



## BRAVO ZULU!

Sector Delaware Bay expertly documented a TWIC confiscation. The confiscation was based on a criminal seizure due to false impersonation. See MISLE Activity #44568988 as an example of excellent casework!

Congratulations to the Port of New York/New Jersey and Port of Albany New York AMSC as the inaugural recipient of the 2012 Area Maritime Security Committee of the Year Award!

## SPECIAL ANNOUNCEMENT

Have an article you'd like to submit for our next newsletter? Please submit it to [wow@uscg.mil](mailto:wow@uscg.mil).

June marks the beginning of **hurricane season**. This is a good time to review heavy weather procedures in your unit, and with facility and vessel operators in your port. Be sure to include preparedness for your own home and family. Go to [www.ready.gov](http://www.ready.gov) for more information.

# Waves on the Waterfront

CG-FAC, Office of Port and Facility Compliance  
Safety, Security, and Stewardship  
for the Nation's Ports and Facilities

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June 2013

Welcome to Summer! As the days lengthen and temperatures rise, the pace of Coast Guard operations increase in many parts of the country. While facility shops at Sectors and MSUs devote most of their time towards regulated waterfront facilities, don't forget that small boat marinas are also facilities, and very much a part of our port communities.



Our good friends in Boating Safety (CG-BSX) have kindly provided an excellent article on how we can work with the boating public at small boat marinas. Marina visits by Auxiliary, and when available, active duty, civilian, and reserve personnel can be a great way to promote safety, gather port information, promote America's Waterway Watch, and simply reach out to the millions of boaters that share our passion for the water. Don't forget to wear your life jacket!

Another special feature of this exciting edition is an outstanding article on the National Cargo Bureau, provided by none other than Mr. Ian Lennard, NCB President. The NCB is a great partner of the Coast Guard, and a valuable resource for field units. I encourage you to read the article and to reach out to your local NCB inspectors.

Finally, I'm pleased to announce that here at HQ, we are merging the AMSP and AMSC functions under CG-FAC. AMSP functions have previously resided within CG-MSR. While CG-FAC and CG-MSR have cooperated extremely well on joint program management, this consolidation is logical and we hope to provide even better service to the field. Mr. Geoff White and Ms. Elena Huges will be transferring to CG-FAC in the next few weeks. We welcome them to the CG-FAC team! On a related note, we will be posting NVIC 09-02 Change 4 very shortly.

Enjoy the summer, enjoy this edition of Waves on the Waterfront, and keep safe. We here at CG-FAC very much appreciate the hard work you do every day, and welcome your suggestions on how to improve the program.

CAPT Drew Tucci



## Meet the Staff of Port Facility & Compliance (CG-FAC)



### LCDR Kevin D. Floyd U.S. Coast Guard

Lieutenant Commander Floyd is currently assigned as the Chief of the Cargo and Facility Security Branch at Coast Guard Headquarters. He is responsible for program management and oversight of policy development for field operations involving domestic ports, waterfront facilities and cargo security including enforcement of the Maritime Transportation Security Act.

Lieutenant Commander Floyd enlisted in the Coast Guard on October 1, 1991 and spent seven years enlisted achieving the rank of Marine Science Technician First Class. His enlisted assignments included Group San Diego, CA, the National Response Center at Coast Guard Headquarters in Washington, DC and Marine Safety Office Memphis, TN.

Lieutenant Commander Floyd was commissioned in February 1998 upon completing Officer Candidate School. After commissioning, he was assigned to Marine Safety Office Louisville, KY as the Assistant Chief of the Investigations Department and Chief of the Port and Waterways Management Department. His next assignment was Marine Safety Office Charleston, SC serving as the Chief of the Port Security and Operations Department. When Group and Marine Safety Office Charleston merged in 2005, Lieutenant Commander Floyd served as the Chief of the Logistics Department for the newly established Sector Charleston. He was then assigned to the Coast Guard 14<sup>th</sup> District serving as the Supervisor of the District Response Advisory Team and Chief of the District Command Center and Joint Rescue Coordination Center, Honolulu, HI. Prior to his current assignment, Lieutenant Commander Floyd served as the Commanding Officer of Marine Safety Unit Toledo, OH.

## Automated Commercial Environment (ACE) by LCDR Kevin Floyd

**A**CE is Customs and Border Protection's (CBP) on-line trade processing system designed to automate border processing of cargo which enhances border security and increases the nation's economic security through lawful international trade and travel. ACE allows authorized users from other federal agencies to view incoming and outgoing cargo transiting U.S. ports. ACE provides a solid technology foundation for all border security initiatives within CBP and will:

- Allow trade partners access to manage trade information;
- Expedite the flow of commerce between international borders by providing CBP tools to efficiently process clearance efforts for imports/exports;
- Improve communication, collaboration, and compliance efforts between CBP and the trade industry community;
- Facilitate efficient collection, processing and analysis of commercial import/export data and;
- Provide a platform for trade data information sharing throughout government agencies.

The Office of Port and Facility Compliance (CG-FAC) encourages units to use ACE in planning container inspection operations. ACE is not mandatory for CG use, but rather is an additional tool that assists CG inspectors to identify hazardous cargoes scheduled to arrive within U.S. ports prior to the Advanced Notice of Arrival requirements. The CG-FAC Policy letter and SOP are For Official Use Only (FOUO) and are available at <https://cgportal2.uscg.mil/units/cgfac2/Safety/Forms/AllItems.aspx>.

## Container Stacking at Waterfront Facilities

By  
LT Michael St. Louis



Considering that United States ports handle an average of 25 million containers per year, it is only natural to be curious where and how facilities stow those containers and to wonder if they are doing so in compliance with laws and regulations.

The only restrictions for container stacking height in U.S. regulations are specified in 33 CFR 126.15(c)(2), which states that containers packed with dangerous cargo can be stacked no more than 4 high. This seems straight forward, but it isn't the whole answer. The regulation doesn't mean that if containers carrying hazmat are being stacked, the entire stack can be no more than 4 containers high; it just means that any containers carrying hazmat cannot be placed higher than the 4th position up from the bottom of the stack. However, this is not to say that there are no restrictions on the over-

all stacking height for containers at a facility.

The International Maritime Organization's (IMO) testing standards for container strength states that a container built in accordance with the International Convention for Safe Containers (CSC) must be able to support 192 tons when stacked vertically. In other words, the bottom container in the stack is only designed to support 192 tons based on the testing and construction standards. The CSC provides for a typical container weight of 24 tons, so if you divide the 192 tons the container is designed to support by the 24 ton typical container weight, you get

an answer of 8. However, this is the number of containers that can be stacked on top of the bottom container so the total height of the container stack would be 9.

The CSC also requires the information to be indicated on the CSC Safety Approval Plate on the container and should read; ALLOWABLE STACKING MASS FOR 1.8G:192,000 kg/423,320 lb. A container that does not meet this design standard for stacking capacity must be conspicuously marked so as to indicate the deviation from standard design.

## National Container Inspection Program (NCIP)

### HAZMAT vs General Cargo Inspections

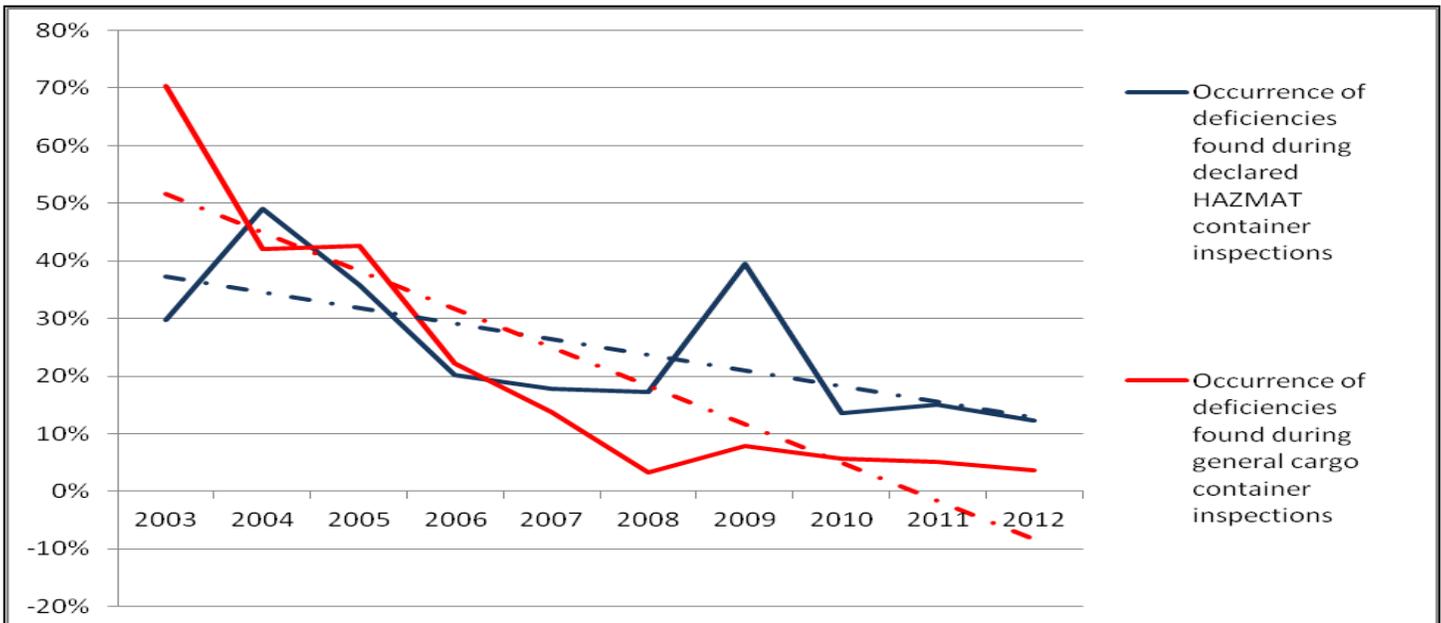
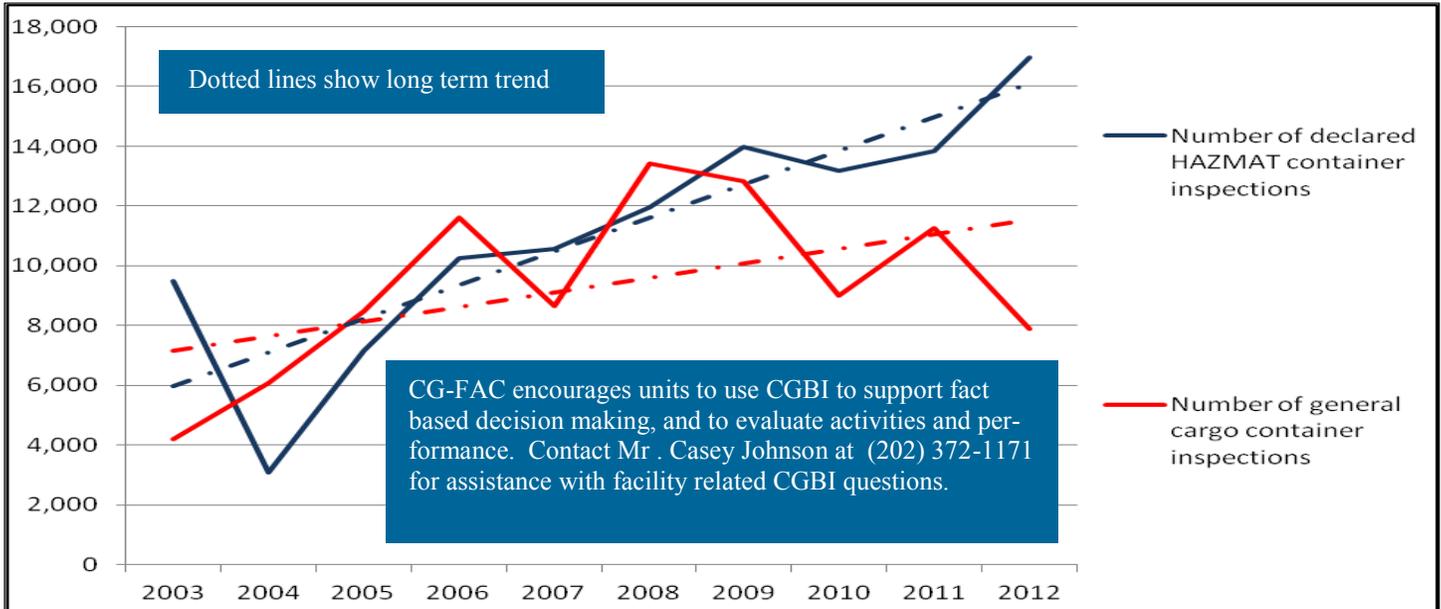
By CDR Jeff Morgan

Statistics gathered since the inception of the National Container Inspection Program (NCIP) have shown a high level of non-compliance with the hazardous material regulations. Previous audits of the NCIP by the Department of Transportation's Office of Inspector General (DOTOIG) identified the need to improve the Coast Guard's method of selecting those cargoes posing the greatest risk to the public.

By policy (COMDTINST M16616.11B), the Coast Guard inspects both declared hazardous material containers and randomly selected general cargo containers. Finding an appropriate inspection ratio between these two inspection types is an important factor in the management of the NCIP. In doing so, Commandant (CG-FAC-2) performed a ten-year analysis of container inspection performance data between 2003 and 2012 to determine trends and identify areas of inspection emphasis. (See charts on following page). While there is fluctuation in values during these years, trends were established. The first chart shows that over time, container inspections have increased. Conversely, the second chart shows that the occurrence of deficiency findings has decreased – for example, in 2003, a deficiency was found approximately 30% of the time when hazardous material containers were inspected and approximately 70% of the time when general cargo containers were inspected. But in 2012 those values dropped to 12% of the time for hazardous material container inspections and 4% of the time for general cargo container inspections. It can be argued that because the 2012 data shows deficiencies related to hazardous material container inspections occur

# National Container Inspection Program (NCIP)

## HAZMAT vs. General Cargo Inspections



*Continued from previous page*

three times as often as general cargo container inspections (12% compared to 4%), there should be a three to one (3:1) inspection ratio between hazardous material and general cargo containers.

The current COMDT Instruction 16616.11B - Guidance and Procedures for Conducting Containerized HAZMAT Inspections, dated 14 July 1999, provides a performance goal that targets the inspection of declared hazardous material and general cargo containers to occur in a 95% to 5% inspection rate, respectively. A revised and updated COMDTINST is under concurrent review and is expected to be released later in 2013. It will contain a revised target for HAZMAT vs general cargo ratio. This new ratio will provide additional data to further analyze targeting goals and inspection vs. deficiency rates, and help determine the most effective ratios for ensuring the safety and security of the marine transportation system and the maritime community. Finally, the continuing high quality of container inspection data entered into MISLE is critically important to enable CG-FAC to further refine targets, provide the most accurate data for senior leadership and develop effective guidance and assistance to the field. Please continue the great work.



# NATIONAL CARGO BUREAU

National Cargo Bureau (NCB) was incorporated as a non-profit organization, with a mission of “Safety of Life and Cargo at Sea”, in May of 1952 and began its actual operation on November 19 of the same year. The Bureau was created to render assistance to the United States Coast Guard (USCG) in the discharge of their responsibilities under the 1948 International Convention for Safety of Life at Sea (SOLAS) and for other purposes closely related thereto

By assignment and under the authority of the United States Coast Guard, the certificates issued by National Cargo Bureau, Inc. may be accepted as a prima facie evidence of compliance with the provisions of the Dangerous Cargo Act and the Rules and Regulations for Bulk Grain Cargo.

Since 1952 NCB’s role in assisting the U.S. Coast Guard has grown in many areas. The Code of Federal Regulations (CFR) contains a number of references to NCB in Titles 7, 19, 46 and 49.

There is a Memorandum of Understanding between NCB and the USCG regarding the safe carriage and stowage of hazardous materials as well as a Partnership Agreement regarding Maritime Security Awareness.

On container vessels, USCG Safety Inspection personnel recognize the NCB Certificate of Readiness as evidence that NCB has already checked the vessel’s Dangerous Cargo Manifest and Stowage and Segregation of Hazardous Materials on board the vessel, allowing them to direct their inspections on other matters.

NCB inspects approximately 30,000 Hazardous Containers a year. The results of these are included in USCG’s report to IMO on Container Inspections.

For our work in bulk grain, the Coast Guard issued Navigation and Vessel Inspection Circular (NAVIC) 5-94. NCB inspects an average of 3,000 vessels loading grain in the United States each year.

Our self-study courses are USCG approved and are available to the public.

They are as follows:

- The Code of Federal Regulations (CFR) Hazardous Materials
- Ship’s Stability
- Stability for Fishermen (Revision under review)
- Damage Stability
- Securing Non-Standardized Cargo
- Grain Loading

NCB conducts classroom training on the 49CFR and IMDG Code, at various port locations, for the maritime industry and invites local USCG personnel whenever possible.

Four training modules were created by NCB for the specific purpose of training USCG personnel. The first training session occurred in Texas City in April 2012. Since, there have been over 250 Coast Guardsmen that have been given this training. The modules are available upon request and are as follows:

- Introduction and General Awareness
- Grain Stability
- Vessel and Cargo Stowage/Handling
- Container and Explosives

NCB regularly joins USCG and other Governmental Agencies on joint exercises, such as MASFOs and in some ports we are members of the port Harbor Safety Committees and Port Readiness Committees, which are sponsored by the local Coast Guard offices.

We also are a part of the United States delegation that attends IMO Facilitations (FAL) and the Dangerous Goods, Solid Bulk Cargo and Container (DSC) sub-committees in London each year to provide technical support. Last year DSC covered the following topics which we contributed to:

1. Amendments to the IMDG (International Maritime Dangerous Goods) Code.
2. Amendments to the IMSBC (International Maritime Solid Bulk Cargo) Code
3. U.S. Submission-Casualty and Incident Report Analysis (Hazardous Container Inspections).
4. Development of Measures to Prevent Loss of Containers
5. Revision of Guidelines for the Packing of Cargo Transport Units.

We are committed to the success of our mutual mission. NCB stands ready to do anything we can to assist the Coast Guard in the furtherance of the mission, “Safety of Life and Cargo at Sea”.

## Spotlighting Alternative Security Program (ASP) Sponsoring Organizations

By Betty McMenemy



### American Chemistry Council (ACC)

The American Chemistry Council is America's oldest trade association of its kind, representing companies engaged in the business of chemistry - an innovative, \$720 billion enterprise that is helping solve the biggest challenges facing our nation and the world. ACC has approximately 162

member companies including BASF, Bayer Corp., Chevron, Dow & Dow Chemical, DuPont, Eli Lilly, Marathon, Proctor & Gamble, and Shell Chemical. At last count, 12 of the member companies utilized the ACC ASP at their facilities (each having more than one location). There are also affiliate members that have inquired about using the ASP.

ACC is located in Washington, DC.



### American Gaming Association

The American Gaming Association was founded in 1995 with the goal of promoting, educating and lobbying on behalf of the gaming entertainment industry through education and advocacy. They address federal legislative and regulatory issues affecting its members, their employees and customers. The AGA also attempts to serve as the gaming industry's information clearinghouse, providing the public, the media and decision-makers timely, accurate gaming industry data.

AGA has had an approved ASP since September 11, 2003. The numbers of locations utilizing the ASP has decreased since several states along the Mississippi have taken over regulatory responsibility of permanently moored gaming craft. Currently there are approximately 12 gaming vessels using the AGA ASP. This ASP is a joint vessel/facility security program, which covers both vessel and facility when they are owned/operated by the same company. In order for a gaming vessel to continue operating under MTSA they must prove to the Coast Guard that they are able to get underway.

AGA is located in Washington, DC.



### American Waterways Operators (AWO)

The American Waterways Operators is the national trade association representing the owners and operators of tugboats, towboats, and barges serving the waterborne commerce of the United States.

Its mission is to promote the long term economic soundness of the industry, and to enhance the industry's ability to provide safe, efficient, and environmentally responsible transportation, through advocacy, public information, and the establishment of safety standards.

AWO has 246 member companies representing hundreds and hundreds of towing vessels and barges. They have offered an approved ASP to their members since September 24, 2003. AWO also offers a pre-approved International Vessel Security Plan (IVSP) to its members operating vessels on international voyages. This is not an ASP, but an international (ISPS Code) security plan that is vetted by the Coast Guard. Each member company (for a single vessel or a fleet of vessels) may submit this entire VSP to the Marine Safety Center for approval. Since the MSC took part in the pre-approval process, they need only check certain vessel specific information thus eliminating time that would be required to analyze an entire VSP.

AWO is located in Arlington, VA.

# Sea Partners



**H**i! My name is Sammy and I am a sea otter native to the coasts of the northern and eastern North Pacific Ocean. I love to hang out offshore playing with my aquatic friends and foraging the sea floor for my favorite foods (sea urchins, various mollusks, fish, and crustaceans).

Years ago, my ancestors were nearly wiped out of existence. However, thanks to recent conservation efforts, sea otters like me have seen a great rebound in population. Today, I am still at risk from oil pollution, attacks by killer whales, poaching, and conflicts with fisheries. You know what scares me the most though? Oil spills! The oil gets all over my fur preventing me from keeping warm and contaminates a lot of the foods I like to eat.

When I am not at home, I like traveling the country spreading the word of Marine Environmental Protection with my friends at the United States Coast Guard. Come join me in helping the Coast Guard protect our waters. After all, keeping the ocean big and blue is up to you!

**H**ey everyone! My name is Officer Snook and I am a sub-tropical fish native to the warm coastal waters of the western Atlantic Ocean and Caribbean Sea, from southern Florida to Brazil. My favorite nickname is Sergeant Fish, so you better listen up. You can catch me in shallow coastal waters, estuaries, lagoons and even in fresh water, if you're lucky! Just don't use a hook because I am protected by the Florida Fish and Wildlife Conservation Commission.

In recent years, my fellow snook have faced diminishing numbers due in part to climate change which is making the water temperatures too cold for us to live. Additionally, our populations are carefully managed by Florida because of high fishing pressure from recreational anglers.

As for me, I have been helping out the United States Coast Guard and their Marine Environmental Outreach Campaign, Sea Partners, for nearly 20 years. With their help, I have been able to reach millions of people and share our common message about protecting our oceans. Will you help us too?



*For more information visit our homeport site at <http://homeport.uscg.mil/seapartners> and our website at <http://www.uscg.mil/hq/cg5/cg544/seapartners.asp>.*

## 2014 International Oil Spill Conference (IOSC): Call for Paper and Poster Abstracts By LT Sara Booth

**What is the IOSC?** The IOSC is an internationally recognized technical and policy forum where professionals from the international community, the private sector, government, and non-governmental organizations discuss and share innovations and best practices for oil spill prevention, preparedness, response and restoration.

**When / Where will the next IOSC be held?** Savannah, GA from May 5-8, 2014.

**What are the Benefits of Submitting a Paper or Poster Abstract for the IOSC?** Submitting a paper or poster to the IOSC is an excellent opportunity for Coast Guard members to build their professional development and proficiencies within the response and prevention communities. Paper and poster presentations form the backbone of the IOSC and contribute to the vast canon of oil pollution knowledge shared between the government, industry, and academia. Participation in the IOSC is a proven means of expanding marine environmental response competencies and maintaining proficiency as a Pollution Responder and FOSCR.

**What Coast Guard Topics would be of Interest to the IOSC?** Since the 2011 IOSC, USCG personnel have been involved in numerous initiatives and incidents that would make ideal discussion papers in 2014, including but not limited to: response issues associated with hurricanes Isaac and Sandy, SONS Exercise 2012, oil-in-ice equipment demonstrations in the Great Lakes and Alaska, evolving dispersant policy issues, response planning related to drilling activities in the Arctic and the Caribbean, and recent case studies.

**How do I Submit an Abstract?** Prospective authors should visit the IOSC website at [www.iosc.org](http://www.iosc.org) and follow the submission guidance under the Papers and Posters tab. Abstracts may not exceed 400 words and will be judged on relevance, originality, technical accuracy and clarity. The deadline for abstract submission is July 15, 2013.



**What happens if my Abstract is Accepted?** Authors whose abstracts are selected will be notified in August 2013. Invited authors present their respective papers or posters during speaker platforms or interactive sessions scheduled during the IOSC. Authors will also have their work published in the new online IOSC Proceedings library – an impressive repository of over 3,000 papers and articles that have been presented in the IOSC since 1969.

Questions about the 2014 IOSC can be directed to: LT Sara Booth, 202-372-2259, [sara.booth@uscg.mil](mailto:sara.booth@uscg.mil)

## The Future of Homeport By Ryan Owens

**T**he Home Internet Portal System (Homeport) is a publicly accessible Internet portal providing all users with current maritime security information. It also serves as the Coast Guard's official communication service designed to support the sharing, collection and dissemination of sensitive but unclassified information to targeted groups of registered users within the port community.

Homeport meets critical mission requirements in support of the Maritime Transportation Security Act (MTSA) for sharing security information with the public, USCG partners and maritime stakeholders. The portal facilitates these requirements by providing secure information dissemination, advanced collaboration, electronic submission and approval for vessel and facility security plans and complex electronic and telecommunication notification capabilities.

Currently, Homeport is built on a software architecture that is over 10 years old. Obviously, the maintenance and operation of the system has become more and more difficult to maintain and Homeport would benefit from a new underlying architecture. This effort, called a "Technical Refresh" would move the current capabilities of Homeport over to a more sophisticated and easier to maintain software backbone and database. It is critical to point out that this effort will most likely take the better part of a year until we are able to have a fully functional solution. The first steps in this undertaking are to conduct a review and validation of the current functional requirements of Homeport and an analysis of commercial off the shelf technologies that can support our needs. CG-FAC, along with the other stakeholder offices will be working with the Homeport Asset Manager to accomplish this work in the next 60 days.

It is our intention to keep you fully informed of the development of both initiatives and to ensure your concerns are addressed as we move forward. Request you do the same with the members of the maritime industry in your respective areas of operations. If you have any questions or concerns, please do not hesitate to contact Mr. Ryan Owens at [ryan.f.owens@uscg.mil](mailto:ryan.f.owens@uscg.mil).

# Coast Guard Current Events

06 March 2013

**Location:** Total Terminals, Inc. (T-46) Seattle, WA

**Involved Parties:** T-46, M/V HANJIN HAIPHON

**Issue:** Pollution Concern

**Actions Taken:** On Wednesday, March 6<sup>th</sup>, 2013, M/V HANJIN HAIPHON reported a leaky container to USCG SECTOR PUGET SOUND JHOC. The ship's crew could not initially ascertain the origin of the leaked substance, nor did they know what specifically had been leaked. When the vessel reached T-46, the container was offloaded and found to contain scrap metal including engines which were leaking oil. USCG container inspectors determined that the container itself was structurally sound but there was still a pollution concern.

**Further Actions/Comments:** The container was devanned at United Motor Freight in Seattle, WA. The cargo and container were cleaned and the cargo was transferred to a new container for export. USCG container inspectors checked the new container for proper stowage and pollution prevention. The old container was also inspected and found to be adequate for export.



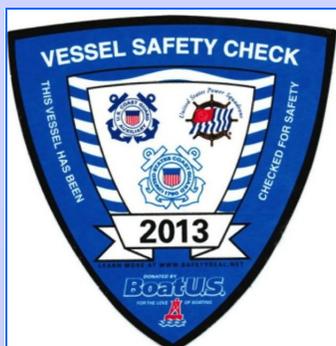
*BEFORE: The contents of the container included miscellaneous engine parts and assemblies which had not been drained of fluids prior to loading.  
(To the Left)*

*AFTER: The cargo was cleaned and reloaded into a new container.  
(To the Right)*



# Recreational Boating Safety Resources for Facilities

By W. Vann Burgess, Boating Safety Division (CG-BSX-2)



Spring is upon us, and Summer is just around the corner. As the temperatures start to heat up, so does recreational boating. Over the course of the next several months, over 73 million Americans will take to the waters in over 22 million recreational boats to enjoy one of our nation's favorite pastimes. The Coast Guard and our federal, state, and local partners will become very busy providing services and assistance to the boating public.

Many in the recreational boating community will be using marinas and waterfront dry storage facilities. These facilities provide many services such as moorage, fuel, maintenance, and mechanical repair. As a facilities inspector, you may have the opportunity to inspect these facilities for various reasons during the course of normal operations. As a result, there is an opportunity to help these marina operators interact with the boating public to provide much needed safety information.

Recreational boating safety (RBS) information is available from a wide array of resources and formats. The first best resource is the Coast Guard's Boating Safety Resource Center located at [www.uscgboating.org](http://www.uscgboating.org). Here, the marina operator and boater can find the latest safety alerts related to boating, regulatory requirements for boats, options for obtaining a boater safety education course, and how to find the appropriate life jacket for their particular boating activity as examples. Other great websites for this information are;

[www.nasbla.org](http://www.nasbla.org); This site provides direct links to the state boating authorities, and provides state specific requirements for boaters, as well as how to contact the proper authorities to report a boating accident.

[www.safeboatingcouncil.org](http://www.safeboatingcouncil.org); This site provides information on proper life jacket use, educational opportunities, and educational information for kids.

[www.watersafetycongress.org](http://www.watersafetycongress.org); This site provides information on educational opportunities, cold water immersion, and more.

All of the above sites also provide social media connections, videos on boating safety, on-water training opportunities, brochures, and multiple links to other organizations and information all related to boating and water safety.

Printed material is available from several resources as well. The most popular, and informative, brochures for boating safety are *A Boater's Guide to the Federal Requirements for Recreational Boats*, and *U.S. Aids to Navigation System*. There are many others to cover subjects such as propeller strike awareness, carbon monoxide poisoning, choosing the right life jacket, boating safety for anglers and hunters. There are also pamphlets for America's Waterway Watch and pollution issues as well. For the active duty units, all of these can be ordered from the Auxiliary National Supply Center (ANSC). You can find their catalog and ordering procedures at this link <http://www.uscg.mil/auxiliary/publications/misc/deat.pdf>. For marina operators and the general public, these brochures and pamphlets can be obtained through the local Coast Guard Auxiliary flotilla or local U.S. Power Squadrons.

Another opportunity for marina operators to engage the boating public is by hosting Vessel Safety Check (VSC) clinics and boating safety classes for their customers. A VSC is a free examination of a recreational boat by qualified members of the Auxiliary and Power Squadrons to insure compliance with federal and state requirements. Upon successful completion, a decal is awarded to the operator to display on his boat. There is no consequence for failure to pass a VSC. To set up either hosting opportunity, the marina operator just needs to contact their local flotilla or squadron. Contact information can be found at [www.cgaux.org](http://www.cgaux.org) or [www.usps.org](http://www.usps.org). These two sites also provide a plethora of boating safety information and educational opportunities.

There are an abundance of available resources for recreational boating safety. Please take advantage of them to spread the word, and help boaters to "Boat Responsibly!" For further information, please contact the Boating Safety Division (CG-BSX-2) at (202) 372-1062, or visit us at [www.uscgboating.org](http://www.uscgboating.org).



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[TWIC.HQ@uscg.mil](mailto:TWIC.HQ@uscg.mil)

## **CG-FAC Links**

www: <http://www.uscg.mil/hq/cg5/cg544/default.asp>

Portal: <https://cgportal2.uscg.mil/units/cgfac2/SitePages/Home.aspx>

Homeport: [Homeport](#)> [Mission](#)> [Maritime Security](#) or [Ports and Waterways](#)

TWIC (Portal): <https://cgportal2.uscg.mil/communities/twic-discussion/SitePages/Home.aspx>