

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
United States Coast Guard
Thirteenth District

915 Second Avenue
Seattle, WA 98174
Staff Symbol: (dmp)
Phone: (206) 220-7311
Fax: (206) 220-7073

1650

MAR 11 2011

MEMORANDUM

G.T. Blore
From: G. T. BLORE, RADM
CGD THIRTEEN (d)

Reply to (dmp)
Attn of: Ms. AnnMarie Rochelle
(206) 220-7311

To: COMDT (CG-133)

Subj: NOMINATIONS FOR THE 2011 ANNUAL INSPIRATIONAL LEADERSHIP
AWARDS

Ref: (a) Your message: R 091433Z FEB 11 COMDT COGARD WASHINGTON
DC//CG-13//

1. I am forwarding the enclosed (2) award packages in response to your February solicitation.
2. Enclosed please find one Putnam award nomination package and one Witherspoon award nomination package.

#

Enclosures: (1) Putnam award nomination package for Mr. Doug Cameron
(2) Witherspoon award nomination package for LT Schluckebier

FIRST ENDORSEMENT on CGC FIR (WLB 213) Memo 1650 of 02 Mar 2011


From: G. T. Blore, RADM
CGD THIRTEEN

To: COMDT (CG-133)

Subj: 2011 GEORGE R. PUTNAM INSPIRATIONAL LEADER AWARD

1. Forwarded, with my strongest endorsement of Mr. Douglas Cameron, the 13th District's Aids to Navigation (ATON) Equipment Specialist, for the George R. Putnam Inspirational Leadership Award. Mr. Cameron truly embodies the Coast Guard's core values and it is my pleasure to recount some additional accomplishments from this past year which further highlight his leadership skills and the extent to which he inspires all with whom he works.
2. As a detached duty member located at Tongue Point in Astoria, Oregon, Mr. Cameron draws heavily on his personal leadership prowess to meet the ATON requirements of the District, supporting three cutters, four Aids to Navigation Teams (ANTs), two Sectors and one Group. In addition to managing the 13th District's \$400K annual Buoy Overhaul contract with impeccable skill and integrity, he creatively leads a diverse and ever-changing pool of personnel assigned to him from Sector Columbia River, District and Area cutters and the Department of Labor's Tongue Point Job Corps Center (JCC) to ensure the success of the ATON mission, simultaneously mentoring these members in their professional and personal development.
3. Demonstrating superlative initiative, Mr. Cameron and the 13th District completed a Memorandum of Understanding (MOU) with the United States Department of Labor Tongue Point Job Corps Center (JCC) to support JCC's Work-Based Learning (WBL). Under Mr. Cameron's supervision, JCC welding students gain valuable welding, metal fabrication experience, as well as shop management skills, while completing ATON equipment maintenance and construction. Many of these students are labeled "at-risk" and have experienced roadblocks in their previous traditional educational settings. While some people would be wary of investing time into these students, under Mr. Cameron's mentorship, guidance and leadership, students have excelled and several attained welding certifications not previously available at the JCC. Most recently, Mr. Cameron's detailed recommendation during a phone interview gained one of the WBL students an on-the-spot seat in the JCC's advanced welding school in Arizona.
4. Mr. Cameron's expertise regarding ATON construction is well known and others routinely seek his guidance. District Seventeen has specifically requested he conduct a demonstration of aerial concrete pouring in support of aid construction during Buoy Tender Roundup 2011. In addition, Mr. Cameron is CEU Oakland's first choice as COTR for ATON construction contracts in D13. This arrangement saved CEU Oakland over \$15K in 2010 and more than 39 days of travel and per diem for a CEU Oakland member. With self-help funding provided by CEU Oakland, Mr. Cameron's team of JCC welding students previously mentioned, Reserve and Auxiliary members, built fixed ATON platforms, ladders and ladder brackets which saved the Coast Guard over \$200K rather when compared to purchasing through a contractor.

FIRST ENDORSEMENT on CGC FIR (WLB 213) Memo 1650 of 02 Mar 2011

5. In the process of decommissioning D13 LORAN Stations, the proper disposition of large amounts of excess property became a large burden for the five-person crews remotely located from other Coast Guard units. When Mr. Cameron learned of this situation, he creatively developed several courses of action to assist LORAN Stations George, WA, and Havre, MT. Leveraging his contacts with the JCC, he coordinated with a Job Corps driving school in central Washington to provide transportation of Government Property to the nearest DRMO when funding for standard GBLs was not available. He also dispatched a qualified Coast Guard Auxiliarist towing a 10,000 lb capacity flatbed to LORAN Station George to pick up and deliver personal property items transferred to other D13 units. For LORAN Station Havre, Mr. Cameron stopped on his return from the Lake Fort Peck modernization mission to personally load the large flatbed with property bound for dispersal to other D13 units. In all, Mr. Cameron and the resources he arranged transported and transferred over 250 items to eleven different units totaling approximately \$120K.

6. In summary, Mr. Cameron is an outstanding choice for this noteworthy award. His leadership, team management, mentorship, character, and integrity are all exemplary. His ability to build relationships, unite diverse groups of people to achieve mission success is unparalleled. He not only inspires those around him to strive for excellence, he helps them achieve it.

#



1650
02 Mar 2011

MEMORANDUM

From: 
CDR Mark R. Vlaun
CGC FIR (WLB 213)

To: COMDT (CG-133)
Thru: CGD THIRTEEN (d)

Subj: NOMINATION FOR 2011 GEORGE R. PUTNAM AWARD

Ref: (a) ALCOAST 041/11 dated 091433Z FEB 11

1. Thank you for the opportunity to nominate Mr. Douglas H. Cameron for the 2011 George R. Putnam Inspirational Leadership Award. His actions, throughout 2010, have exemplified the Coast Guard Core Values, excellence in leadership, and outstanding mission accomplishment.

2. Mr. Cameron is the District 13 Aids to Navigation Hardware Manager. He runs a small shop with an enormous job. Under Mr. Cameron's tutelage, the Tongue Point buoy depot provides unparalleled aids to navigation hardware management, twenty-four/seven port services and logistics support for FIR and numerous visiting cutters, and inventory management and overhaul capacity for a majority of the Coast Guard's largest buoys and aids to navigation structures, and all of the legendary bar buoys of the Pacific Northwest. He is a one-person base of operations providing the best shore side support I have encountered in my entire career. He completes ordinary task with extraordinary skill and timing, by leveraging a massive workforce of volunteers and detailed personnel that he has individually created and cultivated. Pulling volunteers through multiple sources; including his membership in Auxiliary, his partnership with the Tongue Point Job Corps as a welding instructor, and by training and partnering with the local Aids to Navigation Team, cutter personnel, members of the Advanced Rescue Swimmer School and others, he makes the impossible look routine. On a typical winter day last December, FIR encountered a damaged buoy in the Columbia River. FIR temporarily disestablished the aid, and made a single phone call to Mr. Cameron. When the cutter arrived at the pier two hours later, after the normal workday, it was met by Doug Cameron, two line handlers from the ANT, an Auxiliarist and a detailed non-rate, who had already positioned a new buoy, sinker and chain on the pier, and were waiting, forklift running, to receive the damaged buoy and hardware. The buoy was replaced that same afternoon. That kind of service is routine at Tongue Point, and unheard of anywhere else.

3. Mr. Cameron adeptly leverages partnerships, and inspires commitment to the Coast Guard and the Service's ATON mission across organizational lines. His welding students from the Tongue Point Job Corps Facility gain invaluable on the job training while producing state of the art fixed aid structures and hardware handling equipment while working toward their certifications. They enjoy a safety-certified facility, freedom to manage their own projects, and Mr. Cameron's assistance whenever required. This dual-benefit solution has now produced numerous skilled welders and project management experience who have created quality work for the Coast Guard at no cost.

As commander of the local Auxiliary Flotilla, Mr. Cameron serves even during his rare down time, and draws on the unique competencies of the Auxiliarists he leads. Members of his flotilla refurbish and even transport buoys with their skills and certifications as welders, sand blasters, painters, and commercial drivers. His energy and ability to inspire mission buy-in have channeled the talent of service-driven people to provide tangible value to Coast Guard operations and extend the reach of Service resources.

4. Mr. Cameron personally certifies detailed members of his shop and a host of junior personnel from surrounding units in heavy equipment operation and ensures that they conform to commercial standards. Junior personnel detailed to Mr. Cameron are often assigned responsibilities as first-line inventory managers in one of the Coast Guard's largest buoy yards. Mr. Cameron couples these heavy responsibilities with valuable training, mentorship, and support to develop his subordinate's organizational and management skills. As a result, District 13's Tongue Point ATON facility sets the standard for hardware management, and is staffed with highly skilled personnel and volunteers who are dedicated to maintaining Tongue Point's world-class reputation for mission support. Non-rated personnel completing a detail under Mr. Cameron's purview find themselves at a distinct professional advantage, having received responsibility and management opportunities, as well as heavy equipment training, normally found well beyond their pay grade.

4. District 13 presents unique challenges to the Coast Guard's ATON mission. Harsh weather and sea states damage and displace aids, and a rugged coastline makes access to many structures difficult and dangerous. Mr. Cameron frequently coordinates with other units, services, and commercial contractors to repair and replace damaged structures and recover lost aids. Securing mission support from units as varied as Coast Guard and Army air crews and commercial heavy lift barges, Mr. Cameron repaired towers throughout the Northwest, extracted a 19,000lb buoy from the coast line, and replaced destroyed lights on Cape Flattery and Tillamook Jetty at reduced cost. He also led a small, dedicated team comprised of members from multiple surface and air units in converting the aids on Fort Peck Reservoir in eastern Montana to Light Emitting Diode lanterns. Operating independently and far from support, Mr. Cameron's team completed the project ahead of schedule, drastically improving safety on the massive reservoir.

5. In June 2010, FIR was deployed for Deepwater Horizon operations with 96 hours notice, and at the height of the unit's ATON maintenance season. Mr. Cameron voluntarily stepped up to fill the gap left by FIR's departure. Reviewing the cutter's buoy list, he leveraged his local knowledge and experience to develop a work list, prioritized according to the capabilities of potential backfill platforms. He spent hours, at work and at home, planning and coordinating with three district staffs, and multiple cutters. He coordinated operational schedules, procured \$62,000 in ATON hardware, and expedited buoy refurbishment to support simultaneous operations. He also orchestrated preparation and delivery of two NOAA buoys for deployment by MAPLE, and delivery of buoys and hardware to HENRY BLAKE and BLUEBELL to optimize their schedules. When MAPLE commenced operating out of Base Tongue Point, Mr. Cameron ensured the highest level of support for the cutter. A van, truck, and line handlers were available all hours, and all onload/offload operations and logistics demonstrated peak efficiency. Mr. Cameron's determination, organizational skills, and mission support fostered a "One Mission, One Team" mentality among multiple platforms, ensuring that all of FIR's ATON was left watching properly for the entire duration of her four month deployment.

6. On Base Tongue Point, Mr. Cameron's shop has achieved nearly legendary status for their effectiveness and dedication to service, and he regularly inspires the same qualities in others. Therefore, I proudly nominate Mr. Douglas H. Cameron for the 2011 George R. Putnam Inspirational Leadership Award.

d
1650
11 Mar 2011

FIRST ENDORSEMENT on CG Sector Columbia River's memo 1650 of 04 Mar 2011


From: G. T. Blore, RADM
CGD THIRTEEN

To: COMDT (CG-133)

Subj: NOMINATION OF LT BENJAMIN SCHLUCKEBIER FOR THE CAPTAIN
JOHN G. WITHERSPOON INSPIRATIONAL LEADERSHIP AWARD

1. I am pleased to forward, with my highest recommendation, the nomination of LT Benjamin Schluckebier for the Captain John G. Witherspoon Inspirational Leadership Award.
2. LT Schluckebier has demonstrated exemplary leadership capabilities while stationed at Air Station Astoria; serving as a leader and mentor for both junior and senior members alike. Based on his exceptional initiative and performance over the last year, I am confident that LT Schluckebier would be an excellent addition to the list of recipients of this most prestigious award.

#



1650

4 MAR 2011

MEMORANDUM

L. R. Tumbarello
From: L. R. Tumbarello, CAPT
Acting CG Sector Columbia River

Reply to CDR Timmons
Attn of: (503) 861-6222

To: COMDT (CG-133)
Thru: CGD THIRTEEN (dcs)

Subj: NOMINATION OF LT BENJAMIN SCHLUCKEBIER FOR CAPTAIN JOHN G.
WITHERSPOON INSPIRATIONAL LEADERSHIP AWARD

Ref: (a) COMDT COGARD Washington DC 091433Z Feb 11

1. In accordance with reference (a), I highly recommend LT Benjamin Schluckebier for selection as the 2010 Captain John G. Witherspoon Inspirational Award recipient. I am recommending LT Schluckebier on the basis of his extraordinary leadership and performance as Assistant Aviation Engineering Officer at Coast Guard Air Station Astoria. In this capacity, he was responsible for the maintenance, training and support of three MH-60J helicopters that served as the foundation to providing fully mission capable aircraft and aircrews to meet emergent Bravo-0 responses in the most treacherous maritime environment in the Continental United States.

2. LT Schluckebier's exemplary performance, superior technical expertise, and selfless leadership style helped to gain commitment from all Sector Columbia River organizational levels. This commitment to serve others is best exemplified daily in his high level of motivation to see others succeed, high degree of personal integrity, and uncompromising dedication to the core values of Honor, Respect, and Devotion to Duty. I consider LT Schluckebier to be the finest Assistant Aviation Engineering Officer that I have had the privilege to serve with in my 26 years of Coast Guard service.

3. As Assistant Aviation Engineering Officer, LT Schluckebier consistently demonstrated a superior initiative, servant leadership and sustained exceptional performance in a myriad of demanding duties associated with operating and maintaining unit's three MH-60J helicopters. His primary duties included supervising all helicopter maintenance activities, acting as Chairman of the H-60 Flight Examining Board, performing as Instructor Pilot and Aircraft Commander, and overseeing a very young and diverse workforce that includes 64 enlisted personnel, many of which are first tour E-3's and E-4's assigned to a remote region in Oregon. The significance of LT Schluckebier's supervisory efforts and the impact of MH-60J operations on the operational readiness of Sector Columbia River cannot be overstated. Air Station Astoria flight crews operate in an extremely demanding AOR. One that is characterized by 140 miles of rugged coastline, 300 miles of Columbia River shoreline, frequent periods of severe weather and low visibility, as well as seasonal arctic weather. As the sole aviation provider to a burgeoning "super sized" Sector that often provides backup aerial safety cover support to three Small Boat Surf Stations, the ability to consistently and safely operate the unit's helicopters has a direct effect on my ability to safely operate the 52-foot and 47-MLBs in the Coast Guard's most risky small boat AOR.

4. During the 2010 summer transfer season, and while performing the duties as Aviation Engineering Department Head, LT Schluckebier led the Coast Guard Aviation Program's recovery efforts to salvage CGNR 6017 which had crashed off the coast of Washington. During this particularly difficult response, LT Schluckebier motivated others to excel amidst great tragedy and adversity while supervising a junior workforce of 15 personnel charged with salvaging aircraft wreckage strewn about hazardous downed power lines and powerful ocean currents. LT Schluckebier's caring demeanor and positive mentoring skills instilled confidence in an impressionable workforce, most of who had never been exposed to such a sobering and catastrophic event. His ability to look after Air Station personnel while also orchestrating the unified efforts of multiple Coast Guard units, Department of Defense dive teams and heavy-lift civilian helicopter providers was nothing short of awe inspiring. LT Schluckebier's dedication to duty and exacting attention to detail greatly assisted the Commandant Mishap Analysis Board with their initial investigation and ultimately proved critical in determining primary causal mishap factors.

5. LT Schluckebier's was also confronted with the challenge of leading a large Group/Air Station Department in the midst of tremendous unit organization construct change in support of Coast Guard Sectorization priorities and initiatives. The enormity of this task was magnified by the challenge of ensuring uninterrupted public service excellence. Despite the many challenges, LT Schluckebier motivated others to achieve a remarkable 95% MH-60J maintenance dispatch reliability rate while flying 101% of a 2300 program flight hour allocation. LT Schluckebier's stellar instructional skills were highlighted when his aviation workforce achieved an unprecedented level of ATC Mobile Standardization Visit success. His innovative educational initiatives led to the unit scoring above fleet average for pilot exams and saw 12 flight mechanics achieve a fleet record of 100 % on their annual checks rides.

6. As the supervisor of one of the unit's most diverse and junior workforces, LT Schluckebier excelled at fostering both the personal and professional development of his novice crew. LT Schluckebier partnered with the unit's CPO Mess and senior enlisted personnel to teach life skills to young E-3s and E-4s. This highly successful initiative allowed the Department's junior enlisted to become much more financially stable and yielded significant increase in Thrift Savings Plan enrollment's, election of SGLI benefits, and preparation of personal wills and Power of Attorney. He worked closely with the command cadre to secure funding for civilian "C" School opportunities while facilitating 18 initial operational qualifications and upgrades of MH-60J pilots and aircrew, including the qualification of the unit's first "home grown" Australian Aircraft Commander.

7. In my opinion LT Schluckebier's leadership skills and keen sense of ethical conduct personify the attributes associated with the prestigious Captain Witherspoon Inspirational Leadership Award. Throughout this challenging period, his personal efforts and contributions towards achievement of a positive command climate were nothing short of exceptional. I firmly believe LT Schluckebier is uniquely and eminently qualified to represent the Coast Guard as its 2010 Captain Witherspoon Inspirational Award winner.

#

2