

SCOMM

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COMMANDER
SEVENTEENTH COAST GUARD DISTRICT
JUNEAU, ALASKA 99802-1217

24 March 2000

Dear Ms. Murkowski,

I am pleased to forward to you, a summary of the conclusions of the Interagency Task Force on the U. S. Coast Guard Roles and Missions.

The Task Force commissioned by President Clinton concluded that the nation has an enduring need for a Coast Guard, and reinforced the value of a multi-mission Coast Guard that offers this and future administrations a highly motivated, cost effective service with the demonstrated competence to meet changing national priorities.

I appreciate your unwavering support of the Coast Guard and most especially, the dedicated men and women serving Alaska.

Sincerely,

A handwritten signature in black ink, reading "T. J. Barrett".

T. J. BARRETT

Rear Admiral, U. S. Coast Guard

Enclosure

Representative Lisa Murkowski
Member, Joint Armed Services Committee
Alaska House of Representatives
State Capitol
Juneau, AK 99801-1182

*Thanks for all you
do for servicemembers
& their families.*

The U.S. Coast Guard of the 21st Century



INTERAGENCY TASK FORCE ON U. S. COAST GUARD ROLES AND MISSIONS

The Honorable Mortimer L. Downey
Chairman
Department of Transportation

Mr. Rand Beers
Department of State

The Honorable James E. Johnson
Department of the Treasury

Mr. Andrew R. Hoehn
Department of Defense

Mr. James E. Castello
Department of Justice

The Honorable D. James Baker
Department of Commerce

Mr. William H. Samuel
Department of Labor

The Honorable Timothy Fields Jr.
Environmental Protection Agency

Mr. Michael D. Deich
Office of Management and Budget

Mr. Richard A. Clarke
National Security Council

The Honorable Thurgood Marshall Jr.
The White House

Mr. Ronald E. Minsk
National Economic Council

Mr. Paul J. Weinstein
Domestic Policy Council

Mr. Thomas J. Umberg
Office of National Drug Control Policy

Ms. Ellen M. Athas
Council on Environmental Quality

Admiral James M. Loy
U. S. Coast Guard

Former Members:

The Honorable Kathryn Higgins

Mr. William Houley

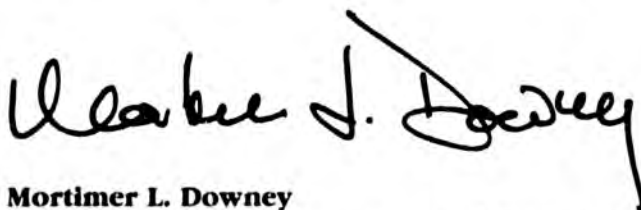
Ms. Sally Ericsson

I am pleased to introduce this summary of the conclusions of the Interagency Task Force on U.S. Coast Guard Roles and Missions. As Chairman of the Task Force, I joined with fifteen other senior members of the Clinton/Gore Administration to answer a fundamental question for the President; does the nation require a Coast Guard to operate in the Deepwater environment? Our emphatic and unanimous conclusion is that the nation has an enduring need for a Coast Guard, specifically for a Coast Guard in the Deepwater environment, that there is a near term requirement for re-capitalization, and that the Coast Guard's Deepwater Capabilities Replacement Project should continue to be pursued.

Our findings reinforced the value of a multi-missioned Coast Guard with regulatory, law enforcement, and humanitarian-focused emergency response authority, and military capability that offer this and future Administrations a highly motivated, cost-effective service with the demonstrated competence to meet changing national priorities.

The Report focuses on long-term maritime issues facing the nation and the challenging environment in which we expect the U.S. Coast Guard to operate in the year 2020. It identifies changes that will be needed to ensure U.S. maritime leadership and the safety, security and prosperity of the American people. This report also projects the range of vital roles and missions the Coast Guard will perform to support national policies and objectives that will endure into the 21st Century.

I'd like to acknowledge the dedication and effort of the members of the Task Force. Its membership represents a broad cross section of the government, speaking for the multitude of Departments and Agencies that rely on the Coast Guard for delivering their services to many areas of national interest.



Mortimer L. Downey

Deputy Secretary, U.S. Department of Transportation
Chair, Interagency Task Force on U.S. Coast Guard Roles and Missions

The U.S. Coast Guard of the 21st Century

The U.S. Coast Guard is at an important crossroads in 2000. Since its founding as the Revenue Cutter Service in 1790, the Coast Guard has continued to provide unique services and benefits to America through its distinctive blend of humanitarian, law-enforcement, diplomatic, and military capabilities. A military, multi-mission, maritime service within the Department of Transportation and one of the nation's five Armed Services, the Coast Guard must meet growing operational challenges.

The President in 1999 established the Interagency Task Force on the Roles and Missions of the United States Coast Guard. The goal of the Task Force was to "provide advice and recommendations regarding the appropriate roles and missions for the United States Coast Guard through the year 2020". Deputy Secretary of Transportation Mortimer L. Downey served as Task Force chair. Other members,



representing a broad cross-section of the government, were drawn from federal departments and agencies, many of which rely upon the Coast Guard to carry out their mandates and deliver important services to the nation.

Following a year of intensive research, hearings, and deliberations, the Task Force concluded that the Coast Guard provides the United States a broad spectrum of vital services that will be increasingly important in the decades ahead. Moreover, the Task Force recommended that the nation must take action soon to modernize and recapitalize Coast Guard forces, if the Service is to remain

"Like their sister services in the Department of Defense, the Coast Guard goes regularly into harm's way, both natural and man-made, and deserves the best equipment and systems available."

Mr. Edward V. Kelly
Vice President,
American Maritime Officers.
Letter dated 1 June 1999.

Safeguarding Critical Maritime Interests

The Interagency Task Force reaffirmed the national importance of the Coast Guard's legally mandated missions—and the Service's continuing responsibility for performing them. They are:

- Maritime search and rescue
- Recreational boating safety
- Marine safety
- International Ice Patrol operations
- Aids to navigation
- Ice-breaking in domestic waterways
- Bridge administration
- Vessel traffic management
- Marine environmental protection
- At-sea enforcement of living marine resource laws and treaty obligations
- At-sea drug interdiction
- National defense operations, including polar ice-breaking and port security

"Although the future cannot be predicted with a great deal of certainty history clearly demonstrates a recurring need for a flexible and nimble organization such as the Coast Guard. The Coast Guard possesses the capability to respond quickly to National priorities such as natural and man-made disasters and changing national security challenges."

The Honorable Federico Peña
Former Secretary of
Transportation.
Letter dated 7 June 1999.

Semper Paratus—"Always Ready"—as its creed states, to meet the compelling demands of the 21st century.

America's Maritime Challenges

The United States will face a dramatically transformed world situation in 2020. Compared to the Cold War, which defined U.S. security during the last half of the 20th century, the United States is no longer confronted with a single, super-power adversary. Rather, the nation today faces numerous threats, many of which come from the sea, a situation likely to worsen during the next two decades.

The oceans and U.S. waterways, in addition to carrying commercial trade vital for America's economic health, are conduits for transnational threats such as pollution, over-fishing, illegal migration, drug smuggling, international terrorism, and proliferation of weapons of mass destruction. Moreover, America's burgeoning economic links with the rest of the world will lead

to further increases in the volume and value of maritime trade, and continuing challenges for U.S. maritime safety and security.

In the last decade of the 20th century, the Coast Guard saw its roles and missions become more pressing, more complex, and more dangerous. Stemming the flow of illicit narcotics and illegal migrants has become a national priority, and the Coast Guard is at the front-line of defending homeland security against these threats from the sea. The *National Security Strategy's* imperative of proactive engagement with the forces of other countries to advance stability and democracy has led to increased Coast Guard involvement overseas—usually alone but increasingly alongside U.S. Navy assets. Public demands for clean waters and the *Exxon Valdez* oil spill generated new environmental legislation and regulations, which the Coast Guard must enforce and implement. Rapid growth in maritime traffic has put a premium on the Coast Guard's inspection, oversight, and safety



programs, as well as the Service's vessel traffic management and aids to navigation activities.

If history repeats itself, new maritime tasks only dimly perceived in 2000 will almost certainly be thrust upon the Coast Guard during the next two decades. The Service's traditional roles and missions will be taxed by the growing complexity of the nation's maritime safety and security needs. Illegal migrants and drug smugglers will continue to search for undefended maritime routes to the United States. Smaller-scale contingencies will pose asymmetric threats to America's homeland



security from terrorists and other non-state actors. The growing criticality of fish protein—annual demand projected to be more than 110 million tons by 2020—for burgeoning world populations—some two billion more people at the end of the next two decades—will tax protection and enforcement regimes. The growth in oil tanker traffic to satisfy as much as 66 percent of domestic consumption, with total maritime trade doubling, maybe even tripling, by 2020, will bring a greater need for maritime safety and aids to navigation. Competition for increasingly crowded and congested ocean and harbor space—plied by 80-knot ferries, cruise ships carrying 5,000 passengers if not more, 65 percent more recreational boaters than today, long-distance fishing fleets—all will demand more effective services from the Coast Guard during the next two decades.

Faced with this future, the Coast Guard must design, engineer, and acquire forces that possess an intrinsic flexibility and adaptability. Moreover, the Coast Guard must continue to meet growing demands for increased performance effectiveness.

The critical challenge arises from the fact that the Service confronts today's and tomorrow's requirements with an aging capital infrastructure, especially in the "Deepwater" operating area. For instance, the Coast Guard's Deepwater assets—medium- and high-endurance cutters, long-range aircraft, and their supporting command, control and communications systems—were originally acquired during a period stretching from the early 1960s to the mid-1980s. The average age of the Coast Guard's Deepwater cutters in 2000 is 27 years, making this force older than 38 of the world's 42 major naval fleets; a few cutters even date from World War II. Although some have already received mid-life upgrades, during the next 10 years these assets will reach the ends of their projected service lives while operating in a rigorous, highly corrosive and often hazardous environment.

The block obsolescence of much of the Coast Guard's most important assets presents both a threat and an opportunity. It is a threat in that the Service could soon be overwhelmed by a mismatch between its roles, missions, and tasks and the quantity and quality of the assets to carry them out. It is a Coast Guard opportunity in that the Service can take advantage of leading-edge technologies and systems, and the innovative operational techniques they enable, to do its jobs more effectively. The Coast Guard for several years has been addressing these trends and developments, and has put in place plans and programs to ensure that compelling needs can be met.



"The continued improvement of Coast Guard counter-drug capabilities, particularly those that support agile deepwater operations, is critical to the future success of U.S. interdiction policy."

The Honorable Barry R. McCaffrey
Director, Office of
National Drug Control Policy.
Letter dated 12 October 1999.

Overarching Conclusions

In light of these trends and dynamics, the Task Force agreed on six overarching conclusions that underscore the importance of the Coast Guard, its roles and missions, and the support it requires to continue to meet the nation's needs through 2020.

1. The Coast Guard's roles and missions support national policies and objectives that will endure into the 21st century.

America's future is already being shaped by globally linked economies, revolutions in maritime transportation and information systems, emerging threats to the marine environment, and expanding concepts of national security. Thus, the federal government has a legitimate and abiding interest in maintaining the Coast Guard's

active presence and effective influence in the nation's inland and coastal waters and on the high seas. Moreover, current trends indicate a growing demand for these and other services in the future.

The Coast Guard is the right agency to continue to safeguard America's multifaceted maritime safety and security. Its fundamental roles are to save lives and property at sea; to provide a safe, efficient marine transportation system; to protect the marine environment; to enforce laws and treaties in the maritime region; and to defend national security interests and maritime borders. Its unique characteristics as a maritime agency with regulatory authority, law-enforcement authority, and military capabilities provide the United States a highly motivated, well-trained, cost-effective service with a demonstrated competence to meet critical national priorities.

***"The United States
Coast Guard is the
indisputable leading
humanitarian agency
of the world."***

Mr. William A. O'Neil
Secretary-General, International
Maritime Organization.
Letter dated 10 June 1999.



2. The U.S. will continue to need a flexible, adaptable, multi-mission, military Coast Guard to meet national maritime interests and requirements well into the next century.

While the national policies from which Coast Guard missions originate can be thought of in discrete terms, Coast Guard people and capital assets by which those policies are implemented are a unified whole. This is the essence of the term "multi-mission"—a singular, integrated, synergistic system of boats, cutters, aircraft, and Command, Control, Communications, Computers, Intelligence, Surveillance, and Reconnaissance (C4ISR) systems that has capabilities and usefulness across a broad spectrum of civil and military missions and policies.

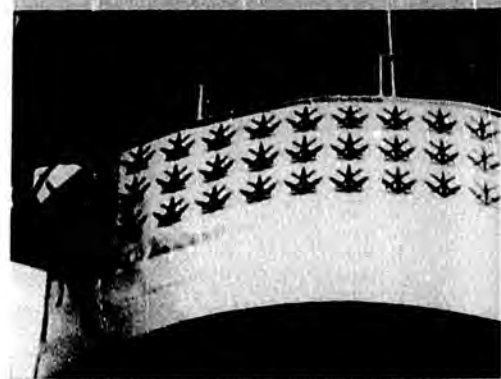
This multi-mission capability makes the Coast Guard one of the most efficient agencies in government—multiple outcomes from a single force give the American taxpayer maximum "bang for the buck." Additionally, as one of the nation's five Armed Services, the Coast Guard is a complementary and non-redundant military force-in-being that is available to the President and the regional commanders-in-chief as a specialized instrument of the nation's security. Overall national policy must preserve the Coast Guard's adaptability, mission flexibility, and efficiency—the factors that make today's Coast Guard a unique instrument of national policy.

3. In order to hedge against tomorrow's uncertainties, the Coast Guard should be rebuilt so as to make it adaptable to future realities.



The Coast Guard of the future must have the adaptability and flexibility to respond to a wide range of maritime challenges—a fact that must be reflected in today's planning for tomorrow's systems, forces, and operations. Among the numerous maritime threats and challenges the United States will face in the future, several pose significant demands on the Coast Guard:

- **Illegal migration and contraband smuggling**
- **Resource protection threats involving both living and inorganic marine resources**
- **Asymmetric and non-military threats that include weapons of mass destruction and terrorist activities**
- **Continued U.S. support of United Nations-sponsored sanctions and security operations**
- **Security, defense, and resource protection implications of the U.N. Convention on the Law of the Sea**



"It is a fact that there is only one internationally recognized maritime force able to hinder the activities of narcotics traffickers in the Caribbean, the U.S. Coast Guard."

Ms. Linda Watt
Charge d'Affairs,
Embassy of the United States of
America, Santo Domingo,
Dominican Republic.
Letter dated 28 June 1999



***"Today's Coast Guard
is one of the hardest
working and best
managed agencies
of the federal
government."***

Mr. Jack Kennedy
National President, Navy League
of the United States.
Letter dated 27 May 1999.

Many of tomorrow's challenges are not in focus today. National policy for the Coast Guard and today's capitalization decisions that proceed from that policy must therefore enable tomorrow's Coast Guard to address these current as well as unknown future realities.

4. In keeping with its well-deserved reputation as one of federal government's most effective and efficient organizations, the Coast Guard should continue to pursue new methods and technologies to enhance its ability to perform its vital missions.

The federal government is committed to providing the services expected by the American public in the most effective and efficient manner possible, and the Coast Guard is widely recognized as being one of government's most efficient organizations. The Coast Guard was cited for "best practices" in conducting regional strategic assessments, developing a comprehensive planning architecture, and providing top-level support for performance measurement. Nevertheless, there may be ways for the Coast Guard to improve its efficiency. For example, the Service should improve its ability to obtain and use national intelligence information and to operate with other civilian agencies and military services more easily. It should also examine issues such as out-sourcing activities that are inherently non-governmental, optimal cutter crewing, and innovations from technological breakthroughs.

The Task Force recognized that the Coast Guard is or will be reviewing its internal

procedures and systems in the near future. Review of intelligence-related issues is a necessary input to planning the Deepwater acquisition project's C4ISR requirements. And, the other issues will be addressed as part of the Coast Guard's focused efforts to update its doctrine, management structure, and processes, both internally and with other agencies. By continuing to evaluate and incorporate new methodologies and practices, the Coast Guard can continue to provide excellent service to the American people at the right cost.

5. The recapitalization of the Coast Guard's Deepwater capability is a near-term national priority.

The modernization of the Coast Guard's Deepwater assets is the key means for assuring essential and sustained Coast Guard performance. The Coast Guard's Deepwater cutters, aircraft, and C4ISR assets are nearing the ends of their economic service lives. Therefore, planning for modernizing and replacing these capabilities must continue apace.

6. The Deepwater acquisition project is a sound approach to that end and the Interagency Task Force strongly endorses its process and timeline.

The principles underlying the Coast Guard's approach to modernizing and recapitalizing its Deepwater assets—employing a performance- and capabilities-oriented requirements approach—is sound. As a result of its innovative approach, the Coast Guard's



***"The Deepwater
project is the smartest,
most innovative, and
most cost-effective
means for the Coast
Guard to acquire its
next generation of
Deepwater assets."***

Ms. Cynthia L. Brown
President, American
Shipbuilding Association.
Letter dated 25 May 1999



***"There is no question
that we have a
continuing need for
a Coast Guard to
manage America's
waterways, in both
peace and war."***

The Honorable Richard Danzig
Secretary of the Navy
Letter dated 12 October 1999



Integrated Deepwater Systems Capability Replacement Project has been designated a "Reinvention Lab" under the National Partnership for Reinventing Government. As such, it is empowered to test new ways of doing the government's business and share the lessons learned with other government agencies.

The Coast Guard's Deepwater acquisition strategy and method are worthy of both investment and strong multi-agency support to ensure its success in the coming decades. The Service has asked industry for conceptual approaches to maximize system effectiveness and minimize system cost by building new assets, refurbishing existing platforms, or transferring other agencies' excess assets. The Coast Guard's Deepwater acquisition project should move forward expeditiously and without interruption.

The Course Ahead

The United States needs its Coast Guard. If the Coast Guard did not exist, it would

be in the best interest of the country to invent it, quickly.

America will need efficient and reliable waterways. It will need a guardian of safety on the water. The country will need a protector of marine resources on the high seas, at the maritime borders, along the coasts, and in the inland waterways. It will need a front line of defense and homeland security against a host of threats and illicit activities that will come from the sea. And, the nation will need a specialized naval force capable of operating alongside other U. S. Armed Services to support the nation's security strategies and policies at home and abroad. In short, it will need a world-class Coast Guard.

The Task Force's conclusions and recommendations provide a road map into the future for America's maritime guardian. They point the way forward so that the Coast Guard will indeed remain *Semper Paratus* for the daunting challenges confronting America in the 21st century.



"A few armed vessels, judiciously stationed at the entrances of our ports, might at a small expense be made useful sentinels of our laws."

Alexander Hamilton
Federalist Paper Number 12
"The Utility of the Union in Respect to Revenue"
27 November 1787

President's Interagency Task Force
on United States Coast Guard
Roles and Missions
Washington, D.C.
January 2000

<http://www.uscg.mil/news/rolesandmissions.html>

Casey

Seventeenth Coast Guard District
Serving Alaskans

Rear Admiral Thomas J. Barrett
Commander, Seventeenth Coast Guard
Commander Naval Forces Alaska
Commander Maritime Defense Command 17



Activity in Alaska Today

- CGC Mellon
- CGC Storis
- CGC Achusnet
- CGC Jarvis
- Air Stations





Coast Guard Personnel
In Alaska

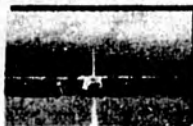
- 2,000 Active Duty
& Civilian
personnel
- Reserve and
Auxiliary





Coast Guard Budget In Alaska

- \$200 million annual infusion into Alaska economies in salaries and purchases





Coast Guard Units Medium Endurance Cutters (3)

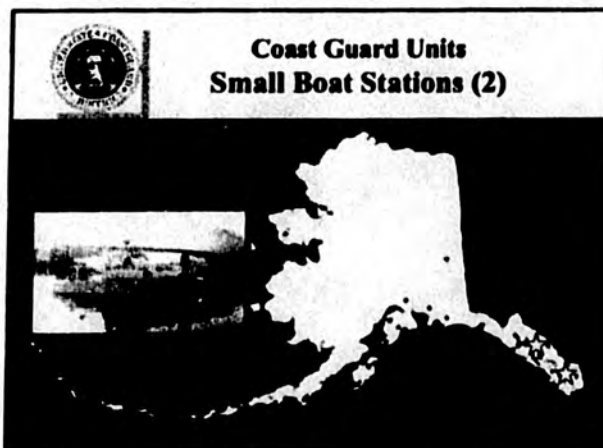


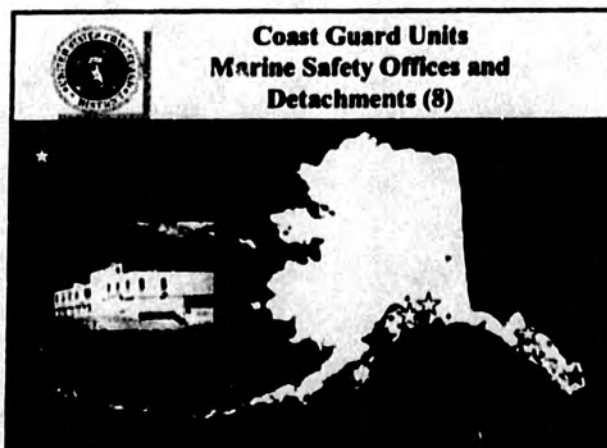


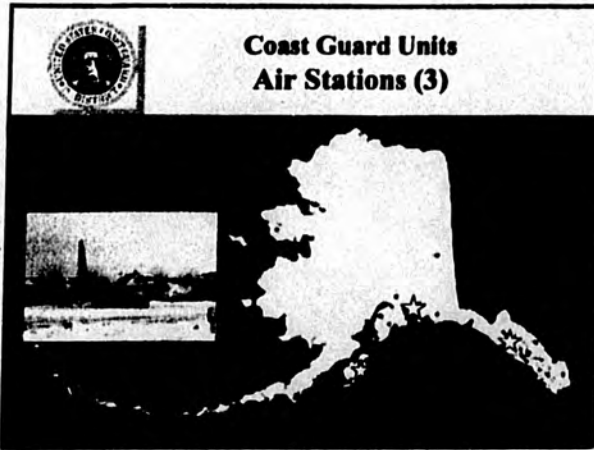
Coast Guard Units Buoytenders (7)

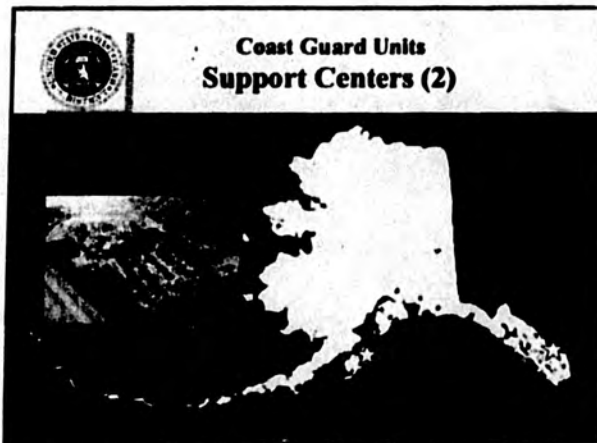


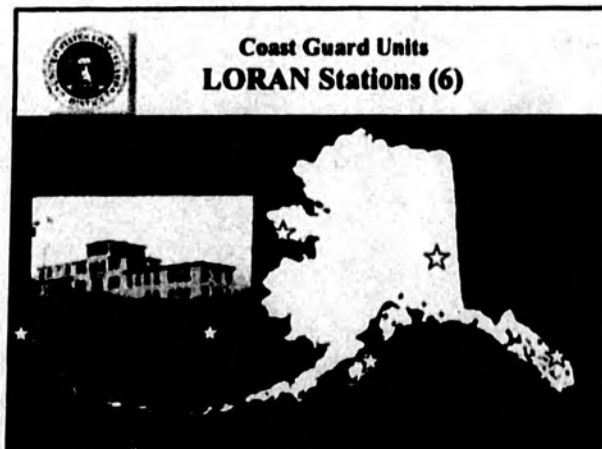














Alaska Maritime Activity



- Oil Tankers (Valdez & Cook Inlet)
- Chemical tankers
- Container Ships
- Cargo ships
- Fisheries
- Oil exploration/production
- Ferries
- Cruise Ships
- Small passenger vsls
- Non-commercial & recreational vessels
- Oil Barges (coastal ports and interior)



Commercial Maritime Activity FISHING

- Over 14,000 fishing vessels operate in Alaska waters and engage in variety of fisheries
 - Crab
 - Salmon
 - Halibut
 - Cod
 - Dive fishery, urchins
 - Herring
 - Shrimp





Commercial Maritime Activity PASSENGER VESSELS

- Cruise ships, small passenger vessels and ferries throughout the State





Commercial Maritime Activity TANKERS

- Major tankers calling on ports of Valdez, Nikiski and Drift River
- Exploration and oil and natural gas production on North Slope and Cook Inlet





Primary Coast Guard Missions in Alaska

- **Maritime Safety**





Maritime Safety Search and Rescue (SAR) 1999

- 920 cases
- 255 lives saved
- Harsh operating environment





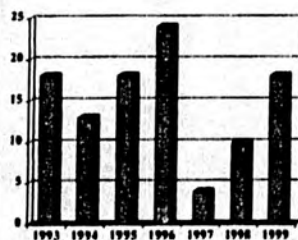
Maritime Safety Fisheries Search and Rescue (SAR)

- Long range helicopters forward deployed during crab fisheries
 - Cold Bay
 - Saint Paul Island
- Bering Sea cutter with helicopter





Maritime Safety Fishing Vessel Safety



- Prior to Fishing Vessel Safety Act Alaska fishing deaths averaged 40 /yr
- Although deaths down, room for improvement



Maritime Safety Fishing Vessel Safety

- Most dangerous occupation in U.S.
- Coast Guard safety program:
 - Dockside Exams
 - At Sea Boardings
 - "Ready for Sea"





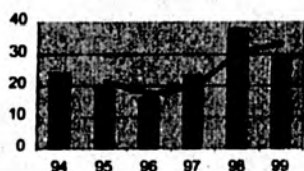
Maritime Safety Passenger Vessel Safety

- Over 2 million passengers annually
- Four "abandon ships" in '99
 - Alaska Small Passenger Vessel Task Force
 - 5 Star Safety Program for Charter Boats



Maritime Safety Boating Fatalities in Alaska

Alaska Non-Commercial Boating Fatalities





Maritime Safety Non-Commercial/Recreational Boating Safety

- Alaska fatality rate worst in nation
- 29 lives lost in '99
- Prevention through outreach and education
- Federal funds available for State program





Primary Coast Guard Missions in Alaska

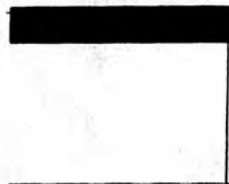
• Protection of Natural Resources





Protection of Natural Resources Fisheries Law Enforcement

- Largest allocation of CG resources
- High Seas Driftnet
- US/RS Maritime Boundary Line
- Dixon Entrance
- Domestic Fisheries

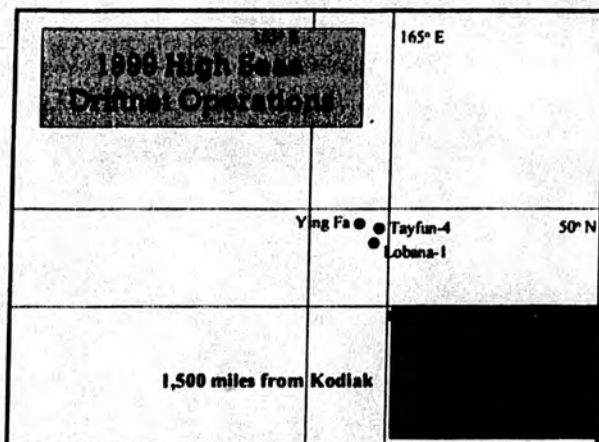




Protection of Natural Resources High Seas Driftnet

- UN Moratorium
- \$300 million of Alaska salmon grazing on high seas
- International effort (US, CA, JA, RS)
- 1999: Ten vessels sighted, three seized







Protection of Natural Resources
US/RS
Maritime Boundary

- Multi-national fleet targeting pollock
- Poor catch rates on RS side
- Aug '99: 120 vessels within 5 miles of U.S. EEZ
- Largest CG cutters and C-130 a/c patrol line




FFVs operating in RS EEZ near MBL





**Protection of Natural Resources
Domestic Fisheries
Law Enforcement**

- Over 200 time/area/species openers
- Largest IFQ fishery in the world
- At sea boardings check fisheries and safety laws
- Surveillance of Stellar Sea Lion rookeries





**Protection of Natural Resources
Cruise Ship Concerns**

- Safety of Alaska cruise ships carry 600,000 passengers each year
- Concerns over environmental impacts
 - Garbage, oil, sewage and chemicals
- CG ensures compliance with U.S. and international pollution laws through boardings and overflights





**Protection of Natural Resources
Oil Spill Prevention and Response**

- Major oil ports in Valdez and Cook Inlet





**Protection of Natural Resources
Oil Spill Prevention and Response**

Valdez

- Most closely regulated port in U.S.
- All tanker transits supervised by radar and GPS
- Frequent spill response exercises





**Protection of Natural Resources
Oil Spill Prevention and Response**

Cook Inlet

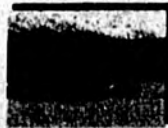
- Crude Oil and Natural gas terminals
- Ice Restrictions
- Frequent spill response exercises





**Primary Coast Guard
Missions in Alaska**

- Mobility of Waterways





Mobility of Waterways Marine Transportation System

- Alaskan waterways are the major "highway"
- 1300+ buoys & lights maintained and LORAN
- Buoy tender fleet modernization
 - CGC Anthony Petit arrived Ketchikan '99
 - New vessels for Kodiak, Homer, Cordova, Sitka





Primary Coast Guard Missions in Alaska

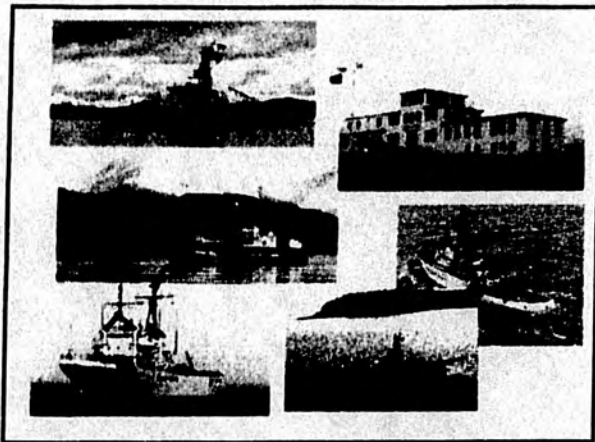
- **National Security**



National Security Exercise Northern Edge

- Feb - Mar 2000
- Held in Sitka Alaska
- Over 1000 exercise participants
- \$1.5 million Naval exercise
- About \$700 K into local economy





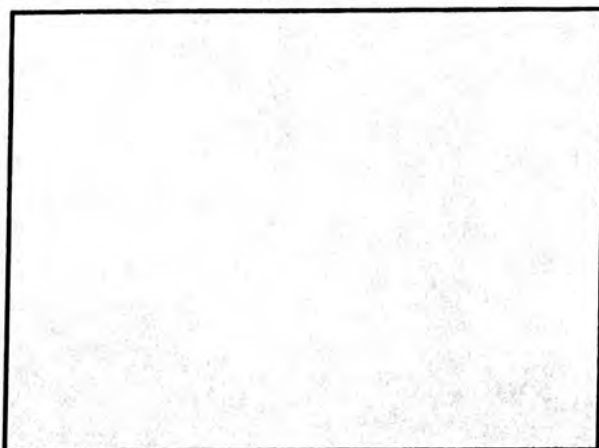


Coast Guard in Alaska
Operational Excellence

- **Saving Lives**
- **Protecting the Environment**
- **Ensuring the Mobility of Waterways**

For All Alaskans





Seventeenth Coast Guard District
Serving Alaskans

Rear Admiral Thomas J. Barrett
Commander, Seventeenth Coast Guard
Commander Naval Forces Alaska
Commander Maritime Defense Command 17



Activity in Alaska Today

- CGC Mellon
- CGC Storis
- CGC Achusnet
- CGC Jarvis
- Air Stations





Coast Guard Personnel
In Alaska

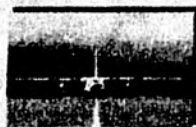
- 2,000 Active Duty
& Civilian
personnel
- Reserve and
Auxiliary





Coast Guard Budget In Alaska

- \$200 million annual infusion into Alaska economies in salaries and purchases





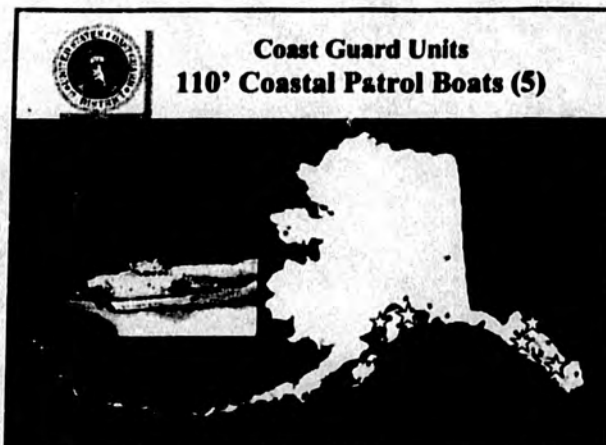
Coast Guard Units Medium Endurance Cutters (3)





Coast Guard Units Buoytenders (7)

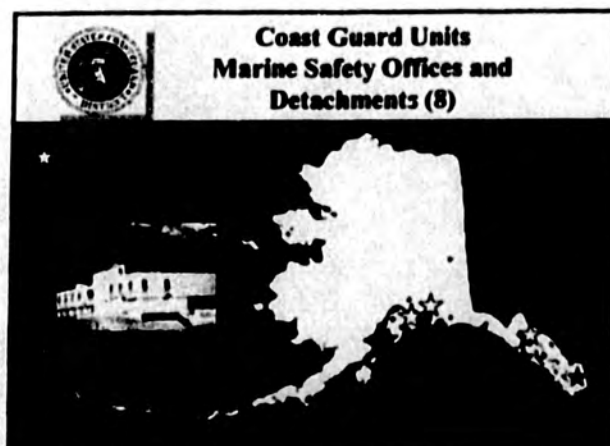




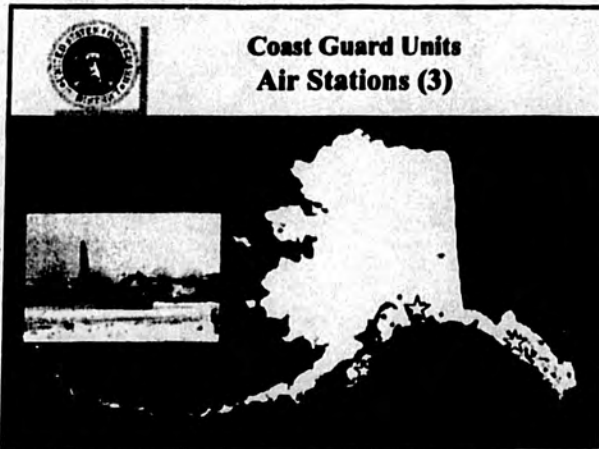
**Coast Guard Units
110' Coastal Patrol Boats (5)**

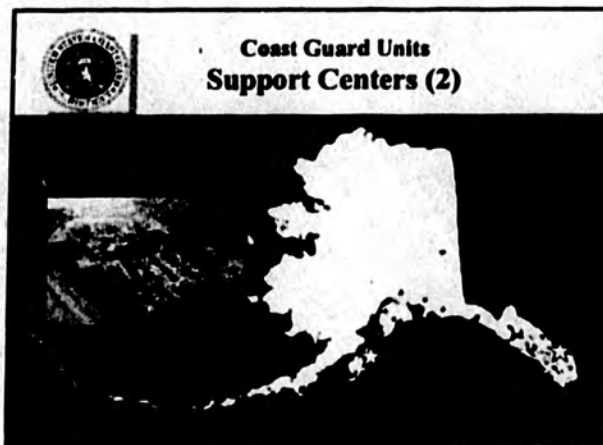


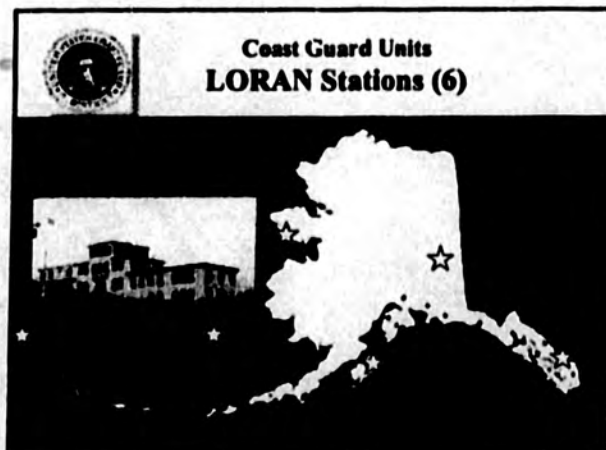
**Coast Guard Units
Small Boat Stations (2)**



**Coast Guard Units
Marine Safety Offices and
Detachments (8)**

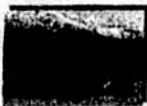








Alaska Maritime Activity



- Oil Tankers (Valdez & Cook Inlet)
- Chemical tankers
- Container Ships
- Cargo ships
- Fisheries
- Oil exploration/production
- Ferries
- Cruise Ships
- Small passenger vsls
- Non-commercial & recreational vessels
- Oil Barges (coastal ports and interior)



Commercial Maritime Activity FISHING

- Over 14,000 fishing vessels operate in Alaska waters and engage in variety of fisheries
 - Crab
 - Salmon
 - Halibut
 - Cod
 - Dive fishery, urchins
 - Herring
 - Shrimp





Commercial Maritime Activity PASSENGER VESSELS

- Cruise ships, small passenger vessels and ferries throughout the State





Commercial Maritime Activity TANKERS

- Major tankers calling on ports of Valdez, Nikiski and Drift River
- Exploration and oil and natural gas production on North Slope and Cook Inlet





Primary Coast Guard Missions in Alaska

- **Maritime Safety**





Maritime Safety Search and Rescue (SAR) 1999

- 920 cases
- 255 lives saved
- Harsh operating environment





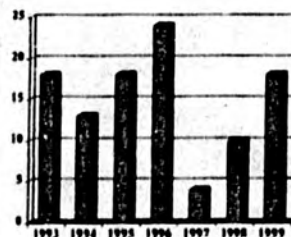
Maritime Safety Fisheries Search and Rescue (SAR)

- Long range helicopters forward deployed during crab fisheries
 - Cold Bay
 - Saint Paul Island
- Bering Sea cutter with helicopter





Maritime Safety Fishing Vessel Safety



- Prior to Fishing Vessel Safety Act Alaska fishing deaths averaged 40 /yr
- Although deaths down, room for improvement



Maritime Safety Fishing Vessel Safety

- Most dangerous occupation in U.S.
- Coast Guard safety program:
 - Dockside Exams
 - At Sea Boardings
 - "Ready for Sea"





Maritime Safety Passenger Vessel Safety

- Over 2 million passengers annually
- Four "abandon ships" in '99
 - Alaska Small Passenger Vessel Task Force
 - 5 Star Safety Program for Charter Boats



Maritime Safety Boating Fatalities in Alaska

Alaska Non-Commercial Boating Fatalities





Maritime Safety Non-Commercial/Recreational Boating Safety

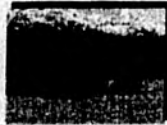
- Alaska fatality rate worst in nation
- 29 lives lost in '99
- Prevention through outreach and education
- Federal funds available for State program





Primary Coast Guard Missions in Alaska

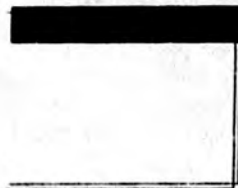
• Protection of Natural Resources





Protection of Natural Resources Fisheries Law Enforcement

- Largest allocation of CG resources
- High Seas Driftnet
- US/RS Maritime Boundary Line
- Dixon Entrance
- Domestic Fisheries

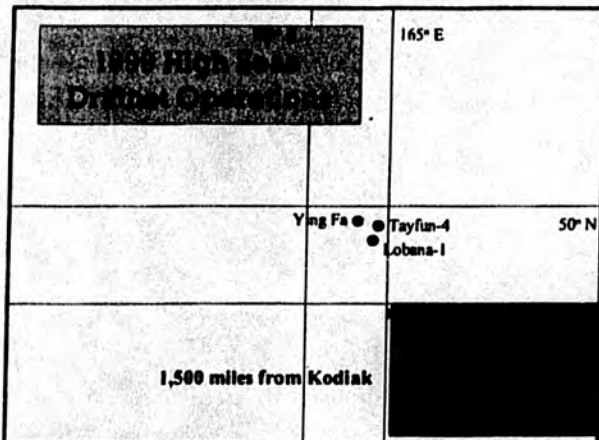




Protection of Natural Resources High Seas Driftnet

- UN Moratorium
- \$300 million of Alaska salmon grazing on high seas
- International effort (US, CA, JA, RS)
- 1999: Ten vessels sighted, three seized







Protection of Natural Resources
US/RS
Maritime Boundary

- Multi-national fleet targeting pollock
- Poor catch rates on RS side
- Aug '99: 120 vessels within 5 miles of U.S. EEZ
- Largest CG cutters and C-130 a/c patrol line




FFVs operating in RS EEZ near MBL



**Protection of Natural Resources
Domestic Fisheries
Law Enforcement**

- Over 200 time/area/species openers
- Largest IFQ fishery in the world
- At sea boardings check fisheries and safety laws
- Surveillance of Stellar Sea Lion rookeries





**Protection of Natural Resources
Cruise Ship Concerns**

- Safety of Alaska cruise ships carry 600,000 passengers each year
- Concerns over environmental impacts
 - Garbage, oil, sewage and chemicals
- CG ensures compliance with U.S. and international pollution laws through boardings and overflights





**Protection of Natural Resources
Oil Spill Prevention and Response**

- Major oil ports in Valdez and Cook Inlet





**Protection of Natural Resources
Oil Spill Prevention and Response**

Valdez

- Most closely regulated port in U.S.
- All tanker transits supervised by radar and GPS
- Frequent spill response exercises





**Protection of Natural Resources
Oil Spill Prevention and Response**

Cook Inlet

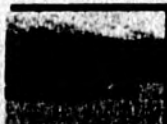
- Crude Oil and Natural gas terminals
- Ice Restrictions
- Frequent spill response exercises





**Primary Coast Guard
Missions in Alaska**

- Mobility of Waterways





Mobility of Waterways Marine Transportation System

- Alaskan waterways are the major "highway"
- 1300+ buoys & lights maintained and LORAN
- Buoy tender fleet modernization
 - CGC Anthony Petit arrived Ketchikan '99
 - New vessels for Kodiak, Homer, Cordova, Sitka





Primary Coast Guard Missions in Alaska

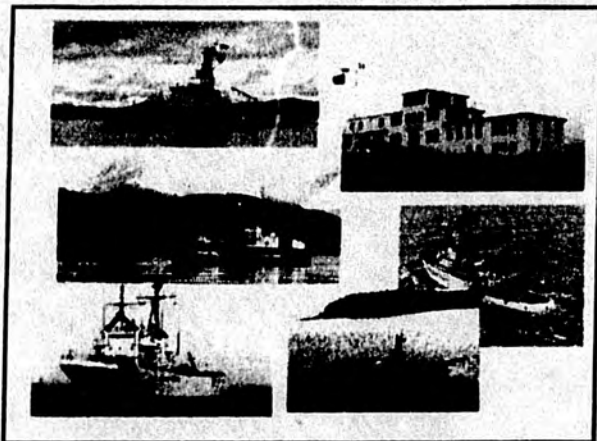
- **National Security**



National Security Exercise Northern Edge

- Feb - Mar 2000
- Held in Sitka Alaska
- Over 1000 exercise participants
- \$1.5 million Naval exercise
- About \$700 K into local economy





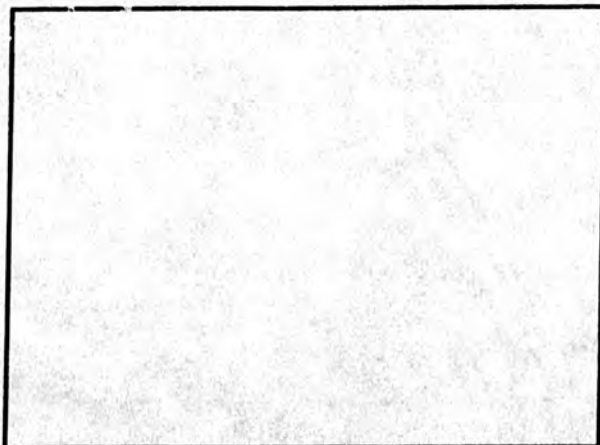


Coast Guard in Alaska
Operational Excellence

- Saving Lives
- Protecting the Environment
- Ensuring the Mobility of Waterways

For All Alaskans





House Special Committee on Military and Veterans' Affairs

Representative Lisa Murkowski, Chair

Committee Packet

January 20, 1999

5pm, Capitol 120

Overview of the Seventeenth US Coast Guard District

Rear Admiral Thomas J. Barrett, Commander



Welcome To The Seventeenth District Alaska



News Headlines

In the news.....DATELINE JUNEAU -- Coast Guard aircrew helps save boat.....Coast Guard transports Hoonah woman.....Coast Guard helps prevent vessel sinking.....DATELINE KODIAK-- U.S. fishing vessel held for preventable safety violations in Dutch Harbor Investigators reach Ivanof Bay, spill smaller than reported.....Liberian vessel detained due to ice guidelines in Cook Inlet.....

Click on one of the buttons below to read corresponding news releases

Coast Guard aircrew helps save boat

Coast Guard transports Hoonah woman

Coast Guard helps prevent vessel sinking

U.S. fishing vessel held for preventable safety violations in Dutch Harbor

Investigators reach Ivanof Bay, spill smaller than reported

Liberian vessel detained due to ice guidelines in Cook Inlet

[Click here for organization, unit pages, news, & more](#)

Welcome to the 17th Coast Guard District Home Page. Click here to view our [organization chart](#). Our goal is to make available information on Coast Guard missions and activities in and around Alaska...the "Last Frontier". You'll also find information on the many other activities of the U.S. Coast Guard nationwide.

More than 1,900 members of "Team Coast Guard" accomplish a wide variety of missions in the 17th District. In a state that spans a distance normally covered by four time zones - with a coastline larger than that of the Lower 48 - it is easy to see the importance of the Coast Guard in Alaska.

More than 1,800 active-duty members serve in Alaska. Helping with the missions are 400 Auxiliaries, 50 reservists and 140 civilian employees.

Because Alaska is a maritime state, search and rescue is an important mission. During fiscal year 1999, the Coast Guard here conducted 911 search and rescue cases and saved 255 lives.

Fisheries law enforcement is also an important mission in Alaska. During fiscal 1997, units working in Alaska waters conducted more than 1,570 fisheries boardings to enforce international treaty obligations and U.S. fisheries regulations.

There are 15 floating units based in Alaska: five 180-foot buoy tenders; five 110-foot patrol boats; three medium-endurance cutter; one 175-foot buoy tender and one 65-foot buoy tender. Two small-boat stations with three 41-foot utility boats round out the district's floating assets. Augmenting the district's law enforcement efforts are several medium and high-endurance cutters that routinely patrol Alaskan waters from the West Coast and Hawaii.

Six C-130 aircraft and 12 helicopters based at air stations Kodiak and Sitka provide additional platforms for law enforcement, marine environmental protection, search and rescue, and logistics support.

Alaska's waterways are its lifelines, making environmental protection and marine safety a major concern for our three Marine Safety Offices (MSO's). The MSO's and their five detachments, along with Vessel Traffic Service Valdez, meet these concerns.

Seven buoy tenders and an aids-to-navigation team maintain nearly 1,300 navigational aids. Three of the district's six Long Range Navigation (LORAN) stations are among the Coast Guard's last isolated units. These aids, like the men and women of the 17th District, stand by ready to serve the people of the "Last Frontier."

Disclaimer

Contact the [17th District Webmaster](#)

[\[USCG Home Page\]](#)

[U.S. Coast Guard \(Pacific Area\) Online](#)

*Natl Guard overview - Sen. Gates
State of Military - Alaskan Command - Sen. Cass*



Rear Admiral Thomas J. Barrett
Commander Seventeenth Coast Guard District



Rear Admiral Thomas J. Barrett assumed duties as Commander, Seventeenth Coast Guard District, Commander, Maritime Defense Command One Seven, and Commander, Naval Forces Alaska June 30, 1999. Rear Admiral Barrett returned to Alaska after serving as the Coast Guard's Director, Reserve and Training, Coast Guard Headquarters, Washington, D.C. In that capacity, he was responsible for Coast Guard training programs and the 8,000-member Coast Guard Reserve. He has 10 years of prior service in Alaska from previous assignments in Juneau and Kodiak.

Rear Admiral Barrett was commissioned in 1969 after graduation from the Coast Guard Officer Candidate School. His initial assignment was aboard the USCGC CHASE (WHEC-718) with deployment to Vietnam from 1969 to 1970. He was then assigned to the staff of the Thirteenth Coast Guard District, Seattle, Washington, before attending graduate school. He earned a law degree with honors from George Washington University in 1976. Subsequent assignments included duties at Coast Guard Headquarters in the Office of the Chief Counsel, Claims and Litigation Division, and the Office of Marine Safety, Security and Environmental Protection.



Rear Admiral Barrett began his first Alaskan assignment in 1981 when he reported to Juneau for duty as an attorney, and later, as the Seventeenth District Legal Officer. In 1985 he transferred to Kodiak as executive officer of the Coast Guard support center. After graduating from the United States Army War College, Carlisle, Pennsylvania, in 1989, he returned to Coast Guard Headquarters as Special Assistant to the Chief Counsel of the Coast Guard. In 1991 he returned to Alaska as commanding officer of the support center, home to nine tenant commands on Kodiak Island, and the Coast Guard's largest operational base, where he served until 1994. Subsequent assignments included deputy chief of the Office of Personnel and Training, and deputy commander of Coast Guard Maintenance and Logistics Command Atlantic in Norfolk, Virginia. He was promoted to flag rank in May 1997 and assigned as the director of Reserve and Training.

Rear Admiral Barrett's personal decorations include the Legion of Merit (3), the Meritorious Service Medal, the Coast Guard Commendation Medal (2), the Coast Guard Achievement Medal, the Vietnam Service Medal, and numerous other personal and unit decorations.

Rear Admiral Barrett is a native of Lynbrook, New York. His wife, Sheila, is a teacher. They have four children: Tom, Matt, Becky and Paul. Their oldest son, Tom, is a captain in the United States Army.



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To contact (email) one of the below listed member offices,
simply place mouse pointer over glowing button and click.

District Commande

Command Master Chief

Chaplain (dch)

Civil Rights Advisor-June

Chief of Staff (dc

Legal (dl)

Public Affairs (dpa)

Administration (da)

Planning & Resources

Operations (o

Marine Safety (r

Search & Rescue (os)

Aids to Navigation (oa)

Planning & Response (r)

Prevention & Compliance (tr)

Law Enforcement (ole)

Planning & Policy

Intelligence (ppi)

Plans & Analysis (pp)

Technology & Communication

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ANY NEED FOR NEW OR MORE BOATS IN AK?

ANY PLANS FOR NEW BOATS IN AK?

1900 PERSONNEL STATEWIDE – IS THAT A FAIRLY FLAT NUMBER?

PROBLEMS WITH RECRUITMENT? STATEWIDE OR NATIONWIDE?

STATUS / STATISTICS OF YOUR DRUG INTERDICTION HERE IN ALASKA?

IS THERE ANY COORDINATION WITH THE STATE'S DRUG REDUCTION PROGRAM?

LOTS OF ACTIVITY IN WESTERN ALASKA, 1570 FISHERY BOARDINGS – WHAT IS THE MAJOR PROBLEM THERE?

Coast guard housing issues