



## DEPARTMENT OF HOMELAND SECURITY

The civilian component of the U.S. Coast Guard

Authorized by Congress in 1939

---

### WebWatch

Division 8, 5NR

May 2010

#### A. POMS Problem Management Procedures

1. This is an important reminder and reiteration of the requirements and specifications on how to handle and track problems regarding POMS. This is a Coast Guard Finance Center (FINCEN) requirement that mandates complete compliance. Direct calls or e-mails to Statronics, FINCEN, and Coast Guard Headquarters to resolve problems with POMS without the proper Problem Management ticket number will not be accepted.
2. If you need assistance with POMS, submit a description of the problem, concern and/or suggestion via the Problem Management function of POMS in accordance with ALAUX 019/09. You will receive a Problem Management ticket number. This ticket number is a Coast Guard requirement that properly tracks requests for assistance and later evaluation. If you cannot access POMS or the Problem Management function of POMS, report your problem, concern and/or suggestion to your Local POMS Administration Team. If the problem can't be resolved at the lowest level then, and only then, the issue will be forwarded to the next level by your local POMS Administration Team, always referencing the problem management ticket number and all correspondence. Your POMS Administration Team can be identified through your Operations Chain of Leadership.
3. Additional information and help ticket can be found at:  
<http://poms.statronics.com/scripts/cgiip.exe/wservice=poms/poms.htm>

#### B. Boating Is Good Clean Fun – Help Us Keep it That way

BoatUS

April 22nd is Earth Day. Did you know that over 70% of the Earth's surface is water? That should make you glad to be a boater! This week you will hear a lot about environmental issues from clean water to climate change. You will likely receive multiple requests to save the trees, the whales, and the planet as a whole.

As a member of BoatUS, we know that boating is an important part of your lifestyle. This Earth Day you can [help the environment and help boating](#) at the same time. At the BoatU.S. Foundation for Boating Safety and Clean Water we have been working to

Dedicated to promoting recreational boating safety



## DEPARTMENT OF HOMELAND SECURITY

The civilian component of the U.S. Coast Guard

Authorized by Congress in 1939

protect our waterways by providing practical environmental education to boaters for over 17 years by:

- Building 1,200+ fishing line recycling bins for our Reel In and Recycle program keeping fishing line out of our waterways.
- Providing 1,400+ marinas nationwide with Help Stop the Drops educational materials on clean fueling and the prevention of spills at fuel docks.
- Awarding 150+ grassroots grants to groups around the country to address local environmental challenges like invasive species, litter control, and pumpout awareness.
- Testing dozens of “green” boating products to let boaters know what works best and which products truly are green.
- Partnering with state Clean Marina programs nationwide supporting practical, voluntary environmental best practices.



Celebrate Earth day this April by [helping us keep these vital environmental programs afloat](#). Each year the demand for fishing line recycling bins, grants and other environmental programs exceeds our budget. Help us bring these important clean water programs to more boaters - [we are counting on you!](#)

### **C: Winner of the 2010 Captain Richard D. Poore Award.**

RRDML T.P. Ostebo, Assistant Commandant for Engineering and Logistics,

Dedicated to promoting recreational boating safety



## DEPARTMENT OF HOMELAND SECURITY

The civilian component of the U.S. Coast Guard

Authorized by Congress in 1939

1. I am pleased to announce the recipient of the 2010 Captain Richard D. Poore Award. This award was established to recognize the naval engineer professional who has made a most significant contribution to the Coast Guard Naval Engineering Program within the past three years culminating in the three-year period ending in the current year. The award is named for Captain Richard D. Poore, former Chief, Naval Engineering Division, MLC Atlantic, 1999-2004. This years Captain Poore Award winner is: Mr. Larry A. Wilkerson, USCG SFLC, Engineering Services Division. Demonstrating superior vision in the modernization efforts of the naval engineering community, Mr. Wilkerson, as Division Chief managed 200 million dollars annually for engineering and logistics support during the most dynamic three-year period in the history of the naval engineering program. Mr. Wilkerson worked passionately to institute a technical authority program to ensure that individuals with proper training and background made key technical decisions. Mr. Wilkerson created the Standard Boat Asset Project Office that transitioned to the Small Boat Product Line, where he aligned all boat support personnel under a single product line manager with authority and accountability for maintenance and logistics management. Through exceptional strategic planning and communication, Mr. Wilkerson enabled the successful transformation of the pilot project at sector Baltimore. Mr. Wilkerson's advocacy for membership and participation of naval engineers in professional engineering organizations and societies served to showcase the Coast Guard Naval Engineering Program on an international level.
2. Congratulations and well done to our award winner. Your superb performance sets an outstanding example for CG naval engineers.
3. I would also like to recognize the distinguished personnel nominated for the award listed in alphabetical order:
  - LCDR Jon Baker - Project Resident Office Gulf Coast
  - CWO Hamilton Long - NESU Seattle Detachment Kodiak
  - Mr. Mark Matta - Project Resident Office Lockport
  - LT Miles Randall - USCG Dependable (WMEC 626)
  - Mr. Mark Schwender - COMDT (CG-9324)
4. Award presentation will be coordinated with the command of the award recipient.

### D. Weight Management Programs

RADM Mark Tedesco, Director Of Health, Safety, And Work-Life

Dedicated to promoting recreational boating safety



## DEPARTMENT OF HOMELAND SECURITY

The civilian component of the U.S. Coast Guard

Authorized by Congress in 1939

1. Achieving and maintaining a healthy weight is difficult for many individuals. To help members maintain healthy weight and body fat recommendations, the Health, Safety, and Work-Life Directorate, would like members to be aware of the many options available to them. These include the following:
  - a. Primary care manager (PCM): members are encouraged to consult with their PCM before starting any weight loss program. The PCM can make recommendations concerning caloric intake, supplements, and exercise.
  - b. Web sites: <http://www.uscg.mil/worklife/weightguide.asp> is the CG-1111 website which lists numerous free web sites to help keep track of calories, workout tips, and weight loss support groups.
  - c. Personal wellness profiles: this is an on-line tool that can give the user a comprehensive snap shot of their nutritional habits, weight and body composition, physical fitness status, and stress profile. It is highly recommended for anyone who is within ten pounds of their max allowable weight.
  - d. To find out more about the services offered contact your regional HPM through the following sits: <http://www.uscg.mil/worklife/contact.asp> and [www.mindbody.net/uscg](http://www.mindbody.net/uscg).

### E. Death Of A Distinguished Coast Guard Hero

ADM T. W. Allen, Commandant

1. It is with deep regret that I announce the passing of Chief Boatswains Mate Richard Patterson, USCG (Ret.), a legendary Coast Guardsman best remembered for his heroic courage under fire when the Cutter Point Welcome (WPB 82329) was attacked by friendly fire from U.S. Air Force aircraft near the Demilitarized Zone in South Vietnam on August 11, 1966. Chief Patterson succumbed to cancer on Monday evening, April 12th, surrounded by family and friends.
2. Chief Patterson displayed the finest qualities of bravery and leadership under the absolute worst possible conditions. He was on his way to the bridge to relieve the watch when the ship was attacked at 03:40. The first blast ignited gasoline tanks on the fantail and knocked him momentarily unconscious. Chief Patterson recovered and began assessing the situation as the second attack arrived, killing the CO and seriously wounding the XO. Without hesitation and with complete disregard for his own personal safety, Chief Patterson climbed to the bridge and took command of the ship and its crew, ordering them below decks. Alone on the

Dedicated to promoting recreational boating safety



## DEPARTMENT OF HOMELAND SECURITY

The civilian component of the U.S. Coast Guard

Authorized by Congress in 1939

- 
- bridge, unable to evade the withering aircraft attacks, he guided the ship towards a friendly base in order to offload the casualties. When the ship encountered small arms fire, Chief Patterson gave the order to abandon ship and ordered each crewmember to escort a wounded shipmate over the side and remain with that person until help arrived. His steadfastness kept the crew calm while they were awaiting rescue. For his actions that day Chief Patterson was awarded the Bronze Star and the Purple Heart.
3. Born in 1931 in Berea, Ohio, Chief Patterson was raised by his mother in Miami, Fl. Besides Viet Nam, he served at several units in Maryland, Virginia, Georgia and Florida. He is survived by his wife, Joan, two daughters, two sons, and several grandchildren and great grandchildren.
  4. After serving in the Coast Guard, Chief Patterson continued to be an outstanding advocate for our service and the community. For the past 17 years he and Joan provided holiday meals for the needy and Christmas gifts for children from the surrounding areas.
  5. Chief Patterson wished to be cremated and his ashes scattered at sea. A memorial service will be held at 1030 on 16 June 2010 at the CG - Viet Nam - Iraq Memorial, 44 Water Street, Harwich, MA followed by the scattering of his ashes at Coast Guard Station Chatham.

### **F. Memorial Service, Cg-1705 Crewmember, AET2 Carl P. Grigonis, USCG**

Mr. Curtis B. Odom, Director of Personnel Management

1. By order of the Commandant, the National Ensign shall be flown at half-mast on all Coast Guard buildings, grounds and vessels not underway from 08:00 to sunset on Thursday, 29 April 2010, in honor of AET2 Carl P. Grigonis, USCG, lost in the mishap involving CG-1705.
2. A memorial service for AET2 Grigonis will be held at 1130 local time at the National Memorial Cemetery of the Pacific, 2177 Puowaina Drive, Honolulu, HI.
3. The Gigonis family has extended an invitation to friends, co-workers and all Coast Guard personnel who would like to attend his memorial service. Request RSVP be sent NLT 22 Apr 2010 to Lt. Will Johnson at [will.d.johnson@uscg.mil](mailto:will.d.johnson@uscg.mil). Military attendees shall be in tropical blue uniform with combination cover and casual attire for civilian guests.



## DEPARTMENT OF HOMELAND SECURITY

The civilian component of the U.S. Coast Guard

Authorized by Congress in 1939

4. Flowers for the memorial must be addressed to the Grigonis family and sent to the National Memorial Cemetery of the Pacific. Due to the number of services taking place that day, request flowers be delivered no earlier than 30 minutes prior to the service. For those interested in making donations, please contribute to the Coast Guard Foundation.
5. The Coast Guard Foundation has graciously established a family disaster relief fund specifically to assist the families of the CG-1705 crew that were tragically lost on the evening of 29 October while conducting a search and rescue mission approximately 15 miles off the coast of California. Details can be found at: [www.coastguardfoundation.org](http://www.coastguardfoundation.org).
6. A memorial tribute to the CG-1705 crew has been created online and may be found at: [www.uscg.mil/d11/d/1705memorial/tribute.htm](http://www.uscg.mil/d11/d/1705memorial/tribute.htm).

### **G. Gulf of Mexico Oil Spill Response**

Transocean Ltd. today reported a fire and explosion onboard its semisubmersible drilling rig Deepwater Horizon. The incident occurred April 20, 2010 at approximately 10:00 P.M. Central time in the United States Gulf of Mexico. The rig was located approximately 41 miles offshore Louisiana on Mississippi Canyon Block 252. The cause of the fire and explosion is unknown at this time. An investigation into the cause of the incident and assessment of the damage will be ongoing in the days or weeks to come. The rig sank late on the morning of April 22nd. The rig is now located on the sea floor approximately 1,500 feet northwest of the well center and away from any subsea pipelines.

Transocean's Emergency and Family Response Teams are working with the Coast Guard and lease operator BP Exploration & Production, Inc. to care for all rig personnel and search for missing rig personnel. A substantial majority of the 126 member crew are safe but some crew members remain unaccounted for at this time. Injured personnel are receiving medical treatment as necessary.

Transocean's combined response team was not able to stem the flow of hydrocarbons prior to the rig sinking, and are working closely with BP and the U.S. Coast Guard to determine the impact from the sinking of the rig and the plans going forward. The Coast Guard has plans in place to mitigate any environmental impact from this situation.

The Deepwater Horizon is insured for total loss coverage and for wreck removal, to the extent removal can be carried out and is required. Additional information can be found on the web at: <http://www.deepwaterhorizonresponse.com/go/site/2931/>.