



DEPARTMENT OF HOMELAND SECURITY

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WebWatch

Division 8, 5NR

October 2011

A. SITREP FOUR: STEADY THE SERVICE - MISSION SUPPORT

VADM J. P. Currier, Deputy Commandant for Mission Support

1. THIS ALCOAST is the fourth SITREP detailing efforts to mature the mission support organization. SITREP three announced the initial operating capability milestone of the Director of Operational Logistics (DOL).
2. I am pleased to announce the establishment of base Miami Beach to coordinate all regional mission support activities in the D7 AOR. The base commander will synergize field support delivery by establishing local command unity and coordinating regional mission support services provided by logistics and service center product and service lines. In a regional contingency, base personnel will be embedded with the District Commanders staff. The DOL, in partnership with logistics and service centers, will adjust resources from across DCMS to provide needed support.
3. The existing Regional Mission Support Commands in Miami (PSSU and BSU Miami) have been disestablished. These commands, along with the existing Health, Safety, and Work Life (HSWL) Field Office became Departments within Base Miami Beach to provide coordinated mission support to the region. Existing points of contact for support services remain unchanged.
 - a. PSSU MIAMI became the Personnel Support Dept.
 - b. BSU MIAMI became the Procurement And Contracting Dept., Comptroller/Base Operations Dept., and Facilities Engineering Dept.
 - c. HSWL Field Office Miami became the HSWL Dept.
 - d. The Naval Engineering Support Unit and Electronics Support Unit will be subordinate commands to the Base. The existing MAT, WAT, industrial activities, and ESDS will continue to report to the NESU and ESU. ESDDS will be disestablished as a unit but their resources will remain in current locations as detached duty billets from their parent ESD. During FY13 the NESU and ESU will become the Base Naval Engineering and C4IT Departments, respectively.
4. The base construct will be standardized so that standards of service delivery and processes are consistent across the Coast Guard. The base Seattle pilot was established in November 2010. Lessons learned were incorporated into the standard base model and informed the soon to be released field support concept of operations. At least 11 more bases are planned. Plans for Base Portsmouth and Base Elizabeth City are in final review. Future bases in Cleveland, Honolulu,

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and New Orleans are in advanced development. St. Louis will be a detachment from future Base New Orleans. The other planned Phase 1 base locations are: Alameda, Boston, Ketchikan, Kodiak, La/Long Beach, and Washington, DC (National Capitol Region). We are studying other potential base locations in concert with LANTAREA, PACAREA and other major field commands.

5. The base will foster cooperation, team-building and adaptability. Our primary, collective goal in establishing bases is to provide optimal support to operations. I am committed to seeing this plan implemented in a timely manner with minimal personnel impact. We will continue to honor our obligations to our union partners throughout this implementation process.
6. Progress will be reported in future SITREPS. More information, including the Base Cornerstone Document which describes the critical role of the bases on the field mission support structure, is available at the Mission Support Collaboration Space on CG Portal at <https://cgportal.uscg.mil/ctl/1qnmxm3> . The mission support handbook at the same portal site will be updated periodically to reflect future bases.

B. DOMESTIC VIOLENCE AWARENESS MONTH

RADM Mark Tedesco, Director of Health, Safety and Work-Life

1. October is Domestic Violence (DV) Awareness Month, an opportunity for all CG personnel to reflect upon this problem and determine what each of us can do to prevent it.
2. DV affects many families including some in the Coast Guard. Women are most often the victim, especially of the more serious forms of abuse. But men also are victims, including some within the Coast Guard. Early intervention in these situations, before the abusive behavior becomes a pattern, is essential. When victims try to ignore or dismiss abusive incidents the situation usually gets worse.
3. DV includes the use, attempted use, or threatened use of force or violence against an intimate partner. Use of force ranges from all behaviors that can physically harm the other person including shoving, hitting, sexual assault, thrown objects, marital rape, to use of a deadly weapon. DV also includes behaviors that are not physical acts of violence, including emotional abuse, economic abuse such as withholding of living expenses, isolating the victim by controlling where the person goes and with whom he or she associates, and blaming the victim for causing the abuse. Threatening to commit suicide if the victim leaves also can be a form of emotional abuse as can threats to start legal proceedings to remove the children from the custody of the victim.



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4. What you can do to help prevent DV:
 - a. Promote general domestic violence awareness by talking to your friends, co-workers, subordinates, and family about this issue.
 - b. Teach young people that violence is not acceptable.
 - c. Be scrupulous in your speech: do not use language that demeans any group.
 - d. Offer your support and understanding, not your judgment, to a friend or family member that you may be concerned about.
 - e. Learn about local resources for both victims and abusers.
 - f. Support your friends and family by informing them of the resources that can help them.
 - g. Speak out against DV and support prevention efforts in your community.
 - h. Report to law enforcement or your local Family Advocacy Specialist (FAS) if you suspect DV.
5. The CG Family Advocacy Program (FAP) is a command support program for Coast Guard Active Duty families and individuals who are facing issues of intimate partner abuse and/or child abuse and neglect. The FAP works to prevent abuse and neglect by educating service members and families about abuse and neglect, identifying families experiencing abuse and neglect, providing support services to victims, and providing treatment and education for abusers. The program also provides services to other categories of CG employees to the extent possible.
6. To obtain FAP services, contact a FAS located at your Health, Safety and Work-Life regional practice. Contact information is available at <http://www.uscg.mil/worklife/contact.asp>.
7. All commands can promote DV prevention by encouraging a culture in which DV is prohibited and by ensuring that all personnel and families are familiar with FAP reporting requirements and how to access services.
8. If you are a victim, call your regional Work-Life FAS or local police department. If you are not ready to report the abuse, but want assistance, consider calling the National Domestic Violence Hotline at 1-800-799-7233. The hotline can provide information on finding shelters, housing, counseling, job training, and legal assistance in your area. It can also provide local resources for those who commit DV. For additional information and helpful links related to emotional health visit <http://www.uscg.mil/worklife>.

C. CANCELLATION OF THE PERSONNEL MANUAL

RADM Ronald T. Hewitt, Assistant Commandant for Human Resources

1. Over the last year, a monumental effort has been underway to overhaul the Coast Guard Personnel Manual to allow for timely updates and to improve the usefulness of the directives governing workforce policy. Effective immediately, Coast Guard Personnel Manual is

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cancelled and is replaced by twelve new policy instructions. The following directives contain all policy previously covered by the Coast Guard Personnel Manual:

- a. Enlisted Accessions, Evaluations and Advancements, COMDTINST M1000.2 (SERIES)
 - b. Officer Accessions, Evaluations, and Promotions, COMDTINST M1000.3 (SERIES)
 - c. Military Separations, COMDTINST M1000.4 (SERIES)
 - d. Military Assignments and Authorized Absences, COMDTINST M1000.8 (SERIES)
 - e. Coast Guard Drug and Alcohol Abuse Program, COMDTINST M1000.10 (SERIES)
 - f. Discipline and Conduct, COMDTINST M1600.2 (SERIES)
 - g. Military Civil and Dependent Affairs, COMDTINST M1700.1 (SERIES)
 - h. Military Casualties and Decedent Affairs, COMDTINST M1770.9 (SERIES)
 - i. Military Bonus Program, COMDTINST M7220.2 (SERIES)
 - j. Pregnancy in the Coast Guard, COMDTINST 1000.9 (SERIES)
 - k. Public Health Service Officers Detailed to the Coast Guard, COMDTINST 1000.11 (SERIES)
 - l. Correcting Military Records, COMDTINST 1070.1 (SERIES)
2. These new directives include updated organization names to reflect modernization and include policy changes from previously published ALCOASTS, decision memos and legislation. To ease the transition for the field, the order of information has been mirrored in the corresponding new directives to the maximum extent possible.
 3. Additional information for users including FAQs, summary of changes, and a crosswalk is available on the COMDT (CG-1221) website:
<http://www.uscg.mil/hq/cg1/cg122/policystandards/default.asp>.
 4. This year-long effort was a critical first step in support of the Commandant's initiative to sustain mission excellence and the Deputy Commandant for Mission Support's goal to ensure mission support core business processes deliver optimal (effective and efficient) service levels. Future updates to these new manuals will segregate policy and procedure. The separation of the personnel manual will allow for more timely policy updates while empowering service centers to provide and adjust standard operating procedures directly to the field in a timely manner.
 5. No paper distribution will be made of these new manuals and instructions. They are available at <http://cgweb.comdt.uscg.mil/cgdirectives/welcome.htm>.



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D. EQUAL OPPORTUNITY AND ANTI-DISCRIMINATION/ANTI-HARASSMENT

ADM Bob Papp, Commandant

1. The Coast Guard is dedicated to being the employer of choice for both military and civilian members and ensuring every member of our workforce, as well as those seeking to join our organization, are given fair and equal treatment in recruitment, selection, assignment, training and advancement. We will provide a work environment that is free from discrimination and harassment.
2. This ALCOAST reaffirms my equal opportunity and anti-discrimination/anti-harassment policy statements and the direction I provided in my Shipmates 3 message: Respect Our Shipmates.
3. All commanders, commanding officers, officers in charge, assistant commandants and directors of staffs shall read the policy statements and Shipmates 3 to all hands at quarters during the month of October: Commands may access the Equal Opportunity Policy Statement and Anti-Discrimination and Anti-Harassment Policy Statement at:
www.uscg.mil/seniorleadership/policy.asp.
Shipmates 3 may be accessed at: <http://www.uscg.mil/seniorleadership/messages.asp>.
4. Commands shall ensure that workplace expectations outlined in the Equal Opportunity and Anti-Discrimination/Anti-Harassment Policy Statements are communicated to all hands on a routine basis and posted in conspicuous areas of the unit.
5. Commanding officers, Officers-In-Charge, Managers and Supervisors are expected to exercise leadership to prevent disrespectful behavior, and take immediate action to address claims of inappropriate conduct, and allegations of retaliation for raising claims of discrimination or harassment. Immediate inquiry into and prompt action to deal with such matters reduces potential negative impacts on mission execution, good order and discipline, and morale.
6. Commands are encouraged to contact their zone civil rights service providers for assistance and guidance regarding all equal opportunity and anti-discrimination/anti-harassment matters. A listing of zone civil rights service providers can be found at:
www.uscg.mil/hq/cg00/cg00h/serviceproviders.asp.



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E. SHIPMATES 16: FINAL ACTION ON ADMINISTRATIVE INVESTIGATION INTO DEATH OF COAST GUARDSMAN ON 13 OCTOBER 2010

ADM Bob Papp, Commandant

1. The Vice Commandant has signed the Final Action on the administrative investigation into the death of Me3 Shaun Lin that occurred on the James River near Portsmouth, VA on 13 October 2010. The Vice Commandant made a number of findings, identified causal factors for the incident, and directed a series of actions to ensure this type of accident does not occur in the future. The final action memorandum is available at: http://www.uscg.mil/foia/foia_library.asp.
2. When reading the Vice Commandant's Final Action on the investigation, the tactical causal links of the mishap are clearly identified. Those are the most concrete facts and directly evident as proximate causes of the incident that resulted in Petty Officer Lin's death. Additionally, the broader tensions and misalignment between FORCECOM, SMTC, and the dog were important factors that contributed to the overall culture and environment, which set conditions for this mishap.
3. In my judgment we are drawing clear lessons from examining this incident, our review of other serious operational mishaps (Aviation Safety Assessment Action Plan), and the Deployable Specialized Forces (DSF) stem to stern review. Many of these lessons are currently being addressed in the ongoing DSF Stem to Stern implementation.
4. Last month I sent out Shipmates 13 on the DSF Stem to Stern Review update. In that message, I communicated key points about the future direction of the DSF:
 - a. DSF are the third prong of the Coast Guard Maritime Trident of Forces: Shore-Based Forces, Maritime Patrol Forces, and Deployable Specialized Forces. DSF must be fully integrated with other operating forces under the leadership of senior operational commanders who are responsible and accountable for their readiness and operations.
 - b. The current organizational structure of the Deployable Operations Group (DOG) that divides operational from administrative control, and separates DSF from other Coast Guard forces, has challenged cohesion, unity of command and effectiveness of operating forces.
 - c. The Deputy Commandant for Operations is responsible for providing the concept of operations, policy and doctrine governing how all Coast Guard Operating Forces are employed in an integrated, synchronized manner consistent with how we conduct operations.
5. FORCECOM and subordinate elements, including Special Mission Training Center (SMTC), are responsible for providing Tactics, Techniques and Procedures (TTP), training and standardization for all forces.

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- a. Establish clear requirements for those capabilities,
 - b. Establish mission essential tasks and the competencies required for those tasks,
 - c. Put Policy, Doctrine and TTP in place before we operate,
 - d. Train coast guardsmen beyond qualification to proficiency and sustain that proficiency,
 - e. Provide standardization of equipment, operations and tactics, and evaluate readiness, and
 - f. Always focus on mitigating operational risk, safe training and effective operations.
6. The Coast Guard is grateful for Me3 Shaun Lin's service. His tragic loss is a reminder that as Coast Guardsmen we operate in a dangerous and high-risk environment. It is the nature of our profession. You rightly demand and deserve the services total commitment to prepare and lead you to conduct operations in the maritime environment. We are going to do it right.

F. DHS SURGE CAPACITY FORCE: USCG SOLICITATION FOR CIVILIAN EMPLOYEE VOLUNTEER SUPPORT

RADM R.T. Hewitt, Assistant Commandant for Human Resources

1. A provision in the 2006 Post-Katrina Act authorized DHS to create a Surge Capacity Force (SCF) of Federal Employees to augment a catastrophic disaster response. The Act calls for deployable non-FEMA DHS employees to be part of the SCF. The Secretary of DHS will activate the SCF when a catastrophic incident, such as a Hurricane Katrina event, exceeds the capacity of FEMA's existing disaster workforce to respond. Volunteering for the DHS SCF is a unique opportunity for Coast Guard Civilian Employees to assist individuals in need during major disasters or emergencies and support USCG and DHS missions, including a One DHS approach in protecting the American homeland.
2. SCF Application Process. An individual e-mail will be sent to all civilian employees inviting them to join the SCF along with instructions on how to apply. All applicants will need to obtain supervisory approval.
3. Supervisors and managers are strongly encouraged to support employee requests to sign up as a SCF volunteer. Participation as an SCF member will create another support cadre to assist in addressing a major disaster.
4. SCF Volunteer Requirements.
 - a. Self-certification of receiving written supervisory approval.
 - b. performance rating of meets/achieved expectations or higher, the absence of a performance improvement plan or any disciplinary actions in the preceding 12 months before application and at the time of deployment.
 - c. Possession of a government travel card.

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- d. Self-certification regarding pre-deployment medical conditions.
- e. Self-certification that the five required online FEMA courses are completed. The links to the courses are below:

IS-100.b introduction to incident command system (ICS)

[HTTP://TRAINING.FEMA.GOV/EMIWEB/IS/IS100B.ASP](http://TRAINING.FEMA.GOV/EMIWEB/IS/IS100B.ASP)

Is-102.A Deployment Basics for FEMA Response Partners

[HTTP://TRAINING.FEMA.GOV/EMIWEB/IS/IS102A.ASP](http://TRAINING.FEMA.GOV/EMIWEB/IS/IS102A.ASP)

IS-200.B ICS for Single Resources And Initial Action Incidents

<http://training.fema.gov/emiweb/is/is200b.asp>

IS-700.A National Incident Management System (NIMS), an Introduction

<http://training.fema.gov/emiweb/is/is700a.asp>

IS-800.B National Response Framework (NRF), an Introduction

<http://training.fema.gov/emiweb/is/is800b.asp>

5. Certain civilian members connected with specialized teams or organizations are excluded from participating as a SCF Volunteer based on their assigned responsibilities during a catastrophic event. Those civilian employees participating as part of Incident Management Assistance Team (IMAT), District Response Assist Team (DRAT), Joint Field Office (JFO), Maritime Transportation System Recovery Units (MTSRU), and Selected Reserves (SELRES) are ineligible to apply as SCF volunteers. Also ineligible are Coast Guard Civilian Employees whose positions are reimbursable to another component or agency for the purpose of performing specific work in support of those outside organizations.
6. SCF Assignments.
The SCF work can involve performing FEMA community relations, individual assistance, or public assistance duties, such as distributing information and application forms or monitoring debris removal. Working conditions may be austere and may involve working in a non-office environment.
7. SCF Deployment Requirements.
 - a. In the event of a call up, SCF volunteers will be contacted by FEMA and asked if they are able to deploy, and if they have current supervisory permission to leave, will be given instructions on where to go and to whom to report.
 - b. SCF volunteers must receive approval from their immediate supervisor before accepting a FEMA request to deploy.
 - c. SCF volunteers should be available within 72 hours to deploy for up to 45 calendar days.

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- d. SCF volunteers will use their government credit cards for travel. Volunteers will arrange for travel orders and airline tickets according to their respective organizations administrative procedures. Travel orders are to be approved by the volunteer's supervisor. Travel costs will not be charged to the units. Special accounting codes will be provided that will allow reimbursement.
8. Timecards and the recording of any overtime worked will be maintained by the designated FEMA on-site supervisor at the Incident Command Center where the employee is deployed. Overtime costs will be reimbursed by FEMA. Future communications will address details.
9. Coast Guard civilians have proven that they can be counted on when the nation is in need. Volunteering for SCF is in keeping with the coast guards call of *Semper Paratus*.

G. REPORTING REQUIREMENTS FOR PERSONS IN THE WATER

RADM Mark J. Tedesco, Director of Health, Safety and Work-Life

- 1 Purpose: This ALCOAST revises the reporting requirements for Persons In The Water (PIW) during operational and training mishaps.
2. Background: Persons in the water can result from several causes such as accidentally falling overboard from a vessel or pier, a boat ejection, boarding another vessel or climbing an ATON structure, etc. These on-duty mishaps are normally reported as Class C Mishaps depending on the extent of the injuries, although they can result in serious injury or fatality.
3. Discussion: Current mishap reporting requirements do not ensure the timely reporting/sharing of Low Consequence, High Potential (HIPO) mishaps. All HIPO events including PIW are reported to ensure the timely mitigation of hazards ahead of a high consequence mishap. In addition, how the PIW event is initially categorized by the unit operational, training, etc has been shown to dictate how the event is reported, i.e. a PIW at a training command with no injuries would be categorized as non-operational, investigated locally, entered into e-mishap and may not be shared outside the command via message.
4. Action:
 - a. All PIWS shall be classified as Class C HIPO mishaps, unless the severity of injuries require a higher classification, and be reported to COMDT (CG-113) within 12 hours of an incident via message traffic using the e-mishap online system. Previous requirement to report to HQ command center within 4 hours is now rescinded. The mishap message shall be shared with the appropriate operational and training community. All other reporting requirements remain in effect.

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- b. Subject line to read - Mishap, PIW. Narrative to include information as to what type of PFD was worn and whether the PFD operated properly. Also, include how long the PIW was in the water.

H. DEPARTMENT OF HOMELAND SECURITY (DHS) TOGETHER TRAINING

RADM Hewitt, Assistant Commandant for Human Resources

1. On 30 September 2011 DHS launched the second mandatory department-wide training initiative dedicated to employee resilience and well-being. This effort is part of the ongoing "DHSTOGETHER" initiative, sponsored by the DHS Office of Health Affairs.
2. The DHSTOGETHER program seeks to raise our collective awareness about taking care of ourselves and each other. This training will help to ensure that Coast Guard (CG) personnel have the tools and resources at their disposal to balance work and life issues, and associated stresses. Participation in these DHSTOGETHER initiatives is consistent with the Commandant's guiding principle of "Respecting Our Shipmates" and with the recently released shipmates 15 ALCOAST 427/11 regarding off-duty safety and suicide prevention.
3. All active duty and reserve military and civilian personnel shall complete this mandatory training within six months, with a completion date of not later than 31 March 2012.
4. Last years DHSTOGETHER campaign used stand downs to focus on resilience. This was a time for all employees to participate in training and facilitated discussions concerning personal resilience and work-life balance issues. This year's DHSTOGETHER training will be computer-based training (CBT) and is an extension of past training and discussions. The training course consists of 6 modules, and takes approximately 75-90 minutes to complete.
5. Law enforcement personnel will complete a separate course, identified as "DHSTOGETHER Resilience Training For Law Enforcement Personnel." all CG personnel who are required to maintain a weapons qualification to carry out their duties shall take the law enforcement course. All other personnel will complete the course entitled "DHS Together Resilience Training." Personnel shall complete only one of these courses. Completing either DHSTOGETHER training course will also satisfy the CG suicide prevention mandated training requirement for the current year.



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6. The CBT is available through the CG Learning Management System located in the CGPORTAL (<https://cgportal.uscg.mil>). Navigate to the CBT by clicking on Learning Management System located on the left side of the screen. Click on: Course Catalog, Mandated Training, Mandated Training A, and then select either "DHSTOGETHER Resilience Training" or "DHSTOGETHER Resilience Training For Law Enforcement Personnel." Enroll in the course, then navigate to "My Account" and launch the DHSTOGETHER Training by clicking Go.
7. Once each of these training courses are finished, CBT completion will automatically record in Training Management Tool (TMT) and CG Business Intelligence (CGBI) within 48-72 hours for both DHSTOGETHER and suicide prevention courses. CGBI will consolidate course completions for both courses under one heading entitled "DHS Training." Previously completing the suicide prevention mandated training does not meet the new DHSTOGETHER completion requirement.
8. For additional information regarding the DHSTOGETHER program and the stress management and suicide prevention training, please visit www.dhs.gov/dhstogether. A CG Resource Guide is available at that site.
9. Units with employees represented by a union must ensure the appropriate union representative is notified in advance of the date, time, and location of any associated formal discussion with employees. Formal discussion notices should be coordinated with your servicing Command Staff Advisor/HR specialist.
10. As always, please remember to take good care of yourself and your loved ones and to balance family, work and other obligations and aspects of your lives. Ask for help if you feel overwhelmed. Talk to a friend, co-worker, your employee assistance program, your supervisor, a chaplain, or some other trusted source.

I. 236TH BIRTHDAY OF THE UNITED STATES NAVY

ADM Bob Papp, Commandant, United States Coast Guard

1. The men, women and families of The United States Coast Guard wish our U.S. Navy shipmates and families a Happy 236th Birthday.
2. The United States Navy has a proud tradition of projecting power and diplomacy on the high seas throughout the world to defend our freedom. You have struck our enemies in every corner of the globe, eased the suffering of victims of natural disasters, and evacuated refugees from regions embroiled in conflict.

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3. From the very founding of our nation to ongoing joint operations, the Coast Guard has been honored to serve alongside you, protecting our nation from maritime threats. We are interdicting illicit drug traffickers in the Eastern Pacific Ocean, combating piracy in the Indian Ocean, and partnering to enhance our joint capabilities in the increasingly ice-diminished Arctic Ocean.
4. It has been and continues to be an honor to serve with the finest shipmates in the world as we continue to employ cooperative sea power to protect the American way of life. *Semper Paratus*.

J. TRACEN CAPE MAY (TCCM) RECRUIT COMPANY MENTOR PROGRAM

RDML S. E. Mehling, Commander, Force Readiness Command

1. This MSG solicits CY12 applications for the TCCM Recruit Company Mentor Program. Company Mentors visit TCCM to meet with their recruit company at three points during the program (week two, week five and at graduation). We encourage a diverse and robust pool of candidates to apply in order to increase recruit exposure to top performing officer and enlisted leaders and to provide the highest level of support and guidance to our newest Coast Guard members. Last year, TCCM received an overwhelming response to the solicitation with countless high performing members applying for the program. Due to the number of available companies, we could not select all applicants. We encourage those members who were not selected to apply again this year.
2. MENTOR APPLICATION REQUIREMENTS:
 - a. Enlisted: E7 and above.
 - B. Officers: CWO2 through CWO4, O3 and above.
 - C. The following Coast Guard wide award winners will be reserved a mentor spot for each calendar year and their travel will be funded: EPOY, REPOY, MUNRO, MCSHAN, JARVIS and WITHERSPOON award winners.
 - D. Operational units may also apply to mentor a company with members of the command representing the unit at the normally scheduled mentor visits.
 - E. TCCM anticipates 45 mentor opportunities in CY12 to align with the 45 scheduled class convenings and graduations.
 - F. Travel and per diem for other than award winners mentioned in Para 2c is the responsibility of the member or the unit. To defray the cost of travel, TCCM has VIP Quarters available at no cost for all mentor visits and on board dining is available for all meals.



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3. The application submissions deadline is 15Nov11. Once the deadline has passed, all qualified applicants will be considered by a selection board. Selected applicants will be notified via email of their status NLT 23dec11.
4. During the selection process, priority will be given to senior enlisted and those officers with prior enlisted experience, but this should not deter officers with no prior enlisted experience from applying. The program objective is to provide recruits contact with members that have experienced the same challenges and opportunities that they will soon face and afford them the opportunity to ask relevant questions relating to these issues.

K. FCC UPHOLDS \$17,000 FORFEITURE ORDER TO TENNESSEE HAM ARRL - The National Association for Amateur Radio

1. In March 2009, the FCC issued a Notice of Apparent Liability for Forfeiture (NAL) in the amount of \$17,000 to David Edward Perka, KA3PRB, of Lewisburg, Tennessee. The FCC alleges that Perka “willfully and repeatedly violated section 301 of the Communications Act of 1934, as amended, by operating without a license in the Maritime Radio Service and willfully violated Section 333 of the Act by maliciously interfering with the United States Coast Guard on the International Distress, Safety and Calling Channel in Annapolis, Maryland.” Perka, who admitted to the findings, requested a reduction in the forfeiture amount, based on his inability to pay, but in a Forfeiture Order released by the FCC on September 21, 2011, the Commission refused to lower the amount.
2. In April 2008, agents in the FCC’s Columbia Office determined that Perka operated on Marine Channel 16 (156.800 MHz), the International Distress, Safety and Calling Channel for stations operating in the Maritime Radio Service. According to the Forfeiture Order, even though Perka is a licensed radio amateur, he does not hold a license to operate in the Maritime Service. “The unauthorized transmissions on April 6, 2008 consisted of Perka making threatening statements to the USCG,” the FCC stated in the Forfeiture Order. “Perka later admitted to FCC agents that the transmissions on April 6, 2008 were intentionally transmitted to harass the USCG. The unauthorized transmissions on April 7, 2008 consisted of tones from a Dual-Tone Multi-Frequency (DTMF) keypad.” In March 2009, the FCC issued a Notice of Apparent Liability for Forfeiture (NAL) in the amount of \$17,000 to Perka.
3. In determining whether it should lower a Forfeiture Order, the FCC -- as required by Section 503(b) of the Communications Act -- takes into account “the nature, circumstances, extent and gravity of the violation and, with respect to the violator, the degree of culpability, any history of prior offenses, ability to pay and other such matters as justice may require.” The FCC has determined that, in general, gross revenues are the best indicator of an ability to pay a forfeiture.

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The NAL specifically stated that a cancellation or reduction based on inability to pay will not be considered unless the petitioner provides either federal tax returns for the most recent three-year period, financial statements prepared according to generally accepted accounting practices or some other reliable and objective documentation that accurately reflects the petitioner's current financial status.

4. The FCC considered Perka's response to the NAL, but because he did not dispute any of the findings in the NAL, the FCC found that Perka "willfully and repeatedly violated Section 301 and willfully violated section 333 of the Communications Act. "The only documentation Perka submitted was a single unemployment check from the State of Maryland dated April 6, 2009," the FCC noted. "Enforcement Bureau staff provided Perka an additional opportunity to submit documentation in support of his request for a reduction based on an inability to pay. Although we have evidence that Perka received the letter, we have not received a response. We therefore have no basis for assessing Perka's financial situation and find that a forfeiture in the amount of \$17,000 is warranted."

L. CONGRESS EXTENDS WALLOP-BREAUX FUND

Soundings Trade Only

Congress voted to extend the Sport Fish and Boating Safety Trust Fund through March 31, 2012. The fund, previously known as Wallop-Breaux, had been set to expire at the end of this month, according to Larry Innis, the Marine Retailers Association of America representative in Washington, D.C.

The trust fund is generated directly by boaters through taxes on motorboat fuel and fishing tackle, along with other fees. The Coast Guard and the Department of the Interior administer the funds, which pay for boating safety, access, pump outs, marina construction and sportfish restoration.

M. STATUS OF TESTING IN CONNECTION WITH LIGHTSQUARED'S REQUEST FOR ATC COMMERCIAL OPERATING AUTHORITY

Federal Communications Commission, IB Docket No. 11-109

1. This Public Notice is issued pursuant to the provision of LightSquared Subsidiary LLC's (LightSquared) conditional Ancillary Terrestrial Component (ATC) authorization that LightSquared may not commence ATC operations until the Commission, in consultation with the National Telecommunications and Information Administration (NTIA), finds that Global Positioning System (GPS) interference concerns have been satisfactorily resolved. Following extensive comments received as a result of the technical working group process required by the International Bureau's Order and Authorization dated January 26, 2011,¹ the Federal

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Communications Commission, in consultation with NTIA, has determined that additional targeted testing is needed to ensure that any potential commercial terrestrial services offered by LightSquared will not cause harmful interference to GPS operations.

2. As a result of concerns raised by NTIA (on behalf of military and civilian federal agencies) and the GPS industry, the Commission conditioned the January 26, 2011 Order and Authorization on LightSquared sufficiently addressing the potential for harmful interference that its planned commercial terrestrial service could cause to GPS devices, including those used to protect national security and public safety. The conditional authorization required LightSquared to help organize and to fully participate in a technical working group to bring together LightSquared and the GPS community to address potential interference to GPS from LightSquared's ATC operations. For more than three months, the technical working group, comprised of more than 120 participants including representatives from the Department of Defense, Department of Transportation and other federal agencies, the GPS community, various telecommunications companies and LightSquared, conducted an extensive set of tests, and LightSquared submitted a final report on June 30, 2011. The technical working group effort identified potential for harmful interference from LightSquared's originally proposed deployment.

N. NOAA to Deliver More Charts, Faster marinelink.com

NOAA's development of a new navigational chart processing system, designed to meet the changing needs of the maritime community, moves into initial limited production on September 21. The new system, which slims down the current map production process while it beefs up performance, represents a technological leap forward in creating the navigational charts used to speed ships and products safety through the nation's maritime transportation system. "NOAA regularly updates over a thousand nautical charts, adding data and making corrections that are critical to a wide use of applications," explains Capt. John Lowell, director of the Office of Coast Survey. "To produce more navigation products, faster, we developed a single source production system that produces all NOAA chart products from one central database instead of the two production lines used since charting technologies first started changing in the mid-1990s."

With greater efficiencies and versatility, the system speeds chart updates to users; presents opportunities for private industry development of customized products; and improves data exchange capabilities for multiple maritime uses. For instance, the system will integrate with other information for ocean planning and other coastal uses. Notably, with the efficiencies gained from the new system, Coast Survey can produce more navigation products, with flexible access to more data, without a corresponding increase in budget or personnel.



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In October 2004, the Office of Coast Survey began the production improvement project with Fairfax, Va.-based ManTech International Corporation, and ESRI, a leading provider of GIS technology based in Redlands, Calif. Their goal, coming to fruition now, was to develop an integrated production system for NOAA chart production. "Technological advancements are spurring a revolution in nautical charts, and navigators need flexibility and increased access to data that mariners from the last century could only dream about," Lowell said. "The system we developed with ManTech and ESRI provides the platform for a wide range of new applications for commercial mariners, recreational boaters and, indeed, for coastal planners along the nation's 95,000 miles of coastline."

While the new system moves into initial production this month, the transition of data covering all U.S. waters will take several years, progressing in sets of charts as geographically located in U.S. Coast Guard Districts. As the data is transitioned to the new system, chart users will see more congruity between paper charts that are now produced on one system and electronic charts produced on another. Under the new system, cartographers will enter the same data into a single system and the changes will be sped along to all associated products.

O. COAST GUARD SURVEY TARGETS RECREATIONAL BOATERS

Soundings Trade Only

The survey questionnaire is being sent by mail to select owners of U.S.-registered recreational boats. The market research firm ICF Macro is also calling members of the general public from call centers across the United States and asking them to participate in the survey over the telephone.

The Coast Guard encourages those contacted to provide the information. The survey is a key element in the Coast Guard's strategic plan to reduce fatalities, injuries, and property damage from recreational boating accidents. Survey questions are designed to gather information on the extent of public participation in recreational boating and to identify trends, risks, and causal factors related to boating accidents; for example, inclement weather, boat defects, on-the-water hazards, and high-risk boater behaviors.

All information collected will be used by the Coast Guard solely for the development of statistical summaries. The more accurate and complete the summaries, the better job that federal, state and territorial agencies can do to make boating a safe recreational activity.

The 2011 National Recreational Boating Survey will continue by mail and telephone until sufficient data is gathered for the Coast Guard's statistical reports.



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P. LOUISIANA YARD WINS COAST GUARD CONTRACT

Soundings Trade Only

The Coast Guard awarded a \$179.7 million contract option to Bollinger Shipyards of Lockport, La., for the production of four more Sentinel-class fast response cutters.

The option award brings the total number of cutters under contract with Bollinger to 12, with a current contract value of \$597 million. The current FRC contract contains options for as many as 34 cutters and is worth as much as \$1.5 billion if all options are exercised. The fast response cutters acquired under this contract option are scheduled to be delivered to the Coast Guard in 2014 and home-ported in Key West, Fla.

The Sentinel class eventually will replace the Coast Guard's venerable Island-class 110-foot patrol boat. The fast response cutters uses a proven, in-service parent craft design based on the Damen Stan Patrol 4708. It has a required flank speed of 28 knots and will be armed with one stabilized, remotely-operated 25mm chain gun and four crew-served .50 caliber machine guns.

The cutter also will meet American Bureau of Shipping design, build and class standards. The Coast Guard plans to acquire as many as 58 fast response cutters.