



UNITED STATES COAST GUARD SECTOR DELAWARE BAY



-Year in Review 2009-

Sector Delaware Bay's Area of Responsibility



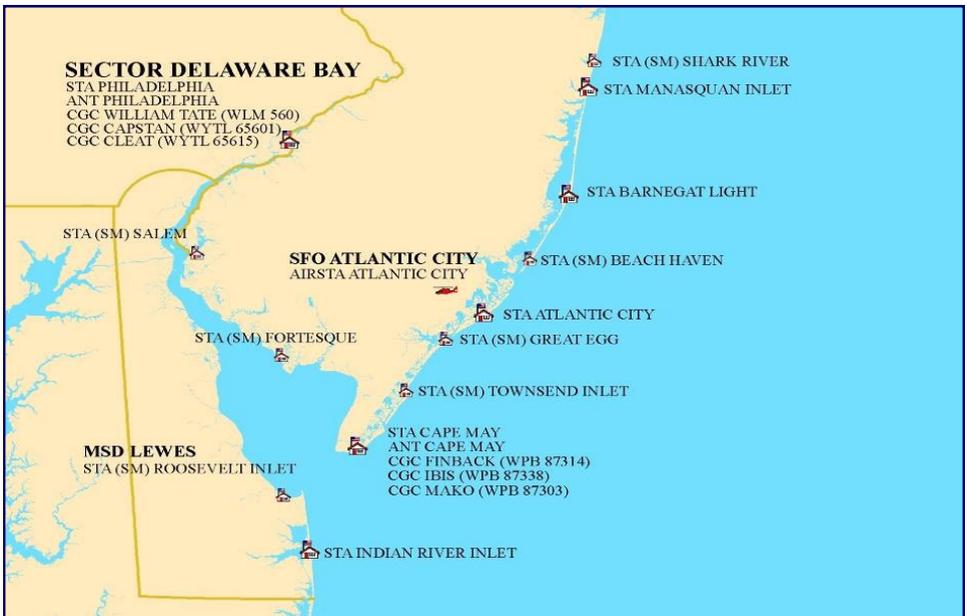
The United States Coast Guard (USCG) Sector Delaware Bay Area of Responsibility (AOR) encompasses the eastern two-thirds of Pennsylvania, New Jersey south of a line from Trenton to Long Branch, and parts of the state of Delaware. The area extends seaward in a southeasterly direction from the New Jersey and Delaware coasts to the 200 nautical mile exclusive economic zone.

USCG Sector Delaware Bay includes over 1,200 Active Duty and Reserve members tasked with guarding the Delaware Bay and River, and the New Jersey and Delaware Coasts.

Sector Delaware Bay Units:

- Sector Delaware Bay Office
Philadelphia, PA
- Sector Field Office (SFO)
Atlantic City, NJ
- Marine Safety Detachment
(MSD) Lewes, DE
- 2 - Aids to Navigation Teams
(ANT)
- 6 - Full-Time Boat Stations
- 6 - Seasonal Boat Stations-
(Small)
- 1 - Year-Round Station-(Small)
- 3 - 87 FT Patrol Boats

- 2 - 65 FT Harbor Tugs
- Other USCG Commands within the AOR:
- CG AIRSTA Atlantic City, NJ
 - CG TRACEN Cape May, NJ
 - CGC WILLIAM TATE
 - CGC DEPENDABLE
 - CGC VIGOROUS
 - Atlantic Strike Team
 - CG Uniform Distribution
Center
 - CG Recruiting Offices
(Philadelphia, PA and Atlantic
City, NJ)



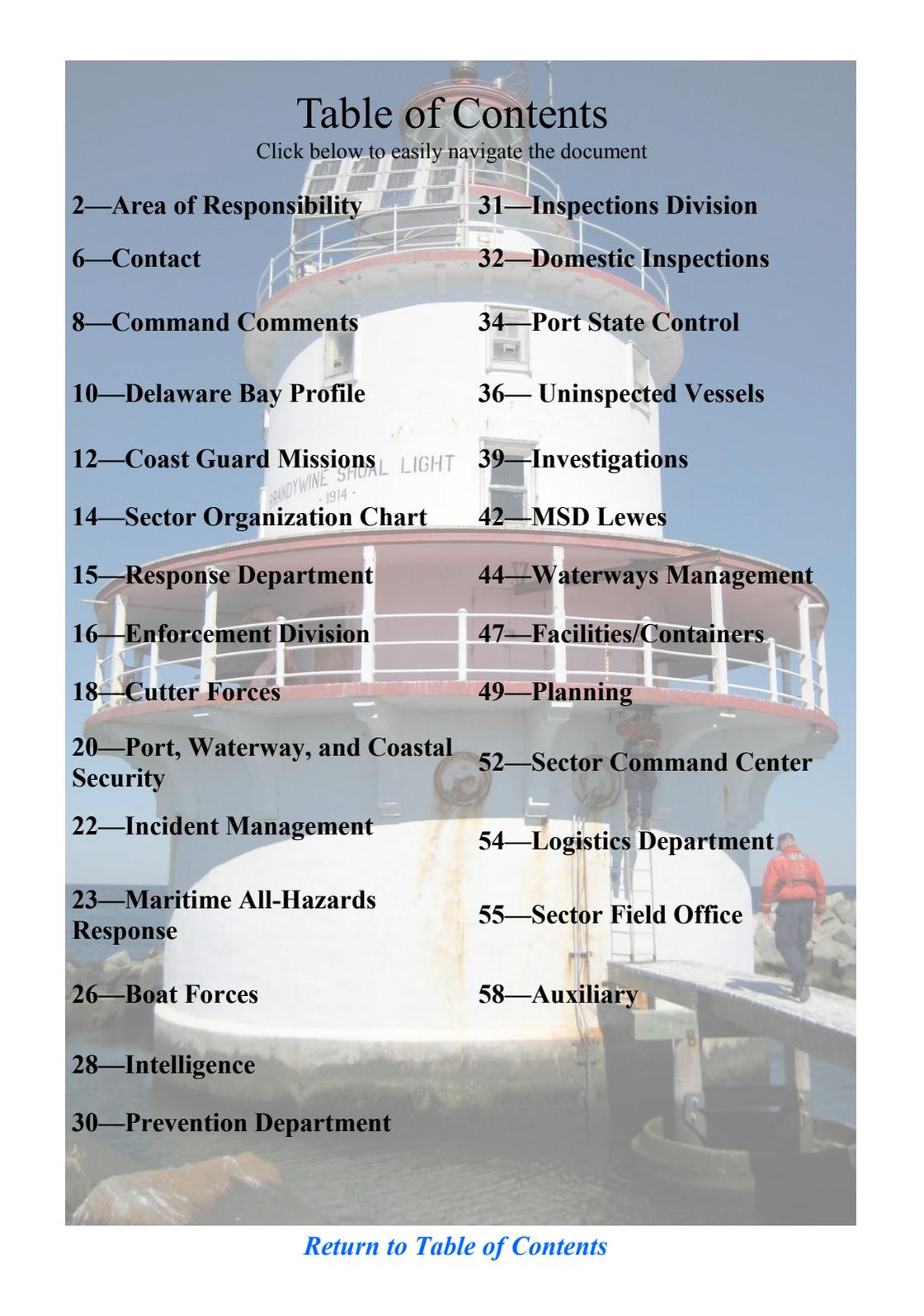


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Vision Statement

Sector Delaware Bay will be the Coast Guard's leader in providing a skilled, confident, and motivated team of multi-mission professionals who will spearhead innovative solutions to the myriad of complex issues in the maritime domain of the 21st Century.

Motto

"Our partnerships are our strength."

Strategic Guidelines

Capability – We shall consistently meet the Commandant's expectations for expert mission execution by employing risk based decision making, training efficiently, regularly measuring our capabilities, and engaging in continual process improvement to ensure our policies, practices, and support systems are relevant, efficient and effective.

Integrity – We shall maintain the trust of the American public by adhering to the highest standards of professionalism and accountability in word and deed, treat our stake-holders with respect and conduct our activities in the most environmentally responsible manner possible.

Collaboration – We shall capitalize on the unique skills, experience, perspectives, and contributions of each member of Team Coast Guard: active duty; reserve, civilian, auxiliary and our port stakeholders to develop organizational synergies that improve productivity, inspire creativity, encourage teamwork and drive smart, supportable, consensus-based decisions.

Development – We shall invest the time, energy and resources necessary to ensure all our personnel –at all levels- have the means, skills, and opportunity to advance as far as their individual drive, abilities and interests can take them.

Workplace – We shall provide a workplace that is healthy and safe, with a culture that values diversity, respects the individual, balances work and family, and promotes camaraderie and esprit de corps by appropriately recognizing achievement.

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USCG Sector Delaware Bay Contacts

Command

Main Phone	215-271-4800
Command Secretary.....	215-271-4803
Command Fax Number.....	215-271-4967

24-Hour Operations Center

Search and Rescue Emergency Line.....	215-271-4940
Marine Safety Duty Line	215-271-4807
Command Center Fax	215-271-4833

Departments

Domestic Vessel Inspections	215-271-4925
Foreign Flagged Vessel Inspections	215-271-4887
Commercial Fishing Vessel Inspections.....	215-271-4873
Investigations Division	215-271-4861
Waterways Management Division.....	215-271-4851
Facilities and Containers Inspections.....	215-271-4864
Maritime All-Hazards Response.....	215-271-4863
Planning Branch.....	215-271-4802

Cutters

USCGC William Tate	215-271-4954
USCGC Finback	609-898-6993
USCGC Ibis	609-898-6870
USCGC Mako	609-898-6972
USCGC Capstan	215-271-4846
USCGC Cleat	215-271-4845

Boat Stations

Station Atlantic City	609-344-6594
Station Barnegat Light	609-494-2661
Station Cape May	609-898-6995
Station Indian River Inlet	302-227-2439
Station Manasquan	732-899-0130
Station Philadelphia	215-271-4915

Aids to Navigation Teams

ANT Cape May	609-780-0089
ANT Philadelphia	215-271-4913

Sector Delaware Bay Home Page

<http://www.uscg.mil/d5/sectDelawareBay/default.asp>

USCG Homeport Website:

<http://homeport.uscg.mil>

From the Sector Commander



I'm pleased to present Sector Delaware Bay's 2009 Year in Review. I arrived in June and received a very warm welcome from you, our stakeholders. I am impressed with the strong relationships between port partners who work together to solve our common issues. As I meet with many of you during Area Maritime Security and Area Committee meetings, it is clear that the port community has a large stake in the work these committees conduct. This made it much easier to tackle the many security, environmental, and economic challenges we faced this year.

In January, then President-Elect Obama and Vice President-Elect Biden made a "whistlestop" train ride from 30th Street Station in Philadelphia to Washington, DC. With less than one month to plan this dynamic security operation, a myriad of local and state police, fire and emergency management, as well as numerous federal agencies came together to ensure the safety and security of the new President. The port community came together to implement a large security zone, ensure minimal disruption to the flow of commerce, and allow for a rapid return to normal operations once President-Elect Obama was safely into Maryland.

Our Tri-state region has been recognized as a model for inter-state cooperation and was selected to participate in a workshop last summer to develop strategies for public-private interactions during emergencies. The extensive participation by port partners made this workshop a success and provided a comprehensive framework upon which to build a national model.

In 2009, our region received over \$32 million in port security grants designed to bolster and enhance maritime critical infrastructure, port stakeholder cooperation, and response capabilities to transportation security incidents. The region's Area Maritime Security Committee continued its nationally-benchmarked service to the port. These professionals devoted thousands of hours to evaluate prospective grant applications, prioritize each based on the port's strategic security guideposts, then propose recommendations to both me,

as the Federal Maritime Security Coordinator, and to FEMA, as the final approving authority. Combining the 2009 American Recovery and Reinvestment Act and 2008 Port Security Grant Program allocations, 64 applications representing \$70 million were reviewed and distilled into 31 approved applications totaling \$32.1 million.

The economic downturn that began in late 2007 continues to provide challenges locally, nationally and internationally. In 2009, the number of vessels calling on Delaware Bay ports was down one third compared to 2008 and our port saw more vessel equipment breakdowns. I am concerned that economic pressures are leading to deferred maintenance which will lead to an increase in vessel casualties.

I am also very concerned with the safety of those engaged in the commercial fishing trade. In the last 6 weeks of 2009, two fishing vessels were lost, resulting in the deaths of 5 people. We are committed to improving safety by working with fishermen and associated industry representatives. In order to accomplish this, we have increased the number of inspectors performing voluntary commercial fishing vessel dockside exams by augmenting active duty Coast Guard personnel with volunteer members of the Coast Guard Auxiliary. We continue to partner with state and local law enforcement and emergency response agencies. Their contributions to maritime safety and security have been vital.

This past year also saw the vast majority of our regulated facilities enter the renewal process for their facility security plans. The implementation of the Transportation Worker Identification Credential (TWIC) program in December of 2008 yielded a relatively smooth transition incorporating and updating the facility security plans in 2009.

Despite financial constraints, we cannot let our guard down and must continue to remain vigilant. I know you share my commitment to keeping the Sector Delaware Bay's area of responsibility economically and environmentally viable and to operate in a safe, secure, and responsible manner. I look forward to continuing our strong partnerships and to build on our successes. I wish all of you a healthy and successful 2010.



Meredith L. Austin
Captain, U.S. Coast Guard
Captain of the Port

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DELAWARE BAY AREA PROFILE



Independence Hall in Philadelphia

The Delaware Bay is home to the world's largest freshwater port. The port receives over 3000 commercial vessel arrivals annually¹. The port's largest imports include: oil, fruit, containers, crude oil, steel and automobiles. The largest exports are containers, automobiles, scrap and general cargo².

As a top importing port for Very Large Crude Carriers, Delaware Bay moves over one million barrels of crude oil daily to support six of the largest oil refineries on the East Coast. The area is also the largest North American port for steel, paper and meat imports, the 2nd largest importer of tank vessels and the 9th largest

importer for dry bulk¹.

The Port of Philadelphia has been designated as one of the nation's few Strategic Military Ports. Due to infrastructure improvements and security enhancements, the port was chosen to handle military cargoes destined for hotspots around the globe³.

The Port of Wilmington handles 350 vessels per year and annually imports over 4 million tons of cargo specializing in bananas, fresh fruits, and juice concentrates. Port of Wilmington hosts the largest dockside cold storage facility in the United



Port of Wilmington, Wilmington, DE

States (US) with 800,000 square feet of chilled and freezer storage space⁴.

The Philadelphia Metropolitan Area is home to a population of over 5.8 million residents and is ranked the fifth largest metro area in the country. In addition, southern New Jersey and the state of Delaware increase this number by nearly 2 million residents⁵.



Small boats in Great Egg Inlet, NJ

The navigable waters of the Delaware River and its tributaries stretch 145 nautical miles. Over 127 miles of coastal New Jersey and 25 miles of coastal Delaware provide a rich source of recreation for millions annually. The allure of New Jersey's coastline alone has proven so great that most of its residents live within 30 miles of the coast⁶.

NOTES:

1. US DOT, Maritime Administration, "Vessel Calls at US Ports Snapshot, 2008," http://www.marad.dot.gov/documents/Vessel_Calls_at_US_Ports_Snapshot.pdf
2. Maritime Exchange for the Delaware River and Bay, "Vessel Arrival Statistics-01/01/09 to 12/21/09"
3. Philadelphia Regional Port Authority, <http://www.philaport.com/future.htm>
4. Port of Wilmington, <http://www.portofwilmington.com>
5. US Census Bureau, "Metropolitan and Micropolitan Statistical Areas," <http://www.census.gov/popest/metro/metro.html>
6. New Jersey Bureau of Marine Fisheries, <http://www.state.nj.us/dep/fgw/marfhome.htm>

United States Coast Guard Missions

Here to Protect...Ready to Rescue

The USCG is a military, multi-mission, maritime service within the Department of Homeland Security and one of the nation's five armed services. Its core roles are to protect the public, the environment, and US 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 USCG provides unique benefits to the nation because of its distinctive blend of military, humanitarian, intelligence and civilian law-enforcement capabilities. To serve the public, the USCG has five fundamental roles:

- **Maritime Safety:** Eliminate deaths, injuries, and property damage associated with maritime transportation, fishing, and recreational boating. The USCG's motto is *Semper Paratus*—(Always Ready), and the service is always ready to respond to calls for help at sea.
- **Maritime Security:** Protect America's maritime borders from all intrusions by: (a) halting the flow of illegal drugs, aliens, and contraband into the US through maritime routes; (b) preventing illegal fishing; and (c) suppressing violations of federal law in the maritime arena.



A crude oil tanker approaches the Chesapeake and Delaware Canal enroute to Philadelphia.

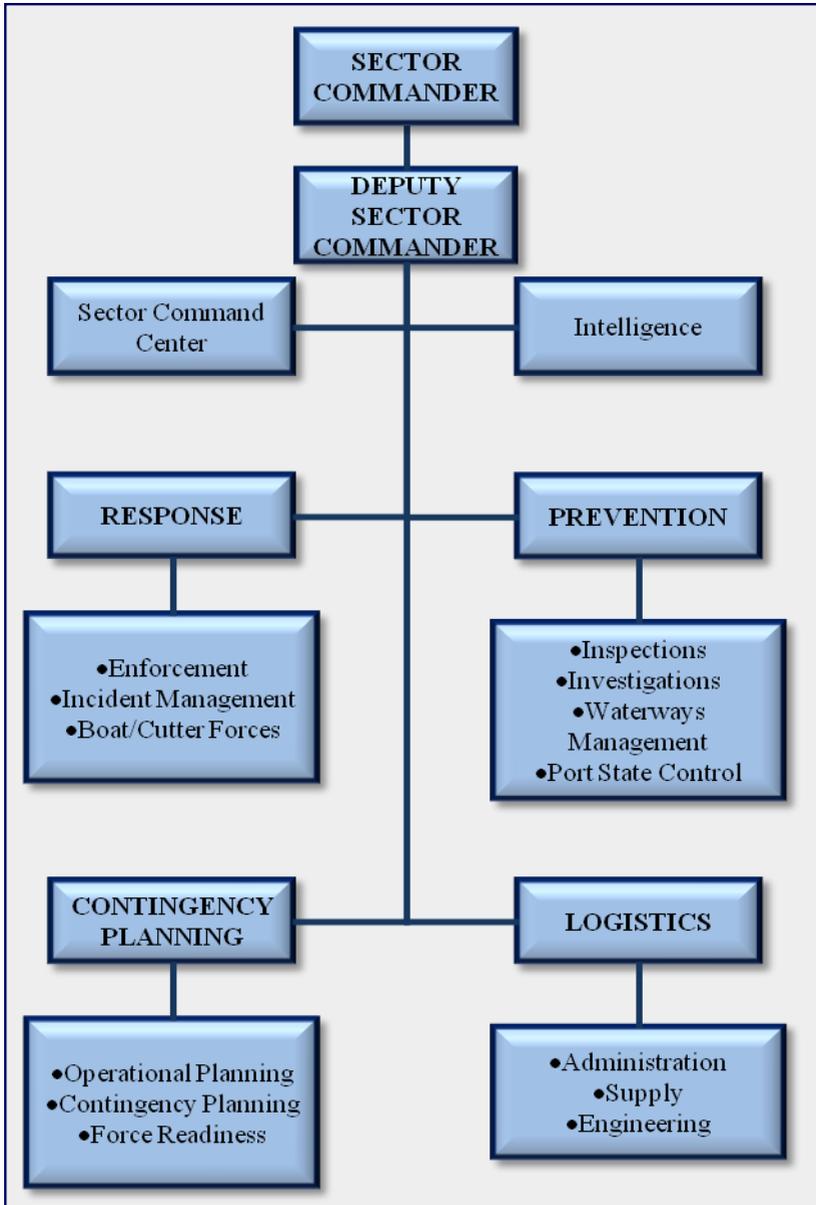
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- **Maritime Mobility:** Facilitate maritime commerce and eliminate interruptions and impediments to the efficient and economical movement of goods and people, while maximizing recreational access to and enjoyment of the water.
 - **National Defense:** Defend the nation as one of the five US armed services. Enhance regional stability in support of the National Security Strategy, utilizing the USCG's unique and relevant maritime capabilities.
 - **Protection of Natural Resources:** Eliminate environmental damage and the degradation of natural resources associated with maritime transportation, fishing, and recreational boating.

Our Partnerships Are Our Strength

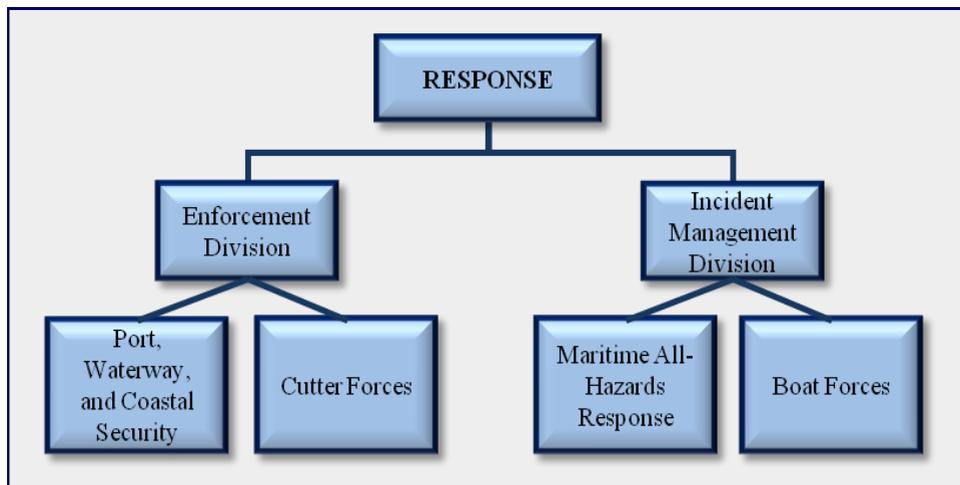


USCG Dolphin Helicopter over
Barnegat Light, NJ.

Sector Organization Chart



RESPONSE DEPARTMENT



Sector Delaware Bay's Response Department's primary role is responding to and mitigating maritime incidents within Sector Delaware Bay's AOR.

Response personnel liaise with other federal, state, and local agencies to ensure effective response readiness for all varieties of maritime incidents including law enforcement, search and rescue (SAR), maritime security, and all-hazards environmental response operations. Additionally, the Response Department oversees the operations of six full-time USCG stations, six seasonal stations (small) open during the summer months, one year-round station (small) and five Sector-assigned cutters.

The Department also coordinates with USCG Auxiliary Flotillas for safety patrols and boater education, and works with other maritime stakeholders to conduct pollution response and maritime event patrols throughout the Delaware River and Bay, the Chesapeake and Delaware Canal, the Intracoastal Waterway, and the Atlantic Ocean shoreline. These patrols provide maritime environmental awareness and help identify potential hazards within the marine environment.

Enforcement Division

Sector Delaware Bay's Enforcement Division oversees diverse operations including maritime security, living marine resources enforcement, and commercial fishing vessel and recreational vessel safety enforcement.

Enforcement Statistics:

Vessel Escorts: 76

Comm. Vessel Security Boardings: 80

Commercial Fisheries Boardings: 224

Recreational Vessel Boardings: 3,489

Law Enforcement Boardings: 3,793

In addition, the Enforcement Division provides oversight of the operations of the five USCG cutters assigned to the Sector. Boarding Officers from Sector Delaware Bay cutters and boat stations ensure compliance with federal safety requirements, immigration, and fisheries regulations. Vessels found to be out of compliance with safety standards are issued citations and, if unable to correct deficiencies on the spot, may have their voyages terminated ensuring the protection of lives at sea.



PO 3rd Class John Kelly instructs LTJG Anne Sullivan how to handcuff PO 3rd Class Paul Aldapa during Boarding Team Member Training held at USCG Sector Delaware Bay in Philadelphia Oct. 20, 2009.

Eight law enforcement surge operations were conducted in 2009 with USCG Air Station Atlantic City, the National Marine Fisheries Service, coastal stations, and cutters targeting the enforcement of six different regulated fisheries, including the economically important scallop industry, uninspected towing vessels, recreational boating safety, and ports, waterways, and coastal security.

Teaming with the Federal Air Marshals, the Transportation Security Administration (TSA), Delaware and New Jersey State Police, Sector Delaware Bay participated in a TSA-led Visible Inter-Modal Protection and Response Operation that surged law enforcement teams to protect the Cape May-Lewes Ferry system. The operation garnered a high degree of public support and fostered improved working relationships with the involved federal and state agencies.

Sector Delaware Bay conducted Operation Safe Catch, a major effort to target unsafe commercial fishing vessels in the fall of 2009, combining the efforts of the Response and Prevention Departments, as well as the Sector Command Center and AIRSTA Atlantic City. Operation Safe Catch consisted of two distinct phases, each requiring coordination across multiple agencies. The first phase emphasized the importance of having the appropriate cold weather gear and safety equipment on-board their vessels, and provided education on safety implications for modifications to hull design. USCG Boarding Officers and Auxiliary members were trained to enhance their knowledge of fishing vessel regulations and common problems in the commercial fishing fleet. This phase was also extended to the Commercial Fishing Vessel fleet through the vessel dockside examination program. The second, or enforcement phase, specifically targeted at-sea law enforcement boardings of Commercial Fishing Vessels operating within the region. These boardings were primarily focused on vessels having the required distress alerting equipment such as Emergency Position Indicating Radio Beacons (EPIRB), Personal Locator Beacons (PLB), and Digital Select Calling (DSC) radios.

Finally, the Enforcement Division partnered with the Department of Defense to conduct security operations in support of Operation Iraqi Freedom and operations in Afghanistan. These intensive operations are crucial to the security of national defense forces deployed worldwide.¹⁷



Station Philadelphia on patrol in the Delaware River.

Cutter Forces

CGC CAPSTAN and CGC CLEAT are 65-foot WYTL (icebreaking tugs) cutters home ported at Sector Delaware Bay. The primary mission of the WYTL cutters is domestic ice breaking. During heavy ice seasons, CAPSTAN and the CLEAT ensure the greater Delaware Bay region is cleared of ice for safe navigation and shipping by breaking up to 12 inches of fresh ice at a time. CAPSTAN and CLEAT also serve in other roles throughout the year such as law enforcement, SAR, and patrol commander platforms. Both cutters provide additional security for military outload evolutions, Port, Waterway & Coastal Security, Harbor Patrols, and waterside events such as the New Year's Eve and July 4th firework displays at Penn's Landing.



Crews from CGC FINBACK and Station Cape May after cleaning up local baseball field.



CGC CLEAT breaking ice on the Delaware River.

Home ported in Cape May, New Jersey, are three 87-foot WPB (Patrol Boats) cutters: CGC FINBACK, CGC IBIS, and CGC MAKO. The WPBs' primary missions are SAR, law enforcement,

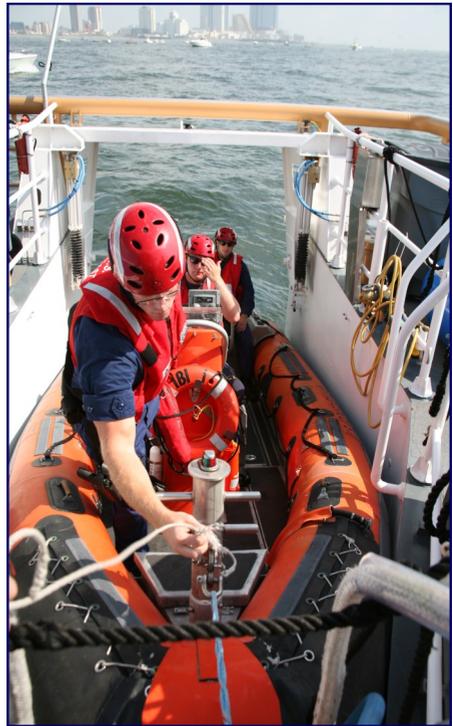
and homeland security. FINBACK, IBIS, and MAKO regularly patrol the offshore fishing grounds to ensure vessels have the proper safety equipment and comply with fishery regulations. The WPBs are also the primary SAR cutters responding offshore to vessels in distress throughout the region. As homeland security platforms, the WPBs function as security boarding escort platforms, and Patrol Commanders leading USCG and other government agency vessels in securing the waterways during high profile marine events.



CGC FINBACK returning from a trip to Washington, DC.



CGC FINBACK conducting naval submarine escort in the Chesapeake Bay.



Crew of CGC IBIS prepares to launch the small boat off of Atlantic City, NJ.

Ports, Waterways, and Coastal Security

Ports, Waterways, and Coastal Security (PWCS) is a specialized wing of the Sector's Enforcement Division with a mission focused on anti-terrorism measures at sea. The PWCS wing, combined with the Vessel Boarding Security Team (VBST) conducts off-shore vessel security boardings, coordinates armed escorts of vessels carrying dangerous cargo, and oversees daily patrols of critical infrastructure. This year the VBST also participated in security measures for Presidential and Vice Presidential visits to the city of Philadelphia and the surrounding area.

Working closely with port partners, the VBST conducted several joint vessel boardings with U. S. Customs and Border Protection (CBP), the USCG Investigative Service, and Immigration and Customs Enforcement (ICE) agents. The team also conducts regular joint operations with New Jersey State Police, the Philadelphia Police, and participates in training with the Federal Air Marshals.

PWCS and the VBST were involved in a joint radiation training exercise with CBP, the Federal Bureau of Investigation and the Philadelphia Police Department. The VBST also participated in behavior recognition training with the TSA and the Federal Air Marshals. PWCS participated in fraudulent document training with ICE and the Ocean County New Jersey Prosecutors Office.

These joint training exercises serve to better prepare the PWCS for



On left: Members of the VBST getting ready to conduct a security boarding.



CGC MAKO performs security standoff duties during an offshore security boarding.

their daily operations. The VBST encounters a diverse array of vessels and engages with crewmembers from all over the world. The information collected by VBST during vessel boardings is disseminated both internally throughout the Coast Guard and externally to outside intelligence and law enforcement agencies. This process greatly contributes to an increase in maritime domain awareness throughout the country.



Members of the VBST prepare to board a tanker vessel before the vessel enters the Port of Philadelphia on July 13, 2009.

Incident Management Division



MAHR personnel conduct a booming exercise at Sector Delaware Bay (Above Left). Pollution investigators from the MAHR team inspect the fishing vessel ERRANT VENTURE following a SAR case in Cape May, NJ. (Above Right)

Sector Delaware Bay's Incident Management Division (IMD) ensures effective response and readiness to SAR and pollution cases through oversight of Sector's six stations, seven stations (small) and the Maritime All-Hazards Response (MAHR) Branch .

In its role of station oversight, IMD monitors the readiness of all USCG stations in the tri-state area. While the stations' primary missions remain SAR, homeland security, and law enforcement, through the efforts of the IMD, station boat crews are cross-trained as initial responders for all-hazards response missions.

Assisting the stations during summer weekends and holidays, three USCG Auxiliary SAR detachments operate on the Delaware River and provide a seasonal assistance to the boating public.

In addition to coordinating operations during incident response, the branch works alongside Contingency Planning and Force Readiness staff to stand up an enhanced incident management command post during marine casualties, acts of terrorism, natural and manmade disasters, marine fire fighting, and other maritime transportation emergencies.

Maritime All – Hazards Response

Sector Delaware Bay’s MAHR Branch is responsible for the USCG’s mission of marine environmental response. The goal of marine environmental response is to ensure the safety and protection of citizens, property, and the environment from a myriad of hazards including pollution, hazardous materials releases, radiation, sunken, grounded, or disabled vessels with pollution potential, and other forms of terrorism. Within the Sector’s AOR, we work closely with the Environmental Protection Agency, and many other federal, state, and local agencies in assuring that the proper monitoring, response, clean-up, and enforcement options are being accomplished throughout the navigable waterways located throughout the states of New Jersey, Pennsylvania, and Delaware.

The MAHR Branch is comprised of personnel whose mission is to protect the marine environment. These personnel are highly trained and effective in areas of spill response to oil and hazardous materials, safety, contingency planning, and the Incident Command Systems.

MAHR Statistics:

National Response Center Reports: 271

MAHR personnel deployments: 196

MAHR Cases by state:

PA: 125

NJ: 112

DE: 34

Federally funded incidents: 14

Federal cleanup funds expended: \$283,000



MST3 James gives training to Station Philadelphia on boom deployment and spill containment methods.

Personnel within the MAHR Branch often attend various training schools and courses, enhancing the Sector's ability to complete the all hazards response mission. MAHR personnel are also responsible for all marine environment response training at units within the AOR

This year the MAHR Branch actively investigated over 271 National Response Center reports in the Sector Delaware Bay's AOR, resulting in 196



Contractors use Vacuum trucks to collect sludge and oily water mixture from contaminated water during response operations.



MAHR responded to a report of oil discharged into the Intracoastal Waterway in Margate City, NJ. The oil spilled from a crane which overturned from a barge, spilling approximately 50-75 gallons of hydraulic oil, gear oil and motor oils. A commercial contractor was hired to contain the spill, and a the crane was lifted back onto the barge.

field responses directly involving MAHR personnel. 125 of these cases were reported in Pennsylvania, 112 cases were reported in New Jersey, and 34 cases were reported in Delaware. Sector Delaware Bay's MAHR Branch had 14 federally funded incidents resulting in \$283,000 of federal funds spent from both the Oil Spill Liability Trust Fund and the Comprehensive Environmental Response, Compensation, and Liability Act (Superfund) fund.



Sector Delaware Bay was notified of a spill at Wilmington Marine Terminal involving the M/V Honor. The starboard quarter of the vessel had rested on a pier-side bollard due to tidal influences and improper mooring, resulting in the rupture of a fuel tank and an estimated discharge of 6,000 gallons of #6 fuel oil into the Christina River. Boom was placed around the vessel to contain the oil. This multi-agency cleanup lasted several days and cost the responsible party millions of dollars.



Sector Delaware Bay was notified of a 300ft sheen in the vicinity of Clam Creek in Atlantic City. MAHR personnel were dispatched and reported the source was pure marine grade diesel stretching 150 yards along the bulkhead. Without a known responsible party, MAHR personnel opened the Oil Spill Liability Trust Fund and hired a commercial contractor, to remove the pollution. Oil sample analysis later identified one vessel as a source of at least some of the spill. A Class I Civil Penalty is currently pending.

Boat Forces



Crewmembers from USCG Station Atlantic City conduct helicopter training ops with AIRSTA Atlantic City.

Sector Delaware Bay is responsible for the operation of 33 USCG small boats dispersed among six stations located on the New Jersey, Pennsylvania and Delaware shores. Stations Manasquan Inlet, Barnegat Light, Atlantic City, and Cape May are strategically located along the coast of New Jersey. In the Delaware River, Station Philadelphia is located south of the Benjamin Franklin Bridge near Penns Landing. Station Indian River Inlet is situated in Rehoboth Beach, Delaware, and covers the Delaware Atlantic coast and parts of the Delaware Bay.

The stations perform many of the USCG's missions including: Maritime Law Enforcement (MLE), SAR, Environmental Protection, Maritime Safety, and PWCS. Working closely with other federal, state and local agencies, station response boats provide a maritime presence to keep the waterways of the region safe and secure. To more efficiently accommodate the recreational boater influx during the summer months, Boat Forces open seven additional small boat stations (small) throughout the AOR. Combined, the stations logged over 10,000 hours underway in 2009.



Four of the six USCG stations guarding the shores and back bays of New Jersey and Delaware, (clockwise from top left): Station Barnegat Light, NJ, Atlantic City, NJ, Indian River Inlet, DE, and Manasquan Inlet, NJ.

The newest addition to the Sector small boat fleet is the 24' Special Purpose Craft-Shallow Water (SPC-SW). Stations Atlantic City, Barnegat Light, and Indian River Inlet received these new boats to better accommodate response to shallow water incidents.



The new SPC-SW 24 foot vessel is now located at Stations Atlantic City, Barnegat Light and Indian River Inlet.

These vessels can be operated in 18 inches of water in moderate weather and are multi-mission assets, capable of performing SAR, MLE, and PWCS.

Intelligence

Sector Delaware Bay's Intelligence Staff is another vital component of the PWCS mission and a critical element of our nation's defense against threats to homeland security.



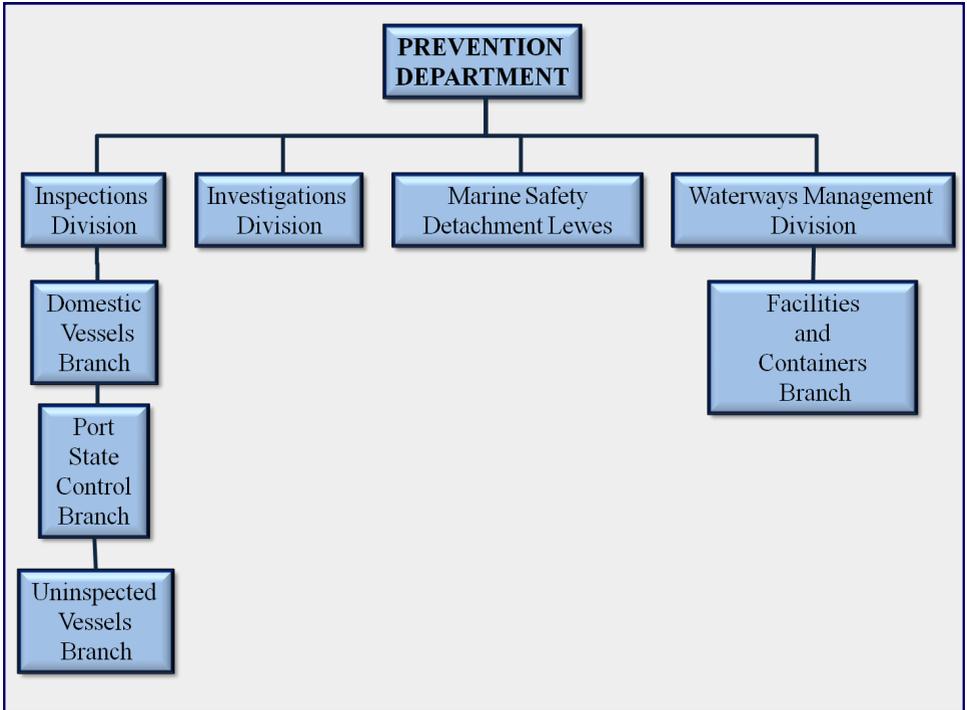
The USCG Intelligence Staff provides vital tactical and operational information to boarding and security teams.

The Sector Intelligence Staff consists of the Sector Intelligence Officer and an Intelligence Staff, which work together to collect law enforcement intelligence on all maritime threats, coordinate information sharing with other government and private entities, conduct first order analysis, and disseminate tactical and operational intelligence directly to the Sector Commander, other USCG units and government agencies.

Intelligence Partner Agencies:

- Federal Bureau of Investigation
- Office of Naval Intelligence
- Navy Criminal Investigative Service
- Joint Terrorism Task Forces
- Drug Enforcement Agency
- Transportation Security Agency
- U. S. Customs and Border Protection
- U. S. Immigrations and Customs Enforcement
- U. S. Marshal Service
- U. S. Attorney Offices
- Delaware Natural Resources and Environmental Control
- PA/DE Anti-Terrorism Advisory Committees
- High Intensity Drug Trafficking Area
- Delaware Information and Analysis Center
- Pennsylvania Criminal Intelligence Center
- New Jersey Regional Information and Operations Center
- DE, NJ, and PA State Police
- Delaware River Port Authority
- Delaware River and Bay Authority
- Philadelphia Police and other local police departments
- County Prosecutors Offices
- Area Maritime Security Committee Law Enforcement Subcommittee.

PREVENTION DEPARTMENT



The Prevention Department's mission is ensuring the safe operation and navigation of thousands of US and foreign-flagged vessels that transit along the New Jersey and Delaware coastline and in the Delaware Bay and its tributaries.

The goal of prevention is to prevent marine casualties and to safeguard maritime commerce, international trade, and supply chain security. The department accomplishes this mission through regular compliance inspections and examinations, by ensuring the waterways are safe for navigation, and by conducting marine casualty investigations to leverage lessons-learned and prevent future casualties. This commitment is shared with the local maritime industry to facilitate safe, secure, and environmentally sound marine transportation.

Inspection Division

The goal of the Inspection Division is to promote safety of life, property, and the environment by eliminating deaths, injuries, and property damage associated with all modes of maritime transportation. The division is comprised of three branches, Domestic Vessels Branch, Port State Control, and the Uninspected Vessels Branch, each charged with different missions and a wide array of activities. The division is staffed with very talented officers, chief warrant officers, chief petty officers, petty officers, auxiliary volunteers, and civilians with varied backgrounds and experience. It takes everyone working together to accomplish their challenging missions.

In 2009, division activities have increased exponentially. In addition to completing all required regulatory compliance activities, the division collaborated with multiple maritime industry partners and other federal agencies to further improve working relationships, streamline compliance activities, and develop professional knowledge.



Domestic, Foreign, and Uninspected Vessels comprise the majority of the Inspection Division's workload.

Domestic Vessels Branch

Working closely with American Bureau of Shipping, Aker Shipbuilding and other port partners; Marine Inspectors (MI) within the Domestic Vessel Branch engaged in many local training opportunities to stimulate professional development and diversity.

Domestic Inspections Statistics:

Passenger Vessel Inspections: 414

Barge Inspections: 78

Towing Vessel Inspections: 26

Deep Draft/ Miscellaneous Inspections: 38

New Vessel Construction Projects:

Small Passenger Vessels: 19

Tank Vessels: 3



The new-build, Overseas Cascade departs from Aker ship yard on a four day sea trial.

Additionally, this year welcomed the creation of an Uninspected Vessel Branch. These inspectors conduct safety examinations on commercial fishing vessels, towing vessels, and other uncertificated vessels in Sector Delaware Bay's AOR to ensure compliance with applicable safety regulations and pollution prevention.

MI's began conducting ship rides on commercial vessels in 2009. This ship-rider program allows for a better understanding of the



CWO2 Ted Tarini witnessing engine room tests at Aker Shipyard.

commercial shipping industry in its entirety. This arms MIs with a better understanding of the industries needs and allows for better customer service.

The combination of all of these programs provides a superb opportunity for entry level MI's to gain technical expertise in various complex vessel systems and knowledge of new construction and repair processes.



LT. Jacob Hobson and CWO2 Britton Henderson witness the launch of a life boat on the new-build OSG Overseas Cascade.

Port State Control Branch

Staffed primarily by petty officers, Port State Control monitors and examines foreign freight vessels, oil tankers, chemical tankers and gas carriers with a goal of eliminating substandard shipping within Sector Delaware Bay's AOR. In 2009, a total of 2,449 foreign-flagged vessels made port calls to facilities in Pennsylvania, New Jersey and Delaware. Each arriving vessel undergoes a detailed risk assessment utilizing data from various sources to determine whether a vessel will be examined for safety and/or security compliance with US and international regulations.

Port State Control Statistics:
Foreign Flagged Vessels: 2,449
Safety Examinations: 230
Security Examinations: 321



The Double Skin 31 performing bunkering operations with the tank vessel.

Additionally in 2009, we increased our focus on vessels that had previously visited Venezuela (VZ). As a result, each vessel arriving in the US following a port call in VZ received additional scrutiny through Conditions of Entry and additional security exams by Port State Control Examiners.

One particular highlight of 2009 was the SOLAS deten-

tion of the tank vessel Tabora. Upon initial examination, the tanker was discovered with wasted and holed fire main piping, an inoperable Crude Oil Washing System, and poor safety management procedures on the vessel. Port State Control Examiners worked diligently with the vessel classification society, ship's crew, and flag state to ensure proper repairs were made prior to the vessel returning to service.



ENS Kai Kang inspecting a lifeboat and the davit system on a foreign freight vessel.

Uninspected Vessels Branch

The Uninspected Vessel Branch (UVB) is a newly formed branch of the Inspection Division which was established at Sector Delaware Bay in July of 2009. Many of the commercial vessels that

operate in the Captain of the Port (COTP) zone are not required to obtain certificates of inspection and do not have annual inspection requirements. The UVB is responsible for reaching out to the fleet of uninspected vessels to perform courtesy vessel examinations. These consist of having a

Uninspected Vessels Branch Statistics:

Courtesy Fishing Vessel Safety Examinations: 79

vessel examined dockside in a non-adversarial environment at a time and place mutually agreeable for both the USCG examiner and the operator.



The commercial fishing vessel Dictator.

Although courtesy examinations are not as intensive as annual inspections, for certification they provide the opportunity for USCG examiners to perform an examination of critical lifesaving and firefighting equipment on vessels that would otherwise go unexamined. Vessels covered under the UVB include commercial fishing vessels, uninspected towing vessels and unin-

spected passenger vessels. The UVB has two active duty members assigned full-time and is assisted by 11 Auxiliarists.

The UVB is involved in a three year project with the towing vessel industry known as the Towing Vessel Bridging Program (TVBP).

The TVBP has been initiated by the USCG to ensure that the towing vessel industry is informed and prepared to meet upcoming inspection requirements to be finalized in the new Code of Federal Regulations Subchapter M. A successful implementation of the TVBP can be accomplished by improving the quality of and increasing the frequency of USCG interactions with the towing vessel industry, and by familiarizing all involved parties with the procedures, policies, requirements and administration of existing and, as implementation draws closer, the new Subchapter M regulations.

During this period of transition, the USCG will conduct an extensive industry outreach, properly train our people, and will examine every towing vessel that will be inspected under the new regulations. The TVBP includes industry outreach, education and qualification, continued industry initiated exams (voluntary dockside exams), and the transition to mandatory inspections resulting in the issuance of a Towing Vessel Certificate of Inspection.

Industry initiated exams will continue until the new regulations become effective. These consist of having a vessel examined dockside in a non-adversarial environment at a time and place mutually agreeable for the USCG examiner and the operator. If the vessel is found to be in compliance with the applicable regulations, a Towing Vessel Exam decal will be issued. If a vessel is found not to be in compliance with the regulations, time will be provided to correct the deficiencies prior to issuance of



Moran Towing Company standing by to perform a docking evolution.

a decal. The new decals are valid for three years. Sector Delaware Bay has over 700 federally documented or state registered commercial fishing vessels operating out of its AOR. Additionally, numerous vessels from other ports in neighboring states frequent the area offshore of Delaware Bay because of its fertile fishing grounds for scallop, oyster, clam, flounder, fluke and other species. Cape May, NJ, has 33% of the areas fishing vessels making it the largest concentration, Manasquan, NJ, follows with 24%, and Barnegat Light, NJ, finishes up with 19%. The UVB frequently conducts harbor patrols and outreach activities at these locations to encourage vessel owners to seek safety examinations. These safety exams are courtesy dockside vessel examinations on fishing vessels to encourage compliance with applicable safety regulations and discourage unsafe operations. Courtesy examinations are non-adversarial and no citations are issued if discrepancies are found. When a fishing vessel is found to be in compliance with all applicable regulations a safety decal is issued which is valid for one year.

On November 1st Sector Delaware Bay initiated Operation Safe Catch - a six month district wide operation to unify and concentrate significant prevention and enforcement efforts toward reducing casualties among commercial fishing vessels. The UVB focused on training USCG response units in the safety standards required for commercial fishing vessels to obtain a safety decal. Training was provided to USCG Stations Atlantic City, Barnegat Light, Cape May, Indian River Inlet, Manasquan Inlet, and to the Cutters CAPSTAN, CLEAT, IBIS, and MAKO.

During the first six months of operation, the members of the UVB have already made a positive impact on the uninspected vessel fleet and will continue to aid the mariner through outreach and educational efforts striving to reduce the number of casualties and fatalities at sea.

Investigations Division

The primary task of the Marine Casualty Investigations Division is to determine the causes of marine incidents and to use the information gathered to promote the safety of life, property, and the environment. The division investigates groundings, allisions, collisions, equipment failures and work related injuries to mariners as required by the US Code of Federal Regulations. The lessons learned from these investigations are used by policy makers to implement necessary changes to safety statutes thus preventing further incidents.

Investigations Statistics:

Investigation Activities: 315

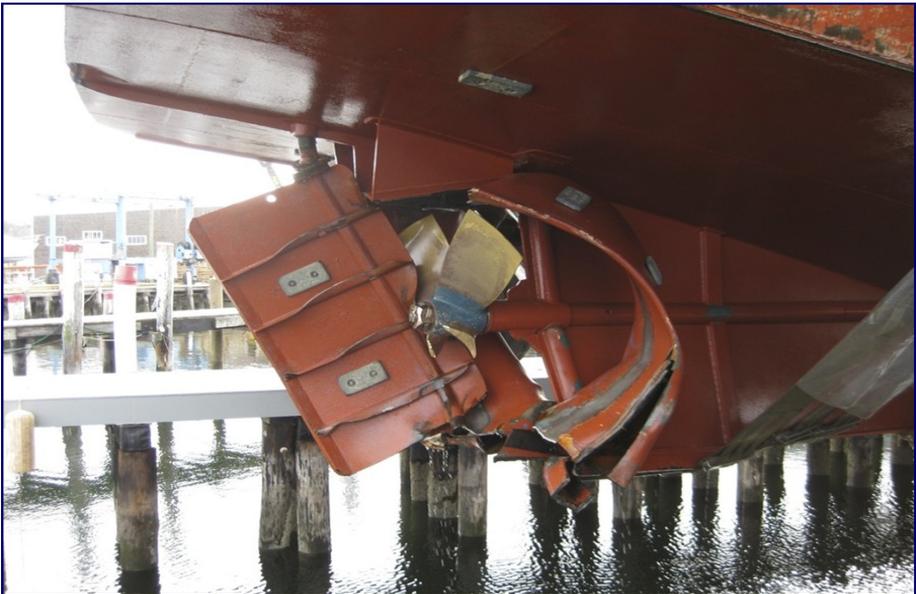
Loss of Life Cases: 7

Settlement Enforcement Cases: 4

Letters of Warning: 7

Civil Penalties: 1

Surrendered Mariner Credentials: 3



Damage to the stern of the CFV DICTATOR. Damaged cause by collision with the M/V CMA CGM FLORIDA.



CFV CAPT O J RIGGS experienced a large fire in the engine room during transit from NY fishing grounds back to homeport in NC. Three crew on board attempted to fight the fire for approximately 10 minutes until the Master gave the order to abandon ship.

Investigators are also charged with investigating reports of negligence and misconduct that occur in conjunction with the operation of commercial vessels. Incidents involving vessel personnel may lead to the suspension and/or revocation of licenses, certificates, or other documents and may also result in assessment of civil or criminal penalties.

This past year Sector Delaware Bay conducted more than 50 investigations into CFV casualties ranging from cases involving deaths to loss of propulsion reports. On March 24, 2009, the USCG Investigations Office was notified that the CFV LADY MARY had sunk approximately 60 miles southeast of Cape May, NJ. While the initial investigation was started by Sector Delaware Bay, a casualty of this magnitude, with the loss of six lives, was changed from a field unit investigation into a USCG formal investigation.

The formal investigation for the LADY MARY is presently ongoing and may take several months to conclude.

This past year proved difficult for recreational divers. Sector Delaware Bay had conducted several investigations into casualties involving recreational divers ranging from decompression sickness to death. The casualties occurred in water depths ranging from approximately 15 feet to depths in excess of 200 feet. In cases that involve the death of a diver, the USCG works closely with witnesses, diving experts, equipment experts, dive physiologists and the coroner's office to gather as much information as possible. Utilizing a synergistic approach with the information gathered, the USCG investigators will make a determination on the possible cause or events that lead to each of the casualties.



The "T" boat CRUISN 1 - incurred extensive structural damage while underway with 43 passengers. The operator stated that the vessel struck a large wave, which sheered off approximately 23' of the forward bulwarks.

Marine Safety Detachment Lewes, DE

Marine Safety Detachment (MSD) Lewes, DE serves as a satellite detachment under the Prevention Department, Sector Delaware Bay. The detachment is manned with seven active duty members, and led by a Lieutenant Junior Grade (LTJG)

as the Supervisor. The detachment is also supported by members of the Coast Guard Auxiliary, who assist with administrative duties throughout the year. The Auxiliary members have volunteered over 13,000 man-hours performing duties such as, watch standing, assisting with Port State Control exams, pollution response and harbor patrols. Their efforts are

MSD Lewes Statistics:

Port State Exams: 104

International Ship and Port Security inspections: 71

Domestic Small Passenger Vessel Inspections: 77

Minor Pollution Response Cases—5



CWO Hines conducting fire mask inspection with the crew during a PSC exam.

greatly appreciated, and are critical to enabling MSD to complete its mission.

The MSD's AOR runs from south of the Chesapeake and Delaware Canal to Fenwick, Delaware. The detachment's primary mission is marine safety, with the majority of the activities focusing on vessel-related exams and inspections.



MST3 Starking simulating bird rescue techniques at University of Delaware Bird Rescue Center.

The MSD serves as a gate keeper to Delaware Bay and River, assisting Sector Delaware Bay with regulatory compliance for the near 3000 foreign merchant vessels that transit the area annually. The principal vessel lightering location in the region, Big Stone Anchorage, is located 30 miles north of the detachment and serves as the location for the

majority of the Port State Control exams that the MSD conducts. The detachment is also responsible for a domestic fleet of 44 small passenger vessels, ensuring safety for approximately 2500 passengers annually.

The MSD performs other USCG missions including Marine Investigations and Marine Environmental Response and Protection. In support of the Marine Environmental Response and Protection mission, three members of the detachment participated in wildlife rescue training at the University of Delaware's Bird Rescue Unit. The training will better prepare the detachment to assist in event of a large oil spill.

In 2010, the detachment will continue to work towards many building improvements, including repairs to the detachment's seawall that suffered damage from the numerous storms that affected the area in November of 2009.

Waterways Management Division

The Sector Delaware Bay Waterways Management (WWM) division is responsible for ensuring the fulfillment of the USCG's maritime mobility mission in Sector Delaware Bay's AOR.

The goal of this mission

is to facilitate maritime commerce by managing navigable waterway operations,

Waterways Management Statistics:

Dead Ship Tows: 15

Extended Anchorage Requests: 23

Marine Event Applications: 97

Marine Event Permits Issued: 48

Safety Zones Established: 15

Aids to Navigation: 915

to help reduce or eliminate interruptions and impediments, and ensure the efficient movement of goods and people while allowing for the safe recreational use of the waterways. The WWM staff serves as the primary USCG liaisons to the Mariner's Advisory Committee, works with the Pilots' Association for the Bay & River Delaware, the maritime exchange, and numerous port operators to ensure the coordination of safe and efficient commercial vessel movement through Sector Delaware Bay's heavily trafficked AOR. This essential function is accomplished by the use of technology such as Automated Identification Systems and an online port information system.

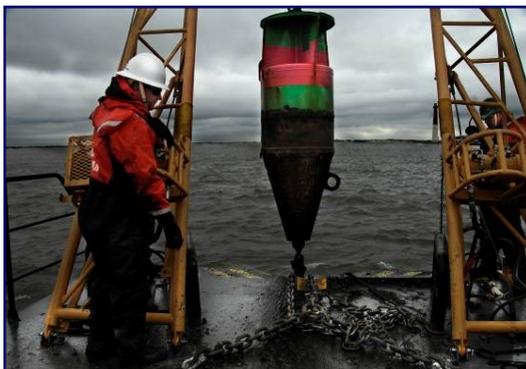


The 4th of July is just one of the many annual events the Waterways Division Manages.

Additional harbor control mechanisms such as dead ship tow approvals and extended anchorage approvals are also used.

The marine event permit process is a tool the WWM staff utilizes to maximize safe recreational access to and enjoyment of the waterways.

A marine event is an organized affair held on the water which, by its nature, circumstances or location, introduces an added and/or unusual hazard. In 2009, the WWM Division processed many marine event applications, issued permits, and established safety zones illustrated in the chart on the previous page. These events ranged in size from the large Atlantic City Air Show and Penn's Landing July 4th Fireworks to various smaller triathlon swims in the Delaware River and boat regattas along the New Jersey shore.



Retrieval of buoys is just one of the many jobs ATON performs.

The WWM staff was involved in the planning process for several operations throughout the year. For the Commissioning Ceremony of the USS WAYNE E. MEYER, WWM engaged with multiple federal, state, and local agencies to ensure the security of the vessel and crew during their transit and stay in the port. WWM staff also began coordination with the Minerals Management Service, the Army Corps of Engineers, state officials from New Jersey and Delaware, and several other government agencies, to lay the foundation for off-shore energy projects. WWM's key role throughout this process was to ensure the safety of navigation, advise involved agencies of traditional uses of the affected waterways, and assess the impact on USCG missions.

Lastly, WWM is responsible for ensuring 915 aids to navigation (ATON)

located throughout Sector Delaware Bay's AOR are properly positioned and maintained. The ANTs, located in Cape May, NJ, and Philadelphia, PA, are responsible for maintaining federal ATON, including buoys, lighthouses, day beacons, and radio-navigation signals on the Sector's waterways. ANT Philadelphia's AOR encompasses approximately 145 NM of the Delaware Bay and River and its tributaries.



Crew members of the CGC WILLIAM TATE load buoys.

A crew of 10 members maintain 185 ATON to include; 32 buoys, 46 ranges (each with 2 lights), 55 lighted structures, 9 day beacons and 1 fog signal. In 2009, ANT Philadelphia helped rebuild and modernize 17 vital range structures and lights in the upper Delaware River. They assisted ANT Cape May with the establishment of seasonal ATON. ANT Philadelphia participated in a beta test to improve and update the USCG ATON computer programs used to track and position aids.

ANT Cape May's AOR encompasses approximately 185 NM of waterway; to include the New Jersey Intracoastal Waterway, Atlantic Ocean, Delaware Bay and Indian River. A crew of 21 members maintain 730 ATON. In 2009, ANT Cape May received a new 26' tailored ATON boat. This new craft improved upon its predecessor's capabilities in most aspects, to include carrying capacity, speed, range, crew comfort, work area/deck space, and electronics package. ANT Cape May established two new aids adjacent to the Cape May Ferry terminal to help mark an encroaching shoal. They also have a new Officer in Charge who took command on August 20th.

Facilities and Containers Branch

In July 2009, the Facilities and Containers Branch moved from the Inspections Division to the WWM Division. Merging the two smallest branches in the Prevention Department increased the ability to utilize the limited resources each branch had. To this end, there

Facilities and Containers Inspections Statistics:

MTSA exams Announced/Un-Announced: 51

Un-Announced Security Spot Check: 80

Announced Security Spot Check: 38

154/PPR/Safety Exams: 56

154/PPR/Spot Check: 44

Government Initiated Unannounced Exercise: 4

MARPOL Exam: 20

Certificate of Adequacy Renewal/Issuance: 8

Follow up/Security and Safety: 44

Facility Response Plan Review: 15

Ops Review: 5

FSP Reviews/Amendments: 42

Containers Inspected: 540

Containers on Hold: 25

are now more petty officers qualified as Container Inspectors and WWM has additional petty officers to assist with the program. The Facilities and Containers Branch is responsible for facilitating compliance with safety and security requirements for 76 waterfront facilities within Sector Delaware Bay's AOR. These waterfront facilities include refineries, facilities designated to handle packaged hazardous materials, large fishing vessel terminals, passenger terminals and mobile oil transfer facilities. This year facility inspectors focused on the five year review of Facility Security Plans (FSP) for each regulated facility. The new plans included the Transportation Worker Identification Credential (TWIC) regulations that came into effect December of 2008. Most of the facilities have made the transition to the TWIC regulations with only minor difficulties. Through visits to each facility, the facilities inspectors have brought all facilities in their AOR into compliance. In addition to site visits and facility security plan reviews, Facilities and Containers Branch petty



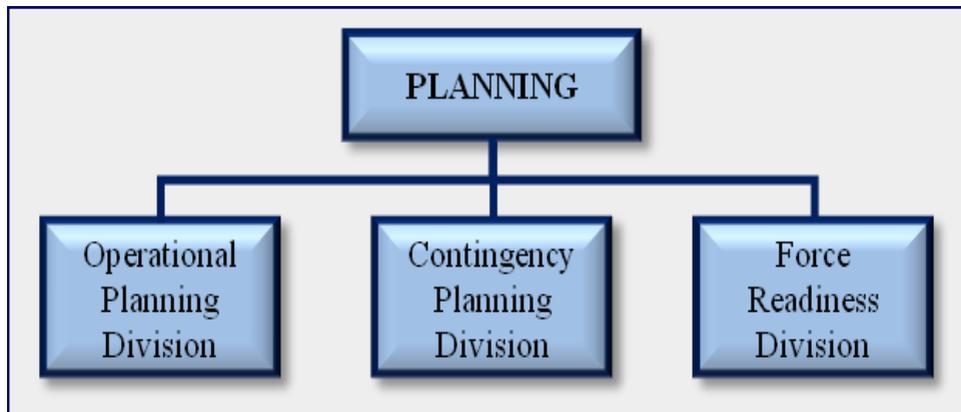
Facilities inspectors ensure compliance with Maritime Transportation Security Act (MTSA) and other federal regulations of all designated waterfront facilities.

officers also attended TWIC Reader Training. The electronic card readers are another tool that the Facility Inspection petty officers have to ensure TWIC compliance. These prototype card readers enable biometric checks to verify the identity of the card holder.

The Empty Container

Inspection Program, a joint initiative with the U. S. Customs and Border Protection, came to an end in February of this year. The program was meant to assess the risk posed by empty containers that enter our seaports by verifying that containers that are declared empty when they arrive by truck at a container's terminal gate are, in fact, empty. The program was successful in determining that these containers did not pose a risk to the ports. Also this year, enhanced efforts were placed on the inspection of containers for hazardous materials. Five hundred and forty containers have been inspected and 25 containers have been placed on hold, effectively removing unsafe containers from the transportation system.

CONTINGENCY PLANNING



Sector Planning consists of three major elements: Operational Planning, Contingency Planning, and Force Readiness Divisions. The planning staff works extensively with all Sector Departments and area port partners to ensure a unified response posture for marine safety, security, and pollution incidents within the COTP zone.

Operational Planning Division

The Operational Planning Division facilitates the Area Maritime Security Committee (AMSC), a multi-state, multi-agency advisory committee consisting of stakeholders from virtually all possible activities associated with the Ports of the Delaware River and Bay. Consisting of over 400 members, the AMSC coordinates maritime security in the Delaware River and Bay and was directly responsible for the allocation of approximately \$32 million in Federal Port Security Grant Funding for the region in 2009. Grant awards have provided security enhancements to a large number of MTSA regulated and other facilities, purchased police and fire equipment, established visual and electronic monitoring programs throughout the Delaware River Basin and assisted, in part, with the establishment of the regional intelligence fusion center.

The COTP, Captain Meredith Austin, is the Executive Director of the AMSC and is responsible for the ultimate tasking, direction, and focus of the Committee. In 2009, the AMSC held six general meetings with approximately 80 members of the AMSC present at each. The AMSC Managing Board met seven times with approximately 20 attendees at each meeting.

The Operational Planning Division was also influential in the oversight of the Fourth of July Fireworks Display on the Delaware River. Through the development of a thorough and concise Incident Action Plan for the event, the Operational Planning Division helped to ensure the evolution was safe for all who attended. Incident Action Plans were also developed by the Operational Planning Division for several Military Outload Operations during 2009 allowing for our troops overseas to receive supplies necessary to carry out their missions.

Contingency Planning Division

The Sector Delaware Bay Area Committee is managed by the Contingency Planning Division. The mission of the Area Committee is to protect public health, safety and the environment through the coordinated planning and exercise of federal, regional, state, local, private, and volunteer all-hazards response entities in the Sector Delaware Bay area. Information and procedures for the Area Committee's emergency planning are identified in the Area Contingency Plan. To evaluate the Area Contingency Plan's Biological Annex, on July 30, 2009, Sector Delaware Bay's Contingency Planning staff hosted a seven hour Procedures for Vessel Quarantine or Isolation Workshop designed to bring together the agencies responsible for preventing and responding to the introduction, transmission, and spread of communicable diseases from foreign countries into the US at international seaports of arrival.

This was the first time in Sector Delaware Bay’s AOR that federal, state, county, and private industry representatives had met to address the procedures needed to protect the port and ensure the continuity of operations in the maritime environment.

Over thirty representatives from different agencies consisting of USCG Sector Delaware Bay, USCG District Five, Center for Disease Control, USCG Station Philadelphia, US Customs & Border Protection Newark, State, County and local Departments of Public Health, and the Pilots Association of Delaware River and Bay were able to attend.

The Contingency Planning Division also coordinated Emergency Support Function 10 watch-stander training for personnel throughout D5 to for enhanced proficiency at the Regional Response Coordination Center.

The Delaware River and Bay Oil Spill Advisory Committee held five meetings throughout the year in pursuit of relative advice, recommendations and a ranking of priorities for measures to improve the prevention of and response to future oil spills in the Delaware River and Bay.

Force Readiness Division

The Force Readiness Division ensures the readiness posture of Sector units through our comprehensive Watch Quarter and Station Bill database, regular interface with our Reserve Work-Force through the Reserve Force Readiness System and the Ready for Operations (RFO) team. The RFO conducted training and regularly evaluated local USCG units for safety, job performance proficiency, and equipment material condition.

Sector Command Center

The Sector Command Center is the nerve center of all USCG operations in the AOR. It is staffed around the clock by a six person watch team consisting of USCG officers, enlisted, and civilian members.

Sector Command Center Statistics:

Sector-Managed SAR Cases: 505

Lives Saved: 204

Mariners Assisted: 617

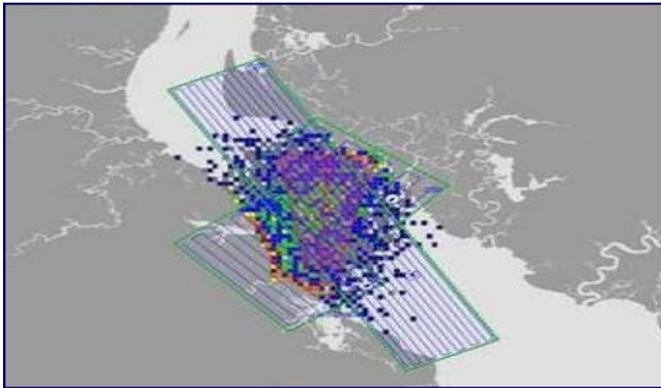
Property Saved: \$18,057,372

The Command Center facilitates a unified response and provides one-stop shopping for all of Sector Delaware Bay's mariners.

The USCG's Command Center is similar to a 9-1-1 dispatch except it is for incidents that occur on the water. Command Center personnel receive and evaluate emergency information from the boating public, the National Response Center, and other federal, state, and local emergency services agencies. They then facilitate the appropriate response and dispatch the appropriate resources to complete all USCG missions within the Sector's AOR.

The USCG's state-of-the art communications suite known as Rescue-21 helps Command Center controllers pinpoint mariners in distress. Rescue-21 equipment also receives information directly from VHF radios equipped with DSC, which when connected with a Global Positioning System receiver can transmit a vessel's exact location and nature of distress directly to the USCG at the push of a button.





Advanced search planning is available through the tool known as SAROPS. Utilizing real-time weather data and other advanced features, Sector Delaware Bay's SAR Controllers conduct more effective search patterns.

In its non-emergency capacity, the Command Center reviews vessel arrivals and facilitates commerce around the clock through communication with the Delaware Bay and River Pilots Association, the Philadelphia Maritime Exchange, and vessel agents.

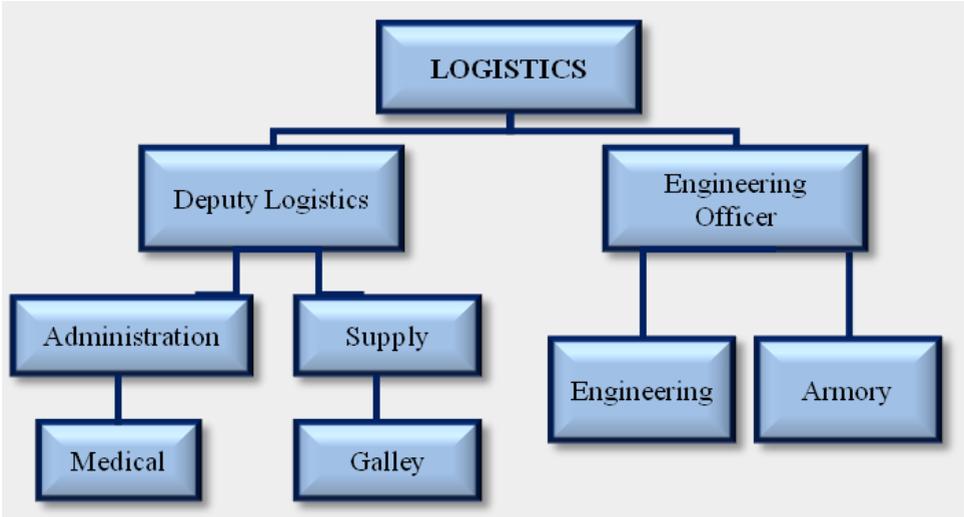
The Command Center works closely with Response, Prevention, Logistics, and Planning Departments, all USCG forces, and all federal, state, and local agencies as well as key port stakeholders within the region to respond to, monitor and resolve any maritime-related situations.



Station Cape May and New Jersey State Police respond to a pleasure craft taking on water after the Command Center received a distress call from the vessel.

Command Center watch standers utilize state-of-the-art search planning tools and advanced communications technology to simultaneously plan, coordinate, and monitor all ongoing response missions. As the mariner's first line of defense, Communication Watch Standers constantly monitor VHF-FM Channel 16 for distress calls. When a call is received on the USCG's Rescue-21 equipment, watch standers can pinpoint a distressed vessel's location and dispatch rescue units more effectively than ever before.

LOGISTICS DEPARTMENT



Sector Delaware Bay Logistics Department provides much needed support to the personnel and facilities that are necessary for accomplishing our many missions.

In an ever-changing organization, the Logistics staff provides guidance, administrative support, and general military training for all active duty and reserve members assigned to the Sector.

In addition, on-site medical services ensure USCG members remain fit for duty, while the Sector Galley provides excellent food service 365 days a year.



Chief Warrant Officer Gilbert Resto serves up his signature pancakes for a special breakfast in the Galley.

Sector Field Office



Station Indian River Inlet boats stand ready to launch with the support of Sector engineering.

Sector Field Office (SFO) Atlantic City Engineering Department supports Facilities Engineering, Naval Engineering and Weapons training/support. The SFO strives to keep all Sector assets fully operational including cutters, boats, station facilities, and government housing. The SFO works with Civil Engineering Unit Cleveland,

Integrated Support Detachment (ISD) Cape May, and commercial contractors to complete tasks that exceed local unit capabilities.

In 2009, Facilities Engineering oversaw a \$1 million renovation to Station Atlantic City and numerous improvements to Stations Indian River Inlet and Manasquan Inlet. Working with the CGC WILLIAM TATE, SFO Reserve Engineers rehabilitated the exterior of Miah Maull Shoal Lighthouse by renewing



Miah Maull Shoal light sports a fresh coat of paint; compliments of SFO Reserve Engineers.

Cooperating with the Naval Engineering Support Unit, Maintenance and Logistics Command, Engineering Logistics Command, ISD Cape May, Integrated Support Command Portsmouth, and several commercial companies, the SFO created a centralized supply center for all Sector boat spare parts and supplied parts for and coordinated responses to the

Below: SFO Engineering supports Sector cutters, like the CGC IBIS, keeping them “Always Ready” to respond to vessels in distress.



majority of casualty reports by Sector units. Managing the spare parts inventory for the Honda PSI program, Sector engineers delivered ten Honda engines and fifteen lower units to Sector boat stations at a moments notice ensuring all assets were placed quickly back in service.

SFO engineers also played a role in the acquisition of two 47 ft Motor Life Boats and the new 26 ft Trailerable Aids to Navigation Boat, as well as the transfer of two 41 ft Utility Boats to another sector.

They also maintained six pollution response trailers staged at strategic locations throughout the Sector and responded to countless mechanical and electrical casualties ashore and afloat.



On left:
Sector Gunner's
Mates ensure that
all boarding team
members are fully
qualified to carry
small arms through
regular small arms
range training.

The Sector Field Office Weapons Support Division provided small arms training for over 600 Active and Reserve USCG members, qualifying over 85% to carry out the USCG's Law Enforcement mission. SFO Gunner's Mates (GM) conduct annual inspections of Sector small arms and weapons storage and provide preventative maintenance training and support. SFO GM's are responsible for administering the inventory of ammunition and pyrotechnics at all units throughout the Sector to ensure the safety of all personnel who rely on these tools for their daily activities.

USCG Auxiliary



A USCG helicopter from AIRSTA Atlantic City conducts hoist operation training with the Auxiliary.

The USCG Auxiliary is the uniformed all-volunteer component of the USCG. Auxiliary members can be found actively supporting all USCG missions except law enforcement and military actions. A key provider of the USCG's Office of Boating Safety initiative, "You're In Command", Auxiliary flotillas provide boating education programs and vessel safety checks to the boating public.

Auxiliary boats can be found actively patrolling the Delaware River, the New Jersey and Delaware Coasts, and in the inland lakes of Pennsylvania during busy summer weekends and holidays.

Their valuable services provide much needed support to USCG search and rescue and homeland security missions through America's Waterways Watch program. The Auxiliary also assists the USCG with ATON,



COASTIE the Safety Boat teaches kids important lessons in boating safety.

marine inspections, communications watch standing, personnel training, and marine environmental protection among other missions.



For more information about the USCG Auxiliary visit the USCG Auxiliary website: <http://nws.cgaux.org/index.html>



UNITED STATES COAST GUARD SECTOR DELAWARE BAY

*"HERE TO PROTECT,
READY TO RESCUE"*



U.S. Coast Guard
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