



## DEPARTMENT OF HOMELAND SECURITY

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**WebWatch**  
**Division 8, 5NR**  
**August, 2013**

### **A. COAST GUARD BIRTHDAY - CONTINUED FOCUS ON PROFICIENCY**

ADM Bob Papp, Commandant

1. Shipmates, 223 years ago today our Coast Guard was born as the Revenue Cutter Service when George Washington signed an Act calling for the construction of ten cutters "to be employed for the protection of the revenue." From that early start, our missions have increased and our Service has grown to become the world's best Coast Guard. From the Bering Sea to the Florida Straits to the Persian Gulf and beyond, we continue to protect those on the sea, protect the Nation from threats delivered by sea, and protect the sea itself. We provide maritime governance for the Nation and contribute to American prosperity by ensuring the safe and secure flow of commerce at sea and in the maritime approaches, within our ports and along our inland waterways.
2. Our most valuable asset is our Coast Guard men and women-active, reserve, civilian and auxiliary. As we have for 223 years, Coast Guardsmen continue to rise to every challenge, overcome every hardship, and put service before self. You have only to look at the stories behind the names of our new Fast Response Cutters to know that we are part of the same long blue line of heroes who have gone before us: Webber, Etheridge, Flores, Yered and Norvell. You can also see it in the actions of heroes of the past year, like Senior Chief Boatswains Mate Terrell Horne who died protecting his shipmates and the Nation from smugglers.
3. In the Coast Guard Day message last year, I released Shipmates 23 and my guiding intent on Proficiency. I outlined why it is important, what the Service is doing to improve it, and what I expect of each of you. Proficiency in Craft, Proficiency in Leadership and Disciplined Initiative continue to be the enduring anchors that define us as Coast Guardsmen and are crucial to our success.
4. This Coast Guard Day, the Vice Commandant has published an article, "Risk Management for the Proficient Operator," which furthers our understanding of Disciplined Initiative as the optimal application of on-scene empowerment and management of operational risk. This article is available at <http://goo.gl/pcAJlr> (online version) and <http://goo.gl/1ITw6j> (PDF version). The online version allows readers to post comments, but does not include the diagrams if viewed on a smart phone. As we did last year, I encourage commanding officers and officers-in-charge to discuss the contents of the article at quarters or an appropriate muster. I encourage you to continue these



## DEPARTMENT OF HOMELAND SECURITY

The civilian component of the U.S. Coast Guard  
Authorized by Congress in 1939

---

discussion in the mess deck and hangar deck, Chiefs Mess, wardroom and among staffs and teams.

5. I am proud to be your Commandant. Linda and I are honored to serve our Coast Guard families. Stand proud knowing your work serves a noble purpose and a grateful nation.
6. Stand a Taut Watch. Semper Paratus.

### **B. WOMENS EQUALITY DAY**

Ms. Terri A. Dickerson, Director, Civil Rights Directorate

1. Ninety-three years ago, on August 26, 1920, the 19th Amendment to the U.S. Constitution was ratified granting full voting rights to women. Five decades later, in 1971, this day was designated as Women's Equality Day.
2. The women's suffrage movement began in 1848 in Seneca Falls, New York, where men and women assembled to advocate for equality and justice for all U.S. citizens. After several decades of committed work by tenacious women like Lucretia Mott, Susan B. Anthony, Sojourner Truth, and men like Frederick Douglass as well as many others, our country lived up to its founding ideals by passing a law that would guarantee American women the right to vote.
3. As we know, much progress has been made since that date. Today millions of women honor the pioneers of the women's suffrage movement by exercising the power of the ballot at every level and participating in the political process at the local, state, and federal levels for the good of our nation.
4. Men and women working together build on the legacy of women's rights and continue to pave the way for generations of women to come. An example of this legacy is that women are serving in highly visible and important roles alongside men in the Coast Guard as well as in other military services. Women also hold very critical positions at the highest levels in government and in the private sector.
5. CG units and commands are encouraged to use August 26th as a day dedicated to remembering and honoring the pioneers and heroes who gave so much to advance the causes of human and civil rights and to renew our commitment to hold true to the principles of justice and equality for all. I also encourage the use of this observance for programs and activities that highlight the achievements and contributions women make to our service, our nation, and the world.



## DEPARTMENT OF HOMELAND SECURITY

The civilian component of the U.S. Coast Guard  
Authorized by Congress in 1939

---

### C. 2012 AUXILIARIST OF THE YEAR

RDML Joseph A. Servidio, Assistant Commandant for Prevention Policy

1. I am pleased to announce the selection of Mr. Chris W. Bandy of Flotilla 28-1 in the Ninth District, Central Auxiliary Region, as the 2012 Auxiliarist of the Year.
2. Mr. Bandy enrolled in the Auxiliary in June 2010 and quickly earned the reputation as an enthusiastic volunteer, subject matter expert, and Paddle Smart Program manager in the Apostle Island National Lakeshore area of Lake Superior. The Paddle Smart Program was launched in 2011 to curb the rising number of kayaking fatalities. It was significantly promoted and championed by Mr. Bandy who devoted over 700 hours working alongside the National Park Service, the U.S. Coast Guard, and local kayak outfitters to increase kayaking safety awareness. He coordinated underway professional exchanges with National Park Service units, and executed an exceptional kayak search and rescue exercise that involved several federal and local response agencies along with nearly all local kayak organizations. Mr. Bandy personally distributed over 700 kayak emergency contact decals and spearheaded public education and outreach to over 3,000 kayaking enthusiasts in the region. His dedication and commitment to strengthening partnerships and advancing kayak safety were instrumental to the prevention of kayaking fatalities and the lowest number of Coast Guard paddle sport-related search and rescue cases within the Apostle Island National Lakeshore area in more than four years.
3. Mr. Bandy quickly qualified in several Auxiliary program disciplines including boat crew member for the Coast Guard Station Bayfield 25-foot RBS Defender, Auxiliary public education instructor, and Auxiliary vessel examiner. He selflessly devoted over 1,300 hours of Auxiliary service to the advancement of recreational boating safety and the professional development of others. During his Auxiliary tenure, Mr. Bandy was awarded the Auxiliary Achievement Medal, two Coast Guard Meritorious Team Commendations, and the Sustained Auxiliary Service Award.
4. I applaud Mr. Bandy's exemplary performance and spirit of service. He will be formally recognized as the 2012 Auxiliarist of the Year at the Auxiliary National Conference in San Diego, CA on 24 Aug 2013.
5. The following Auxiliarists were finalists for selection and are congratulated for their outstanding performance and achievement:
  - a. Mr. Stephen Wagner, Flotilla 11-02 in the First District (Northern Auxiliary Region).
  - b. Mr. Jason Snelling, Flotilla 01-18 in the Fourteenth District.



## DEPARTMENT OF HOMELAND SECURITY

The civilian component of the U.S. Coast Guard  
Authorized by Congress in 1939

---

### D. ACTIVE DUTY REAR ADMIRAL (LOWER HALF) SELECTION BOARD

ADM Bob Papp, Commandant

1. Pursuant to the authority of section 271, Title 14, United States Code, and subject to the advice and consent of the Senate, the Secretary, on behalf of the President of the United States, has approved the report of the selection board convened on 1 Jul 2013 recommending officers on the active duty promotion list (ADPL) for promotion to the grade of Rear Admiral (lower half). Officers selected are listed below in precedence order.

NO	RANK	NAME	UNIT
1	CAPT	THOMAS, PAUL F.	CGD FIVE
2	CAPT	SOKALZUK, TODD A.	CGD EIGHT
3	CAPT	HAYCOCK, MICHAEL J.	CG SFLC
4	CAPT	AUSTIN, MEREDITH L.	CGD FOURTEEN
5	CAPT	HEINZ, JAMES M.	CG SILC
6	CAPT	LUNDAY, KEVIN E.	COMMANDANT (CG-00E)
7	CAPT	GAUTIER, PETER W.	CG SECTOR NEW ORLEANS

2. The board membership and units are listed below:

NAME	UNIT
VADM Robert C. Parker	LANTAREA
RADM Ronald J. Rabago	COMMANDANT (CG-4)
RADM William D. Lee	COMMANDANT (CG-DCO)
RADM Daniel B. Abel	CGD ONE
RDML Marshall B. Lytle	DDE-US CYBERCOM
RDML Linda L. Fagan	DDE-LANT-53 NORTHCOM

3. The proceedings of the selection board, including its deliberations and criteria for selection, cannot be disclosed to any person who was not a member of the board. If there are any questions regarding the board process, please contact LCDR Matt Moyer, Chief, Boards Section, at 703-872-6438.
4. The Precept that convened this board and charged the members with their duties is available on the CG PSC OPM-1 webpage: <http://www.uscg.mil/opm/opm1/opm-1boards.asp>



## **DEPARTMENT OF HOMELAND SECURITY**

The civilian component of the U.S. Coast Guard  
Authorized by Congress in 1939

---

### **E. CO-CHAIR SELECTION FOR THE COMMANDANTS NATIONAL RETIREE COUNCIL (CCGNRC)**

ADM Bob Papp, Commandant, United States Coast Guard

1. I am pleased to announce the appointment of RADM John Acton, USCGR (ret) and MCPO Charles "Skip" Bowen, USCG (ret) as co-chairs to the Commandants National Retiree Council (CCGNRC).
2. RADM Acton is a member of the Senior Executive Service, currently serving as Executive Director for Department of Homeland Security (DHS) Leader Development and as the Senior Advisor to DHS Cyber Security. RADM Acton's last Coast Guard assignment was Senior Reserve Officer, Coast Guard Atlantic Area. MCPO Bowen is currently Vice President of Government Relations for Bollinger Shipyards. MCPO Bowen was the tenth Master Chief Petty Officer of the Coast Guard from 2006 to 2010.
3. As prescribed in Coast Guard Retiree Services Program, our retirees are forever part of our Coast Guard family, the "long blue line." The retiree services program serves Coast Guard military retirees and eligible surviving family members by proactively keeping the lines of communication open to provide regular retiree information, retiree benefits advice, and services, when needed. One of the principal elements of the retiree services program is the CCGNRC. COMDT (CG-13) serves as the Commandants executive agent for the CCGNRC, acting as principal point of contact to support the CCGNRC, and is accountable for accurate, timely exchange of information between the CCGNRC co-chairs and the Commandant. The success of the retiree services program depends on those directly involved, as well as those in positions of Coast Guard leadership lending their personal attention and support to this program.

### **F. CYBER SECURITY AND THE MARINE TRANSPORTATION SYSTEM**

RADM R.E. DAY, CGCYBER

RDML J.A. Servidio, Assistant Commandant for Prevention Policy

1. COMDT COGARD WASHINGTON DC 021543Z AUG 13 has been canceled.
2. Inform Coast Guard field units on cyber security risks to the Marine Transportation System (MTS) and actions they may take to minimize those risks.
3. The term cybersecurity may be much used and often misunderstood; however, Coast Guard operational commanders should be clear that cybersecurity risks are real. The Transportation Systems Sector-Specific Plan defines cybersecurity as the prevention of damage to, unauthorized use of, or exploitation of, and, if needed, the restoration of



## DEPARTMENT OF HOMELAND SECURITY

The civilian component of the U.S. Coast Guard  
Authorized by Congress in 1939

---

electronic information and communications systems and the information contained therein to ensure confidentiality, integrity, and availability. It includes protection and restoration, when needed, of information networks and wire line, wireless, satellite, public safety answering points, and 911 C2 systems.

4. We will incorporate cybersecurity into our operations and policies, and will develop the authorities, capabilities, capacities, competencies, and partnerships to properly address this persistent threat. We will include cybersecurity in the full spectrum of operational activities, from risk assessment, to detection, prevention, protection, response and recovery. While this message focuses on cybersecurity as it relates to private sector critical infrastructure, operational commanders should be equally attentive to how impacts to Coast Guard cyber systems might impact Coast Guard operational and mission support activities.
5. Cyber systems are an integral part of the nation's critical infrastructure, and are vital to the nation's economy and security. Both the public and private sector are increasingly dependent on cyber systems for both routine and emergency services. Like other systems, cyber systems are vulnerable to accidents, natural disasters, and deliberate attacks. However, cyber systems also have unique vulnerabilities, many of which are not apparent to the casual user, and are subject to accidental or intentional disruptions sometimes originating far from the area of actual impact. Commercial vessels, facilities, and other elements of MTS critical infrastructure may have significant cyber vulnerabilities.
6. To address these vulnerabilities, the President of the United States signed Presidential Policy Directive/PPD-21 and Executive Order (EO) 13636 Improving Critical Infrastructure. Presidential Policy Directive/PPD-21 replaces Homeland Security Presidential Directive/HSPD-7 and broadens the focus of critical infrastructure (CI) from protection from terrorist attack to security and all-hazard resilience. Executive Order (EO) 13636 Improving Critical Infrastructure requires federal agencies to collaborate with their respective industry sectors to identify CI where a cybersecurity incident could result in catastrophic regional or national effects on public health or safety, economic security, or national security. Executive Order (EO) 13636 Improving Critical Infrastructure also tasks the National Institute for Standards and Technology (NIST) with developing a voluntary framework of standards and best practices to help CI owners and operators identify, assess, and manage cyber risk. DHS established an Integrated Task Force (ITF) to achieve these objectives. The Coast Guard Headquarters Office of Port and Facility Compliance (CG-FAC) and CG Cyber Command (CGCYBER) are contributing to these efforts. The Cybersecurity Homeport community includes a full description of the ITF, its working groups and deliverables.



## DEPARTMENT OF HOMELAND SECURITY

The civilian component of the U.S. Coast Guard  
Authorized by Congress in 1939

---

7. COMDT (CG-FAC) and CGCYBER are working closely with the ITF to implement the tenets of Presidential Policy Directive/PPD-21 and Executive Order (EO) 13636 Improving Critical Infrastructure and, in conjunction with LANTAREA and PACAREA, are developing the Coast Guard's approach to improving cybersecurity of maritime critical infrastructure.
  - a. COMDT (CG-FAC) - Serves as the Executive Secretariat representing the CG as the Sector Specific Agency for the Maritime Mode within the larger Transportation Systems Sector. As the DHS cybersecurity regime develops, CG-FAC will provide policy and guidance to the field to establish a consistent and effective approach to cybersecurity.
  - b. CGCYBER - Serves as cybersecurity subject matter expert for cyber threats and vulnerabilities to maritime critical infrastructure and key resources (MCIKR). CGCYBER supports operational commanders and maritime stakeholders by identifying and sharing cybersecurity best practices, intelligence, and threat information to improve MCIKR cyber resilience throughout the maritime domain.
8. The deliverables required by Presidential Policy Directive/PPD-21 and Executive Order (EO) 13636 Improving Critical Infrastructure will provide guidance and tools to help the private sector improve cybersecurity. While that process is not yet complete, Sector Commanders and MSU Commanding Officers can and shall take actions to help industry and maritime partners to identify and address cybersecurity risks. These actions include:
  - a. Incorporate Cybersecurity elements in Area Maritime Security (AMS) Assessments, Plans and Exercises. GUIDELINES FOR THE AREA MARITIME SECURITY COMMITTEES AND AREA MARITIME SECURITY PLANS REQUIRED FOR U.S. PORTS, NAVIC 9-02, Change 4, and Area Maritime Security Plan (AMSP) and Area Maritime Security (AMS) Assessment Development and Maintenance Process, COMDTINST 16601.28 (series) contain policy and guidance on incorporating cybersecurity elements into AMS Assessments, Plans and Exercises.
  - b. Encourage industry and maritime partners to obtain training on cyber security. In addition to many academic and commercial programs, <http://www.dhs.gov/cybersecurity-training-exercises> is an excellent no cost source of basic cyber security awareness training.
  - c. Report cyber incidents (breaches of security) to the National Response Center (NRC) via the on-line reporting tool at [www.nrc.uscg.mil](http://www.nrc.uscg.mil) or by calling 800-424-8802. Note that if a cyber-incident meets the definition in 33 CFR 101.305, such reporting is required.



## DEPARTMENT OF HOMELAND SECURITY

The civilian component of the U.S. Coast Guard  
Authorized by Congress in 1939

---

- d. Encourage industry to use and become familiar with the DHS Industrial Control Systems Cyber Emergency Response Team web site. This site has extensive information, recommended best practices, and assessment tools useful for many organizations, including those that do not use cyber industrial control systems. <https://ics-cert.us-cert.gov/>.
  - e. Encourage industry and Coast Guard personnel to visit and join the Cybersecurity Homeport Community to keep abreast of recommendations and activities with regard to cybersecurity. (<http://homeport.uscg.mil>). Go to Missions-Maritime Security-Cybersecurity for instructions on how to join the Cybersecurity Homeport Community. The Homeport Cybersecurity Community has information on various cyber topics, and includes a summary of recommendations from cybersecurity exercises.
  - f. Document and forward maritime cybersecurity best practices to headquarters via the Chain of Command. The POCs for collecting best practices are LT Vignette Kaltsas, [vignette.a.kaltsas@uscg.mil](mailto:vignette.a.kaltsas@uscg.mil), COMDT (CG-FAC), and LT Jason Burroughs [jason.e.burroughs@uscg.mil](mailto:jason.e.burroughs@uscg.mil) CG CYBER.
  - g. Broadly disseminate PPD-21 and the POTUS Cyber EO to our maritime partners.
9. CGCYBER, COMDT (CG-FAC), LANTAREA, PACAREA, and other CG and DHS personnel continue to work on the deliverables required by the Cybersecurity Executive Order. Industry and Coast Guard field personnel can review the draft framework at (<http://www.nist.gov/itl/cyberframework.cfm>). Once the framework and other deliverables are finalized, we will distribute that information to field units and industry with appropriate guidance. Note that while we will encourage the private sector to adopt the practices identified in the framework, it will be a voluntary program. Also, the Coast Guard is not developing any cybersecurity related regulations at this time.





## DEPARTMENT OF HOMELAND SECURITY

The civilian component of the U.S. Coast Guard  
Authorized by Congress in 1939

---

### G. NEW MARINE INSPECTOR PERFORMANCE QUALIFICATION STANDARD WORKBOOKS

RDML J. A. Servidio, Asst. Commandant for Prevention Policy  
Dr. G. Brignoni, Acting Commander, Force Readiness Command

1. U.S. Coast Guard Sector Organization Manual, COMDTINST M5401.6 (Series), Mandatory Use of the Training Management Tool, COMDTINST 5270.2 (Series), Marine Safety Manual, COMDTINST M16000.6 (Series) and COMDT (CG-543)/ (CG-CVC) Policy Letter 09-04 Ch-1, Marine Inspector/PSC Officer Certification Policy provide policy and guidance relating to marine inspector (MI) competency management, verification, and administration. New qualification standards introduced by this ALCOAST will be incorporated as appropriate into updates of these references.
2. This ALCOAST introduces the newly developed single performance standard that will be used to develop and validate all Marine Inspection Performance and Qualification Standards (PQS). In October 2011, COMDT (CG-CVC) transferred administrative control and management of all Marine Inspection PQS to the TRACEN Yorktown, Marine Inspection and Investigation School (TMII). The transfer was made to align all Marine Inspection PQS, training aids and job aids with the FORCECOM Training System (TRASYS) and related C-Schools. The core function of the single performance standard is to ensure that the tasks and steps an MI or Port State Control Officer (PSCO) will complete during an inspection are properly supported by PQS, training aids and vessel-specific job aids (formerly the CG-840 book).
3. PQS Workbook Policy and Procedures
  - a. TCY(TMII) will work with staff from COMDT (CG-CVC), COMDT (CG-5P-TI), National Centers of Expertise and subject matter experts from around the Coast Guard to re-write current vessel-specific PQS. These teams will utilize results of recent performance support analyses, current laws, regulations, and policy, and technological advances to develop tasks and steps needed to ensure trainees and verifying officers are provided with the most relevant performance standard and regulatory requirements.
  - b. Each new PQS workbook will include a feedback form so the field can provide input and recommendations to TCY(TMII). These forms are located in the back of the PQS workbook along with submission instructions. TCY(TMII) will consider the feedback during the regular review and update of the PQS.
  - c. PQS Enclosures. Individual PQSs may include enclosures identifying additional requirements that are specific to that particular qualification. Each enclosure will



## DEPARTMENT OF HOMELAND SECURITY

The civilian component of the U.S. Coast Guard  
Authorized by Congress in 1939

---

provide specific instructions to guide the member towards completion. For example, all new Marine Inspection PQSs will include an enclosure that requires industry-specific indoctrination. This industry indoctrination is designed to develop MIs or PSCOs foundational understanding of the respective vessel industry and includes a series of tasks that must be verified by a company representative.

- d. **Verifying Officers.** In addition to requirements in U.S. Coast Guard Sector Organization Manual, COMDTINST M5401.6 (Series), Marine Safety Manual, COMDTINST M16000.6 (Series) and COMDT (CG-543)/ (CG-CVC) Policy Letter 09-04 Ch-1, Marine Inspector/PSC Officer Certification Policy a Verifying Officer (VO) must be familiar with the new PQS system, particularly task, condition, steps, and Verifying Officer Guidance. The VO must observe successful performance of a step before signing off that particular step. Not all steps supporting a task need to be completed at the same time. However, all steps must be completed prior to signing off the task. Additionally, the VO must take into account the VO guidance when determining successful completion of a step and task. VOs are assigned by the local Commanding Officer. Further guidance is found in the PQS preamble.
4. **Offshore Supply Vessel (OSV) PQS workbook**
    - a. The OSV PQS workbook is the first updated PQS in the series. The PQS, training aid and job aid are now available electronically on the LMS.
    - b. The new OSV PQS is now required as per U.S. Coast Guard Sector Organization Manual, COMDTINST M5401.6 (Series) and Marine Safety Manual, COMDTINST M16000.6 (Series) for anyone beginning to pursue the OSV Inspector certification.
    - c. Members currently working to qualify with the legacy (old) PQS must complete their certification no later than six (6) months from release of this ALCOAST. Members who cannot qualify with the legacy OSV PQS by this time must complete the new OSV PQS.
    - d. Members previously certified as OSV inspectors are not required to complete the new PQS workbook. However, it is strongly recommended that all previously certified OSV inspectors review the content of the new PQS workbook as they will be responsible for understanding and applying the content during the recertification process and during inspections.
    - e. Upon completing the new OSV PQS workbook, unit training officers shall enter the proper data into the Training Management Tool (TMT) IAW Mandatory Use of the Training Management Tool, COMDTINST 5270.2 (Series)



## DEPARTMENT OF HOMELAND SECURITY

The civilian component of the U.S. Coast Guard  
Authorized by Congress in 1939

---

5. All current PQS, including the new OSV PQS, is available on the LMS within CG Portal at <https://cgportal2.uscg.mil/Pages/main.aspx>, select the Applications tab, then LMS. Use course code 502256 to search the LMS catalog for the new OSV PQS.

### **H. COAST GUARD INCIDENT MANAGEMENT ASSISTANCE TEAM (CG-IMAT)**

VADM P. V. Neffenger, Deputy Commandant for Operations

1. COMDT COGARD WASHINGTON DC 221344Z JAN 13/ OFCO 003/13 established the CG-IMAT. This ALCOAST announces CG-IMAT establishment (OPFAC 34370), and raises awareness of the CG-IMAT, its management, team structure, and the formal request for forces (RFF) process FY-13 OPERATIONAL PLANNING DIRECTION, JOINT AREA MEMO 3500 OF 24 SEP 2012 to access CG-IMAT support.
2. BACKGROUND. Lessons learned from prior significant incidents and events (i.e. Hurricanes Katrina and Sandy, and the BP Deepwater Horizon oil spill) highlighted the need for a robust dedicated Type-1 incident management capability. To address this need, Congress mandated that the Coast Guard establish the CG-IMAT, which was accomplished on 01AUG13.
3. OVERVIEW. The CG-IMAT is a scalable resource designed to overcome Coast Guard response and preparedness resource gaps by providing highly trained personnel to assist with incident management activities including incident command surge staffing support. CG-IMAT will also assist with ongoing ICS training and ICS qualification of CG personnel, to support units as subject matter experts (SME) during the execution of exercises to validate plans and procedures to build confidence in capabilities, and develop and ensure competent and effective incident management capabilities at field units.
4. ORGANIZATION. The unit is comprised of 33 active duty and civilian personnel. The CG-IMAT organization chart is attached. The CG-IMAT is built around a tiered deployment concept designed to enable the team to conduct rapid needs assessments followed by an initial ICS organization implementation and CG-IMAT integration. The CG-IMAT is organized so units can request any of the following:
  - a. INDIVIDUAL AUGMENTATION: an individual will be deployable within six hours of a request.
  - b. AWAY TEAM: A team of three to six people deployable within six hours of a request.



## DEPARTMENT OF HOMELAND SECURITY

The civilian component of the U.S. Coast Guard  
Authorized by Congress in 1939

---

- c. **DEPLOYABLE ELEMENT:** A team of eleven to seventeen members deployable within 12 hours of a request. The total number of personnel is inclusive of an away team if deployed to the same incident.
  - d. **FULL DEPLOYMENT:** Upon attainment of full operating capability (FOC), the entire CG-IMAT (32 deployable personnel) will be ready to deploy within 24 hours of a request.
  - e. Currently CG-IMAT members will be available to assist for 21 days with one day of rest (work rest rotations will be handled on a case by case basis). Whether an individual, an away team, a deployable element, or the entire CG-IMAT is requested, all CG-IMAT personnel will bring basic ICS materials for their respective positions, including a standard Coast Guard workstation and cell phone. CG-IMAT logistics will coordinate with field units to determine logistical needs and support that will be provided by the requestor and CG-IMAT to determine long-term sustainability materials (CGDN, ICS forms, communications equipment including phones and radios, etc.).
  - f. **PUBLIC INFORMATION ASSIST TEAM (PIAT).** The PIAT is a resource for Coast Guard and Environmental Protection Agency Federal On-Scene Coordinators and Coast Guard Incident Commanders during crises or responses to incidents. The PIAT, previously located at the National Strike Force Coordination Center, is now a division within the CG-IMAT. The PIAT is led by a Chief Warrant Officer (INF) and has a staff of three Enlisted Public Affairs Specialists (PA). The PIAT remains a special team under the National Contingency Plan and its mission will remain the same under the CG-IMAT. Requests for PIAT support can be made 24/7 through the LANTAREA Command Center at 757-398-6700.
5. **LOCATION.** The CG-IMAT is co-located with the Facilities, Design and Construction Center 5505 Robin Hood Road, Suite K Norfolk, VA 23513, approximately 1 mile from the Norfolk International Airport.
  6. **CG-IMAT REQUESTS.** The RFF process will be utilized for all CG-IMAT requests. Urgent requests for CG-IMAT support can be made through the LANTAREA Command Center (757-398-6700). Requestors should be prepared to provide an overview of the incident, the number of team members requested and/or specific qualifications needed. Verbal requests should be followed up with a formal RFF. For incident management services in support of a scheduled event, the formal RFF process will be followed. LANTAREA RFF process guidance can be found at: <https://cglink.uscg.mil/f957855b>.



## DEPARTMENT OF HOMELAND SECURITY

The civilian component of the U.S. Coast Guard  
Authorized by Congress in 1939

---

### I. FOUNDATION FOR COAST GUARD HISTORY (FCGH) AWARDS

RDML Steve Poulin, Director of Governmental and Public Affairs

1. The Foundation for Coast Guard History has announced the winners of the 2012 FCGH awards. We are pleased to report that this year the awards committee had a record number of entries.
2. This year, because of the large number of entries, we expanded the large unit awards into two categories: large units with dedicated Public Affairs staffs, and large units with collateral-duty Public Affairs staff.
  - a. The Large Unit Award (with dedicated Public Affairs support) is awarded to Commander, First Coast Guard District. The First District compiled an impressive array of accomplishments in remembrance of the history of the units that comprise the district. Aside from creating a District History and Heritage Plan, the staff hosted multiple outreach events, created multimedia projects for sharing online, and contributed significantly to the national campaign for the War of 1812 Bicentennial. Most importantly for the judges, they focused heavily on internal audiences, sharing their history with their shipmates throughout the region.
  - b. The Large Unit Award (without dedicated Public Affairs support) is awarded to Commander, Sector Buffalo. Sector Buffalo worked with the Buffalo Lighthouse Association and local congressional staff to renovate and open public access to the 1833 Buffalo Lighthouse, while still maintaining an effective security perimeter. Additionally, Sector Buffalo, in cooperation with the Sector Buffalo Chiefs Mess and Lightship Sailors Association, funded and dedicated a memorial site for the wreck of the U.S. Lightship Service LV-82 at Point Albino, Ontario, Canada. Sector Buffalo also played a major role in celebrating U.S. Coast Guard history and promoting current missions at the war of 1812 Bicentennial commemoration in Cleveland, Ohio and Buffalo, New York.
  - c. The Small Unit Award is awarded to the USCGC RICHARD ETHERIDGE. The crew of the newly commissioned fast response cutter shared the story of the hero for whom their cutter was named through more than 20 print, radio, and television availabilities. They hosted a two-day event bringing together authors and documentarians who have told the Etheridge story, and worked with several museums on the outer banks of North Carolina, where Etheridge served with the U.S. Life-Saving Service. The crew also worked with the cutters sponsor to obtain floorboards from the home of Adam Etheridge, where Richard lived as a young slave, those floorboards were converted to port and starboard name boards now used on the cutter.



## DEPARTMENT OF HOMELAND SECURITY

The civilian component of the U.S. Coast Guard  
Authorized by Congress in 1939

---

3. Book awards.
  - a. The winner of the best book in the category of U.S. Coast Guard Heritage was Dr. Dennis L. Noble, USCG (ret.) for his book *The U.S. Coast Guards War on Human Smuggling*. The judges described his book as an innovative, intensive look at one of the Coast Guards newest missions, a book on which all future titles on the subject will stand. They also cited his unprecedented contribution to the field of Coast Guard history.
  - b. The winner of the best book in the category of Lighthouses was Alan Giagnocavos *A Close up Look: A Tour of Americas Iconic Architecture Through Historic Photos And Detailed Drawings*. The judges called this book a clear winner, offering a universal perspective in its review of 18 lighthouses through the use of Historic American Buildings Survey (HABS) and Historic American Engineering Record (HAER) files.
4. The FCGH also recognizes individuals who have made important contributions in preserving and presenting the U.S. Coast Guards rich and varied heritage. The recipients of this year's Heritage Award for achievement are:
  - a. Jennifer Gaudio, curator of the U.S. Coast Guard Museum, located at the U.S. Coast Guard Academy. Ms. Gaudio led a 450,000 dollar year-long redesign and renovation of the Coast Guard Museum. Apart from the tasks of designing and installing exhibits, Ms. Gaudio ensured that the exhibits were not only appealing, interesting, and effective, but also portable, for potential future use in a new national Coast Guard museum. To effect this change, Ms. Gaudio worked with a private design firm, cadets, staff, alumni, and Auxiliary, and encouraged an increased visitorship to the museum upon completion of the exhibits.
  - b. William J. Nelson, USCG Auxiliary. Auxiliarist Nelson, assigned to the Atlantic Area staff, served as the principal War of 1812 historical research specialist detailed to the Atlantic Areas historians office and independently began research on the travails of Revenue Cutter Service prisoners of war taken during that war. Among his many accomplishments during the extended period of research was the innovative design of a portable exhibit carried onboard USCGC EAGLE during its 2012 port calls.
  - c. LT Galen Varon, USCG. During off-duty time, LT Varon codified the history of the 15 cutters that have historically been called Queen of the Fleet since 1896. He has developed individual websites for each one, and brought them together under a common website, <http://www.the-royal-court.info>. He has also written a 191-page manuscript on one of these cutters, USCGC STORIS.



## DEPARTMENT OF HOMELAND SECURITY

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5. The Foundation for Coast Guard History was formed on 4 August 1999 as a nonprofit organization. Its objectives are to provide support for the U.S. Coast Guard Historian, encourage studies relating to the history of our service, and accord recognition to individuals and organizations that contribute to the goals of the FCGH. Inquiries and suggestions should be forwarded to the Foundation for Coast Guard History via its website: <http://www.fcgh.org>.

### **J. DEATH OF A COAST GUARD SENIOR EXECUTIVE SERVICE MEMBER**

Admiral Bob Papp, Commandant

1. Shipmates, I deeply regret to pass that Mr. Mark Powell, Deputy Assistant Commandant for Command, Control, Communications, Computers, Information Technology (C4IT) and Deputy Chief Information Officer (CIO), died unexpectedly at his home. His untimely passing is a tragic loss for Mark's family, we all join in extending our deepest sympathies to them during this time of grief.
2. Mr. Powell had an extensive career that spanned 25 years of public service and achievement that culminated in his assignment to the Senior Executive Service for the Coast Guard, first as Director of the Command, Control, Communications, Computers, Information Technology (C4IT) Service Center and most recently as the Deputy Assistant Commandant for C4IT/Deputy Chief Information Officer (CIO).
3. We will provide additional information on funeral arrangements and services as it becomes available.

### **K. UPDATE - AUXNAAV-B\*\*\*NEW TESTING PROCEDURES IN D5NR\*\*\***

Elizabeth Kain, CGD Five (dpa-n), D5NR

I received input from the National Auxiliary Staff with regards to the AUXNAV-B test on-line availability. At this time, the course is not available and shall continue to be requested via the normal routing procedures outlined in the AUXMAN and D5NR POLMAN.

There is potential for the AUXNAV-B course to be included in the on-line testing site in the distant future. Therefore, please route the AUXOP Examination Request form ANSC-7026) to DIRAUX 15 days prior the scheduled testing date for prompt action either via regular mail or email: [d5nrdiraux@uscg.mil](mailto:d5nrdiraux@uscg.mil).

Thank you very much for your inquiries, input and patience!



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### L. NEW TESTING PROCEDURES IN D5NR

Elizabeth Kain, CGD Five (dpa-n), D5NR

Effective 01 Oct 2013, D5NR will shift to on-line testing as the only means of administration. This change includes all Auxiliary end of course testing as described in the AUXMAN, COMDTINST M16790.1G (series) as well as NAVRULES Requalification Test 95.

Open book versions of exams do not require a proctor. All closed book versions of exams require a registered proctor to help administer the exam. All D5NR QEs are designated as proctors for the closed book NAVRULES Test 70 exam as well as all members in AUXOP status.

The decision to implement this change in testing is a result of the combination of an extreme increase in on-line testing in our region and an extreme decrease in paper testing. Exams taken via the AUX National Testing site are entered automatically into AUXDATA within two weeks of successful completion. DIRAUX is notified weekly of all end of course tests completed.

The Auxiliary Operational Specialty Course Examination Request/Transmittal form (ANSC-7026) will no longer be accepted by DIRAUX after 15 Sep 2013. Also, additional mandatory testing can be taken on the AUX Learning Management System (AUXLMS) web site: <https://auxlearning.uscg.mil/>.

Successful course completion of Auxiliary mandated training via AUXLMS are automatically recorded in AUXDATA and occur on a weekly basis. The amendment will be made to the D5NR POLMAN and posted on the 5NR web site soon.