



U.S. Department of Homeland Security

United States Coast Guard



- [. Home](#)
- [. Careers](#)
- [. Units](#)
- [. Missions](#)
- [. Doing Business](#)
- [. About Us](#)

- [. Leaders](#)
- [. Commandant's Corner](#)
- [. All Hands Messages](#)
- [. Biography](#)
- [. Official Photo](#)
- [. iCommandant](#)
- [. Podcasts](#)



iCommandant

Web Journal of Admiral Thad Allen

Wednesday, September 30, 2009

World Maritime Day - The Impacts of Climate Change

Every year, the [International Maritime Organization](#) (IMO) celebrates World Maritime Day in London. A [parallel event](#) is being held in New York City on 16-18 October. We are co-hosting the event along with the Department of State, EPA, NOAA, and MARAD. We are honored to have Dr. John Holdren, President Obama's Science Advisor, deliver the keynote address. [Local events](#) recognizing World Maritime Day will be hosted in ports around the country (Portland, Maine; Charleston, South Carolina; Savannah, Georgia; San Juan, Puerto Rico; Jacksonville, Florida; New Orleans, Louisiana; Port Arthur, Texas; Duluth, Minnesota; and Honolulu, Hawaii).

The theme for this year's event is "Climate Change". Environmental changes are impacting maritime shipping along with many other sectors of the economy. Today, international shipping comprises 80% of global trade and 3% of global emissions. However, we are expecting the volume of shipping to increase over the next several decades. If we didn't make any changes, emissions could rise by 250% over the next 40 years. The time to act is now and we are doing just that.

We are working with the IMO to reduce shipboard greenhouse gas emissions and we're also addressing the impact of increased shipping on the Polar regions. We're "greening" the Coast Guard by producing more efficient ships and implementing renewable energy projects at our major shore-based units. In November, I will lead the U.S. delegation to the IMO's General Assembly where we hope to advance these climate change initiatives along with our international partners.

I encourage you to get involved on World Maritime Day because each one of us can have a positive impact on our environment.

I posted a [video](#) on the CGDN and on YouTube:

Posted at [9/30/2009 04:59:00 PM](#) [0 comments](#) 

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Honoring our Maintenance and Logistics Commands

On October 1st, we will stand-down our Maintenance and Logistics Commands (MLCs) as we transition to our modernized structure. The MLCs have supported Coast Guard operations since 1987 enabling us to safeguard our Nation's maritime interests wherever they are at stake. The proud professionals serving at MLC Atlantic in Norfolk, VA and MLC Pacific in Alameda, CA will continue their vital contributions as they assume positions in our new Mission Support organization. Bravo Zulu to all past and present MLC Employees!

Here is a message I released honoring the MLCs: [/BZMessageMLCs.pdf](#)

Related Posts:
[Evolution of the MLCs](#)

Posted at [9/30/2009 04:33:00 PM](#) [0 comments](#) 

[Share](#)    

Tuesday, September 29, 2009

TACLET South Recognized for Excellence in Maritime Interdiction



Director Gil Kerlikowske, [Office of National Drug Control Policy](#), visited Coast Guard Air Station Miami last week and presented [Tactical Law Enforcement Team South](#) with their [2008 USIC Award](#) for best maritime interdiction unit. During 2008, their Law Enforcement Detachments interdicted over 42 thousand kilograms of cocaine with an estimated value of \$1.2 billion and the detention of 72 suspected narco-terrorists. TACLET South personnel also played a critical role in addressing the [rising threat of Self-Propelled Semisubmersible \(SPSS\) vessels](#). These submarine-like vessels are barely visible from the surface and can carry tons of cocaine through the transit zone. They also represent a significant danger to boarding personnel because they are designed to be quickly scuttled by their crews after being detected. Using innovative boarding techniques, TACLET South's teams intercepted four of the seven SPSS vessels interdicted by the U.S. Government forces in 2008.

More photos from his visit available on [Flickr](#)

Posted at [9/29/2009 06:10:00 PM](#) [0 comments](#) 

[Share](#)    

Monday, September 28, 2009

Coast Guard's Rich Intelligence Program Heritage

Shipmates,

This morning I addressed the students at the [National Defense Intelligence College](#) (NDIC). For those of you who are

not aware of this program, it is located with the Defense Intelligence Agency at Bolling Air Force Base in Washington. We have been sending students to NDIC since 1984. There are 220 students representing all services and other government agencies. The number of Coast Guard students has grown from 2 to 16 and now represents the largest Masters Program in the Coast Guard. The program is open to both officers and enlisted personnel and also offers a Bachelors Degree as well.

Some interesting facts about our intelligence program that you may not know.

Before William and Elizabeth Friedman - the godparents of cryptological analysis in the U.S. government - helped found the NSA, they helped the Coast Guard interdict rum-runners in the 1920's. Using wireless telegraphy and intercept technology, they helped the resource strapped Coast Guard cover vast coastlines.

It was on September 11th, 1941 when Coast Guard Unit 387 - our embedded cryptological unit - was transferred along with the rest of the Coast Guard to the Department of the Navy. Throughout World War II, CG signals intelligence personnel worked to intercept over 10,000 encrypted enemy communications and played a key role in cracking the Green Enigma code of Nazi Germany.

We disestablished our program after World War II, but we became active again over the last 30 years working with the Department of Defense and other federal agencies to counter transnational threats such as drug smuggling and illegal migration, in addition to traditional national security threats. As a result, the Coast Guard formally joined the Intelligence Community (IC) in 2002.

Today we have our own Service Cryptographic Group located at Fort Meade and are in the process of standing up our Coast Guard Cyber Command.

Last January ADM Gary Roughead (CNO) and I cut the ribbon on the [National Maritime Intelligence Center](#) which is collocated at Suitland, MD with our Intelligence Coordination Center. Tomorrow we will hold Navy-Coast Guard staff talks there.

Today we also honored the retiring NDIC President Denis Clift with the Coast Guard's Distinguished Public Service Award. He has been instrumental in the growth of our student numbers and their significant achievements.

Our [Intelligence Program](#) is one of the fastest growing programs in our Service and it was a pleasure to meet with our students and hear about their studies.

ADM A

Posted at [9/28/2009 07:24:00 PM](#) [0 comments](#) 



Friday, September 25, 2009

ABS Surveyor Magazine -- CG Features

A couple feature articles available in this Quarter's [Surveyor magazine \(PDF\)](#) from the American Bureau of Shipping

Posted at [9/25/2009 04:45:00 PM](#) [0 comments](#) 



Wednesday, September 23, 2009

Bravo Zulu to Cutters LEGARE and SYCAMORE!

I recently sent congratulatory messages (aka Bravo Zulu in naval terminology) to the cutters SYCAMORE ([SYCAMORE%20BZ%20Msg.pdf](#)) and LEGARE ([LEGARE%20BZ%20Msg.pdf](#)) for their recent out of hemisphere (OOH) deployments. The SYCAMORE, homeported in Cordova, AK, visited Vladivostok, Russia to support the Pacific Area Commander's engagement with her counterpart in the Russian Border Guard. The LEGARE headed east from Portsmouth, VA, and worked with several African nations to provide training and law enforcement assistance. OOH deployments are essential for safeguarding America's maritime interests around the world and for building support among nations who are also concerned about transnational threats such as piracy, illegal fisheries, terrorism, and narcotics smuggling.

Both of these deployments highlight the unique value the Coast Guard provides to U.S. Combatant Commanders and our international partners. Whether they are engaged in tactical operations, training exercises, or support of regional governance efforts, our men and women deliver maritime safety, security, and stewardship expertise that is unparalleled. U.S. Combatant Commanders regularly request Coast Guard assets for Theater Security Cooperation missions because so many developing nations look to the U.S. Coast Guard as a model for building an efficient and multi-mission maritime force. These deployments generate international support for responsible maritime governance which is critical for mitigating transnational threats.

The [LEGARE](#) is a 270 foot Medium Endurance Cutter and the [SYCAMORE](#) is a 225 foot Seagoing Buoy Tender. Most of the Coast Guard's OOH deployments are conducted by our High Endurance Cutters which places a premium on their sustainment and eventual recapitalization with [National Security Cutters](#).

Related Posts:

- [WAESCHE Completes Builder's Trials](#)
- [National Security Cutter Operational Success](#)
- [Two Cutters at a Crossroads](#)
- [HEC Sustainment Update](#)

Posted at 9/23/2009 03:01:00 PM @comments 



Tuesday, September 22, 2009

Evolution of the MLCs & ISCs - No Changes in Support

Guest Post by Coast Guard Chief of Staff, VADM John Currier.

On 27 September we will fully realign our mission support organization in the field. This is a significant milestone but I'm sure what you all really want to know is "What does this mean?" Well, basically, the Maintenance and Logistics Commands (MLCs) Atlantic and Pacific and the Integrated Support Commands (ISCs) will move to the four new logistics and service centers (SFLC, SILC, C4IT SC and PSC) and their subordinate field commands - those are in 14 locations. For example, all MLC naval engineering staff, and ISC industrial activities will report to the Surface Forces Logistics Center (SFLC) on 27 September. Let me clarify what we mean by "move." These changes represent a realignment of functions from the MLCs and ISCs to the Logistics and Service Centers. These are not physical moves.

So anyone who has a planned job change will transition on or before this day. Communication about job assignment changes has been ongoing since January and will culminate with employees receiving specific written notice about their assignment, including an effective date. After we get everyone transferred along with their responsibilities, the MLCs and ISCs will stand down on 1 October 2009.

Despite these changes, mission support is "business as usual" on 1 October. Processes, procedures, locations, and POCs do not change. The 13 ISCs and Headquarters Support Command (HSC) become the locations of the 14 subordinate field units of the logistics and service centers. This means that your points of contacts within these organizations will not change. So please, call the same people on 1 October that you would call for support today.

I know you are asking what's the point of this announcement if my POCs aren't changing? Well, a few things will change:

- ISC and HSC functions transfer to logistics and service center subordinate field units in 14 locations. For example,
 - * ISC Facilities Divisions become SILC Base Support Units (BSUs)
 - * ISC Personnel Divisions become PSC Personnel Services and Support Units (PSSUs)
 - * ISC Health Services Divisions become PSC Health Safety and Work Life Field Offices (HSWL FOs)

- Other field units will change their reporting structure:
 - * NESUs/ISAs now report to SFLC, but stay in the same place
 - * ESUs and detachments now report to C4IT SC
 - * CEUs now report to the SILC

- MLC functions transfer to Logistics and Service Center Commands

The most important question we get asked is "How will I get support?" First off, there will be no lapse in support services. During the transition, we are not changing how or where you request, get or receive support. Your current support POCs are not moving geographically. For consistent support and to minimize confusion about who to call, we offer three options to get support:

1. Call your current ISC POCs. Your current ISC POCs are mapping into the new organization's field units, but stay in the same location.
2. Call the service or logistics center. Your current MLC POCs are moving into the C4IT SC, PSC, SFLC, and SILC. Call them or call the Service or Product Line Manager of the asset.
3. Call the Primary Support Officer (PSO): Each of the legacy ISC locations has a PSO that you can reach out to. The PSO is responsible for coordinating services in their local area. They will manage your support needs during the transition if you are unsure about how to get support. PSOs are your current local ISC CO, who is becoming the CO of your local BSU or PSSU.

Diagrams mapping the new organization and contact lists for logistics and service centers and PSOs are on the new "[Mission Support](#)" space on CG Portal. You can also find more information like [VADM Pekoske's All Hands E-mail](#) and previous [ALCOAST](#) messages.

Finally, I realize all this represents significant change. Many of you have worked for the MLCs or ISCs for many years and to see them disestablished can be difficult. They will remain a proud part of our legacy. I appreciate your patience and continued support as we work through this together, and I personally welcome your questions and comments on this Blog

Posted at 9/22/2009 09:18:00 AM @comments 



Monday, September 21, 2009

UPDATED: Ocean Policy Task Force Releases Interim Report

UPDATE: One think tank, the Center for a New American Security, [posted their initial opinion of the OPTF's Interim Report](#) on their "Natural Security" blog. In their assessment, "This Task Force might become the best example yet of the U.S. government fully integrating security and environmental concerns..." Their post is worth a read and they promise follow-on discussion.

Originally posted Sept. 17, 2009.

Today the [Ocean Policy Task Force \(OPTF\)](#) released its interim report as directed by [President Obama in June](#). The [entire report is here](#), with a one page summary here: [/OPTFReportSummary.pdf](#)

This is an interim report being made available to provide an opportunity for public review and comment. Those comments can be [submitted here](#). We encourage everyone to read the report, consider its recommendations, and provide your constructive feedback.

I participated in the OPTF's [first public meeting in Anchorage](#), and today RADM Brice-O'Hara (Deputy Commandant for Operations) is participating in the meeting in San Francisco. Next week the Vice Commandant will participate in the New England meeting in Providence, RI, and RADM Brown (14th District) will participate in the meeting in Honolulu later this month. Next month, DCO will attend the meeting in Cleveland and I will participate in the meeting in New Orleans. As you can see, we are intimately involved in this process and are truly excited about the national-level attention and integrated approach being given to improving our national policy and governance structures related to the Oceans and Great Lakes. This is an issue of critical strategic importance to our service and our vital public responsibilities as we carry out our maritime safety, security, and stewardship roles. Those roles are clearly included in the report's Vision Statement:

An America whose stewardship ensures that the ocean, our coasts, and the Great Lakes are healthy and resilient, safe and productive, and understood and treasured so as to promote the well-being, prosperity, and security of present and future generations.

It is hard to find a section of this report where the Coast Guard does not have some interest and equities, but some of the more significant areas of importance include:

- Unqualified support for accession to the [Law of the Sea Convention](#).
- Recognition of the [importance and unique nature of the Arctic region](#) and growing need for governance and management. This includes the stated need to address coordinated implementation of the [U.S. Arctic Region Policy](#) (National Security Presidential Directive 66/Homeland Security Presidential Directive 25).
- An improved and more empowered policy coordination framework that ensures sustained senior-level attention on ocean-related issues and established procedures to improve whole-of-government cooperation and coordination.
- Support for strengthened and integrated ocean observing systems and sensors to monitor and collect information about the ocean, our coasts, and the Great Lakes. Although the thrust is clearly scientific data collection, it encompasses the need for greater "awareness of . . . human activities taking place in ocean, coastal, and Great Lakes waters."
- Commitment to coastal and [marine spatial planning](#) that, "...will provide a means to objectively and transparently guide and balance allocation decisions for the use of ocean, coastal, and Great Lakes waters and resources. It will allow for the reduction of cumulative impacts from human uses on marine ecosystems, provide greater certainty for public and private sector in planning new investments, and reduce conflicts among uses..."

We will continue to keep you updated on the work and outcomes of the OPTF. We encourage your interest and participation and welcome your ideas and feedback.

ADM A

Posted at [9/21/2009 11:23:00 AM](#) [0 comments](#)



Sunday, September 20, 2009

Ventana Canyon, Catalina Mountains, Tucson, Arizona

Shipmates and Desert Rats,

We have had a very busy week. Originally we had intended to participate in El Grito in Mexico City and then move to the Southwest Border for the remainder of the week. Other priorities had us returning to Washington DC on Wednesday and then

returning to the Southwest Border from Thursday through Saturday.

As mentioned in earlier posts, we spent Thursday observing and participating in Predator operations with aircraft launched from Fort Huachuca in Sierra Vista, AZ. Getting a chance to operate the sensor gave me a first hand experience regarding the technology and how valuable real time sensor data is to our Border Patrol Agents operating on the ground.



On Friday morning I spend several hours at the University of Arizona receiving briefs on research being funded by the Department of Homeland Security Science and Technology. This meeting was a valuable opportunity to meet with federal, state, and local communities leaders and law enforcement officials. This was invaluable to me as the Chairman of The Interdiction Committee (TIC) as we are developing recommendation for the Director, Office of National Drug Control Policy regarding Supply Reduction strategies.

Later that day, Congresswoman Gabrielle Giffords and I traveled to Bowie, AZ which is near the border of Arizona and New Mexico. We participated in Bowie School Pride Day. This event focuses on students and the value of education. Congresswoman Giffords and I spoke to the students and alumni about the value of education and what small towns mean to America.

On Saturday we had a full day visiting the Port of Entry at Nogales, AZ and receiving briefs on the considerable challenges our CBP partners face on a daily basis. We also visited the truck port on entry at Mariposa and later drove out to Sasabe, AZ to learn about the SBInet installations and the challenges at that port of entry.

We ended the trip in Tucson and I took my security detail on a hike up Ventana Canyon which is part of the Catalina Mountains that stand watch over Tucson. Whenever I come back to Tucson I take time to climb in the Catalina Mountains. It brings me back to my roots in Arizona and provides stunning landscapes .

Representative Giffords has provided her perspective on the visits we made and I am posting them as comments to this blog.

ADM Allen
Palo Verde High School 1967
Tucson, AZ

Posted at [9/20/2009 05:06:00 PM](#) [1 comment](#)



Friday, September 18, 2009

Representative Giffords and the Commandant departs a morning Border Security Briefing at University of Arizona

Shipmates,

This morning I provided an overview of The Interdiction Committee's work for the Office of National Drug Control Policy at the



[Representative Giffords and the Commandant departs a morning Border Security Briefing at University of Arizona](#)
Originally uploaded by [uscgpress](#)

University of Arizona at a meeting hosted by Representative Gabrielle Giffords. In attendance were our DHS partners who are crafting the Arizona Operations Plan for the border with Mexico and other federal, state, and local agencies. It was a wide ranging discussion on the challenges we face in securing our borders. The meeting will allow me to better carry out my duties as Chairman of the TIC and make recommendations to the Director, Office of National Drug Control Policy on interdiction guidance to federal agencies.

Thanks to Rep Giffords for hosting this event and her commitment to border security and the people of Arizona.

Posted at [9/18/2009 02:14:00 PM](#) [1 comment](#)



Operating sensors on Predator deployed on Southwest Border

Shipmates,

Following our meetings in Mexico City, we traveled to Sierra Vista, AZ to Fort Huachuca where Customs and Border Protection, Air and Marine Operations, operate Predator

unmanned aerial systems (UAS) in support of border security operations.

I spent some time operating the sensor system in support of a Border Patrol Agent who was trying to apprehend illegal aliens on foot. It was a very insightful visit and an opportunity for me to personally see the value of these systems.

We are working with CBP Air and Marine Operations to deploy a maritime variant of the Predator and we are currently conducting Operational Test and Evaluation later this year.



Operating sensors on Predator deployed on Southwest Border. Originally uploaded by [icommandant](#)

UAS has tremendous potential to improve our effectiveness in border security operations.

ADM A

Posted at [9/18/2009 09:58:00 AM](#) [1](#) comment(s)



OPTF Public Meeting in San Francisco

Yesterday we held the [West Coast public meeting](#) of the [Interagency Ocean Policy Task Force](#) in San Francisco. I was excited to represent the U. S. Coast Guard at this meeting. Our missions, activities and heritage are deeply enmeshed with, and impacted by, our Nation's ocean policies. Our involvement in this endeavor is important not only because it strengthens our federal, state, local and tribal partnerships, but it also allows us to make a unique and valuable contribution to the process.



OPTF Public Meeting San Francisco. Originally uploaded by [icommandant](#)

We heard from a panel of regional experts as well as members of the general public who packed a large ballroom and confirmed what I already felt -- they all rightly consider themselves stewards of their rivers, coasts and the Pacific Ocean. And while every person who spoke shared the same passion, the foundation of their enthusiasm was often rooted in very different interests. Their common dreams and desires for a sustainable marine environment coupled with their divergent needs tells me that the task force's work to date has been on target, and that our focus and future are clear. We must continue to craft a framework for developing and implementing comprehensive ocean policy with the involvement of all stakeholders that results in safe, secure, vibrant, productive and healthy ocean, coastal and Great Lakes environments.

In addition to seeing the outpouring of people devoted to protecting the marine environment, I was particularly pleased to see how many are involved in education efforts. We in the Coast Guard have always recognized that our nation's waters are special, and we try to not take them for granted as this fragile environment is where we work, where we live - it is our world. Protecting them would be much easier if more people were aware of the importance of the ocean, coasts, Great Lakes, and waterways in their lives.

The task force has four more public meetings planned in Providence, Honolulu, New Orleans and Cleveland. I urge anyone with an interest in this process to go the [Council on Environmental Quality web site](#) for details on these meetings, and if you cannot attend in person submit your ideas, concerns, and thoughts via the task force web site. The future of ocean policy is too important not to be involved.

Rear Admiral Sally Brice-O'Hara,
U.S. Coast Guard
Interagency Ocean Policy Task Force Representative for the San Francisco Public Hearing

Posted at [9/18/2009 08:54:00 AM](#) [0](#) comment(s)



Wednesday, September 16, 2009

Modernization Update -- Collective Union Bargaining

Guest Post from Jeff Orner, Deputy Asst. Commandant for Engineering & Logistics

Last week, the [Vice Commandant announced](#) the completion of our collective union bargaining for our current modernization efforts. This is an important step as we continue to work with the Congress to obtain the legislative authority to fully implement modernization. As the Vice Commandant observed, it was fitting that all union negotiations were completed shortly before the Labor Day weekend since that holiday is a tribute to all workers who make our nation strong and prosperous through their contributions. As the lead negotiator for bargaining with our unions on the workforce impact and implementation of this major transition, I wanted to share with you some of my thoughts on this milestone event.

Through collective bargaining between the Coast Guard and the unions, agreements were reached enabling the stand-up of the shore infrastructure logistics center (SILC), C4IT Service Center, proposed OPCOM (and associated staffing changes at D5), new Civil Rights organizational alignment, Financial Service Detachment of the Finance Center, Asset Project Office (APO), FORCECOM (and associated staffing changes at D11), Coast Guard-wide Reserve Forces Readiness System changes, Personnel Service Center (PSC), Mission Support and Deputy Commandant for Operations (DCO) headquarters changes, Legal Service Center and Area numbered staffs. On 27 September, we plan to complete our transition from the current structure for mission support to Logistics and Service Centers that will now be providing mission support. Product Line Managers will be established in our Logistics and Service Centers and they will be accountable for providing needed support Coast Guard-wide. Standing up these new organizations is a generational change in our organization, and this is simply the beginning of a long and exciting modernization process.

One of the objectives of our modernization efforts is to improve our adaptability and agility as a learning organization. We will continue to improve our business processes and to align our organization to best enable successful execution of those processes. As we plan the next steps in our transformation, we will seek the involvement of our people including-active duty, reserves, auxiliary members, and civilians as well as the unions with whom we have collective bargaining agreements. We recognize that the dedicated people who work in Coast Guard operations and support are our best sources of ideas and inspiration on how best to continue to improve our effectiveness.

Frankly, I have never witnessed or been involved in a more significant organizational realignment. Modernization will benefit all of our employees and those we serve, as we strive to meet the maritime challenges of the 21st century. I believe we are building a better Coast Guard and that your efforts are an investment in the future of our organization. I'd like to thank all of you for your continued patience and your willingness to perform your daily duties with the passion and dedication you always have, while also finding time to invest in learning and planning for the future.

Posted at 9/16/2009 03:03:00 PM [Comments](#) 



Tuesday, September 15, 2009

Coast Guard and Lincoln University Begin New Partnership

Guest Post by RADM Cynthia Coogan, Assistant Commandant for Intelligence and Criminal Investigations (CG-2).

This past week, I had the privilege to meet with the President of the [Lincoln University](#), Dr. Carolyn Mahoney. In support of [Coast Guard's diversity outreach](#), the Intelligence and Criminal Investigations Directorate has partnered with Lincoln University, located in Jefferson City, Missouri.

Lincoln University, led by its President Dr. Carolyn Mahoney and her dedicated staff and faculty, enthusiastically greeted and hosted us on a campus visit August 27, 2009. After introductions, we had a roundtable discussion of the endless possibilities and outcomes for our school-service partnership. Partnership activities discussed included internships, e-mentoring, and academic assistance through staff visits. Later this fall, we will return to provide a "Coast Guard Day" showcasing Coast Guard missions and to communicate the diverse uniform and civilian employment and career opportunities available.



[CG-2 Visits Lincoln University](#)
Originally uploaded by [icommandant](#)

We were provided a campus tour by an All-American track athlete - a native of St Lucia in the Caribbean - who recently graduated with a Civil Engineering Degree and currently pursuing an MBA. We visited the University's library that houses more than 100 thousand books and a multi-media center designed to foster the use of video, music, and technology within the classroom and academic works. Additionally, we toured several technologically advanced classrooms teaching Criminal Justice and Geographic Information Systems. Completing the tour, we visited the Soldier's Memorial. While the picture alone cannot summarize the symbolism of this monument dedicated to the founders of Lincoln, the 133 years of history embedded within the campus energized each one of us. Its history began at the close of the Civil War when members of the 62nd and 65th United States Colored Infantry took steps to establish an educational institution. Today, Lincoln University, accredited as one of the nation's [Historically Black Colleges and Universities \(HBCUs\)](#), remains committed to serving a diverse student body by providing an array of undergraduate and graduate academic programs.

Our visit to the Lincoln University was a great success. We look forward to a long and mutually beneficial partnership between CG-2 and Lincoln University. More about CG-2 school-service partnership activities to follow...

Posted at 9/15/2009 04:48:00 PM [Comments](#) 



El Grito Luncheon hosted by ADM and Mrs. Saynez

Shipmates,

integrated with a federal agency's Core Accounting System. Using proven COTS tools will minimize integration risk, but integrating CG-LIMS with other Coast Guard systems is the greatest risk for the project.

CG-LIMS will connect maintenance and supply far better than ALMIS does today. The mechanic in the field will know they have the parts on hand to execute a maintenance plan without going into multiple systems. All the commercial tools we've looked at have this integration at their core.

One of the biggest pain points for ALMIS is that it works only when connected to the network. When it's not, we capture everything on paper and enter it later. That's clearly not acceptable for months underway. Fortunately, there are solutions in the market that will support limited bandwidth and interrupted connections.

Aviation processes evolved to provide the best support possible within the constraints of the legacy tools, often requiring workarounds and duplicated work. Future product line managers for all asset types will manage logistics a standard way, with far better integrated tools.

So how will we deliver CG-LIMS as a connected, standardized logistics system? We'll do it in discrete useable segments.

The first part of ALMIS we'll replace is ACMS, the 20-year-old system used for configuration and maintenance management. The Asset Project Office (APO) and Logistics Transformation Program Integration Office (LTPIO) will continue to use ALMIS to support transformation until we deliver the first segment. As CG-LIMS is delivered, the legacy parts of ALMIS will be retired, and shore, surface, and C4 assets will be migrated to CG-LIMS. Then the other legacy logistics systems will be retired.

The future segmentation is based on requirements priority, functional boundaries in the systems we're replacing, and timing of DHS financial transformation. It's a risk-based approach that provides a solid foundation and takes consistent small steps forward.

This blog is one of the many tools we've used to stay connected to the field. Jim Sylvester and I wrote an overview post in June, and we'll continue to provide updates.

We'll maintain transparency with our stakeholders using enterprise tools like CG Portal, ePMO, the CG-9 website, and the wiki and blog tools of Intelink-U.

We'll take a much deeper dive during the Annual Brief later this month, and with the Leadership Council in early October. But for now, think of CG-LIMS as the IT part of a connected, standardized logistics system delivered in segments to support modernization.

Posted at [9/14/2009 09:06:00 PM](#) [3 comments](#) 



Sunday, September 13, 2009

Sector New York personnel participating in mass casualty exercise at La Guardia Airport, 12 Sep 2009

Shipmates,

As we passed through La Guardia Airport on our way to Kings Point there was a mass casualty exercise going on that simulated two aircraft crashes, one on land and one in the water.



[Sector New York personnel participating in mass casualty exercise at La Guardia Airport, 12 Sep 2009](#)

Originally uploaded by [uscgpress](#)

I had a chance to talk to our Sector New York folks who were working with local first responders and the National Guard.

Well done, Sector New York.

ADM A

Posted at [9/13/2009 08:36:00 PM](#) [1 comment](#) 



Coast Guard Academy "spirit" at the Merchant Marine Football Game

Shipmates,

This past Saturday I represented Secretary Napolitano at the Annual Secretary's Cup Game between the Coast Guard Academy and Merchant Marine Academy. Kings Point hosted this year and

Secretary Ray LaHood (Transportation) was represented by Acting MARAD Administrator, David Matsuda.



Coast Guard Academy "spirit" at the Merchant Marine Football Game

While we compete furiously on the field of play our graduates are shipmates. Our maritime transportation system is safe, secure, effective, and efficient. In fact, last year a record number of Kings Point graduates became Coast Guard officers or civilian employees. This year I met with a number of graduates seeking to join the Coast Guard upon graduation.

The game was the most competitive and hard fought in the history of the match up. Several lead changes occurred and Coast Guard drove to score the final touchdown of regulation play and sent the game into overtime with a two point conversion. After trading field goals on the first overtime possession, Kings Point prevailed in the second overtime. Final score 33-27.

In other action, Kings Point won the soccer game played earlier but the Coast Guard women edged Kings Point in Volleyball. At halftime RADM Scott Burhoe, Superintendent of the Coast Guard Academy, accepted the 2008-2009 Superintendent's Cup for Coast Guard. This goes to the school that wins the overall competition for the entire year across all sports between the schools.

Next year Coast Guard will host and we look forward to a hard fought battle with a better outcome.

Other pictures are up on Flickr.

ADM A

Posted at 9/13/2009 08:21:00 PM 1 comments



Team Pittsburgh: Marine Safety Unit and CGC OSAGE

Shipmates,

Catching up on events and travel over the last week. On Thursday we visited Pittsburgh. The town was crazy with anticipation over the Thursday night NFL Season Kick-Off game.



Team Pittsburgh: Marine Safety Unit and CGC OSAGE

We had a good meeting with personnel from MSU Pittsburgh and representatives from the OSAGE. MSU Pittsburgh and OSAGE manage the head waters of the Ohio River, working closely with the Army Corps of Engineers and the Pittsburgh Waterways Association.

Originally uploaded by [uscgpress](#)

I discussed the upcoming G-20 meeting in Pittsburgh and the security precautions being taken on the water. Units and personnel from throughout the Coast Guard are surging to support this effort.

I also spoke to the annual meeting of the AFL-CIO, Maritime Trades Department. This group represents organized labor. I spoke just before the TRANSCOM Deputy Commander. The issues I spoke to included our recent changes and improvements in merchant mariner licensing, Transportation Worker Identifications Cards (TWIC) and the next phase of rulemaking on card readers, our Maritime Security Directive on reducing the vulnerability of pirate attacks in the Gulf of Aden and Horn of Africa, and shore access for seafarers.

Later I had lunch with local industry leaders (Pittsburgh Waterways Association) where we exchange views and I received feedback on a variety of issues including TWIC, mariner licensing, the pending towing vessel regulations, and the recently issued salvage and firefighting regulations.

CDR Rich Timme, CO MSU Pittsburgh, and I also met with the Editorial Board of the Pittsburgh Post Gazette.

Finally, I stopped by to see one of our old friends, Max Solomon, who is a director with the Coast Guard Foundation. Max has been a huge Coast Guard supporter and owns a condominium across the street from Station Ocean City, MD. He suffered a stroke last year and is working hard to recover. We miss him and I wanted him to know that we were thinking of him.

A busy day, but a good day. More pictures are posted on Flickr

ADM A

Posted at 9/13/2009 08:04:00 PM 0 comments



Thursday, September 10, 2009

Proposed Ballast Water Rules in Plain Language

An article in [The Maritime Executive](#) does a very good job explaining the new ballast waters rules proposed last week in plain language.

The Notice of Proposed Rulemaking is [available here](#).

Posted at [9/10/2009 12:53:00 PM @comments](#)



Wednesday, September 9, 2009

U.S. Coast Guard Commandant visits with Chief of the Colombian Coast Guard

Shipmates,

We had a visit from an old friend and partner today, Rear Admiral Hernando Wills-Velez, Commander of the Colombian Coast Guard. We have built an extraordinary relationship with the Colombian Coast Guard and Navy over the last ten years. We are participating in multinational training courses hosted by Colombia in Cartagena this month.



[U.S. Coast Guard Commandant visits with Chief of the Colombian Coast Guard](#)
Originally uploaded by [uscgpress](#)

The Colombian government has passed legislation outlawing operation of self propelled semi-submersibles similar to our domestic legislation.

We remain committed to our collective effort to attack the cocaine flow from South America.

ADM A

Posted at [9/09/2009 10:19:00 PM @comments](#)



Ombudsman of the Year Nichole McLeod

Shipmates,

We were pleased and honored to present the First Ombudsman of the Year Award to Mrs. Nichole McLeod who represents the USCGC NORTHLAND and their team. Nichole has been a tireless advocate for the crew and their families and has been a source of support during long deployments. She has earned the respect and admiration of the command who has come to depend on her to activate notifications networks and support our deployed Guardians.



[Ombudsman of the Year Nichole McLeod](#)
Originally uploaded by [uscgpress](#)

We had a formal award presentation at Headquarters followed by a tour of the White House and a BBQ at our Quarters this evening.

We were also graced by the presence of ADM Jim and Randi Gracey. ADM Gracey began the ombudsman program on his watch as Commandant with the help of Randi.

We were also honored to have Wanda Allen-Yearout with us. Wanda sent a letter to ADM Gracey when he was Commandant and recommended he establish an ombudsman program in the Coast Guard. Over thirty years later she is still training ombudsmen and advocating for Coast Guard families. She is particularly qualified for this role as the daughter of a Coast Guard enlisted World War II veteran and the spouse of a retired Coast Guard Captain.

I am proud because she is my sister.

A great day for Nichole McLeod and the Coast Guard and thank you to ADM Gracey and Wanda.

ADM A

Posted at [9/09/2009 09:31:00 PM @comments](#)



Social Media Keynote Remarks

I had the pleasure a couple weeks ago of opening a two day conference on how Social Media tools and techniques can help meet Gov 2.0 Goals. It turned into a really good discussion and has received a lot of follow-up interest.

You can view [my remarks here](#)

The [Compass](#) posted an [interesting perspective](#) on the topic.

We have been doing this for almost a year now so I thought it would be helpful to again share our social media policy statements for background.

[Policy -- Unofficial Internet Posts](#)

[Policy -- Official Internet Posts](#)

Posted at [9/09/2009 09:30:00 AM](#) [1 comment](#)



Tuesday, September 8, 2009

Memorandum of Understanding with the Swedish Coast Guard

Shipmates,

In the Fall of 2007, Sweden hosted the first North Atlantic Coast Guard Forum near Stockholm. The meeting was an immediate success and has led to the maturation of the organization and follow-on meetings in Greenland hosted by the Danes and this year meeting hosted by Iceland.

That partnership took another step forward today when I met with the Director General of the Swedish Coast Guard, Judith Melin. We signed a memorandum of understanding that will guide our future efforts in areas such as search and rescue and maritime security. We appreciate their cooperation and international leadership.



[Memorandum of Understanding with the Swedish Coast Guard](#)

Originally uploaded by [uscgpress](#)

The North Pacific Coast Guard Forum is underway this week in Busan, South Korea. Vice Admiral Pekoske is representing us at that meeting and reports that it is going very well.

ADM A

Posted at [9/08/2009 05:55:00 PM](#) [0 comments](#)



Anniversary of the loss of CG 6505 and Airsta Barbers Point Memorial

Friday marked the anniversary of the crash of Air Station Barbers Point CG 6505 resulting in the sad loss of four faithful Guardians. The Vice Commandant participated in a memorial dedication honoring the loss of both the crew of CG 6505 and CG 1420 (see history below) at the air station.

Here is a summary of how the memorial came to be, written by LCDR Dan Long, the project officer:

"In the weeks following the loss of CG6505 and her crew, Captain Brad Bean, the Commanding Officer of Air Station Barbers Point communicated his desire to memorialize this crew. Captain Bean's letter of intent communicated these watchwords: Honor-Tasteful Remembrance-Timelessness. The memorial would be created to honor both the crew of CG6505 and also CG1420, lost on Molokai in 1982. Subsequently, a committee was formed representative of all members of the air station. This committee of 8 members (all with significantly different backgrounds in the Coast Guard) pulled together and created a vision for this noble cause. The specific talents of each team member coalesced and the team quickly turned a common vision into a computer generated 3D design to share with the world. The design underwent some minor revisions and quickly gained popularity Coast Guard wide. In order to turn this vision into reality, funding was essential and only through the fundraising efforts of the Coast Guard Aviation Association was construction made possible. Additionally, fate would have it that Air National Guard Civil Engineering Units would be on-site for other air station projects and graciously volunteered to complete the initial phase of construction. Although too numerous to mention here, many individuals, groups, businesses and Coast Guard members made this timeless tribute possible."



[Air Station Barbers Point Memorial](#)

Originally uploaded by [icommandant](#)

You can view a [series of pictures](#) documenting the construction of this impressive memorial.

I attended the memorial service last year, which was a personally moving experience. I'd like to share my words from [that service](#) here with you again: [Memorial remarks](#)

Memorial History:

-- Loss of CG-1420: On 7 January 1982, LCDR Horton W. Johnson, LT Colleen A. Cain and AD2 David L. Thompson perished during a search mission when their helicopter CG 1420 (Sikorsky HH-52A Seaguard) responded to an early morning distress call from the Pan Am, a 74-foot fishing vessel, sinking in stormy weather off the island of Molokai. The helicopter departed Air Station Barbers Point at 0400, but by 0515 the Coast Guard lost radio contact with 1420. The wreckage of 1420 was discovered impacted on steep ridge Moloka'i's Wailau Valley. Lieutenant Colleen A. Cain was the co-pilot of 1420. She was the Coast Guard's third female aviator and became the first female helicopter (HH-52A) pilot in June 1979. She was the First USCG woman killed in the line of duty on a rescue mission.

-- Loss of CG-6505: On the evening of Thursday, 04 September 2008, Coast Guard Air Station Barbers Point helicopter CG 6505 was conducting routine small boat hoist training with the Coast Guard Station Honolulu Motor Life Boat 47317 south of Oahu after sunset. A mishap occurred during the fifth hoist evolution which initiated a chain of events that ultimately resulted in the crash of CG 6505 approximately 5 nautical miles south-southwest of Honolulu International Airport. CDR Thomas Nelson (posthumously promoted to Captain), LCDR Andrew Wischmeier (the pilot in command), AMT2 Joshua Nichols (the flight mechanic) and AST1 David Skimin (the rescue swimmer) were killed in the crash.

Posted at 9/08/2009 11:55:00 AM @comments 



Arctic News Round-up

Some Arctic Awareness newsclips from this weekend:

Joint Op-Ed, Seattle Times: [As an Arctic nation, U.S. must embrace smart, science-based stewardship](#)

The Takeaway: [Melting Arctic North Up For Grabs](#)

Anchorage Daily News: [Friendlier Arctic Seas bring Opportunity -- and Risk](#)

Also, you can read about the results of [Operation Arctic Crossroads](#), which concluded last week.

We've continued to update the outcomes from our Arctic Awareness trip, a complete list is [available here](#).

Posted at 9/08/2009 10:12:00 AM @comments 



Friday, September 4, 2009

New Recruiting Campaign: Born Ready!

I am pleased to introduce our new Born Ready recruiting campaign. This campaign is centered around finding those individuals who have a calling to serve, the determination to make a difference, and the desire to do something meaningful with their lives. The phrase "Born Ready" captures the attributes of the dedicated men and women who are already serving as both officers and enlisted while reaching out to the next generation of Guardians. We need to find those young people who are capable of meeting the level of excellence clearly established by our current workforce.

Here are both the [male](#) and [female](#) versions of the new commercials.

The Born Ready strategy is the result of two years of study and research, creative consult, and detailed review. This is our first new branding campaign since "The Shield of Freedom" was rolled out in the fall of 2002. Unlike other recruiting efforts, this campaign does not overtly focus on our missions. Instead, it puts a spotlight on the individual who wants to serve their country as a Guardian. This message is targeted at people driven by action, adventure, and a commitment to a cause bigger than themselves.

This campaign also clearly ties into the "Everyone is a Recruiter" concept. Like good shipmates, we'll share the duty to assess the very best candidates and challenge those joining our ranks to elevate their performance beyond their preconceived limits.

Our Born Ready commercials debuted during the recent Women's Professional Soccer (WPS) All Star game in St. Louis. As a result of our new partnership with the WPS, we also held a prominent marketing position in their recent Championship game which was carried on Fox sports channels. Future messaging includes theater advertisements (pre-movie ad) in 180 markets from September to October 2009. We have also purchased radio and TV spots in markets critical to our recruiting missions. We have targeted billboards, placards and print media as well so we're confident Born Ready theme will reach the desired audience.

I am excited about the Born Ready concept and I hope you will embrace it as well. I have said many times that our people are our most important asset. To sustain the level of excellence America has come to expect from the U.S. Coast Guard, we need to recruit candidates who share the same commitment, courage, and desire as our current Guardians. By doing this, we'll ensure that the Coast Guard remains America's Maritime Guardian well into the future.

For more information, visit the Coast Guard [recruiting](#) website.

Posted at [9/04/2009 11:29:00 AM](#) [@comments](#) 



Thursday, September 3, 2009

RADM Dan Lloyd, Director JIATF South, and Assistant Secretary for Immigration and Customs Enforcement John Morton

Shipmates,

Today a group of senior DHS



[RADM Dan Lloyd, Director JIATF South, and Assistant Secretary for Immigration and Customs Enforcement John Morton](#)
Originally uploaded by [uscgpress](#)

leaders traveled to Miami and Key West to receive briefings and discuss enforcement issues with local commanders. The principals included Assistant Secretary for Immigration and Customs Enforcement (ICE) John Morton, Director of US Citizenship and Immigration Services Alejandro Mayorkas, Alice Hill Senior Counselor to Secretary Napolitano, and me.

The first stop was Miami where we received an excellent brief from RADM Steven Branham and members of the Homeland Security Task Force regarding migrant interdiction operations,

We moved down the Keys to Key West where we spent the remainder of the day with the Director of Joint Interagency Task Force South, RADM Dan Lloyd.

An excellent day of building our knowledge and understanding the excellent team work and interagency cooperation that is taking place at the field level.

ADM A

Posted at [9/03/2009 09:24:00 PM](#) [@comments](#) 



Two Guardians Complete SEAL BUD/S Program

Updated with additional details:

Read some news coverage [here](#)

Two Guardians made history today by graduating from Basic Underwater Demolition/SEALs (BUD/S). They were the first Guardians to ever do so, and while they still have an intensive training program to complete before pinning on their Tridents in the spring, this is an impressive accomplishment and we should all be very proud of our shipmates and their performance representing the U.S. Coast Guard amongst the elite Navy SEALs.

The graduates have been training in Coronado, CA, since January and their BUD/S class formed in March. Still on the horizon for them is parachute training, the Junior Officer Training Course and SEAL qualification training.

As some additional updates for this program, one of the Coast Guard officers who also began training in January but was injured will "class up" to continue his journey early this month. The deadline for applications for next year's program has passed and we are moving into the assessment and selection process. This year we received 16 applicants (10 officers, 6 enlisted).

Posted at [9/03/2009 08:33:00 AM](#) [@comments](#) 



Wednesday, September 2, 2009

White House Initiative on Historically Black Colleges and Universities



Shipmates.

[John Wilson \(Executive Director, White House Initiative on Historically Black Colleges and Universities\), LCDR Zeita Merchant, and the Commandant](#)
The Coast Guard began a new phase in our growing partnership with Historically Black Colleges and Universities (HBCUs) this week, as we were a sponsor of the White House Initiative on HBCUs. We also supported the event with volunteers and participated in workshops.

Earlier in the week RADM Steve Rochon was honored as one of the 105 "voices of history" at the Kennedy Center. RADM Rochon is a graduate of Xavier University in New Orleans.

HBCUs have provided great leaders, scientists, writers, military leaders, and musicians to our country. Alex Haley attended both Alcorn State and Elizabeth City State Teachers College before joining the Coast Guard.

At a dinner this evening to honor radio personality Tom Joyner who has raised over 55 million dollars for HBCUs, the keynote speaker was Secretary of Education Arne Duncan. Secretary Duncan began tutoring low income, minority students at an early age in Chicago at an after school program his mother ran. He rose to become Chief Executive Officer of the Chicago Public School system.

I met many HBCU Presidents this evening and had the opportunity to introduce CAPT Steve Baynes who is our liaison officer to HBCUs. I also spoke about our new partnerships with North Carolina A&T, Norfolk State, Lincoln University, and Morgan State. These partnerships support our Diversity Strategic Plan that was announced earlier this week. More will follow.

My thanks also to LCDR Zeita Merchant who volunteered this week and did a terrific job coordinating our participation. The picture above shows Zeita and me engaging in a discussion with John Wilson, Executive Director of the White House Initiative on HBCUs.

ADM A

Posted at [9/02/2009 10:10:00 PM](#) @[comments](#)



Arctic Awareness Observations -- Deputy Secretary David Hayes, Dept. of the Interior



[From l to r: Dep. Sec. David Hayes \(DOI\), RADM Colvin \(USCG\), Larry Hartig \(Alaska DEC\) and Nancy Sutley \(CEQ\) have a conversation during the Arctic Domain Awareness flight](#)
Originally uploaded by [uscgpress](#)

Guest post by David Hayes, Deputy Secretary for the Department of the Interior (at left in picture).

As our "last frontier," Alaska continues to teach America about the wonders of untamed wilderness, the rhythms of native Alaskans and their long-standing customs and culture, and a growing economic engine fueled by its abundant natural resources. Now Alaska is teaching us new lessons. It may be our last frontier in some senses, but when it comes to climate change, Alaska is at the forefront. The earth's rising temperatures are most pronounced near the poles, and Alaska is seeing and feeling it: retreating ice sheets, melting permafrost and invasive species-ravaged forests. The formerly ice-bound "northwest passage" is opening up, bringing new threats to a fragile arctic ecosystem whose whales, walruses, polar bears, and native Alaskans already are straining under the impacts of a changing climate, even as the arctic faces new accommodations to oil rigs, cruise ships and, potentially, cargo traffic.

These new challenges were apparent as we toured Alaska in late August. Alaska presents a daunting challenges as its climate continues to transition. With the Interior Department having responsibility for more than 50% of the land mass of Alaska, jurisdiction over offshore waters oil and gas development as well as for protected national oceanic parks like Glacier Bay and Kenai Fjords, and our special responsibility to native Alaskans, we need to track climate change and respond and adapt to the new challenges that it presents to the people, land and fish and wildlife of Alaska. It is a daunting challenge, but the 67,000 employees of our Department will rise to it, working closely with

Alaskans, and with all Americans who care deeply about our resources, and our heritage.

Posted at 9/02/2009 01:35:00 PM @comments



Coast Guard's Diversity Strategic Plan

Shipmates,
I am glad to announce that we have finalized our Diversity Strategic Plan and it is available to read [here](#).

Since I have been Commandant, I have stressed that diversity is an operational necessity. By diversifying our workforce in terms of race, gender, culture, professional experiences and personal backgrounds, we can bring different perspectives and skills to bear on the complex maritime challenges we will face in the 21st century. This will help us detect simmering issues before they become problems, manage risk utilizing all available resources, and implement comprehensive solutions.

The Strategic Plan operationalizes the diversity initiatives we have been working on for the past year and places accountability on our Senior Leaders and Commanding Officers to ensure we recruit, train, and sustain a highly capable workforce. Our leaders are charged with five basic goals:

- Assure a diverse workforce through all-hands commitment with leadership accountability.
- Fully utilize communication and focus groups to improve workforce cultural climate.
- Expand outreach to underrepresented populations.
- Equitable hiring and career opportunities for all employees.
- Optimize training and education to emphasize the value of a diverse workforce.

Our Diversity Strategic Plan will make the Coast Guard an even stronger and more capable organization. While this is an all hands effort within the Coast Guard, I look forward to also working with our external stakeholders to help us achieve our goals.

Posted at 9/02/2009 09:21:00 AM @comments



Book Review: Captain "Hell Roaring" Mike Healy: From American Slave to Arctic Hero

Guest book review by CDR Mike White. Note: Anyone wishing to submit a book/article review of professional relevance can send an e-mail to ccgcomms@uscg.mil

Captain "Hell Roaring" Mike Healy
From American Slave to Arctic Hero

Dennis Noble and Truman Strobridge, University Press of Florida, 2009

A book that moves beyond the legend of Captain Healy and manages to illustrate the challenges of the times, for the Revenue Cutter Service, Captain Healy, the Native Alaskans, and African Americans in a society not ready to accept them in leadership positions. It is highly instructive for Guardians of today and particularly relevant for those who ply Alaskan waters or protect the states vast coastline.

In a thoroughly researched effort, the authors delve into the remarkable story of Captain Michael A. Healy of the U.S. Revenue Cutter Service. While covering his much-heralded exploits in the Arctic in fine detail, the authors also reveal the steadfastly professional officer's image that Healy cultivated through his service. While serving as a loyal and ambitious officer, Healy took seriously his role as the preeminent Arctic mariner; frequently writing Washington with recommendations or opinions on the Services future in the region...ironically, included in this correspondence was an opinion that BEAR was not well suited for the region.

He also provided advice to his peers and Headquarters regarding relations with the Natives, and the impact of increased commercial activity on the indigenous populations. His insights and sensitivity to their culture are every bit as relevant today as they were over 100 years ago...and he is memorialized in the oral traditions of the villages along the Bering and Chuckchi coasts.

The book speeds through the early years of the remarkable family Healy; largely due to a lack of documentation prior to the arrival of the Healy children in New England in mid 1800's. From there the authors are able to piece together the paths taken by Capt Healy, and his brothers Patrick and James. The stressors of living as mixed race children in the mid 19th century are explored and assumed, as little historical record survives due to the societal necessity for the children, grand children, and great-grand children to keep the family secret. The reality of the impact of emancipation merely shifting the threat to the Healy family from imprisonment and return to the South as escaped slaves to the loss of property, position, and the lives they had established if discovered is clearly articulated...as late as the 1950's a family member destroyed Healy's personal papers to ensure his racial heritage remained obscured. For those of us who came to age in the post-civil rights era, the thought that a family would destroy the records of their ancestors to hide a 130-year old interracial marriage seems absurd. But an earlier author's efforts to tell the Healy story created enough of a stir in Healy's ancestors that 4 large volumes of his diaries were burned rather than reveal the family



MikeHealy.jpg
Originally uploaded by [icommandant](#)

secret. A treasure trove of information was lost forever.

Absent Healy's personal correspondence and written record, the authors postulate the constant strain of continually obscuring his racial heritage directly contributed to his drinking problems and potential mental health issues. Healy's attempts to take his own life towards the end of his career are clearly the acts of a desperate and disturbed man...and yet detract little from the overall accomplishments of his remarkable life, as the authors likely intended. The authors end their work with a plea that Healy, despite his shortcomings, be remembered as a hero of remarkable accomplishments, made all the more so because he overcame and rose above what are euphemistically described as "complex social and psychological forces." It is high time for today's modern guardians, the Healy family, and the nation to embrace Captain Healy as the complex, heroic, and enduring figure that he is.

Posted at 9/02/2009 09:15:00 AM 1 comments



Tuesday, September 1, 2009

Mrs. Bessie Miller, wife of Chief Border Patrol Agent, Herb Miller

Shipmates,

Over at [Coast Guard All Hands](#) we have had a number of reflections by our personnel regarding leaders that had an impact on their lives. On Monday I participated in the interment and memorial service for Chief Border Patrol Agent, Herbert Dale Miller at our newest National Cemetery, the Sacramento Valley National Cemetery, near Dixon, California. He had an impact on my life.

As a young Lieutenant completing a tour as Operations Officer on USCGC GALLATIN, I had the unlikely assignment as a Watch Officer at the EL Paso Intelligence Center in El Paso, TX. Herb was my Watch Commander (rough equivalent of a senior duty officer or command duty officer in our watch structure). In those days, the watch at EPIC had a Watch Commander chosen from the Border Patrol or DEA. The watch was stood by agents or officers assigned from the Border Patrol, DEA, USCG, and Customs.



[Mrs. Bessie Miller, wife of Chief Border Patrol Agent, Herb Miller](#)
Originally uploaded by [uscgpress](#)

Herb served in the Army Air Corps in World War II. He was raised in Indiana and was a track star in high school and college. After the war he joined the Border Patrol and was assigned over the years to various posts in California (El Centro, Indio, Calexico, and Bakersfield). At one point he worked with farm worker rights advocate Caesar Chavez during a labor dispute in the 1960's.

Herb was a voracious reader and life long learner. His family always joked that every time they moved they packed 60 years of back copies of National Geographic Magazine. He and his wife, Bessie, raised five children.

From Herb I learned many things that would increase my professional expertise and leadership skills over the years. I learned immigration law, how to detect fraudulent documents, read fingerprints, and heard marvelous stories of sign cutting (the art of tracking on foot). More importantly I learned about how to execute a difficult mission with integrity and core values.

There has always been a strong bond between the Coast Guard and Border Patrol, especially in the field where we work side by side, shoulder to shoulder on land and on the water.

We work at the convergence of borders where we encounter on a daily basis difficult situations that test our patience, resolve, and humanity. Officer presence, demeanor, and leadership are essential. Herb Miller taught me that.

It was my honor to represent Secretary Napolitano, Border Patrol Chief David Aguilar, and Acting Customs Commissioner Jay Ahern at the service. We were also honored to have our good friends former Border Patrol Chief Roger "Buck" Brandemuhl and San Diego Border Patrol Sector Chief Michael Fisher in attendance. Sector San Diego still mourns the loss of Agent Michael Rosas who was murdered recently near Campo, CA.

In a speech as the Seventh District Commander to the Greater Miami Chamber of Commerce in 2000, I noted that migrant interdiction is a gut wrenching mission for our people, but a mission that we carry out with professionalism and respect for human life. I was speaking but they were Herb Miller's words.

ADM A

Posted at 9/01/2009 06:24:00 AM 3 comments



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