

Coast Guard Commandant Admiral Bob Papp's Remarks

to the

**Naval War College Faculty and Students
Newport, RI**

February 16, 2011

Opening:

Slide 1 – Shipmates and Shipmate Coin

- Your four principles
 - Steady the Service
 - Honor our Profession
 - Strengthen our Partnerships
 - Respect our Shipmates

- Discussion of the impact attending the Naval War College had on your career:
 - Attending the Naval War College was a game changer. I was not much of a student – I dreamed about going to sea and being a ship captain – this dream was reinforced at the Coast Guard Academy by the summer programs.

 - But then I ran into the Dean of Academics. I was called into his office ... he had his feet on his desk and a big cigar in his mouth. He said Cadet PAPP your no longer on the football team.... You are on my team now...

 - Anyway, I somehow managed to graduate from CGA, get my commission and get to the fleet...

 - Ironically, I just received a congratulatory note from Captain Woods – my old calculus teacher – it reads ... “congratulations on an honor well deserved” ... funny, that’s precisely what he said when he gave me that F in calculus!

- This reminds me of another story. When I was a LT and had my first command, I was attending a reception and was approached by a senior Captain. He inquired as to whether I liked my job...I reflected, responded and stated, "Captain, I like this job so much that if I could have it forever I would keep it" ... The Captain dryly responded, "Well LT there's room for people in our service who lack ambition." He just didn't get it!
- You see, I was in the black hull fleet – the buoy tender fleet. I loved the black hull fleet because you got the opportunity to work a lot of aids to navigation and become a great ship driver and sea captain – this is what I had always aspired to ... But members of the black hull fleet did not normally get to go and command our larger shiny white cutters – who get to conduct the exciting law enforcement missions... Moreover, the command opportunities in the black hull fleet pretty much end at the O-4 level.
- I began speaking to a mentor of mine He was also a black hull sailor ... but he had attended the Naval War College. He recommended that I do the same ... That's when I decided to apply for the Naval War College, on the advice of my mentor.
- Attending the Naval War College was like a sabbatical from the Coast Guard – it allowed me to get my head together – to read texts that I had never before had the time to read – and to learn and develop good study habits – because I now had the desire and motivation to do so ... to get the experience of faculty like George Bear – and study with students from other services...much like YOU are doing today.
- Ultimately, this experience assisted me in expanding my mind beyond my previously limited goals. The Naval War College truly changed my life.
- When I left the Naval War College, it was 1990 – you may recall what was occurring – a man named Saddam Hussein had just invaded Kuwait – the Coast Guard needed someone who "spoke DOD" – and they reached out to the newest NWC grad – me – I would have never had this opportunity absent NWC.
- Later, the CG was working to "operationalize" its newest cutter – the 270-ft BEAR class – and they needed someone who spoke Navy – to assist in getting the cutter through the Navy pre-commissioning certification process. This experience allowed me to become Commanding Officer of the 270-ft cutter FORWARD. As a buoy

tender sailor, this opportunity would simply not have been possible but for my NWC education.

- It was now 1993-1995 – and you may recall the mass-exodus of Haitian and then Cuban migrants (OP ABLE MANNER & ABLE VIGIL) – in between these operations President Clinton decided to respond to the overthrow and expulsion of the duly elected government of Haiti by a military coup. I was placed in charge as CTU – of the largest CG task group since the Vietnam War...
- Again, this experience would not have been possible but for my NWC education – which taught me how to expand my thought process – how to work with our sister services – and put me on course to new opportunities – and ultimately to my present assignment.
- The value of the education YOU are receiving here was adequately summed up in a 1912 Lecture “The Practical Character of the Naval War College” by Captain Sims, USN, -- one of the founders of this great institution. Captain Sims said: “[The Naval War College’s] principal value is in showing such a man [and a women] how much [they] did not know when [they] began, how much [they] have yet to learn, and what should be the direction and objective of [their] future studies.”

Slide 2 – CG and USN/USMC

- Coast Guard and Navy & Marine Corps have a long history of joint service → CG has fought alongside or under Navy in every major conflict; this slide depicts CG support of Guadalcanal and Iwo Jima Marine landings in World War II.

Slide 3 – Coast Guard Signalman Douglas Munro

- Posthumously awarded the Medal of Honor for heroic actions taken during the rescue of Marines from Guadalcanal on 27 September 1942.

Slide 4 – Personal history, father in USMC in Korea and child photo.

CG 101:

Slide 5 – CG Started with Alexander Hamilton

- Federalist Quote

- CG is a unique instrument of the American Revolution.
- Today Hamilton's words ring just as true – but the functional entrance to our seaports is much further offshore – we have adapted to protect our homeland by engaging threats further offshore – increasing our maritime domain awareness through initiatives like vessel tracking – and strengthening our partnerships through engagement programs designed to assist foreign nations meet international port security standards – and by inspecting cargo at the point of shipment vice arrival.
- The International Port Security (IPS) Program visits foreign countries to assess the effectiveness of anti-terrorism measures in the ports of nations conducting maritime trade with the United States. In cases where we find effective anti-terrorism measures are not in place, Conditions of Entry are placed on vessels arriving to the United States from those ports and we require those vessels to implement additional security measures.
- To date, we have assessed 150 of the 154 countries that could potentially trade with us via maritime means. (The four countries we have not assessed include Burma (Myanmar), Eritrea, Somalia, and Egypt.)
- Our service—along with our partners provides the first ring of security to our Nation.

Slide 6 – Amalgamation of Legacy Agencies

- Revenue Marine; Lifesaving Service; Lighthouse Service; Bureau of Navigation and Steamboat Inspection;
- We keep getting new missions because we're good at what we do! (Unfortunately resources sometimes trail missions! Thus, Steady the Service Seeks to Synchronize Resources to Strategy and Mission)
- We've served under 4 different Secretaries: Treasury, Secretary of Navy in WWI and WWII, Transportation; and as of 2003, DHS.
- We've proudly fought as part of or alongside the Navy in every conflict.
- Post 9-11 missions expanded and our Service grew.

- Today, our newest core competency is Crisis Response and Management (Hurricane Katrina, Haiti, and Deepwater Horizon Oil Spill).

Slide 7 – We are A Military, Multi-Mission Maritime Service.

- We are responsible for maritime safety, security, and stewardship.
- In essence, we protect people on the sea, protect against threats delivered by sea, and protect the sea itself.

Slide 8 – We have a truly unique combination of authorities as both a Law Enforcement Agency and an Armed Force.

- Our Strength Flows from our unique dual-functionality.
- Title 10 and 14 authorities established over time due to needs of a maritime nation.
- We are able to project presence throughout maritime domain, interact with DoD and LE agencies, and enforce broad legal authorities. We are a natural bridge between DoD and DHS. This can be very useful in supporting Combatant Commanders' priorities.
- In Haiti, our operational flexibility allowed us to move cutters into Port-au-Prince harbor the morning after the earthquake.
- A Coast Guard flag officer led Homeland Security Task Force–South East which coordinated the federal government's collective response efforts. We served as a conduit for DHS, DoD, DoS, and other federal entities to flow forces into Haiti.
- The 22nd Marine Expeditionary Unit assisted Coast Guard personnel deliver over 550,000 bottles of water, 18,000 lbs of medical supplies, and more than one million disaster and relief rations in Haiti during the immediate aftermath of the earthquake.
- We have 7-person Law Enforcement Detachments (LEDETS) that ride aboard U.S. Navy and foreign warships to enforce counter-drug and other laws. While DoD is statutorily designated as the lead agency for Detection and Monitoring (D&M), Posse Comitatus prevents the Navy from taking Law Enforcement Action. So tactical control of the ship is shifted to the Coast Guard – a CG Ensign is literally run up a halyard and a CG officer is present on the bridge to supervise the boarding team. LEDETs have

been a tremendous force multiplier – they have also been used in the Arabian Gulf to enforce sanctions, and most recently for counter-piracy operations.

- In May 2010, a Coast Guard LEDET aboard USS McINERNEY, with the support of a robotic unmanned aerial vehicle (Fire Scout) seized 132 pounds of cocaine.
- Elements of the Coast Guard's Deployable Specialized Forces community are deployed to CENTCOM in support of CTF 151 (a multi-national task force established in Jan. 2009 to conduct counter-piracy ops) to deter and disrupt acts of piracy.
- September 2010, a Coast Guard LEDET operating from USS Princeton assisted two U.S. Marine Corps Maritime Raid Force teams during the interdiction of the M/V Magellan Star which had been hijacked by pirates off the coast of Yemen.
- Last week, Admiral Mullen awarded CG LT Aaron Renschler the Nat'l Defense Industry Special Ops/Low Intensity Conflict Achievement Medal for leading his LEDET team in a 5-month deployment aboard USS San Jacinto and USS Farragut where they worked to thwart 5 separate pirate attacks. They also played a central role in the detention of 50 suspected pirates, the seizure of a large weapons cache and explosives, and the liberation of 5 Yemeni hostages.
- Coast Guard patrol boats and other forces continued to support CENTCOM mission requirements. As Iraqi naval forces assume greater responsibility for oil platform defense, the six Coast Guard patrol boats originally assigned to that mission are now employed by the Naval Component Commander in larger theater security cooperation efforts.
- The Coast Guard provides Anti-Terrorism/Force Protection security patrols for many classes of high-value Navy assets in U.S. ports (i.e., CVN's, SSN's, and MSC ships supporting OIF and OEF).
- Coast Guard Maritime Force Protection Units, in King's Bay, GA, and Bangor, WA, provide dedicated security for SSBN's in transit through critical chokepoints with high concentrations of commercial and recreational vessels.
- The CGC RUSH and Marine Safety and Security Team Honolulu recently participated in 2010 Rim of the Pacific (RIMPAC) exercises – the world's largest international maritime exercise.

Slide 9 – We’ve never had closer ties with our fellow armed services.

- In October 2007, the Navy, Marine Corps, and Coast Guard marked a historical first, signing a unified maritime strategy called “A Cooperative Strategy for 21st Century Seapower.”
- The Strategy – CS-21 – commits U.S. maritime forces to the full spectrum of operations that advance peace and order, and thus the prosperity and security of our Nation.
- CS-21 Raises the importance of cooperative maritime relationships as basis for global maritime security.
- CS-21 Elevates Humanitarian Assistance and Disaster Assistance as Core Strategic Elements.

Maritime Challenges:

Slide 10 – Counter Piracy

- Our most pressing challenges are transnational maritime issues such as piracy, illegal drift-net fishing vessels, narcotics smuggling, and increasing human activity in the Arctic.

Slide 11 – Counter-Narcotics

- These challenges exceed the grasp of individual nations.
- Therefore we must work to “strengthen our partnerships” and pursue “whole of government” “joint” and “international” approaches and solutions.

Slide 12 – Operation Unified Response Haiti

- Since 9/11, we have received massive legislative mandates and our budget has increased to meet those new responsibilities. And, more recently, post-Katrina, our Service has assumed new role as lead for crisis response and management of national contingencies – domestically for Hurricanes, and Deepwater Horizon – and internationally in Western Hemisphere (Haiti) – for earthquakes or if there is a mass-

migration. However, the size of the Coast Guard is roughly the same as it was 30 years ago.

Slide 13 – Deepwater Horizon

- As we face a constrained budget environment, my biggest challenge is to allocate our limited resources across our broad mission portfolio.

Arctic:

Slide 14 – National Arctic Policy

- The Arctic presents a significant challenge. More and more of the Arctic is wet. Maritime Activity has increased. Increased maritime activity means increased CG responsibilities.
- The increased activity is driven by the Arctic reportedly holding 25-percent of the world's natural gas and petroleum reserves. This has spurred other Arctic Nations like Russia, Canada and Norway to pursue and perfect their Arctic continental shelf claims and expand their polar ice breaking fleets.

Slide 15 – Ice Breaker Capacity by Nation

- It is also driven by eco-tourism and several shipping companies (normally sponsored by Nation states), testing the shortened shipping routes presented by emerging Arctic waters.
- The Coast Guard has operated in the Arctic for almost 150 years—and we are the only service to operate polar ice breakers.
- We've been conducting seasonal operations over the past three years.
- We've learned that we don't have the ability, and at this juncture the resources, to operate as effectively as we need to—especially in the Arctic's far reaches.

Slide 16 – Only 1 of our 3 icebreakers is operational.

- The operational icebreaker is the Healy. Healy is a medium ice-breaker that was commissioned in 1999. She can break 4-5 feet of ice – she’s mainly designed for science missions. The heavy ice breakers – Polar Sea and Polar Star – are designed to break 6 feet of ice and up to 21 feet of ice by ramming. They are older ships commissioned in 1976(Star) and 1978(Sea). Polar Star is in the shipyard undergoing a major renovation as she was coming out of care taker status—we had only been operating the Polar Sea. However, back in June 2010, Polar Sea suffered a major engineering casualty. She is currently dockside. We plan to return 1 heavy ice-breaker – Polar Star – to operations, and decommission Polar Sea.
- Estimated costs for new heavy ice breakers range around \$800 mil.
- Although Navy sub-surface and aviation capacity supports security in the region, we have very limited high-latitude surface ability. We need some level of surface capability for search and rescue, sovereignty and environmental protection.
- We are not accomplishing what the President has directed the Nation to accomplish in National Security Directive 66 and Homeland Security Directive 25:
 - "to develop greater capabilities and capacity, as necessary, to protect United States air, land, and sea borders in the Arctic region."...
 - “increase Arctic maritime domain awareness in order to protect maritime commerce, critical infrastructure, and key resources.”
 - “preserve the global mobility of United States military and civilian vessels and aircraft throughout the Arctic region.”
 - “project a sovereign United States maritime presence in the Arctic in support of essential United States interests.”
- So we need to have a serious national conversation on what type of **surface** capability we want to build, to protect our Arctic sovereignty and resources. We need a sailing plan that sets forth a National Strategy, and that’s synchronized with resources.
- If we are serious about protecting our Arctic resources, then we must make the investment to do so.

Recapitalization:

Slide 17 – 378' WHEC vs NSC

- A large portion of our major cutter fleet is in excess of 40 years old and in need of replacement. These new assets are expensive – and in our austere budget climate we have to fight hard for them – but we're at the point where if we don't get them, we might have to say we cannot execute – we won't be Semper Paratus. This is why recapitalization of our fleet is my number 1 budget priority.
- We recently put into operation two National Security Cutters – the third one is 75% complete; and we received monies for the 4th hull, and long-lead time funding for the 5th hull. We plan to build 8 – and we need all 8 because we are replacing a fleet of 12 HECs with just 8 NSCs.
- The NSCs are the most capable and technologically advanced ships in the CG fleet – but they're not extravagant – they're a suitable replacement for our 378 HECs.
- High Endurance capability is absolute necessary for layered maritime security strategy – especially in the Pacific, as well as heavy seas operations such as Bering Sea fisheries patrols, Eastern Pacific drug patrols; deep Pacific fisheries; international engagement such as Africa partnership operations.
- NSCs are interoperable with Navy and DoD assets – and share many similar systems including: propulsion; generators; weapons (57mm); sensors (SPQ-9B radar and SLQ-32 electronic warfare systems.)
- Why can't the Navy and the Coast Guard buy the same ships?
 - We've studied this before, and come to the conclusion that we should pursue inter-operable systems and capabilities, but acquire our own platforms. The idea of a "common hull" for the Navy's Littoral Combat Ship (LCS) and the Coast Guard's National Security Cutter (NSC) program seemed impractical.
 - The NSC and the LCS were both built to meet our unique individual service requirements. The LCS is optimized for high-speed and stealth, but not for endurance. It is designed with plug-and-play mission modules to perform naval

war-fighting missions along the enemy's coastlines—neutralizing mines and defeating submarines and fast attack craft in relatively shallow coastal waters.

- The Coast Guard's NSC, on the other hand, is designed for maritime security missions throughout America's maritime domain and overseas operations, as well, but it is optimized for lengthy, independent operations with its 12,000-nautical-mile range, 60-day endurance (what we call the "dwell" ability), and 29-knot sprint speed.

Conclusion:

Slide 18 – Shipmates Coin

- The Coast Guard and the Navy have been outstanding partners for over 200 years. This partnership adds value to the Department of Homeland Security, DoD and the Nation, and will continue under my watch. And, this partnership is greatly enhanced by YOU....The opportunity for YOU to study with your peers from the other armed services is simply invaluable. The relationships YOU form here will be enduring and invaluable as leaders in YOUR respective services. Congratulations.
- Thank you for YOUR service and decision to attend NWC.
- Semper Paratus.
- I look forward to answering YOUR questions.