U.S. Coast Guard
Sector Lower Mississippi River

Keeping commerce flowing on the Lower Mississippi River as well as the Arkansas, Ouachita, Black, White, Red & Yazoo
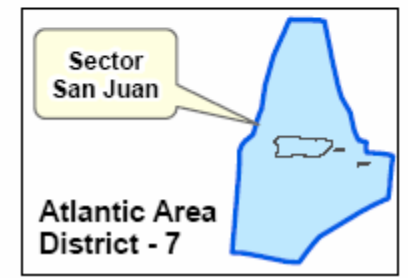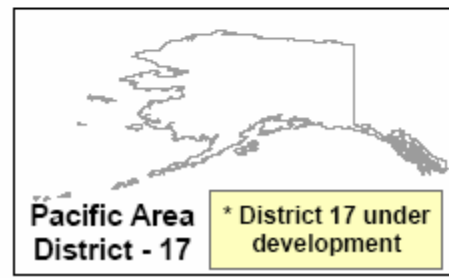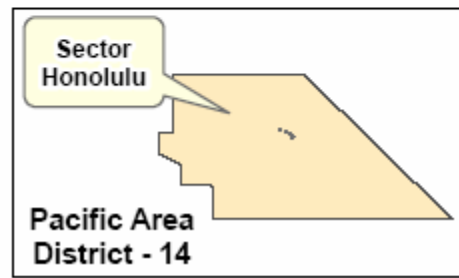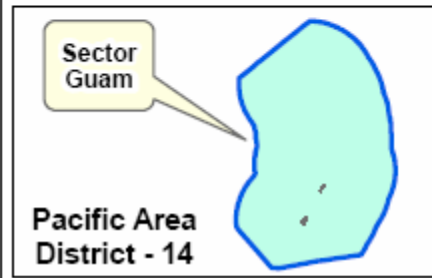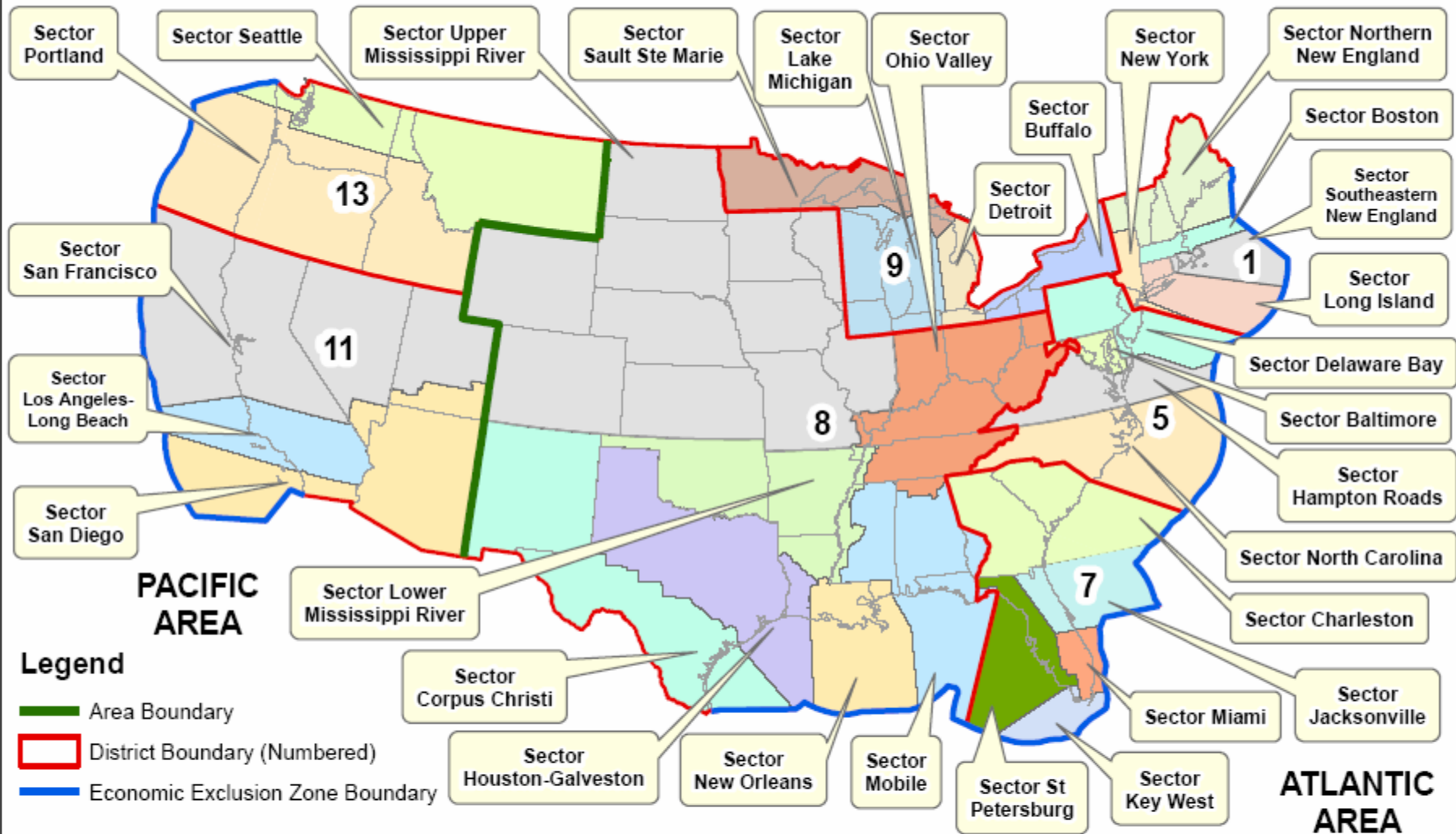
2 Auction Avenue, Memphis, TN

Commander P.J. Maguire,
Sector Commander

Homeland Security

U.S. COAST GUARD

U. S. Coast Guard - Areas, Districts, and Sectors

Sector Portland
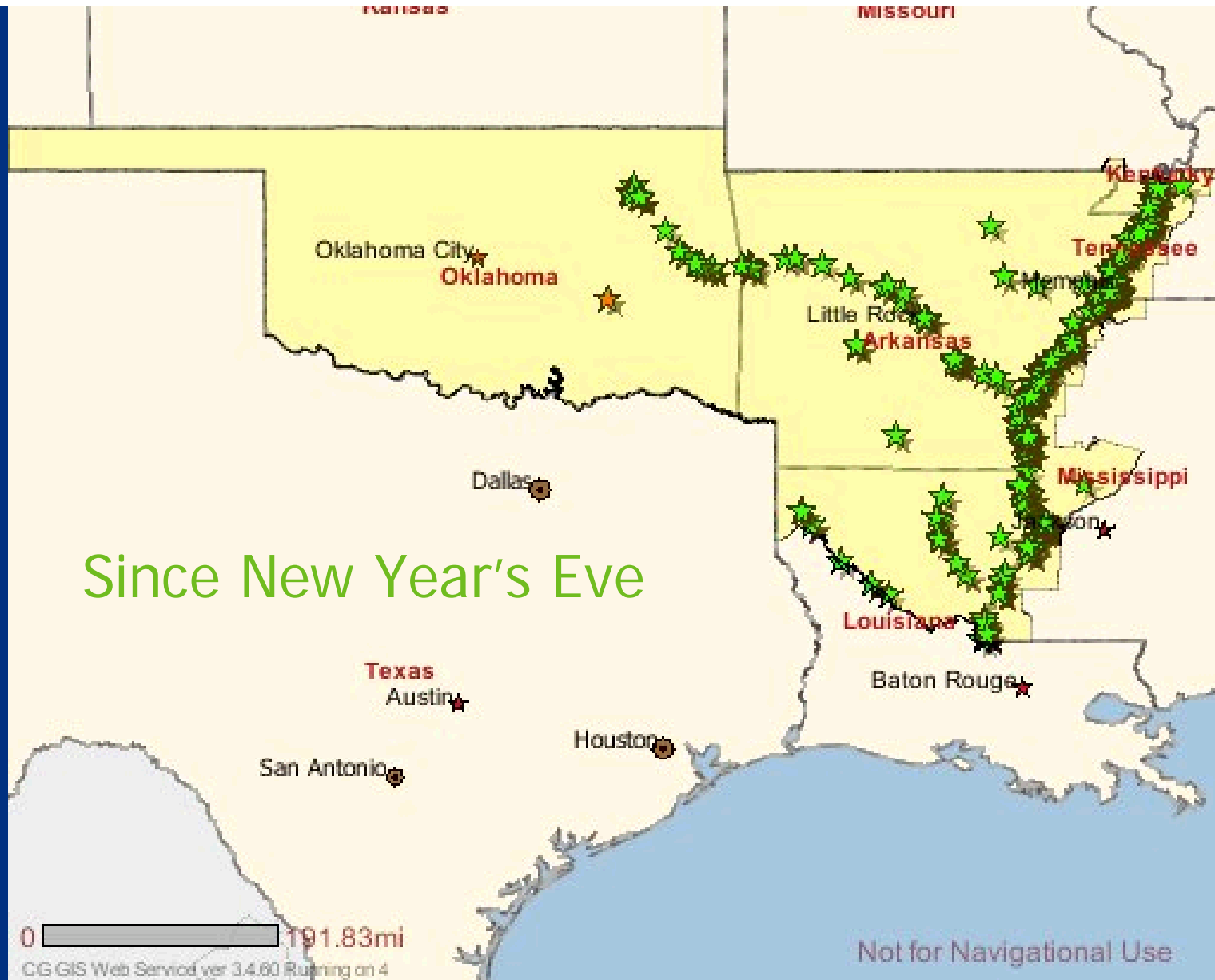
Sector Seattle

Sector Upper Mississippi River

Sector Sault Ste Marie

Sector Lake Michigan

Sector Ohio Valley

Sector Buffalo

Sector Detroit

Sector New York

Sector Northern New England

Sector Boston

Sector Southeastern New England

Sector Long Island

Sector San Francisco

Sector Delaware Bay

Sector Baltimore

Sector Los Angeles-Long Beach

Sector Hampton Roads

Sector San Diego

Sector North Carolina

PACIFIC AREA

Sector Lower Mississippi River

Sector Charleston

Sector Corpus Christi

Sector Jacksonville

ATLANTIC AREA

Sector Houston-Galveston

Sector New Orleans

Sector Mobile

Sector St Petersburg

Sector Key West

Sector Miami

Legend

- Area Boundary
- District Boundary (Numbered)
- Economic Exclusion Zone Boundary

Sector Guam

Pacific Area District - 14

Sector Honolulu

Pacific Area District - 14

Pacific Area District - 17

* District 17 under development

Sector San Juan

Atlantic Area District - 7

MEMPHIS

Sector Lower Mississippi River Units

USCGC MUSKINGUM

MSD Ft. Smith

USCGC KANAWHA

ANT COLFAX

Sector Lower Mississippi River
USCGC KANKAKEE

MSD Greenville
USCGC PATOKA

USCGC KICKAPOO

USCGC GREENBRIER

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U.S. COAST GUARD

Since New Year's Eve

U.S. COAST GUARD

Coast Guard Cutter KANAWHA

USCGC MUSKINGUM

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U.S. COAST GUARD

Coast Guard Cutter KANKAKEE

25-ft Defender "B" Class Boats

- Length: 25 ft

- Beam: 8' 6"

- Twin 225 hp Hondas

- Speed: 45+ Kts

Coast Guard Missions

Aids to Navigation

Marine Investigation

Maritime Security

Search & Rescue

Vessel Inspection

Waterways Management

Facility Inspection

Pollution Prevention

Recreational Boating Safety

Merchant Mariner Licensing

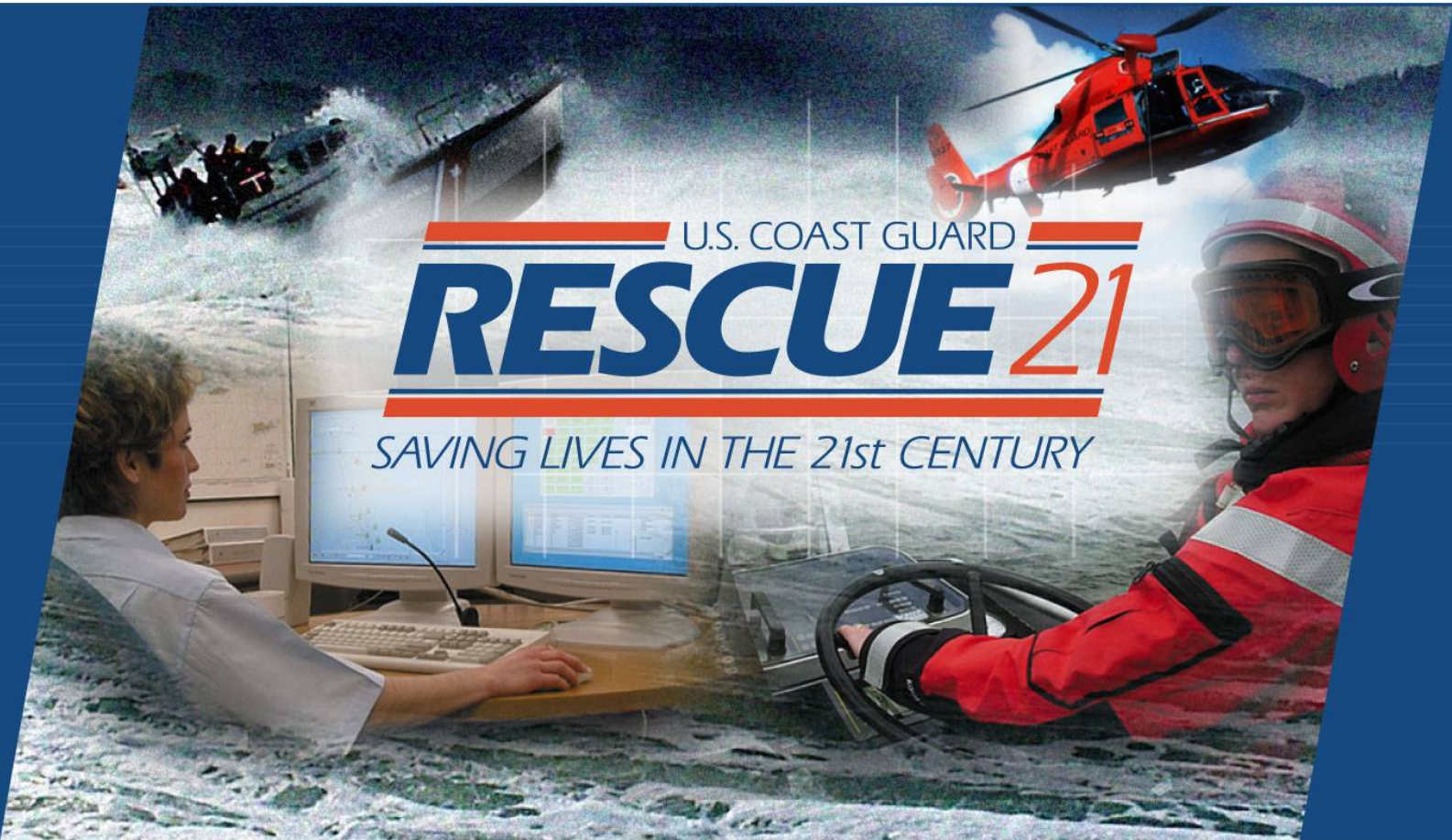# Nationwide Coast Guard Projects

- RESCUE 21

- DEEPWATER

Homeland
Security

U.S. COAST GUARD
RESCUE 21
SAVING LIVES IN THE 21st CENTURY

What is Rescue 21?

• Rescue 21 is an advanced command, control, and communications system that will improve the ability of the Coast Guard to assist mariners in distress and save lives as well as heighten Homeland Security measures.

• The Coast Guard's short-range communications system (VHF).

• Provides the communications infrastructure for all Coast Guard Missions

  • Search and Rescue

  • Marine Safety

  • Law Enforcement

  • Environmental Protection
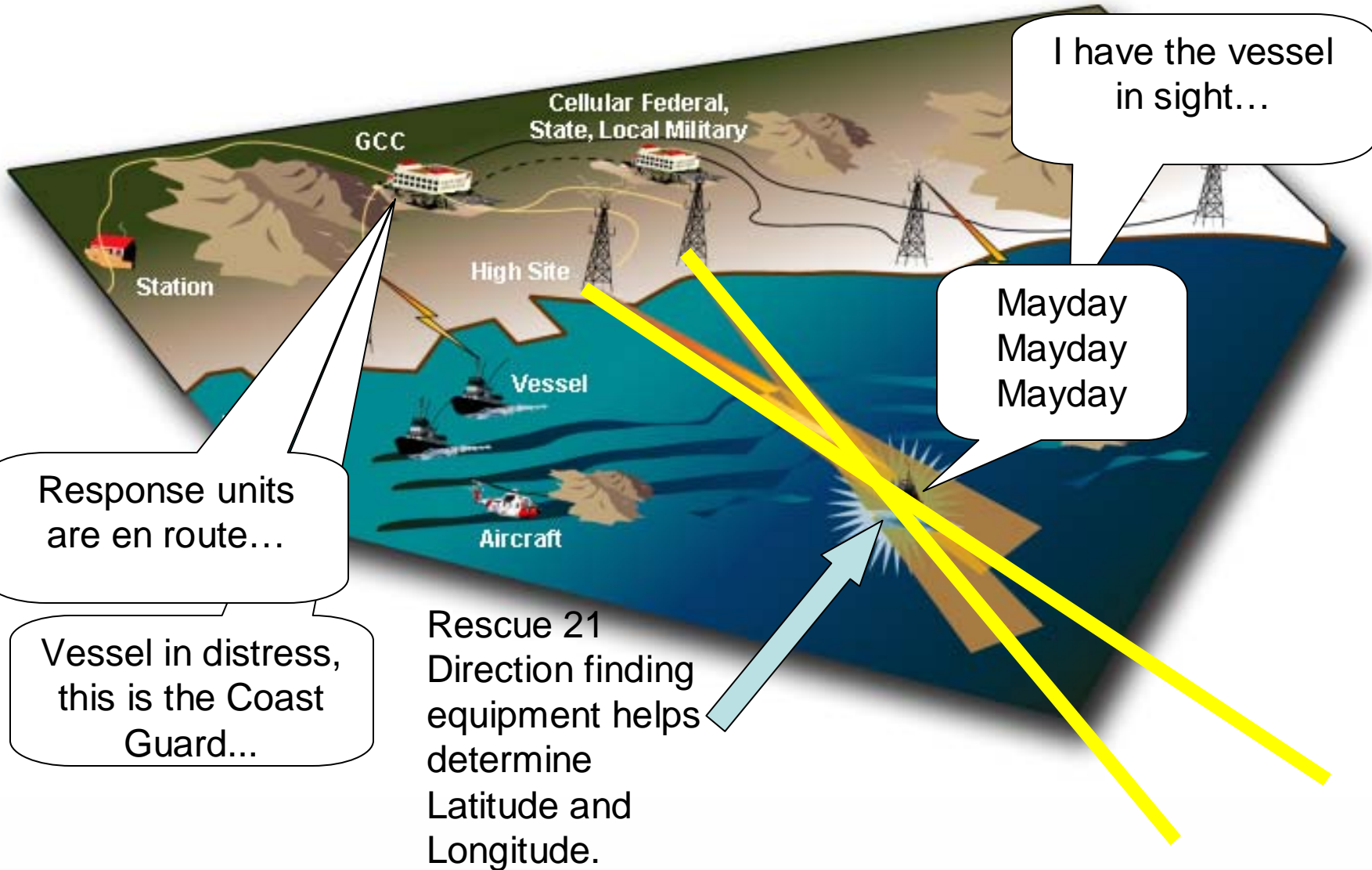
  • Homeland Security

Rescue 21

Incorporates direction-finding

Enhanced Call Clarity

New Communications Tower sites chosen for optimal clarity

Portable Towers allow restoration of communications during emergencies or natural disasters.

Proposed R21 GSS Deployment Schedule
Begin/End Dates By Region

Homeland Security

RESCUE 21 U.S. COAST GUARD
SAVING LIVES IN THE 21st CENTURY

LRIP

Seattle, WA 2004-06
Port Angeles, WA 2004-06

West Coast

Astoria, OR 2005-08
North Bend, OR 2005-08
Portland, OR 2005-08
Humboldt Bay, CA 2007-10
San Francisco, CA 2007-10
LA/Long Beach, CA 2007-10
San Diego, CA 2007-10

Great Lakes

Buffalo, NY 2010-11
Detroit, MI 2010-11
Grand Haven, MI 2008-11
Milwaukee, WI 2008-11
Sault Ste. Marie, MI 2009-11

Western Rivers

Ohio River Valley 2009-11
Upper Mississippi 2009-11
Lower Mississippi 2009-11

North East

Portland, ME 2007-10
SW Harbor, ME 2007-10
Boston, MA 2007-10
Woods Hole, MA 2007-10
Moriches, NY 2005-07
New York, NY 2005-07
Long Is Sound, NY 2005-07

IOC

Atlantic City, NJ 2005
Eastern Shore, MD 2005

Mid Atlantic

Philadelphia, PA 2005-08
Baltimore, MD 2005-08
Hampton Roads, VA 2005-08
Cape Hatteras, NC 2006-09
Fort Macon, NC 2006-09

OCONUS

Caribbean (PR) 2009-11,
Guam 2009-11, Hawaii 2009-11,
Juneau, Kodiak, Valdez, AK 2007- 11

Gulf Coast

New Orleans, LA 2006-09
Galveston, TX 2005-07
Corpus Christi, TX 2005-07

LRIP

Mobile, AL 2004-06
St. Petersburg, FL 2004-06

South East

Charleston, SC 2006-09
Mayport, FL 2005-07
Miami, FL 2005-07
Key West, FL 2005-07

Note: **IOC**: Initial Operating Capability, **LRIP**: Low-Rate Initial Production, Others are Full Production, with Full Operating Capability 2011

INTEGRATED DEEPWATER SYSTEM (IDS)

Deepwater System- Assets

Maritime Patrol Aircraft (MPA) CASA 235-300M
(Under Contract) [36]

High Altitude Unmanned Air
Vehicle (HAUAV) [4]

Long Range Surveillance
Aircraft (HC-130) [6 Js – 16 Hs]

HV-911 Eagle Eye Tiltrotor VUAS
(Under Contract) [45]

HH-60J "Jawhawk" Medium
Range Recovery Helicopter
(MRR) [36]

Mulit-Mission Cutter Helicopter (MCH)
(Under Contract) [95]

MH-68A HITRON
Armed Interdiction Helicopter
(Under Contract) [0]

Long Range Interceptor
(LRI)
(Under Contract) [33]

Short Range Prosecutor
(SRP)
(Under Contract) [91]

Offshore Patrol Cutter (OPC)
(Under Contract) [25]

National Security Cutter
(NSC)
(Under Contract) [8]

123'Maritime Patrol Boat (WPB)
(Under Contract) [8]

Fast Response Cutter (FRC)
(Under Contract) [58]

NSC with Complement of Short Range Prosecutor (SRP), Long Range Interceptor (LRI), Vertical Takeoff Unmanned Air Vehicle System (VUAS), MH-65C Multi-Mission Cutter Helicopter (MCH), and C4ISR.

National Security Cutter (NSC) Bertholf (WMSL 750)

HH-65C

- 21 HH-65C conversions are underway at ARSC

- 3 conversion at the AEC Mississippi facility (AEC MS). 11 total aircraft under contract

- 14 aircraft have been delivered
  - Five to CGAS Atlantic City
  - Five to CGAS Savannah
  - Three to CGAS Miami
  - One to ATC Mobile

- All HH-65s to receive AUF capability

- Initial phase continues with long-term plan to convert all of HH-65 to MCH

- After conversion the new designation will be MH-65C

Normal PDM line would have 5-6 aircraft in the same area. 18 aircraft conversions are underway.

USCG: "Straddling The Seam"

Homeland Security ⟷ Homeland Defense

Integrated Deepwater System

FORCEnet

- The Coast Guard is the _one_ organization that straddles the seam between the twin mission areas of homeland security and homeland defense.

- It is at the confluence of Coast Guard authorities, law-enforcement competencies, interagency experience, and military functionality where threats can be identified and dealt with.

DEEPWATER

U.S. <u>COAST</u> GUARD

What coast are you guarding?

Homeland Security

How the Coast Guard came to the Rivers

- August 7, **1789**, Ninth Act of the First Congress: An Act for the Establishment and support of Lighthouses, Beacons, Buoys, and Public Piers. "…for rendering the navigation thereof easy and safe…" U.S. Lighthouse Service

- **1837**: after many boiler explosions, Congress passed an act "for the better security of the lives of passengers." Steamboat Inspection Service

- **1881**: Louisville Lifesaving Station commissioned

- **1915**: Revenue Cutter Service (1790) and Life-Saving Service (1848) were combined to form the Coast Guard

- **1939**: Lighthouse Service assimilated

- **1946**: Steamboat Inspection Service assimilated

Homeland Security

U.S. COAST GUARD

Homeland Security
in the Heartland

Maritime Security

- **Security Assessments and Plans**
  - Vessels
  - Facilities
  - Port Areas

- **Goal is to Reduce Vulnerabilities**

MAIN MENU

Exit MSRAM

The following steps will guide you through the MSRAM assessment and analysis processes. As you click on the buttons in each of the boxes below, you will be taken to a screen to accomplish the objectives outlined in the description.

USER INFORMATION

VIEW /EDIT USER PROFILE

USER Maguire.Patrick.J

AREA LANT
DISTRICT D8
SECTOR Lower Mississippi Rive
COTP Lower Mississippi Rive
170   170

View / Edit Ports | USCG Response Assets

REFERENCE CENTER
Select a subject from the list below to view and print related reference material

SSI MESSAGE (SHIFT/F2 FOR ZOOM BOX)

WARNING: THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS

Target Matrix | Scoring | ☐ **SECRET**
Attack Mode | Hi Low
COTP | Ports

VERSION COTP

EDIT MAX TARG THRESHOLD   300
EDIT RIN FOR COTP COMMENT 500

COTP / Sector Rollup

---

1. List Targets

The first step in the assessment process is to list all of the targets within your AOR. Once all of your targets have been entered, click the "Done" checkbox and proceed to the next step. If necessary, you can add targets to the list later.

☐ **DONE** | Progress > | _____ **TARGETS**

---

2. Score Maximum Consequence

The second step in the assessment process is to score the consequence potential of each target assuming total destruction at the worst place and time. Once you have scored every target, click the "Done" checkbox and proceed to the next step.

☐ **DONE** | Progress > | _____ **TARGETS SCORED FOR MAX CONSEQUENCE**

---

3. Score Scenarios | **Advanced**

MAKE SURE ALL PORTS AND CLASSES ARE CORRECT BEFORE SCORING SCENARIOS FOR THESE TARGETS.

The final step in the risk assessment process is to perform a detailed scenario risk analysis for the targets that meet or exceed the target minimum consequence threshold. Once you have analyzed every scenario, click the "Done" checkbox and proceed to the next step to view and analyze the results of the assessment.

SCORING: ▢

☐ **DONE** | Progress > | _____ **REQUIRED SCENS LESS** | _____ **REMOVED SCENS** | **LAST SCENARIO ANALYZED**
Passenger/Passerby Explosives/IED
_____ **SCORED SCENS** | Old River Control Complex

---

4. Analyze Results / COTP Ranking

Once all of the assessment steps have been performed, you can view the results. The Results Center provides a powerful and flexible interface enabling you to slice and dice the results based on any number of inputs including the capability to export to Excel for further analysis. You will also have the ability to provide a COTP ranking for each of the targets, where the scenario carries the highest RIN, or to rank COTP for all scenarios.

---

5. Data Validation, Signoff by COTP

Once you are satisfied that all of your COTP targets have been entered, scored and ranked, push this button for COTP validation and to describe your process.

☑ **VALIDATED** Check this only after the VALIDATION screen has been filled in via Button #5 above, and you are ready to submit your MSRAM database to USCG HQ.

Form View

5/10/2004 12:58

5/10/2004 13:38

20 11:51 AM

11   5:08 AM

Intentional or Disastrous Disruptions

- Attacks on critical infrastructure would result in substantial delays
  - Locks and Dams
  - Bridges
  - Nuclear Plants along rivers
  - Fleets of barges

- Earthquake damage could create interminable delays
  - Locks and Dams
  - Bridges
  - Nuclear Plants along rivers
  - Shore facilities
  - Coast Guard infrastructure

Homeland
Security
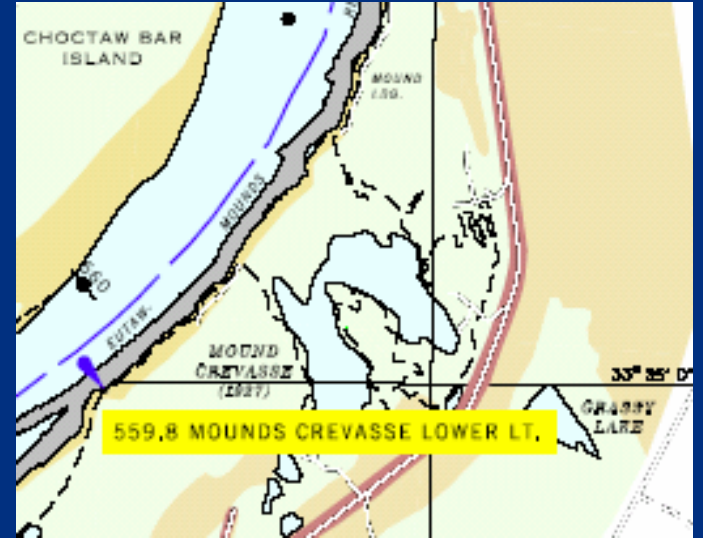
U.S. COAST GUARD

SOLUTIONS

- Vigorous prevention efforts
  - Effective Buoy Tending
  - Licensing of Mariners
  - Casualty Investigation – Lessons Learned

- Risk-managed application of security resources

- Aggressive intelligence collection and follow-up

- Extensive collaboration with agencies and industry

- Maintenance of plans and regular exercises

Homeland
Security

U.S. COAST GUARD

CHOCTAW BAR ISLAND

559.8 MOUNDS CREVASSE LOWER LT.

Homeland Security

U.S. COAST GUARD

Homeland
Security

U.S. COAST GUARD

- **Provided Introduction to Coast Guard in Local Area**

- **Gave Overview of Coast Guard's Major Projects:**

    Rescue21, Deepwater

- **Explained Presence and Force Layout of Coast Guard in Western Rivers**

- **Presented Maritime Security Challenges in Local Area**

U.S. COAST GUARD

U.S. COAST GUARD