG BEACH, CA. HE WAS AWARDED THE LEGION OF MERIT AFTER FOUR YEARS AS CHIEF, PROGRAM ANALYSIS DIVISION AT CG HEADQUARTERS. HE SERVED AS CHIEF OF OPERATIONS FOR THE NINTH COAST GUARD DISTRICT AND, AS RADM, SERVED AS THE COMPTROLLER OF THE COAST GUARD, THEN CHIEF OF STAFF. HE RETIRED IN 1975.
3. NO PUBLIC FUNERAL IS ANTICIPATED AT THIS TIME. ANTICIPATE CREMATED REMAINS WILL BE INTERRED AT ARLINGTON NATIONAL CEMETERY ON A DATE TO BE DETERMINED. AN ORDER TO LOWER THE NATIONAL ENSIGN TO HALFMAST WILL BE ISSUED WHEN THE DATE OF BURIAL IS KNOWN.
4. RADM DANIEL R MAY, PERSONNEL SERVICE CENTER, SENDS.
5. INTERNET RELEASE AUTHORIZED.

BT

NNNN

FROM HS Today

<http://www.hstoday.us/>

Coast Guard Soon Will Require More Resources in Arctic, Commandant Says

By: Mickey McCarter

08/15/2011 (7:00am)

While the Arctic Ocean becomes increasingly navigable as polar ice recedes, the US Coast Guard will require more specialized assets to patrol the area and respond to incidents, the commandant of the Coast Guard testified Friday.

Speaking at a field hearing of the Senate Commerce Committee in Anchorage, Ala., US Coast Guard Adm. Robert Papp said the Coast Guard has conducted exercises off the coast of Alaska but it has not yet run drills inside the Arctic Circle due to a lack of vessels that can sail those waters.

"For the past four years, the Coast Guard has been conducting limited Arctic operations during open water periods. However, as operational tempo increases in the Arctic, the Coast Guard will require specialized vessels, aircraft, and crews trained to operate in extreme climates," Papp told the committee in his written testimony.

As the Arctic becomes increasingly open, oil companies have begun exploring drilling in the Arctic, which holds the promise of large oil deposits. To test its response capabilities for an oil spill in the Arctic, the Coast Guard has been conducting exercises with skimming systems and oil recovery systems around Alaska. No exercises have occurred north of the Arctic Circle to date, Papp said, as they systems cannot operate in areas with icy waters.

The White House fiscal 2012 budget request would provide funding for research and development on oil detection and recovery in icy water, Papp said, as part of an effort to extend the capability of skimming and recovery systems.

"[W]e must determine our nation's vessel requirements for transiting ice-laden waters, consider establishing seasonal bases for air and boat operations, and develop a force structure that can operate in extreme cold and ice," Papp stated.

The Coast Guard only has one active boat that can sail through icy seas -- the Healy, a medium icebreaker, which is used for scientific research, Papp reported. The agency plans to bring a heavy icebreaker, the Polar Star, back into service by 2013 after a major refurbishing. Another heavy icebreaker, the Polar Sea, is being decommissioned. Both heavy icebreakers are more than 30 years old.

Although the likelihood of an incident in US waters covered in ice remains low, the United States would have only the Healy to depend upon as well as assistance from allies operating icebreakers should something occur.

But the Coast Guard needs more than ships to extend its operations in the Arctic, Papp said.

"The Coast Guard's most immediate operational requirement, however, is infrastructure. Energy exploration is emerging on the North Slope of Alaska, but the existing infrastructure is extremely limited. The Coast Guard needs facilities to base crews, hangar aircraft, and protect vessels in order to perform prevention and response missions," he commented.

Investments in those resources soon will become very important as oil companies are increasingly moving into the Arctic, Papp said. Shell submitted a plan for exploring wells in the Arctic to the US Bureau of Ocean Energy Management Regulation and Enforcement this past May and other companies like ConocoPhillips and Statoil may soon follow. Shell has updated its exploration plans and has been preparing equipment to engage in drilling operations in the Arctic perhaps as early as spring 2012.

The Coast Guard has been preparing as well as possible to prepare for response missions under the circumstances. It has established several temporary operating bases far north in Alaska to train its crews to operate its air and sea assets under near-Arctic conditions and to expand its situational awareness in the region. The Coast Guard also has been flying two air sorties per month to examine any corporate or governmental activities occurring in the Arctic. Those sorties have provided valuable insight on Coast Guard infrastructure requirements, Papp said.

Meanwhile, the service has been talking to companies about their responsibilities in the Arctic to ensure the private sector has appropriate response capabilities in the event of an incident such as a large-scale oil spill.

"Those engaging in offshore commercial activity in the Arctic must also plan and prepare for emergency response in the face of a harsh environment, long transit distances for air and surface assets and limited response resources. We continue to work on raising awareness of these challenges, and foster continued development of contingency plans, and communications," Papp said.

FROM THE COMDT-- SHIPMATES 13: DEPLOYABLE SPECIALIZED FORCES (DSF)

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COMDTNOTE 16200

SUBJ: SHIPMATES 13: DEPLOYABLE SPECIALIZED FORCES (DSF) STEM TO STERN REVIEW UPDATE 1. WHEN I ASSUMED THE WATCH, I COMMITTED OUR COAST GUARD TO A COURSE IN WHICH WE WILL CONTINUALLY STRIVE TO PERFORM OUR DUTIES IN A MANNER THAT STEADIES THE SERVICE, HONORS OUR PROFESSION, STRENGTHENS OUR PARTNERSHIPS, AND RESPECTS OUR SHIPMATES. AS STATED IN THE COMMANDANTS DIRECTION AND THE FEBRUARY 2011 STATE OF THE COAST GUARD ADDRESS, SUSTAINING MISSION EXCELLENCE AND ACHIEVING PROFICIENCY, THE MASTERY OF CRAFT BEYOND QUALIFICATION, ARE AMONG MY TOP PRIORITIES. MISSION EXCELLENCE REQUIRES BOTH MAINTAINING FRONT LINE OPERATIONS AND ACHIEVING THE READINESS THAT ALLOWS THESE OPERATIONS TO BE SAFE AND EFFECTIVE. AS A SERVICE, WE ARE COMMITTED TO SUSTAINED PROFICIENCY AND EFFECTIVENESS OF OUR DEPLOYABLE SPECIALIZED FORCES (DSF).

2. DSF ARE THE THIRD PRONG OF THE COAST GUARDS MARITIME TRIDENT OF FORCES: SHORE-BASED FORCES, MARITIME PATROL FORCES, AND DEPLOYABLE SPECIALIZED FORCES. DSF HAVE A RICH COAST GUARD HERITAGE THAT TRACES BACK TO SMALL, HIGHLY TRAINED DEPLOYABLE UNITS THAT SERVED COAST GUARD AND NATIONAL INTERESTS WITH DISTINCTION, SUCH AS THOSE 120 COAST GUARDSMEN WHO SERVED IN THE MARITIME UNIT AND OPERATIONAL SWIMMER GROUP OF THE OFFICE OF STRATEGIC SERVICES (OSS) IN WORLD WAR II, THE STRIKE TEAMS THAT RESPONDED TO ENVIRONMENTAL INCIDENTS STARTING IN 1973, THE TACTICAL LAW ENFORCEMENT TEAMS THAT ACCELERATED THE DISRUPTION OF MARITIME DRUG SMUGGLING STARTING IN THE 1980S, AND PORT SECURITY UNITS THAT PROVIDED EXPEDITIONARY COMBAT FORCES DURING THE NATIONS WARS. THE COAST GUARD HAS EVOLVED, ESPECIALLY SINCE THE TERRORIST ATTACKS OF 9/11, WITH THE CREATION OF MARITIME SAFETY AND SECURITY TEAMS, THE MARITIME SECURITY RESPONSE TEAM, AND REGIONAL DIVE LOCKERS, IN RECOGNITION OF THE IMPERATIVE THAT WE REMAIN ALWAYS READY TO MEET MARITIME THREATS TO THE U.S. WITH PROFICIENT, ADAPTIVE FORCES. IN 2007, WE ASSEMBLED THOSE FORCES UNDER THE DSF MANTLE, RECOGNIZING THEM AS A DISTINCT PRONG OF THE COAST GUARD MARITIME TRIDENT. LIKE ALL COAST GUARDSMEN, THOSE ASSIGNED TO DSF UNITS CONTINUE TO SERVE WITH PROFESSIONALISM AND DISTINCTION.

3. THE VALUE OF DSF TO THE COAST GUARD AND THE NATION IS PROVEN. CONGRESS AND THE PRESIDENT IN THE COAST GUARD AUTHORIZATION ACT OF 2010 RECOGNIZED THE NEED FOR ADVANCED CAPABILITIES WITHIN THE DSF TO PROTECT THE U.S. FROM MARITIME THREATS BY REQUIRING THE SERVICE TO ESTABLISH AT LEAST TWO "ENHANCED TEAMS" TO COMBAT TERRORISM AND CONDUCT INTERDICTION, LAW ENFORCEMENT, AND ADVANCED TACTICAL MARITIME SECURITY OPERATIONS. FURTHER, DSF OPERATIONS DIRECTLY EXECUTE DEPARTMENT OF HOMELAND SECURITY MISSION 1 OF THE QUADRENNIAL HOMELAND SECURITY REVIEW (QHRS): PREVENT TERRORISM AND ENHANCE SECURITY.

4. THE ENTIRE SERVICE MUST COMMIT TO ACHIEVING AND SUSTAINING PROFICIENT DSF AS A PERMANENT COMPONENT OF THE MARITIME TRIDENT. I AM CONCERNED BY OBSERVATIONS THAT THE CURRENT SEPARATE ORGANIZATIONAL STRUCTURE THAT DIVIDES OPERATIONAL FROM ADMINISTRATIVE CONTROL, AND SEPARATES DSF FROM OTHER COAST GUARD FORCES, HAS CHALLENGED COHESION AND EFFECTIVENESS OF OPERATING FORCES. FURTHER, OPERATIONAL AND TRAINING ACCIDENTS AND SUBSEQUENT INVESTIGATIONS HAVE ACCELERATED MY SENSE OF URGENCY TO IMPROVE PROFICIENCY ACROSS THE SERVICE, INCLUDING WITHIN DSF. THIS OCCURS AT A TIME WHEN THE SERVICE AND THE NATION ARE CONFRONTED WITH BUDGET REALITIES. WE MUST FOCUS ON DEVELOPING QUALITY OF FORCES OVER QUANTITY. THIS NEW REALITY AND MY CONCERNS MANDATED A FRESH LOOK AT HOW OUR COAST GUARD PREPARES AND EMPLOYS DSF. DURING MY TENURE AS COMMANDANT, THE COAST GUARD WILL ACHIEVE AND SUSTAIN

PROFICIENT DSF TO MEET COAST GUARD AND NATIONAL MISSION REQUIREMENTS AS A SYNCHRONIZED PART OF OUR MARITIME TRIDENT OF FORCES.

5. IN FEBRUARY 2011, I DIRECTED THE DEPUTY COMMANDANT FOR OPERATIONS (DCO) TO CHARTER A FLAG-LED, DSF STEM-TO-STERN (STS) REVIEW WORKING GROUP (WG). THE WGS CHARTER WAS FOUNDED ON MY DSF VISION STATEMENT: THE COAST GUARDS RAPIDLY DEPLOYABLE SPECIALIZED FORCES WILL PROVIDE AN ARRAY OF MISSION SPECIFIC CAPABILITIES THAT LEVERAGE THE COAST GUARDS UNIQUE AUTHORITIES TO SUPPORT THE EMERGENT NEEDS OF OPERATIONAL COMMANDERS. THEY WILL ALSO SUPPORT OPERATIONAL COMMANDERS IN PLANNED MISSION SETS, SUCH AS PORTS, WATERWAYS AND COASTAL SECURITY. THE SHIPMATES PROVIDING THIS CAPABILITY SHALL BE PROPERLY TRAINED, EQUIPPED, AND SUPPORTED TO RESPOND PROFICIENTLY AND PROFESSIONALLY TO THE COMPLEX AND CHALLENGING MARITIME THREATS THEY MAY FACE.

6. THE STS WG WAS COMPRISED OF OVER 90 SUBJECT MATTER EXPERTS WHO FORMED AN INTEGRATION TEAM SUPPORTED BY SEVEN TIGER TEAMS AND THE TACTICAL FLOTATION AND BUOYANCY WG, REPRESENTING THE BREADTH OF COAST GUARD MISSION PROGRAMS, MISSION SUPPORT, AND ORGANIZATIONAL PERSPECTIVES, INCLUDING FROM COMDTs (CG-09, CG-1, CG-2, CG-4, CG-5, CG-6, CG-7, AND CG-8). OPERATIONAL AND READINESS PERSPECTIVES WERE PROVIDED THROUGH THE AREA COMMANDERS, FORCE READINESS COMMAND (FORCECOM), JOINT MARITIME TRAINING CENTER (JMTC), THE DEPLOYABLE OPERATIONS GROUP (DOG), DSF UNITS, AND THE MARITIME ENFORCEMENT SPECIALIST (ME) RATING FORCE MASTER CHIEF.

7. ON 20 JULY, THE DCO PROVIDED ME AND THE LEADERSHIP COUNCIL, INCLUDING THE MASTER CHIEF PETTY OFFICER OF THE COAST GUARD, THEIR REVIEW AND RECOMMENDATIONS FROM THE DSF STS WG. ADDITIONALLY, DCO SUBMITTED A DRAFT DSF OPERATING CONCEPT AND SHORT NOTICE MARITIME RESPONSE (SNMR) CONCEPT OF OPERATIONS (CONOP) FOR REVIEW/APPROVAL.

AFTER CAREFUL CONSIDERATION OF THIS WORK AND DELIBERATIONS WITH THE SERVICES SENIOR LEADERS, I HAVE TAKEN THE FOLLOWING ACTIONS:

A. I WILL SOON PROMULGATE THE DSF OPERATING CONCEPT AND SNMR CONOP. ONCE RELEASED, THE DSF OPERATING CONCEPT WILL DESCRIBE HOW DSF ARE ORGANIZED AND EMPLOYED IN SYNCHRONIZATION WITH OTHER FORCES TO ACCOMPLISH OUR MISSIONS, IN ALIGNMENT WITH THE QHSR. THE SNMR CONOP WILL DESCRIBE HOW DSF WILL BE EMPLOYED IN SYNCHRONIZATION WITH OTHER FORCES TO MEET SHORT-NOTICE MARITIME THREATS TO THE U.S.

B. I AM ENGAGED WITH AND BRIEFING DHS LEADERSHIP AND THE CONGRESSIONAL OVERSIGHT COMMITTEES ON THE INTEGRATION OF DSF INTO THE MARITIME TRIDENT OF FORCES UNDER THE OPERATIONAL AND ADMINISTRATIVE CONTROL OF THE AREA COMMANDERS. THIS PLAN WILL ENSURE THAT EFFECTIVENESS OF FRONT LINE OPERATIONS IS FULLY SUSTAINED. THIS IS NOT A RETURN TO THE PAST, BUT A RECOGNITION THAT UNITY OF COMMAND DEMANDS THAT THE AREA COMMANDERS, AS SENIOR OPERATIONAL COMMANDERS, BE RESPONSIBLE AND ACCOUNTABLE FOR LEADING, MANAGING AND EMPLOYING OPERATIONAL FORCES. THIS FOLLOWS A FUNDAMENTAL PRINCIPLE OF SERVICE DOCTRINE.

C. DCO SHALL PROMULGATE AND MANAGE POLICY, REQUIREMENTS AND CAPABILITY DEVELOPMENT FOR DSF, CONSISTENT WITH HOW THOSE FUNCTIONS ARE MANAGED FOR ALL CG FORCES.

D. DCMS SHALL BE RESPONSIBLE FOR CAPABILITY ACQUISITION AND PRODUCT LINE MANAGEMENT FOR SUSTAINMENT SUPPORT THROUGH THE DCMS ENTERPRISE, CONSISTENT WITH HOW THOSE FUNCTIONS ARE MANAGED FOR ALL CG FORCES. FORCECOM AND SUBORDINATE UNITS, INCLUDING JMTC, SHALL BE RESPONSIBLE FOR DSF STANDARDIZATION, TTP/DOCTRINE DEVELOPMENT, TRAINING AND EVALUATION. JMTC WILL BECOME A CENTER OF EXCELLENCE

(COE) FOR DSF TO DEVELOP, ACHIEVE AND SUSTAIN STANDARDIZATION, TRAINING AND PROFICIENCY OF DSF. THIS WILL INCLUDE CREATION OF A NEEDED HIGH-RISK TRAINING PROGRAM AND TRANSITION PRIMARILY TO COAST GUARD INSTRUCTORS.

E. THE COAST GUARD WILL ESTABLISH A SECOND ENHANCED TEAM (MSRT) ON THE WEST COAST, DRAWN FROM EXISTING DSF RESOURCES. THE ENHANCED TEAMS WILL CONSIST OF COAST GUARDSMEN WHO HAVE ACHIEVED THE HIGHEST LEVELS OF PROFICIENCY AND EXPERIENCE FROM PRIOR ASSIGNMENTS TO OTHER DSF UNITS. THE ENHANCED TEAMS SHALL CONDUCT OPERATIONS TO COMBAT TERRORISM, ENGAGE IN INTERDICTION, LAW ENFORCEMENT, AND ADVANCED TACTICAL MARITIME SECURITY OPERATIONS TO ADDRESS KNOWN OR POTENTIALLY ARMED SECURITY THREATS, INCLUDING NON-COMPLIANT ACTORS AT SEA, AND PARTICIPATE IN HOMELAND SECURITY, HOMELAND DEFENSE, AND COUNTERTERRORISM EXERCISES IN THE MARITIME ENVIRONMENT.

F. MSSTS WILL CONTINUE TO PROVIDE OPERATIONAL COMMANDERS WITH PROFICIENT WATERSIDE SECURITY SECTIONS TO MEET EMERGENT AND PLANNED MISSION REQUIREMENTS. SIMILARLY, NATIONAL STRIKE FORCE, TACLETS, PSUS AND REGIONAL DIVE LOCKERS WILL CONTINUE TO PROVIDE DEPLOYABLE, SPECIALIZED CAPABILITIES TO ENSURE OUR OPERATIONAL COMMANDERS AND INTERAGENCY PARTNERS HAVE THE CAPABILITIES NEEDED TO MEET THE NATIONS MARITIME RESPONSE REQUIREMENTS.

G. DCO SHALL IMMEDIATELY CHARTER AND LEAD A DSF STS IMPLEMENTATION TEAM (I-TEAM) TO EXECUTE THESE DECISIONS AND WAY FORWARD.

H. PERSONNEL SUPPORT COMMAND (PSC) SHALL ESTABLISH A SELECTION AND SCREENING PROCESS FOR CERTAIN DSF BILLETS, TO INCLUDE CENTRALIZED SCREENING BY PSC-OPM FOR ALL DSF COMMANDING OFFICER POSITIONS. THIS FOLLOWS MY BROADER DIRECTION THAT PSC-OPM PREPARE AND CONDUCT CENTRALIZED SCREENING OF CANDIDATES FOR ALL COMMANDING OFFICER POSITIONS THROUGHOUT THE SERVICE, STARTING AFTER AY12.

I. PSC-EPM WILL IMPLEMENT 6 YEAR TOUR LENGTHS FOR ENLISTED BILLETS AT SELECT DSF UNITS THAT REQUIRE SUSTAINED PROFICIENCY IN ADVANCED TACTICAL OPERATIONS.

J. THE COAST GUARD WILL IMPLEMENT THE RECOMMENDATIONS OF THE TACTICAL FLOTATION AND BUOYANCY WORKING GROUP, INCLUDING STANDARDIZING THE TACTICAL OPERATOR EQUIPMENT KIT (INCLUDING MAXIMUM WEIGHT) AND ADOPT A STANDARD AUTO-MANUAL SELECTABLE TACTICAL FLOTATION SURVIVAL SYSTEM FOR DSF UNITS.

8. OTHER RECOMMENDATIONS OF THE DSF STS WG ARE PENDING REVIEW AND DECISION, AND THE DETAILS OF HOW THE ABOVE DECISIONS WILL BE EXECUTED REQUIRE ADDITIONAL ANALYSIS AND RECOMMENDATION BY THE DSF STS I-TEAM. AS WE DEVELOP THESE DETAILS, I AM COMMITTED TO PRESERVING THE INTEGRITY OF THE MARITIME ENFORCEMENT SPECIALIST RATING AND CAREER OPPORTUNITIES FOR OUR ME PROFESSIONALS.

9. EXECUTING THESE ACTIONS WILL REQUIRE LEADERSHIP, DEDICATED EFFORT AND COMMITMENT ACROSS THE SERVICE AND AT EVERY LEVEL, WHILE CONTINUING TO STAND A VIGILANT WATCH AGAINST ALL HAZARDS AND THREATS.

10. I AM PROUD OF THE COAST GUARDSMEN IN THE DSF COMMUNITY. BY YOUR PROFESSIONALISM AND ACHIEVEMENTS, YOU CONTINUE THE RICH HERITAGE OF THOSE WHO HAVE GONE BEFORE US. LIKE ALL COAST GUARDSMEN, THOSE ASSIGNED TO THE DSF COMMUNITY RIGHTLY DEMAND AND DESERVE THE SERVICES TOTAL COMMITMENT TO PREPARE AND LEAD THEM TO CONDUCT OPERATIONS IN DANGEROUS AND HIGH-RISK ENVIRONMENTS. IF WE ARE GOING TO PERFORM THOSE OPERATIONS, AND WE ARE, WE ARE GOING TO DO IT RIGHT.

11. ADMIRAL BOB PAPP, COMMANDANT, SENDS.

12. INTERNET RELEASE IS AUTHORIZED.

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