



## **DEPARTMENT OF HOMELAND SECURITY**

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### **WebWatch Division 8, 5NR November 2011**

#### **A. THANKSGIVING MESSAGE**

James E. Vass, Jr. - National Commodore of the U.S. Coast Guard Auxiliary

As the holiday season approaches beginning with the celebration of Thanksgiving, I reflect upon my first year as your national commodore. I am thankful that we have been able to accomplish the three goals I set for my first year of service. We have “steadied the course and trimmed the sails” with our reorganization of the National Staff. We are now functioning more efficiently and effectively as an organization. We are on the road to improving our outreach to boater safety by examining our public education efforts. We are addressing our operational strengths and weaknesses by developing ways to become better coxswains and crews.

Even though both the Coast Guard and the Auxiliary face economic cutbacks, we know that we will find the answers to meet these challenges.

Now, as friends and family gather around their tables to celebrate the Thanksgiving holiday, may we remember and give thanks to those men and women who have chosen to guard our country by serving in the Armed Forces. They serve so that we may enjoy our freedom all year long. Their dedication, honor to country, and devotion to duty must be remembered as we carve the traditional turkey followed by sinking into a comfortable chair to watch football games in our warm, secure homes. They are the heroes who sacrifice daily so that we may be safe.

I am thankful for all you do as Auxiliarists. Your dedication and hours invested makes this the number one volunteer organization.

I wish you all a very happy Thanksgiving.

#### **B. COAST GUARD INCIDENT COMMAND SYSTEM (ICS) IMPLEMENTATION - PHASE 3**

RDML C. B. Thomas, Director of Response Policy

1. Announcing the next phase of National Incident Management System (NIMS) ICS implementation within the CG.



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- a. Coast Guard ICS knowledge has matured significantly since phases 1 and 2 were implemented. We are announcing the transition of CG NIMS ICS training from a program supported ICS training process to the FORCECOM managed formal C-School training and certification system based out of TRACEN Yorktown with exportable elements for select general and incident management team courses.
  - b. This specifies and aligns Coast Guard ICS training efforts with current training resources. We continue to pursue additional resources beyond the baseline capacity.
2. Member selection for high demand ICS position specific training is based on the new Incident Management requirements. The levels of priority for selection to an ICS course are:
    - a. Priority 1 - Sector and other field level members assigned to an ICS Watch Quarter Station Bill (WQSB) position IAW.
    - b. Priority 2 - District members assigned an ICS WQSB position IAW.
    - c. Priority 3 - Deployable Emergency Management Teams, including Incident Management Assist Teams, DCMS Emergency Response Teams (ERT), National Strike Teams, and Joint Field Office Support Teams.
    - d. Priority 4 - all other Active Duty, Civilian, Reserve, and Auxiliary (AUX) Personnel.
      - (1) Exception: Reserve and Aux Members assigned to and directly supporting an Operational Commanders WQSB will be prioritized as equivalent to an Active Duty or Civilian member at that Command when the Electronic Training Request (ETR) includes a Command endorsement.
      - (2) The Command shall indicate that the requesting Reserve or Aux Member is assigned to and expected to provide primary support to the unit during activations of the unit WQSB.
    - e. Priority 5 - Other government agencies and private sector personnel.
  3. Exportable ICS training coordination. Coast Guard ICS-300, ICS-400, ICS-339, ICS-341, ICS-320, and ICS-620 training courses will continue to be managed by the Districts and Areas until additional FORCECOM training resources are acquired. Management of these courses includes scheduling courses, developing and approving student rosters for issuance of orders by FORCECOM, and identification of ICS instructors.
  4. The historical recognition period is hereby amended to extend until 30SEP2012 and interim certification period until 30SEP2013.

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5. ICS Training And Funding. MBRS selected to attend c-school training will be issued orders by TQC. IAW ICS courses are considered Class C School training and are no longer chargeable to AFC-30 funds. Listing of current and planned ICS courses can be found at <http://www.uscg.mil/hq/tqc>. All Questions regarding scheduling and availability should be directed to your respective ICS Training Coordinator. CG members continue to be authorized to use any equivalent NIMS ICS certified course to meet CG ICS training requirements.
6. Management of the volunteer ICS instructor program has shifted to TRACEN Yorktown. Additional information regarding how to maintain or obtain an ICS instructor certification can be found on the Coast Guard Preparedness Community on CGportal.

### C. 2011 VETERANS DAY MESSAGE

Admiral Bob Papp, Commandant, and  
Master Chief Michael Leavitt, Master Chief Petty Officer of The Coast Guard

1. Shipmates, often times when someone observes the uniform or knows that we served, they will come up and thank us for our service.
2. Veterans Day is when the nation pauses to honor those who served in the Armed Forces of the United States and say to them, "Thank You For Your Service".
3. This simple statement is not merely a show of gratitude, but a strengthening of the bond between veterans and the American people whom we serve. When I hear someone thank me for serving, I respond that I'll pass it on to the men and women of the Coast Guard, Navy, Marines, Army and Air Force - and their families.
4. This Veterans Day, we will gather with the Deputy Secretary of the Department of Homeland Security, other service members and our families at the Coast Guard World War Memorial in Arlington National Cemetery (ANC) to honor our veterans. It is a wonderful memorial that was built after World War I and serves as an important monument to Coast Guard veterans and our rich history and heritage. However, decades of weather and exposure have deteriorated its condition and appearance, but those elements have not diminished by any measure our commitment to properly honor our Coast Guard veterans. This Veterans Day, I commit the Coast Guard to renew and preserve the Coast Guard World War Memorial at ANC. We will honor Coast Guard veterans and our service by restoring The Coast Guard World War Memorial to its proper condition, ensuring it remains a worthy tribute and enduring inspiration for all Americans.



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5. Thank you to the women and men of the united states coast guard And veterans from all U.S. Armed Services for your selfless service and continuing contributions to safeguard our nation.
6. The text of my Veterans Day remarks at the Coast Guard World War Memorial will be posted at: <http://www.uscg.mil/seniorleadership/speeches.asp>
7. ***SEMPER PARATUS.***

### **D. HONORING FALLEN SHIPMATES - USCGC CUYAHOGA (WIX-157)**

ADM Bob Papp, Commandant

1. On 20 October 1978, *USCGC Cuyahoga* was underway in the Chesapeake Bay on a nighttime training mission when she collided with the 521 foot Argentine flagged freighter M/V Santa Cruz II. The impact of collision was so devastating that *USCGC Cuyahoga* sank in just two minutes, taking 10 Coast Guardsmen and one international officer with her. Eighteen crewmembers survived the incident.
2. *The USCGC Cuyahoga* sinking - and the *USCGC Blackthorn* collision and sinking only 15 months later - were tragedies that sparked needed improvements in Coast Guard cutter policy, doctrine, training and standardization. We created the prospective CO/XO Afloat course, mandated that all CO/XO/OOD pass the Deck Watch Officers Exam, required prospective CO/OINC to conduct underway familiarization rides, and promulgated Commandant's Cutter Navigation Standards. We took deliberate steps to improve proficiency and safety in our Afloat Operations.
3. Our maritime missions are always dangerous. However, operational tragedy should never be the catalyst we need to ensure we are effectively mitigating risk. Rather, my expectation is that leaders at all levels are proactively engaged to ensure our operations are as safe as possible. When they cannot be made sufficiently safe, we will not perform them until we are ready to do them right.
4. Today we honor the sacrifice of those Coast Guardsmen who perished aboard *USCGC Cuyahoga* 33 years ago by adhering to the lessons we learned from that tragedy, strengthened by the knowledge that they did not die in vain.
5. Family and friends of the *USCGC Cuyahoga*, including some of her surviving crew, will gather at the Cuyahoga Memorial at Training Center Yorktown on 20 October 2011 to remember their lost shipmates.
6. A detailed history of *USCGC Cuyahoga* is available at:

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<http://www.uscg.mil/tcyorktown/info/history/cutters/cuyahoga.asp> or  
<http://cgweb.tcyorktown.uscg.mil/command/history/cutters/cuyahoga.asp>

7. Today, please pause to remember the lost shipmates of the *USCGC Cuyahoga*, and reflect upon their service to our nation.

### **E. FORCECOM RELOCATION TO THE TIDEWATER AREA**

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

1. Coast Guard Force Readiness Command (FORCECOM), officially relocated from Alameda, CA to Norfolk, VA effective 17 Oct 2011.
2. In support of the Commandant's Guiding Principles "Steady the Service" and "Honor Our Profession," FORCECOM continues to develop and refine TTP to ensure all Coast Guardsmen receive the most relevant training possible.
3. As we strive to fulfill our mission of "Preparing The Coast Guards Work Force," our staff will focus on four areas critical to the execution of the human performance cycle and the building of the skills and knowledge necessary to achieve mission excellence. We will:
  - a. Provide timely and high-quality operational and support training that achieves the maximum effect on workforce readiness and mission execution,
  - b. Conduct coordinated and standardized audits, inspections and assessments, followed by analysis, that contribute to operational readiness,
  - c. Support exercises that improve contingency plans and increased operational readiness of forces, and
  - d. Develop/implement/improve tactics, techniques, and procedures that align policy with training and standardization to enhance force interoperability, proficiency, and readiness.

### **F. FALL ISSUE OF SERVICE LINES, THE MISSION SUPPORT ONLINE MAGAZINE**

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

1. It is my pleasure to announce the launch of the Service Lines Website for the Fall 2011 issue at <http://www.uscg.mil/servicelines/>. Starting with this edition, Service Lines will exist as a dynamic, regularly updated, online-only magazine. Readers will be able to print individual stories immediately or a compilation of all content for an issue at the end of each quarter, but

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hard-copy versions of the magazine will no longer be distributed. Going online allows us to provide more current, interactive content and reduces printing costs.

2. The cover story for the online magazine launch details coast guard advances in wireless email using smart phones, including IOS (iPhone) and Android operating system devices. Other highlights include responses to questions from our mission support service men and women, news clips highlighting various events across the DCMS, and a spotlight on recent award recipients.
3. The magazine was created to improve communication across the mission support enterprise and enhance visibility of support activities and accomplishments. Through this effort, everyone from the deck plate to the front office can gain better insight into mission support initiatives as we evolve into a more capable, efficient and sustainable mission support provider.
4. As an online-only magazine, Service Lines will be updated regularly. Please visit the site often to read the latest news from around the mission support organization. The site includes directions on how to set up RSS feeds so that you will know when new content is added to the site.
5. This magazine is intended to be a forum to which all levels from the deck plate to senior leadership can contribute. We welcome your feedback and suggestions as we move forward in our efforts to publish an informative and engaging magazine. We also welcome your article and news clip submissions and ideas, as well as your responses and reactions to the content you read. Send your comments to [servicelines@uscg.mil](mailto:servicelines@uscg.mil).
6. Please distribute widely. We hope this online magazine helps to keep you informed by providing you with a convenient way to stay apprised of our efforts to modernize mission support while highlighting the outstanding work of our mission support personnel.

### **G. STEADYING ATLANTIC AREA COMMAND AND STAFF UPDATE 2**

VADM R. C. Parker, Commander, Coast Guard Atlantic Area

1. Following the recent announcements regarding the reconstitution of the PACAREA staff and FORCECOM relocation to the Tidewater area, ATLANTIC Area now takes another step towards completing our realignment and steadying our service with today's transition to an enhanced numbered staff. This change brings us closer to our final steady state that will include full alignment with PACAREA and a more responsive and agile area organization. One step still remains, aligning the Operations Division structure between both PAC and LANT.



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2. THE LANTAREA ENHANCED NUMBERED STAFF ORGANIZATION IS AS FOLLOWS,  
(ALL PHONE NUMBERS ARE (757) 398-XXXX UNLESS NOTED):

NEW CONSTRUCT	STAFF NAME	OLD STAFF
LANT-00	ATLANTIC AREA COMMANDER	OC-00
LANT-00	EXECUTIVE ASSISTANT	OC-00
LANT-00	AIDE	OC-00
LANT-00A	CHAPLAIN	OC-00A
LANT-00B	COMMAND MASTER CHIEF	OC-00B
LANT-00SR	SENIOR RESERVE OFFICER	OC-00SR
LANT-00SR	RESERVE COMMAND MASTER CHIEF	OC-00SR
LANT-00X	AUXILIARY COMMODORE - EAST	OC-00X
LANT-00X	AUXILIARY COMMODORE - WEST	OC-00X
LANT-09	DEPUTY AREA COMMANDER	OC-09
LANT-09	EXECUTIVE ASSISTANT	OC-09
LANT-01	CHIEF OF STAFF	OC-09E
LANT-092	EXTERNAL AFFAIRS BRANCH	OC-092
LANT-092P	PUBLIC AFFAIRS BRANCH	OC-092P
LANT-094	STAFF JUDGE ADVOCATE	OC-094
LANT-095	EXECUTIVE SECRETARIAT	NEW
LANT-09N	DEFENSE FORCES	OC-09N
LANT-2	INTELLIGENCE DIVISION	OC-2
LANT-22	INTELLIGENCE SECURITY BRANCH	OC-22
LANT-25	INTEL PLNG AND RQMTS BRANCH	OC-23
LANT-3	OPERATIONS DIVISION	OC-3
LANT-3DET	NCC NATIONAL COMMAND CENTER	OC-3NCC
LANT-30	LANT COMMAND CENTER	OC-30
LANT-33	FORCES MGMT BRANCH	OC-3R
LANT-331	AVIATION FORCES SECTION	OC-3R4
LANT-335	CUTTER FORCES SECTION	OC-3R1
LANT-35	OPERATIONS PLNG AND OVERSIGHT	OC-3R
LANT-352	CURRENT OPS AND INCIDENT	OC-3R3
LANT-355	FUTURE OPERATIONS SECTION	OC-3R2/3R4
LANT-39	PATFORSWA	OC-3R5
LANT-5	PREPAREDNESS DIVISION	OC-5
LANT-51	RESERVE FORCES BRANCH	OC-1
LANT-515	RESERVE CAPABILITIES MGMT SCTN	OC-15
LANT-517	RESERVE READINESS MGMT SECTION	OC-1

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LANT-53	RESPONSE OPERATIONS PLNG BRANCH	OC-53
LANT-531	DOMESTIC PLANNING SECTION	OC-53
LANT-532	INTERNATIONAL/COCOM PLNG SECTION	OC-53
LANT-54	PREVENTION OPERATIONS PLNG BRCH	OC-3P
LANT-541	PORT AUDIT SECTION	OC-3P2
LANT-5411	INTL PORT SECURITY AUDIT CELL	OC-3P21
LANT-5412	INTL PORT SECURITY LIAISON CELL	OC-3P22
LANT-5413	INTL PORT SEC ALAMEDA DET CELL	OC-3P23
LANT-542	VIOLATION CASE COORDINATION CTR	OC-3P1
LANT-543	VSL ACTIVITY AND INVESTIGATION	OC-3P1
LANT-544	PORT AND FACILITY ACTIVITIES SEC	OC-3P1
LANT-55	CONTINGENCY PLANNING BRANCH	OC-55
LANT-57	EXERCISES BRANCH	OC-57
LANT-6	C4IT DIVISION	OC-36
LANT-62	SYSTEM AND SECURITY BRANCH	OC-36
LANT-63	CMD,CRTL, AND COMMS BRANCH	OC-36
LANT-7	OPERATIONS ANALYSIS DIVISION	OC-7
LANT-8	RESOURCE MGMT AND ADMIN DIVISION	OC-8
LANT-81	MILITARY PERSONNEL AND ADMIN BR	OC-091
LANT-82	STRATEGIC RESOURCE PLANNING BR	OC-82
LANT-83	BUDGET EXECUTION BRANCH	OC-83

- To view the new organizational structure and functional statements please visit the LANTAREA CGPORTAL: <https://cgportal.uscg.mil/delivery/Satellite/LANTAREA>

### H. SELECTION OF DEPUTY, FORCE READINESS COMMAND

ADM Bob Papp, Commandant

- I am pleased to announce the selection of Dr. Gladys Brignoni as Deputy, Coast Guard Force Readiness Command. In this capacity, Dr. Brignoni will prepare the Coast Guard Workforce through the achievement, maintenance, and measurement of the Human Performance Cycle (HPC) as well as guide development and management of Coast Guard Formal Tactics, Techniques, and Procedures (TTP).
- Dr. Brignoni has over 15 years of experience in the field of training, performance improvement and change management. She currently serves as Executive Director, Naval Warfare Development Command. Prior to this assignment, Dr. Brignoni served as the Facility Support Contract and Services Manager at the Naval Facilities Engineering Command, and the Executive Director and Deputy Director of Training and Learning Standards Officer at The Center for Naval Intelligence. Dr. Brignoni was previously an Assistant Professor of Foreign Language

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Communication at Old Dominion University. She received her Bachelor of Arts degree from Purdue University, Master of Science in Teacher Education from Indiana University, and Doctoral Degree in Language Education, Curriculum and Instruction from Indiana University.

3. Dr. Brignoni will assume the duties of Deputy, Force Readiness Command on 6 November 2011. Please join me in welcoming the newest member of our senior executive team.

### I. GREAT AMERICAN SMOKEOUT (GAS)

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

1. The purpose of the GAS is to set aside a day to help people quit using tobacco and nicotine products for at least 24 hours with the hope that they will quit permanently. For those members who use tobacco / nicotine, quitting this highly addictive product is imperative to improving overall health. This year the GAS will take place on 17 Nov.
2. The Health, Safety and Work-Life (HSWL) Directorate encourages all current nicotine users to quit. The following are suggested support options to increase success in quitting.
  - a. Contact your primary care manager for suggestions on how to quit and information on tobacco cessation resources, including possible medications.
  - B. Call the stop tobacco use hot line at 1-800-227-2345. There are counselors waiting in all 50 states to give counseling on ways to help you succeed.
  - c. For an online chat with tobacco cessation counselors and to obtain suggestions to help you quit tobacco use, visit [www.ucanquit2.org](http://www.ucanquit2.org).
  - d. Get 24/7 encouragement, advice and tips via a phone text to help stop smoking at <http://smokefree.gov/smokefreetxt/>.
  - e. For additional information on these and other resources, including a very inspirational message from MCPOCG Leavitt, visit the COMDT (CG-1111) tobacco cessation web site at: [http://www.uscg.mil/worklife/tobacco\\_cessation.asp](http://www.uscg.mil/worklife/tobacco_cessation.asp), or call your HSWL Field Office Health Promotion Manager (HPM) 1-800-872-4957.
3. Breaking the nicotine habit is challenging and individuals often require numerous quit attempts before achieving life long freedom from tobacco. I applaud those who make this attempt and urge commands to support their efforts. Your success will be rewarded by a healthier life for you and those around you.

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### J. 236TH BIRTHDAY OF THE UNITED STATES MARINE CORPS

ADM Bob Papp, Commandant, United States Coast Guard

1. To all Marines and your families, Happy Birthday.
2. You are most ready when our nation has needed it. Since your founding in 1775, you have courageously defended the American people, our national interests, and our allies around the globe. From New Providence Island in 1776 to Belleau Wood, Peleliu, Inchon, Hue and countless other battles, Marines have selflessly sacrificed to protect the freedom we cherish. Today, you are deployed throughout the world, taking the fight to our enemies and serving as a beacon of hope for millions of people seeking a better future.
3. The Marine Corps also has a proud history of providing humanitarian aid to those in need. After the devastating earthquake and subsequent tsunami in Japan, it was the Third Marine Expeditionary Force which unhesitatingly answered the call and for 45 days delivered vital relief supplies, saving countless lives.
4. As the two smaller sea services, we enjoy a special bond. We look forward to revising our joint commitment with the Navy set forth in the Cooperative Strategy for 21st Century Seapower: To Deter, Defend and Defeat Those That Threaten The Freedom of Navigation in The Global Commons.
5. We are honored to serve alongside you. *SEMPER FIDELIS*.

### K. AIR FORCE GENERAL: GPS, LIGHTSQUARED 'CAN'T COEXIST'

Philip Ewing, DoDBuzz.com

The boss of Air Force Space Command, Gen. William Shelton, does not want to get any more mixed up in the political imbroglio between the FCC, Republicans, Democrats and the broadband startup LightSquared. His job, he told reporters Tuesday, is to protect the Global Positioning System, and to that end, he reaffirmed at the Air Force Association's trade show that GPS and LightSquared's proposed network "cannot coexist." Simple as that.

He said as much during a question and answer session after a speech to the convention and then again to reporters in a press briefing afterwards. In fact, Shelton even picked up a pen and drew a diagram to illustrate how LightSquared's network effectively jams the signal that military GPS receivers need to get their precise timing and location data. Shelton pointed to his diagram and said that even under LightSquared's alternate proposal for its network, which would move its signal farther away from GPS, it would still squelch the harmonic frequencies that precise receivers use.



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As for the “filters” LightSquared wants to develop to protect GPS receivers, Shelton repeated that it could cost billions of dollars and take a decade to install them on all of the military’s GPS units — if they work. That’s not gonna happen. The only answer, he concluded, is “spectrum reassignment” — the FCC would have to move LightSquared up or down the spectrum. The problem there, of course, is that other users are already occupying those parts of the band, but that’s the FCC’s problem, not the military’s.

So did the White House pressure him to change the testimony he planned to give about this to the House Armed Services Committee? “Any time, in the past and in the future, that I’m called to testify I’ll do my best to present the facts as I know them,” Shelton said. “The real issue here, certainly, from my perspective, is protecting the GPS service.

### L. BROADBAND FIRM RETURNS FIRE IN GPS BATTLE

Philip Ewing Monday, DoDBuzz.com

Virginia broadband startup LightSquared fired right back after the House Armed Services Committee hearing at which government officials said its network would jam military GPS. The narrative that LightSquared is a deep-pocketed political octopus that wants to imperil military readiness just isn’t true.

In a statement, CEO Sanjiv Ahuja said “Regulators from both parties understand LightSquared’s approach will create more competition in the marketplace, put downward pressure on the prices paid by consumers, create good paying jobs in the tech sector, and give Americans access to the most modern cellular technology.

“LightSquared’s plan has drawn bipartisan support because it’s right for the country. Any suggestion that LightSquared has run roughshod over the regulatory process is contradicted by the reality of eight long years spent gaining approvals. Just this week, there has been another request from the government for an additional round of testing of LightSquared’s network.

“We understand that some in the telecom sector fear the challenges for their business model that LightSquared presents. We understand the opposition of some in the GPS industry; many of their devices “squat” on someone else’s spectrum and while technological fixes are readily available, some companies are loath to make the necessary engineering changes and would instead prefer to get access to someone else’s spectrum for free.”

So what’s next? The message that subcommittee members tried to get home last week was that the feds and LightSquared can work all this out, that there’s a way to get some kind of compromise here. But Air Force Space Command boss Gen. William Shelton didn’t sound so confident; he said as far as he knew, there were no “mitigation measures” for protecting military GPS from LightSquared’s interference. So



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the basic dispute here — how to square this company’s proposals with what the military says is an essential capability — is unresolved.

### **M. THE STORM CLOUDS OVER GPS**

Philip Ewing, DoDBuzz.com

The Air Force’s top space boss confirmed Thursday that a proposed new national broadband network causes “severe interference” to the military’s ability to use the Global Positioning System.

DoD and federal witnesses told a House panel on Thursday that they won’t let the new network begin operation until they’re confident it won’t interfere with the military’s GPS.

Here’s the back-story: Virginia broadband startup LightSquared wants to build a new national network with both terrestrial transmitters and links to satellites in orbit. But the network operates so close to the spectrum used by GPS that it hampers military receivers’ ability to get the precise timing and tracking data they rely on. The Federal Communications Commission gave LightSquared preliminary permission to begin testing its network, and DoD tried it out earlier this year down at White Sands Missile Range and Holloman AFB, N.M. The results, Shelton and others said, were clear: LightSquared’s signals effectively jammed the military’s GPS receivers with their much stronger signals.

GPS, Shelton told lawmakers, was supposed to occupy a “quiet neighborhood” in the electromagnetic spectrum. “But if you put a rock band in the middle of that quiet neighborhood, that’s quite a different circumstance,” he said.

No one disputes the results of this year’s tests, including LightSquared, the House witnesses said Thursday. The company has submitted an alternative proposal that would enable it to use frequencies a little farther away from GPS, and to develop “filters” to protect GPS receivers. That’s where the process stands now; DoD and federal authorities say they haven’t had time to study the new proposal to determine what to make of it, but there’s some worry that the nature of LightSquared also would interfere with GPS no matter what changes it makes.

Shelton told House Armed Services Committee’s Strategic Forces subcommittee members unequivocally that LightSquared’s network jammed the military GPS receivers “and to our knowledge, there are no mitigation measures.”

Shelton said “It could cost billions of dollars and a decade or longer to develop the “filters” needed to safeguard military GPS receivers from interference from LightSquared — assuming its alternative plan actually works as advertised.” That’s a non-starter in Austerity America. What comes next? Maybe another House hearing, and possibly more from the Armed Services Committee when DoD and the feds



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finish their next round of testing on LightSquared's alternate proposal. With all the politics and money tied up in this thing, it's going to come up again.

### **N. RADIO DAYS ARE BACK: HAM RADIO LICENSES AT AN ALL-TIME HIGH**

Michelle Macaluso, FoxNews.com

The newest trend in American communication isn't another smart phone from Apple or Google but one of the elder statesmen of communication: Ham radio licenses are at an all time high, with over 700,000 licenses in the United States, according to the Federal Communications Commission.

Ham radio first took the nation by storm nearly a hundred years ago. Last month the FCC logged 700,314 licenses, with nearly 40,000 new ones in the last five years. Compare that with 2005 when only 662,600 people hammed it up and you'll see why the American Radio Relay League -- the authority on all things ham -- is calling it a "golden age." "Over the last five years we've had 20-25,000 new hams a year," Allen Pitts, a spokesman for the group, told FoxNews.com.

The unusual slang term -- a "ham" is more properly known as an amateur radio operator -- described a poor operator when the first wireless operators started out in the early 1900s. At that time, government and coastal ships would have to compete with amateurs for signal time, because stations all battled for the same radio wavelength. Frustrated commercial operators called the amateurs "hams" and complained that they jammed up the signal. People like John Pritchett have used the slang term ever since.

"It takes an inquisitive mind that wants the challenge to speak with the rest of the world," Pritchett told FoxNews.com. "I meet a lot of people as a result amateur radio. It's a fascinating experience to meet somebody who you've talked to for years -- when you finally meet them and go, wow, that's you." Pritchett has been a ham for over 35 years. He sits in his ham shack slowly turning the dial on his amateur radio and listening attentively for a voice through the high radio frequency. But he's not looking for aliens: Pritchett is dialing in to make contact with someone around the world.

"W6JWK, This is John in Fresno, California," he says.

Pritchett can communicate with people around the globe or even astronauts in space by talking through his microphone or using Morse code. With more people joining the hobby, local ham radio businesses are growing as well. Amateur Electronics Supply in Las Vegas sells everything to do with ham radios, from transceivers, amplifiers and antennas to handhelds. "We have clientele from all walks of life," manager Luke Rohn told FoxNews.com. "We have church groups who are interested in ham radio for a viable source of communication in times of natural disaster. We have young kids that find ham radio interesting. Maybe they've heard about it through their father and grandfather and it's a lot of fun for them."

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According to the American Radio Relay League, retirees and emergency groups are among the main reasons for the nearly 30,000 new hams that pick up the hobby each year.

Ham is a boon for safety as well as a fun pastime: When normal communications methods fail and cellphone towers are jammed, ham radios will still work and can help out in disaster situations, because they don't require towers to relay the signal. "Amateur radio came into play very much during the major earthquake in the Bay Area in 1989. The only thing I had was a little handheld radio. Nothing else worked, telephones didn't work, cellphones didn't work, amateur radio just kept right on working," Pritchett said.

Ham radio is inexpensive fun, as well: All you need is a couple hundred bucks to get started and a FCC license -- which is free, but requires a \$10 to \$12 fee to cover expenses.

### **O. COAST GUARD'S LARGEST ICEBREAKER COMMENCES THIRD SCIENCE MISSION**

Boating Magazine

The Coast Guard Cutter *Healy* has embarked on its third science mission of the 2011 season. On this mission the science team will deploy several types of hydrographic moorings and recover hydrographic moorings deployed on earlier missions. During the second mission, *Healy* and the Canadian coast guard ship *Louis S. St. Laurent* crews used seismic and bathymetric techniques to survey more than 4,600 miles of Arctic seafloor including the Nautilus Basin, Alpha-Mendeleev Ridge and the Extended Continental Shelf. The final mission will be a biology-based mission studying the behavior of copepods in the winter months.

The *Healy* crew is scheduled to spend a total of seven months underway in the Beaufort Sea and the Arctic Ocean to complete these four science operations during the crew's Arctic West Summer/Winter 2011 deployment.

The Seattle-based *Healy* is a 420-foot polar icebreaker with 80 crewmembers and is the nation's largest icebreaker. It was commissioned in 2000. The crew's primary mission is scientific support in addition to enforcing U.S. laws and treaties in the Polar Regions, search and rescue, ship escorts and environmental protection.

### **P. AVOIDING POST-STORM HAZARDS - WHAT TO WATCH OUT FOR AFTER THE STORM.**

Kevin Falvey, Boating Magazine



## DEPARTMENT OF HOMELAND SECURITY

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

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- **Avoiding Post-Storm Hazards - What to watch out for after the storm.**  
Big water is my term for those conditions that top docks, close roads and flood homes. It results from storm surge, flood-swollen rivers and wind-driven seiches. Big water presents obstacles to boaters long after the storm has passed. Here are three post-storm hazards to watch out for, plus tips for dealing with them.
- **Flotsam**  
Big water sets afloat all sorts of things, from propane tanks and refrigerators to fallen trees and the neighbor kid's yard toys. Such flotsam — debris that inadvertently ends up in the water; jetsam is stuff thrown overboard on purpose — can drift around for weeks. Strike flotsam and damage can range from a dinged prop to a holed hull.

Prudent skippers always look out for obstacles, but it's imperative to be vigilant following a storm. Often awash — barely afloat and hard to see — debris can sneak up on you. Look for isolated ripples, slicks or shiny spots on the water. I once spotted a drifting wooden walkway only because a gull was standing on it. Had the bird been sitting, it would have looked like it was swimming and nothing would have appeared amiss.

- **Pulled Sinkers**  
The same rising water that causes docked boats to get pulled under by their lines can also cause navigation aids to move off-station, or go missing altogether. The former is worse when in familiar waters, and the latter more serious when cruising new ground. Either way, know that extraordinarily high water can pull a buoy's anchor, known as its "sinker" in Coast Guard parlance, and set it wandering off its position.

Electronics help. Markers are charted. But what do you do when the plotter says you should steer to a point and your own eyes tell you to steer toward another marked by an off-station buoy? Read the water, look at the soundings on the chart, and hail other boaters on the VHF for advice. It's also a good idea to subscribe to the Local Notice to Mariners, the Coast Guard's weekly update of, among other things, missing and off-station aids to navigation ([navcen.uscg.gov](http://navcen.uscg.gov)).

- **A Movable Feast**  
Big water, big current and big wind cause channels to shift. Where once was navigable depth there's now but a glimmer. Compounding this, and by some sadistic twist of Murphy's Law, NAVAIDS will often stay firmly in place when channels and cuts move or fill in the wake of a storm. Trust your plotter and you'll run aground.

To avoid grounding, read the water. And remember that awareness is your number one tool in overcoming the challenges of post-storm navigation.