

The Eighth Air Force Historical Society, Oregon Chapter

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U.S. Coast Guard

Lt. JG Stephan Miros and Lt. JG Ryan Herry

Transcribed and Edited by Joan E. Hamilton

[Notes: Descriptions for clarification in brackets are not on the audio tape.]

Lt. JG Ryan Herry

. Good afternoon everybody, I'm Lt. JG Ryan Herry. I'm a 2002 graduate of the United States Merchant Marine Academy at Kings Point, New York. After the Academy, I came into the Coast Guard and I took my commission as an officer. I spent my first 2 years in the Coast Guard at Coast Guard Headquarters in Washington, DC in the Office of Investigations reviewing cases from marine casualties to any kind of pollution cases. After that, I came out here to Portland and right now I'm Senior Watch Officer in the Sector Command Center. I stand duty once every 3 days, 24 hour shifts. I'm happy to be here with all you gentlemen and ladies, today, it's a great honor to be presenting what the Coast Guard does and what the Coast Guard is today. Thank you.

Lt. JG Stephan Miros

Good afternoon everybody, I'm Steve Miros. I enlisted in the Coast Guard in 2003. As a non-rate I was stationed on a 270 foot cutter out of Portsmouth, Virginia. We spent most of our time in the southern Caribbean dealing with migrants and drug interdiction. After that, I went to Cleveland, Ohio where I worked at a district headquarters for the Great Lakes. I was stationed in the Legal Office. From there, I was accepted into Officer Candidate School, 17 weeks in New London, CT. for that. From there, I was stationed directly in Portland, Oregon as an Ensign. I served there was the law enforcement officer, boarding officer, and also in Ports State Control. What that is, we'll get into in a little bit. Currently, I'm in U.S. Vessels Inspection, inspecting U.S. Flag Vessels that operate in the area...

It is an honor to be here. Thank you all for your service. I hope this is something that will be interesting to you all...Ask questions as they come up.

Question: You are a Lt. JG. If you were in the Army, [what rank would that be]?

Answer: 1st Lt.

Visual Presentation

Coast Guard Roles

Safety, Security, and Stewardship

The Coast Guard basically has 3 main roles. The first of those is the one that you see on the news mostly and you see in the movies. **Safety.** Saving lives and protecting property. [Picture] What we have here is a 47 foot motor lifeboat. This is what you'll see when you're on the Oregon Coast. They have these stationed at Cape Disappointment and Tillamook and up and down the coast. These vessels are self-riding lifeboats. They can go out in almost any weather and affect Search and Rescue case.

Question: Lt., will you cover the range of the coast you cover?

Answer: Sure, we have different authorities for different things. As I get into those authorities, I can cover our AOR for each of those, our Area of Responsibility. For Search and Rescue, for example, our AOR is basically 50 miles from the coast. So, if there was a fisherman out within that range, we could go out and get them. That's not saying if there was a boat 200 miles out, the Coast Guard Air Station wouldn't go out, but mostly Search and Rescue is 50 miles from shore. Beyond that, you start getting into, I think the Air National Guard, goes out also. There are some other agencies that assist...

Security is the next one. After September 11th [2001], security's taken a much larger role in the Coast Guard. Basically for that, what you're seeing is security zones, safety zones, protecting military out-loads, escorts of vessels and things of that nature.

[Picture] This is a 25 foot response boat. Station Portland right downtown on Swan Island has 6 [Correction: 5] of these. You can have two 240 machine guns, which are .50 caliber, mounted on those. I think top speed is 45 knots. They're coming out with a larger one which the top speed will be a little more than that.

Lastly, **Stewardship**, this is managing, preserving Maritime resources. So, this is cleaning up after oil spills or making sure they're cleaned up. Making sure vessels are safe to go to sea.

Responsibility of the U.S. Coast Guard

Responsibility. U.S. Coast Guard is primary federal agency responsible for maritime safety, security, and stewardship. As such, the U.S. Coast Guard provides vital economic and security interests of the United States. Services. Operational model is flexible, efficient, effective across a wide array of complex maritime scenarios.

This is a really good slide to show everything we do and actually how they overlap because some people hear things like the Coast Guard does ice breaking. Why does the Coast Guard do ice breaking? The Coast Guard does aids to navigation and then the Coast Guard also does law enforcement. So, you could be a petty officer, boatswain's mate and spend one tour in Astoria fixing buoys. In your next tour, you could be on a law enforcement detachment on a Navy boat doing law enforcement. So, we have a broad range of responsibilities. This kind of shows they do overlap in some way. They're all vital to the security and the economic, economy of the country.

With each of these, under stewardship and safety, you could see ice operations overlap and we could get into how that happens. In security and stewardship, law enforcement could overlap.

Safety: Search and Rescue, Maritime Safety, and Safety and Security

The first one is **Safety: Search and Rescue**. In 2007, basically 85% of mariners in eminent danger were rescued. If a call came into the Coast Guard, 85% of the time, we were going to get you which is pretty good considering some of the conditions people are calling in, in. Sometimes, we find out hours after their ship may have gone down or their plane went in the water.

Maritime Safety. This is basically a lot of what goes on in the command that we're currently attached to in Portland. We ensure the safe operation and navigation of over 20,000 U.S. and foreign flag vessels that come in and out of the United States throughout the year. We complete 8,500 ports state control safety and environmental inspections annual on foreign vessels arriving. What that means is, when these vessels you'll see at Terminal 2 or downtown Portland or in Vancouver, Longview. When they come in, that could be a Maltese flag vessel with a Filipino crew that's owned by a German and it's classed out of England. We go on those vessels to make sure all that stuff is lined up properly, they're legit, and they're operating safely. So, those vessels can't just come in and out of U.S. waters without oversight by us. Each vessel that comes in, regardless of if we go on that vessel, we do screen it through a computer system where we check all those documents and all that crew and that kind of stuff. We work a lot with customs and things like that to make sure they should be here.

For domestic, 70,000 domestic vessels annually. That includes everything from cruise ships that are U.S. flag, to anything that carries above 6 people. So, a charter fishing boat on the coast that takes out 8 people for the day to fish for salmon is inspected by the U.S. Coast Guard.

Safety and Security, a large one, this is relatively new with 9/11, is Ports, Waterways, Coastal Security. What we have now is, throughout the Coast Guard, after 9/11, they stood up teams called Maritime Safety Security Teams. These are deployable teams that are specialized in weapons and tactics and things of that nature. The most geographically close one to us is Seattle. There's one in Seattle, San Diego, Honolulu, all up and down the East Coast and in the Gulf Coast.

If something would happen, say in Portland, if there was a bombing on a cruise ship or a bombing at the waterfront, those are all based out of one command in Washington, D.C. That command can draw those groups to the point where that happened and respond to that. They also work for prevention of things such as, you'll see at the All Stars Game if it was say in San Francisco and the ballpark is right on the water, they will deploy those teams ahead of time to make sure that the waterway's safe and nothing's going on because there's a high visibility target there.

You can see what this slide is trying to illustrate is the fact that **most of our borders are maritime** [land: 7,000 miles/ maritime: 12,400 miles]. United States has a broad range of area for each one of these. If you were to look at the United States, 200 miles out from the United States, we have exclusive rights to anything in those [waters], any resource. It's called the Exclusive Economic Zone. Any fish, any oil, any other minerals. Anything like that, 200 miles from the coast, belongs to us. If you were to go from Hawaii, it's 200 miles out from Hawaii. Guam, same thing. If you would look at a map of the United States and the Pacific with those areas shaded in, the United States has economic interests for a large portion of the Pacific Ocean and also the Atlantic with Puerto Rico in the Eastern Coast. That being said, there is a lot of area we're responsible for taking care of.

Question: How far inland does your authority go?

Answer: The Coast Guard has the authority over any navigable water. We have a station in Kennewick, Washington because the Columbia River is navigable. For example, Pittsburg, PA. which is the farthest point you can navigate up the Mississippi toward the Northeast, there is Coast Guard, there, for that reason also. Any lake that is between two states. Lake Tahoe has Coast Guard on it. If the lake is within state borders, like the Salt Lake is within all of Utah, the Coast Guard has no authority on that. So, if it's navigable and it's between two states, the Coast Guard has authority.

President Tom Davis: How do you define navigable?

Answer: That's an Army Corps of Engineer question. Ryan? Good question. If the vessels on it need to be operated by a licensed mariner would probably be part of the criteria. To be honest, I can't answer that off the top of my head...

President Tom Davis: Does anybody know how you define navigable water? Used to be a depth of water that was necessary to float a log. Don't ask me what diameter log...

Question [Capt. Walter Groce]: How do you prevent a vessel from docking at our dock and dropping off people who would like to get into the States?

Answer: That's a good question. Like I said, each one of these vessels that comes in is vetted through U.S. Customs and through the Coast Guard. So, for a vessel to cross the Columbia River bar or actually cross past across the sea buoy which is 5 miles from the Columbia River bar which is where the Columbia empties out into the ocean, they have to submit an "**advanced notice of arrival**". That is an electronic document that is required if they're coming from Canada or another U.S. port 24 hours before they arrive. If they are coming foreign, 96 hours before they arrive. On that document, they list everyone in their crew. They list everything they have for cargo. They list all the ships particulars, the size of the vessel and the length, all that kind of stuff. We vet that ANOA to look at those people. Now, we have had incidents where someone's name may match a list that custom's hold for somebody of interest. So, the Coast Guard can do multiple things with their authority and one is just tell the vessel, "You're not allowed to come in. You can't enter."

Or, we could board the vessel offshore and check the personnel and see if they are indeed who they say they are. We can affect an arrest or do what we need to do if that were the case, but for a vessel to come in the Columbia River, it's a little bit harder than just coming to the coast because they have to cross the Columbia River bar. To do that, you have to take on a bar pilot. If a deep draft was coming across the bar without a bar pilot on and unannounced, Astoria would pick that up in their command center and we would have a law enforcement team detached or a small boat detached to hold them off relatively quickly before they got very close.

Question: How do you prevent another country from installing an offshore oil well and [drill into our oil reserves diagonally]?

Answer: That's a good question. I don't know.

Question: How do you police those oil wells that are farther than 200 miles to see what they're doing?

Answer: We do and a lot of it is—I guess a good analogy would be fisheries up in Alaska. If there was a Russian fishing boat in our EEZ, we chase them out. If we can keep them in sight either visually or on radar, we can keep following them into international waters. We don't have to stop the pursuit until they would get to Russian waters. Then, we would have to ask the Russians if we could go into their waters which they would probably say, "No." That's a good question. I'm sure that's something they'll have to look at, but I do not know how we would do that...

[Back to the presentation] **For security, illegal drug interdiction [2007 statistics]: 300 pounds of cocaine, 12,000 lbs. of marijuana, and 365 lbs. of heroin [confiscated]. 188 suspected drug smugglers and 38 vessels involved in drug smuggling.**

Question: What do you do with the vessels you take?

Answer: Sometimes, they'll sink them offshore. Sometimes, they'll tow them in and sell them off. In that case, I would think that customs gets involved, seizes the vessel, and sells it off. They will sink them if they're unseaworthy vessels to begin with being used for smuggling migrants or drugs and there's relatively low amount of fuel, you can sink the vessel, scuttle it.

Question: Are these local statistics or nationwide?

Answer: These are nationwide and what you'll see is a lot of the things with drugs, state waters has its own laws, too. State waters go out 3 miles. So, if a small boat is say off the California coast would catch somebody with marijuana, it's up to the state to prosecute. Those are handed over to the state and what they do with that is up to them. Different states enforce things a lot differently. Someone off the coast of California might not get prosecuted as if they were off the coast of say South Carolina if they were caught with marijuana for use, I guess.

[Presentation] **Migrant interdiction.** This is a good picture. You can see how creative people can be when they want to try to get to the United States and that's basically a pickup truck with 50 gallon oil drums and they turn their drive shaft into a propeller shaft. 6,336 migrants attempted to enter the Ameritime [?] means. When I was a non-rate, we were on a ship where we did pick up migrants and it's a pretty depressing situation when you see the conditions some of these people are in.

It's an important mission, but it is pretty interesting when you see where they're coming from and the situations they're in.

Security. We have something called *posse comitatus* which basically means we have the authority to board other vessels without declaring war on them. If the United States Navy went out and boarded a vessel from a foreign country, that's an act of war. If the Coast Guard does it, it's law enforcement. So, what we can do is we can have groups of Coast Guard on say a Navy frigate. They go out with that frigate and the frigate sees a vessel that's of interest. They take down the American flag—well they don't take down the American flag—they raise the Coast Guard ensign and that ship is now under the command of the Lieutenant that's in charge of the Coast Guard Law Enforcement Detachment. They go and board the vessel and they affect what they need to do. The job's done. They come back and then it's a Navy ship, again, because the Navy cannot do that. We can.

Question: Is that Lend Lease? [Laughter]

You'll see, out of San Diego, I think possibly Jacksonville, there's law enforcement detachments. Those are groups that ride with the Navy ships.

We also have people in port security units in ports in Guantanamo Bay and Bahrain and Kuwait areas like that to protect our assets in those ports.

Question: Is this all within the 200 mile limit?

Answer: Well, Guantanamo Bay is a U.S. possession. So, from there, yeah. Kuwait, I'm sure it's some kind of memorandum agreement with the Kawaitis that they want us there.

Question: But, in general, you're not in international waters, then?

Answer: No, we're not. We do have 110, one hundred and ten foot patrol boats that operate out of **Bahrain** and when vessels leave the international waters which is 12 miles—you don't want to confuse international waters with economic waters. So, 12 miles from the United States, we have law enforcement authority. 200 miles, we have authority of our resources. So, if somebody was 13 miles off the shore in a foreign flag vessel doing something illegal, there's not much we can do about it. Piracy, slavery, and illegal broadcasts are the only 3 things you can board a vessel in international waters for.

12 miles off the coast of Iraq or Iran, if the vessel leaves, the Coast Guard can board them at that point and see what they're doing because it's a U.S. flag vessel in international waters. That's what they're doing basically over there.

Question: Do you have a substantial number of people over in Iraq?

Answer: Not in Iraq. In **Bahrain and on cutters offshore of Iraq**. We do have a flotilla there. It's not to the point where they're forcing people to go. We get enough volunteers that want to go over there. The pay's pretty good for going there and it's a good experience for a junior officer because it's an O-2 or O-3 in charge of that ship. That's pretty good for your career to do that.

Other law enforcement and this is what we were just talking about **protecting the EEZ from foreign encroachment**. What you'll see in Portland is a lot of DUI which is boating under the influence enforcement. Fishery boardings, making sure people are catching the size fish they should catch, especially commercially, is what you're looking for there...

Ice operations, ice breaking vessels facilitate hundreds of millions of dollars of commerce in the northeast. So, the Great Lakes, for example, Lake Huron will freeze solid and they need to get heating oil to Sault Ste. Marie or through Lake Huron to Chicago, they need to have people to break that ice and that helps the economy flow which is good for the nation. Interestingly enough, with global warming or whatever is causing it with the ice caps, they can now navigate a lot more places than people were able to previously. So, people can now take vessels north of Alaska and actually go through the Northwest Passage without having to break ice certain times of year. So, we have these vessels to go up there because that is our area and we're able to get those places. The Russians are up there. The Canadians are up there, too. This gives us a presence in that area where we didn't use to need it because you couldn't get a boat up there, but now we can.

Aids to Navigation. This is what the station out in Kennewick does. They make sure the buoys are properly serviced and they're working properly. There's 51,000 aids to navigation. If you ever across the I-5 bridge or the Fremont Bridge and look down, you can see the buoys in the water. We also have **12 vessel traffic services** which are comparable to air traffic control.

There isn't one in Portland because basically two vessels can be in the river and pass each other. You can't have large traffic. Some people say we should have one. Seattle has one. San Francisco has one. Larger ports where there's a lot of, more vessels moving around each other will have that.

Marine Environmental Protection. We respond to oil spills, chemical discharges and things like that. We work a lot with DHS, other partners such as FEMA. After Katrina, a lot of what the Coast Guard did after that was cleaning up oil that leaked out of storage tanks because of the hurricane. Locally, we work with Oregon and Washington state a lot on things like that.

Living Marine Resources. This is going back to see how they all tie together. We have a responsibility for this, but to do it we need our law enforcement authorities. 6,336 fishery boardings. Interestingly enough, U.S. vessels need to be inspected if they're a certain size or carrying a certain amount of people or they're commercial, but fishing boats have a good lobby and they do not need to be inspected. That's most likely the reason they sink at a much higher rate than other inspected vessels because, I could go be a fisherman right now just by buying a boat without much training, without anybody looking to see if my boat's safe. They go out and they get in trouble and we end up having to go get them. So, fishing vessels are a lot of our Search and Rescue cases because they aren't inspected.

On an average day in 2007, what the Coast Guard did. We saved 14 people and assisted 98 people in distress, conducted 74 Search and Rescue cases, completed 31 port state control exams and that's on foreign flag vessels, completed 18 safety examinations on commercial fishing vessels.

Now, they're not inspected, but they are boarded to see if they have life jackets. The same thing you would be boarded for if you were operating your recreational boat in the river. So, they could be checked for those things. **Conducted 24 marine casualty investigations.** That's anything from a grounding to an actual death onboard to a illusion or a collision with a vessel. **Issued 102 certificates of inspection to U.S. vessels** and that's basically their permit to operate.

Security, we interdicted 17 illegal migrants, received over 1,000 lbs. of illegal drugs and escorted 20 large passenger vessels. Stewardship service: 135 of those aids to navigation and responded to 12 pollution incidents.

If anyone has been to Seattle recently and has taken a ferry anywhere, sometimes you'll see the Coast Guard beside those ferries. There's requirements to escort certain things. That would be an example of that. 9/11 kind of forced our hand with having to do more of those which we do, now.

Future

For the future, the Coast Guard has a lot of varied assets. There's a buoy tender at Sector Portland. It's a small vessel. It goes up and down the Columbia River and services buoys. It was built in 1943, I think...We just got rid of a cutter in Alaska that was operated for the Navy in WWII. A lot of our assets are very old.

Question: What was the name of that cutter?

Answer: The *Acushnet* [WMEC-167], I think, or *Storis* [WMEC-38]. *Acushnet* is still there. The budget for one aircraft carrier is more than the entire budget for the Coast Guard. That's what we have to work with. We do have new cutters coming on line. They're over 400 feet and slowly because of 9/11 and some other things, the Coast Guard is getting more money and we're trying to modernize.

Question: Is that hull going to be shared with the Navy, that 400 foot cutter?

Answer: No.

Question: It's going to be solely Coast Guard?

Answer: Yes...

The Coast Guard Command in Portland, Oregon

Now, I think we can get into what we do in Portland [Capt. Fred Myer, commander] and a lot of this stuff ties in and you might have more questions with this because it's amazing how many times I say to somebody I'm stationed in Portland and they don't even know there's Coast Guard here and they don't realize what we do. You just saw the broad range of things that the Coast Guard is responsible for.

We spend a lot of our time in cars driving back and forth to the coast or going to Longview or going east of the dams if there was a marine casualty or something there to investigate that. We do travel quite a bit.

Question: How many are stationed here in Portland?

Answer: About 150 total at the sector, active duty [Lt. JG Ryan].

Question: How many reservists?

Answer: About 150, I think, also...

[Picture] This is basically showing **our area of responsibility** and you can see it goes all the way to Montana. There are jet boats that operate in the Snake River that we go to inspect. So, we have to go to Idaho to inspect these vessels at least once a year. If those jet boats, if you've seen the Willamette jet boat, it flies around with passengers on it, if that would hit a rock or somebody would get hurt on it, we have to go investigate what happened with that because that's our responsibility. So, we do go all the way to Idaho.

Question: [Question about inspections of power vessels where the Snake River meets the Salmon River.]

Answer: If those passenger vessels are operating on it. We have authority over the vessel, not necessarily the waterway if that makes any sense. If they [power vessels] have more than 6 passengers, they have to be inspected by us.

Command at Portland

The command at Portland is an 0-6, a captain in the Coast Guard and he has multiple Federal authorities and this is basically what they are...

Federal On-Scene Coordinator administers the federal responses to basically oil spills. So, any oil spill that happens in the water, it belongs to us to fix. It doesn't belong to the states. They think it might, but it belongs to us. It doesn't belong to DEA. If it happened on land, it belongs to DEA. If it happens in the middle of the river or on shore, it belongs to us. So, our authority for that is 12 nautical miles off shore to the Bonneville Dam and the Oregon City Lock.

Question: When you say it belongs to you, if you can identify the person who did the spilling?

Answer: They pay. There is a fund that's set up and it's based on tax that comes for foreign oil coming in. That's after the Exxon *Valdez* [oil spill]. There is a fund if people cannot pay or we can't find the source that is cleaned up from.

Federal Maritime Security Coordinator oversees and directs the necessary activities for maintaining security in a port. This is basically, each state that we operate in, Washington, Oregon and Idaho. This is a lot of working with industry. The ports themselves, people who operate vessels in the port such as Tidewater or [inaudible] take tugs up and down.

Question: Do you have authority or do you do **inspections of containers**?

Answer: We do.

Question: Do you have total responsibility for that?

Answer: Customs has some responsibility based on taxation purposes. For law enforcement purposes and security purposes, customs would have that also if they wanted it, but we can and we do have that authority. So, if a container came off a vessel, we can have them open it and look in it. Coast Guard has law enforcement authority not just on the vessel, but on any shore side facility that that vessel's attached to. I was a boarding officer when I first came here. If somebody was in the Port of Portland doing something illegal even though he's not on the water, I could've arrested him because that's Coast Guard authority. Those containers are on those facilities before they go anywhere. Since we have authority there, we can search, exam, arrest, seize, inspect, inquire on anything we want.

Question: Routine inspections or just following orders or what?

Answer: It's routine, but it's based more on a random pull. We can't check all of them. Portland doesn't get much container traffic compared to Seattle or Oakland and they do probably the same percentage we do. We are just trying to check as many as we can with the people we have. The port itself has set up screening for those trucks that come and do check for certain things, kind of like you would do at the airport when you go through. Efforts are being made and they're much further along than they were 8 years ago with that.

Search and Rescue Coordinator. So, the captain initiates the action, coordinates over all Search and Rescue aspects of a response. So, Mister Herry's is attached to the command center. If there was a vessel sinking in the river, it is his call who to launch, when to launch them, and how that response is going to take place. We have enlisted folks that are trained at a very high level of calculating weather, currents, and things like that and they tell the helicopter where to go first, when to go next, where to go after that and get the highest probability of actually finding somebody. For us, our authority is Puget Island which is a little bit out of Longview up to the Bonneville Dam and up to the Oregon City dam. The Search and Rescue authority for the coast lies with the commander of the air stations that are out there because it's most likely going to be their assets. We can use their assets also for Search and Rescue in the rivers, but since they have the assets with them, they have that authority, is delegated to them.

Question: Does the Portland office have a **helicopter** of its own or do you use the one in Astoria?

Answer: We do not have our own. It depends on Astoria. If we need it, we get it. We go through district in Seattle and we'll have it...We've had recent last year 2 large passenger vessels east of the dam that ran aground or caught fire and there was a helicopter there before anybody else. We can get them whenever we need them.

[Picture] This is during Rose Festival. You can tell by the rain. They did a Search and Rescue demonstration. This is just like the movie with Kevin Costner, jump out of the helicopter and get picked back up. Those are *Jayhawks*, Coast Guard equivalent of a *Black Hawk*. We have 3 of those in Astoria. Then, down in North Bend, Coos Bay area, we have 60s which are the *Dolphins*, the all orange painted helicopters.

Question from Tom Davis: [What is the name of that movie about the Coast Guard with Kevin Costner?]

Answer: *The Guardian*.

Question: *The Guardian*. I've heard that's an excellent movie, I've not seen it, about the Coast Guard called *The Guardian*.

Tom Philo: Don't forget, it's a movie!

Answer: It's a good movie. It's as true to life—you know you have to entertain people. It's actually pretty realistic, especially the training portion of it, but when they go in the command center and they have live video of what's going on on the rescue, that doesn't happen. We're not that technical.

Question: Who manufactures the *Dolphin*?

Answer: I think a French company...I don't know. I'm not too much into the aviation stuff with my job...

Officer In Charge, Marine Inspection. This is the authority that I operate under every day. We go out and board a vessel. If the vessel's unsafe, the vessel can't leave. We check their machinery, their hull, their cargo, their navigation equipment. If that vessel has problems, it's not leaving the pier until they're fixed. That applies to foreign vessels, U.S. vessels—anything in our waters. On an average day, we're going out to 3 foreign vessels and 3 U.S. vessels.

Question: ...Can you really inspect the hulls?

Answer: For U.S., since it is our flag, there's requirements for them to be dry docked every so often to be looked at. If they're in a collision or an illusion or they go aground, we dry dock them to look at them or send a diver down that sends a report. Foreign vessels are a little different where you take their flag, say it's Malaysia or Malta, requires the same thing. They also have a class which is an over arching oversight of the vessel probably for insurance reasons more than anything. They require that also. If I went on the vessel and I looked at the hull and it looked like there was a crease in it that was so sharp that it would probably cause that hull to fail if it was in heavy seas, I could say to that vessel, "You can't leave until your class surveyor, your flag, looks at that and says it's safe to leave."

We can prevent them from leaving until somebody's looked at it. There's ways around things. A lot of it—the shipping industry's very political and there's a lot of parties involved. It's pretty interesting that way. You can usually get things done, but it gets complicated sometimes.

Captain of the Port. This is really the big one. Basically, the Captain of the Port can say whatever he wants to happen in the waterway and it has to happen or he can tell somebody they can't come in and he doesn't really need to give a reason. He could say, "Your vessel's not coming in."

They ask why and he says, "Because they're not. Thank you."

There's going to be a reason, but his authority is very strong and that's used for law enforcement purposes and that's used for safety purposes both and also for pollution purposes.

Question: He's like Mama.

Answer: Basically.

Question: What's his rank?

Answer: Here it's an O-6 [Captain]. The Captain of the Port, I think the way the regulations are written, is actually the District Commander which is an Admiral, but he has the authority to delegate it down to an O-6. So, the District Commander here is out of Seattle and there's two Captain of the Ports. He's delegated two: one in Seattle itself and one here in Portland. It's going to be an O-6.

This was a question earlier. In Portland, there's 300 people including the reserves and **auxiliary** which is volunteers who go out and do a lot of work, basically they get their fuel paid for. A lot of people that are interested in boating and want to go out for the day and check life vests for people and make sure people are staying out of safety zones. A good example is on Friday they launched a barge by OHSU, there's a place that builds barges, and they need to have a security zone, a safety zone, around that barge so when it launched into the river, nobody got hit by it and the wake didn't cause any damage. So, the auxiliary went out and told the people to stay away. For doing that, we paid for their fuel. They help us a great deal because we are limited in our personnel and there's a lot of things the station could do, but you know the station goes out for a Search and Rescue case, it's a lot like being in a firehouse. You don't want to use them up doing things like that and then have them up at midnight to go out and save a life. So, we rely on the auxiliary for a lot.

Question: How many people get called in for Rose Festival?

Answer: For Rose Festival, we bring in the MMST which is that group I talked about earlier out of Seattle. They'll come in and help and we stand up our own watch. We don't draw in anymore than we really need, people probably will just work longer hours that week—and the MMST itself. The Navy also brings in some of its own personnel for their own vessel security.

Within Portland, there's the sector itself which is the command. There's the station, the *Bluebell* which is the cutter from that. Aids to navigation. Then, there is the Aids to Navigation team in Kennewick.

Station Portland, this is one of the 25s out of Portland [picture]. Like I said, that vessel is capable of 45 knots and it can have mounted machine guns if necessary. I said 6, I apologize, there's 5 of those 25s. They do 250 Search and Rescue cases annually, approximately and 1050 small vessels safety and security boardings. If somebody's in the water and the Coast Guard wants to board them and they go out, it's just like a highway patrolman, basically, checking for their safety and checking they're not doing anything illegal. They also set up safety and security zones and they also escort vessels. Vessels say going t--J.R. Simplot might bring in anhydrous ammonia something that is more dangerous than other cargo. The station will escort those vessels in to make sure nothing happens to them while they're coming in.

[Picture] **This is the Coast Guard cutter, Bluebell, which goes all the way from Puget Island all the way up to Kennewick and past. Commissioned April 4, 1945. 420 Aids to Navigation, 500 river miles. It's responsible for 23% of the entire 13th Districts Aids to Navigation.** The 13th District goes all the way to Canada and to California. It's responsible for a lot of buoys. Apparently, it's the best billet for boatswain's mate in the Coast Guard they say because it'll just go up and down the river. Nice deal.

Aid to Navigation. There's a team out in Kennewick. They actually go to lakes in Montana and service aids out there. They trailer a boat out and do that. Lake Roosevelt, upper Columbia, Fort Peck Lake in Eastern Washington, [correction] Montana, sorry.

Sector Portland

Sector Portland. The Sector itself which is the command, is broken down into Response, Prevention, Planning, Logistics. I didn't put a slide in for logistics, that's your bookkeeping and pay and galley and things of that nature. Then, also the command center.

Response. Under Response, there's marine environmental response which is responding to pollution. That would be something like that and making sure that it's paid for by the proper party and cleaned up properly. A lot of that's contracted out with oversight by us.

Homeland Security. When I was first here, this is what we would do. We have 17 enlisted and 1 officer and any deep draft that comes in that screens a certain way which basically means it meets certain criteria, we're going to board. The way we do that is we go out to Astoria, get on the 60 and the 60 flies over the vessel and we go down from the helicopter, 6 people. We board the vessel, muster the crew, check the crew's credentials, and then we'll kind of do a sweep of the vessel. [Picture] That might be me, I don't know. It's an interesting job. There's small boat support alongside with the machine gun for that, also.

Question: Have you ever been shot at?

Answer: No. The most we've ever run into, truthfully, is people who just don't want to cooperate. It's amazing the small things you can do to get people to cooperate without having to get—a good example is a Chinese crew if it's a Chinese flag will have a rep. They'll call it the purser, the pay person, but he's a party rep—Communist Party Rep. So, you want to talk to the captain and this gentleman will stand there and answer the questions for you and you tell him to sit down and he gets back up and you tell him to sit down. So, you take him out in the hallway and take his picture and act like you're writing something down. He doesn't get up, again. There's very simple ways to do things.

Question: Does the captain have someone onboard a foreign ship entering the United States have one person at least that does speak English?

Answer: Yes. There is an international regulation that, I think, just the captain has to—at least the captain and probably the chief officer, too. There's different regs. each person has to meet like a table to have an international license. That is one of them.

U.S. Vessel Inspections. Tugs are inspected, too, by the way. Not just fishing vessels, but tug boats. Currently, that's coming on line. They will be shortly. Barges that carry dangerous cargo or oil are inspected. Barges that carry grain are not inspected. If you see a tug pushing a barge filled with grain, Coast Guard has law enforcement authority on it, but they don't inspect it for machinery or anything like that.

[Steamship Incident.] I don't know how many of you are familiar with this, this is the steamship that's out of downtown Portland. It would sit there as a museum. This is a response that we had mid-summer that kind of encompasses everything that the Coast Guard does. The vessel went to—it didn't have a certificate of inspection because of its age and it hadn't applied for one. So, they got around that by the Coast Guard granted them a permit to proceed and basically go to an excursion permit. They go up to Cascade Locks and do some outings for the day for the summer for like a steamboat festival or something along those lines. This boat was built in the 40s with 1900 technology. It's all steam powered everything, even the steering. The vessel got through the locks in the Bonneville Dam and as it got to Cascade Locks, it ran aground and tore it's paddlewheel apart. 90 people on board, no propulsion, floating towards the dam. Cascade Locks, I think the river narrows to 400 yards when normally it's 1,000. So, the current there's a lot stronger. We get a call in the command center. This is something like Mister Herry would deal with, this has just happened. Who has to go out and what do we have to do? In that case, the station's involved for Search and Rescue. The inspector's involved to make sure the vessels—where the vessel stands structurally after that. The pollution people are involved in case any of the tanks ruptured during the grounding. The auxiliary was out there riding along and thank God they were because we were able to get reports live from them of exactly what's going on. So, if something like that happens, a lot of people get called in really quick.

Question: Didn't it have an anchor?

Answer: It did. It wasn't sticking. They threw it. It was going. What actually happened is there was a tug locking through Bonneville and right when it happened, it opened up and it went and picked it up. If that tug wasn't locking through, it probably would've ended up against the dam. There is no Coast Guard, small boat, presence east of the dam. When something happens, we have to trailer our boat out or get the helicopter out there to see what they can do.

Question: [More info. On the steamboat that used to have 2 boilers and is now down to 1...]

Answer: I've been in the one. It's pretty powerful, the vessel. It's currently in dry dock in Troutdale. It's amazing what you can do with steam. It's really something.

Question: Do other countries have Coast Guards and do they function similar to what you're describing we do?

Answer: They do have Coast Guards. Do they function similarly? It depends on the country. I think the Japanese Coast Guard is pretty close to what we do. Canada is under their Department of Transportation and they don't have any law enforcement authority. They're mostly ice breaking, aids to navigation, inspecting vessels, purely transportation. A lot of the Caribbean countries get money from us. Their Coast Guard looks a lot like ours...

[Picture of paddlewheel]

Port State Control. Portland is larger than every port on the West Coast except for Seattle, that's not even true, except for LLAB. We are basically the same as Seattle for arrivals and higher than San Francisco and higher than San Diego. Foreign ships coming in, we get it as much as anybody on the West Coast except for LA. We get mostly ships that are empty coming to pick up grain or soda ash or pot ash. We get a lot of car carriers, roll on roll off vessels. A vessel like that has 4,000 to 5,000 Toyotas on it. They come in and they off-load and then they leave. They're here for 5 hours. We do inspect those vessels when they come and the bulkers that come in, we inspect those also.

One of the big things we see and there's a write up in the paper about this recently, it's illegal to dump any oil in the water, of course. That's not just United States. That's international. The **IMO, International Maritime Organisation**, which is under the United Nations set those bylaws out. If your signatory to the IMO, you have to follow them. We catch a lot of people that pump their bilges right overboard. Not a lot, some. By doing that, you're dumping oil in the water. So, vessels are fitted with an oily water separator. It's basically filters that filter the bilge water before it goes overboard. There's a meter. If it's above 15 parts per million, it's considered too much oil. So, the machine shuts down and they can't pump anymore. So, we've run into vessels that have bypassed that whole machine and they're just pumping straight overboard. If they do that, I think the one paid a 6 million dollar fine. The chief engineers, of course, get fired. There's a lot of repercussions for that. The state of Washington and Oregon get the fine money to help clean up the river. I think we've had—I know one since last year and two since I've been here and they're pretty large fines for that.

Question: Is 6 million dollars enough for [clean up]?

Answer: For 15 parts per million for oil, yeah. They could've dumped that oil off of Honduras. We just caught them. What we're actually getting them for is their false log books. They're lying to a federal officer. That's what they're fined for. So, you can see, we're not really fining them for their pollution. We are fining them for not keeping the records that international they have to keep. I was on a vessel recently where a gentleman came up to me and showed me video of them throwing barrels overboard. 50 gallon drums. He said, "I don't like pollution. I want to report this."

Whistle blowers get money. After I dug into it a little bit, what turned out they were doing was they were saving their old oil drums, they'd clean them out and then when they cleaned—these old bulkers will carry concrete, grain, dirty cargos. They have to wash down their whole cargo holds. They washed down their cargo hold, they'd take all that slop and throw it in that barrel. When they'd get to a certain point offshore, you're allowed to dump your cargo residue. So, they'd dump their cargo residue and they'd use these barrels over and over and over again. When the barrels got holes in them, they just threw them overboard which you're also allowed to do.

So, when this guy first showed it to me, it looks like they're throwing oil barrels overboard, but they had all the logs and everything saying they were doing it. The guy probably wanted money for turning them in, but they weren't doing anything wrong. The difference between doing something wrong legally and doing something you really wouldn't want to do really. Like I wouldn't do it, but they can do it.

Marine Investigations. This is—and also under the prevention side. Basically anytime a vessel goes aground or anything like that, we investigate it. The mariner has a license. We can take their license. Are fishing vessels licensed? [Lt. JG Herry: "Of a certain size."]...There's certain things that you'll catch people that maybe were asleep when they shouldn't have been asleep or they had positive on a urinalysis test. Mariners have to take a urinalysis test every so often. If they do, we investigate them and their license will be pulled or they'll pay some kind of penalty or probation...

Waterways management. Basically all those units that do [inaudible] navigation fall under waterways management. That's things such as working with the Army Corps of Engineers, making sure the channel is clear of any obstructions. A lot of things we do, we rely on for the Army Corps. We've had vessels at the smaller ports like Depot Bay will lose its crab pots and then the channel's blocked and we have to rely on Army Corps to help get that cleaned up. Big thing waterways is working on now is-- Coast Guard has no really, I don't think, say over it, but LNG may be coming to Oregon. Waterways will have a lot to do with that. [Picture] That's an LNG carrier. That's what they would look like...It's liquefied gas. They basically freeze it and it stays frozen and bring it over, pump it off, and there you go.

Transportation Security Act Facilities. There's 50 of them. So, if your facility's large enough and meets certain criteria, we have oversight of that. Port of Portland, for example, we check their security plan. We check their security guards. We check all those things because they have to operate under certain regulations and that falls to us.

There are 1800 fishing vessels in the AOR. Oregon came out last year as the most deadly fishing coast in the country. It passed Alaska. We don't have authority to inspect them, but we can board them and check for lifesaving equipment, such as immersion suits, life vests, flares, EPIRB which is a beacon—radio beacon.

We have 2 civilian retired Coast Guard that spend all their time going out to these vessels and making sure they're compliant...

Contingency Planning. Like any federal agency, we plan for anything that could happen or may happen, things such as—I don't know if anybody heard of **TOP OFF** when it happened. It was a federal drill that happened downtown and a lot of the Portland people thought it was the way of the government to take over, but it was just a drill. We were involved with that. Any questions?

Question: [Retention rate in Coast Guard?]

Answer: I guess it depends on who you talk to and how they were treated. The Coast Guard, I think right now is young for the service. We have a lot of very young E-7s, a lot of chiefs that are under 30 which is pretty unheard of. The retention rate, I think from what I know, most people are staying in basically with the economy, that affects retention rates. People that were getting out are now not getting out. The retention rate is pretty good. I know people trying to get in—recruiters don't need to try...A friend of my wife's son wanted in. You have to track the recruiter down. It doesn't work the other way. They've got enough people that they rely on the really good people to seek them out. That's all they need to do.

Question: [Asking about tours of duty and if you have variety of duties.]

Answer: You can, especially for the enlisted, certain rates move around a lot and do a lot of different things. For officers, you sort of get into a career path. Once you're in that career path, you stay in it and eventually you end up in a headquarters.

Question: For your various rates, do they all have about the same sea/shore rotations?

Answer: No, boatswain's mate and MKs, machinists and boat drivers, they need to have so much sea time to advance. They'll have a little more. Other ones don't need sea time. [Lt. JG Herry: Officers. You don't need any sea time...] I've been here coming on 3 years so I'm due to leave in the Spring and I've already done 2 jobs that are—you can't get more different. I mean, I was going on helicopters with 6 enlisted guys leading a boarding. We had 50 lbs. of gear on, armed to the teeth.

Now, I'm going out and inspecting vessels and looking in boilers and checking generators and things like that. You don't get much different. The Coast Guard is pretty well known for doing all kinds of stuff...

Question: Are you still under the Treasury Department?

Answer: No. We left Treasury in '67, went to transportation and we went to Homeland Security in 2003 when it was formed. We are the largest agency in Homeland Security.

Question: In your experience, is drug enforcement a success in the Caribbean?

Answer: The only thing I ever saw is we had one vessel off to the side and we were beside them and we clicked on the lights and they threw everything overboard. It wasn't in our waters. We had to call the British, I think it was Cayman, one of the British Islands. By the time, the British got back, I think they said, "Go find what they threw and you can take them."

By that time, it was gone. So, at least we got them to throw it overboard. I don't know, it's hard to judge. I've seen stats, but I don't know how true. The one stat said we've interdicted—the % of maritime migrants. How do they know that? If you were successful, we'd never know. Same with drugs. If they're successful, we're not really going to know. I think it's a deterrent, especially now we have armed helicopters where, if we see a vessel, we can go up and you shoot the engine out of those speed boats and it's not going anywhere and then we show up and the vessel—there's nothing they can do. They're 50 miles in the middle of the ocean. That has helped, but it's tough to say. I'm sure somebody at headquarters could give you a specific answer with a lot of confidence, but I don't know.

Lt. JG Herry: The Coast Guard is very small. It's smaller than the New York City Police Dept. The NYC Police Dept has, I think, 42,000 officers. People in the Coast Guard, reserve/active, I believe is less than 35,000. We have [inaudible] more [inaudible] than the NYC Police Dept. does. When you talk about container inspections, 2 million containers a day or every 6 months come to the United States. It's a lot for an agency smaller than a police department.

Lt. JG Miros: You can't go on a vessel and open a container because that's load bearing. The thing would collapse. So, there could be a vessel come in and go, come in and go and that container would never be opened. You can't open it. The cargo would collapse on itself.

Question: To run these inspections, you have to wear a lot of different hats. Do you have a specialist or somebody you take with you that is very knowledgeable about certain things like boilers?

Answer: We do have warrant officers that have been in—if I would run into something that I don't have the expertise for—we can call them out. We go through schools, training, and you have a qualification board. If you don't pass that, you can't lead an inspection. They don't send you out to check anything you're not knowledgeable to check.

Question: Are there any plans to increase the size of the Coast Guard?

Answer: Not to my knowledge...

Question: What's the age requirement for auxiliaries?

Answer: No, I think we have 18-80.

Question: You'll take any of us?

Answer: If you have a boat or you have a buddy who has a boat.

Tom Davis: Let's give these guys a hand.

End of Speech

[58 minutes]