

**STATEMENT BY
JAMES H.I. WEAKLEY
President-Lake Carriers' Association
Vice President-Great Lakes Maritime Task Force**

Suite 915 • 614 West Superior Avenue • Cleveland, Ohio 44113
Phone: 216-861-0590 • Cell: 216-406-3003 • E-Mail: weakley@lcaships.com

**Before the Subcommittee on Coast Guard and Maritime Transportation
United States House of Representatives**

COAST GUARD ICEBREAKERS

Rayburn House Office Building – Room 2167

July 16, 2008 – 2:00 p.m.

Lake Carriers' Association represents 16 American corporations that operate 63 U.S.-Flag vessels exclusively on the Great Lakes. These vessels ("Lakers") move the raw materials that drive the U.S. economy: iron ore for steel production, coal for power generation, limestone and cement for the construction industry, When high water levels offset the lack of adequate dredging on the Great Lakes, LCA's members can move more than 115 million tons of cargo in a given year.

Great Lakes Maritime Task Force represents more than 80 organizations, including dock operators, labor unions, vessel operators, steel producers, power generators, port authorities, dredging contractors, and limestone producers. Founded in 1992, it promotes Great Lakes Marine Transportation.

Every day the 2,500 professional American mariners sailing on the Great Lakes risk their lives and their livelihoods to feed the economic engine that drives the North American Heartland. They deserve the respect and the resources needed to ensure safe and efficient passage. Without adequate U.S. Coast Guard resources, particularly icebreaking capacity, the gears of this economic engine could come to a grinding halt. As President of Lake Carriers' Association and a Vice President of Great Lakes Maritime Task Force, I have the privilege of testifying on behalf of those mariners and the U.S.-Flag vessels operating on the Great Lakes. With each cargo, we deliver iron ore for steel production, limestone and cement for construction, coal for power generation ... and jobs.

Three days after the 9/11 attack, I was recalled to active duty and served for a year at the Ninth Coast Guard District Headquarters in Cleveland. I recently retired as a United States Coast Guard Officer with more than 23 years of combined active duty and reserve service. For sixteen of those years, I served on the Great Lakes and I can tell you, without a doubt, that some of the active sailors, reservists, and civilians working at Great Lakes Commands are among the most dedicated public servants you will ever meet. There is, however, one aspect of their job that no amount of talent and dedication can overcome: a lack of appropriate resources. Sailors need ships.

Since 2004, Lake Carriers' Association has strongly advocated for additional deep-draft icebreaking and ice-capable U.S. Coast Guard vessels for the Great Lakes. Our requests (and prayers) have gone unanswered. We need one additional 140-foot-long Icebreaking Tug (WTGB) assigned to Duluth, Minnesota, to support operations on Lake Superior and an additional ice-strengthened 225-foot-long Seagoing Buoy Tender (WLB) assigned to Charlevoix, Michigan, to support operations on Lake Michigan and the Straits of Mackinac. I have attached copies of our correspondence with the U.S. Coast Guard for the record. Thank you for allowing me to make our case before this Subcommittee.

Just as America's northern interstates and roadways need to be plowed in the winter to facilitate traffic, our waterways need sufficient assets to remain conduits for waterborne commerce. Just as our cities and states use a mix of snowplows and police cruisers to serve the public and the public good, our U.S. Coast Guard uses a mix of vessels designed with a primary purpose, yet capable of multiple missions.

Statement by Mr. James H.I. Weakley
President, Lake Carriers' Association • Vice President, Great Lakes Maritime Task Force
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We need to make sure sufficient nautical snowplows are stationed where the snow and ice are, and ensure there are enough waterborne squad cars to provide maritime security when and where it is needed.

The Great Lakes form a marine highway on which moves as much as 200 million tons of cargo a year, when water levels and economic conditions allow. 66 U.S.-Flag Lakers moved 104 million tons in 2007; of that total, 15 million tons – or 14% – were delivered between December 15th and April 15th; this timeframe is generally considered the “ice season.” Valued at \$1.1 billion, the majority of that cargo moved before the Locks at Sault Ste. Marie, Michigan, closed on January 15th and after it reopened on March 25th. Some cargo will continue to move on the Lower Lakes, but after the Welland Canal closes at the end of December, the Great Lakes become a closed system — and Lake Superior becomes a closed system within a closed system. Some areas are considered “critical waterways”: Whitefish Bay, the St. Marys River, the Straits of Mackinac, and the Detroit/St. Clair River system. The eight U.S. Coast Guard vessels and two Canadian Coast Guard vessels provide icebreaking services in those areas and others, as resources allow. Much like driveways and private roads, docks and “non-critical” waterways often receive icebreaking services from commercial providers

The winter of 2007-2008 was considered “normal” when compared to the past thirty winters. It was, nonetheless, the most severe winter we’ve experienced since 2003. It clearly demonstrated the abysmal impact a lack of icebreaking resources can have on our industry. Due to a lack of capacity, capability, and reliability by both the U.S. and Canadian Coast Guards, much of the Great Lakes and Connecting Channels remained abandoned to the elements. The price tag for just three Lake Carriers’ Association members exceeded \$1.3 million in vessel damages. Lives were unnecessarily risked when the U.S. Coast Guard failed, because of inadequate resources, to answer the call.

I would like to briefly compare and contrast the distribution of U.S. Coast Guard vessels 65 feet and greater in length on Lake Michigan with the East Coast of the United States. Lake Michigan is 307 miles long and 118 miles wide; it encompasses more than 67,900 square miles and is as deep as 923 feet. It boasts more than 1,640 miles of coastline. 1,640 miles is the distance from Portland, Maine, to Homestead, Florida (just south of Miami). Currently, the Lake is home to one 140-foot-long Icebreaking Tug (USCGC Mobile Bay, homeported in Green Bay, Wisconsin) and its attached buoy tending barge. The equivalent shoreline of the East Coast has 90 U.S. Coast Guard vessels homeported along it.

A U.S. Coast Guard representative once informed me that six Coast Guard vessels provide icebreaking services for a 150-mile stretch of the Hudson River. By contrast, on the Great Lakes we have six icebreakers (USCGC Mackinaw and five WTGBs) and two “ice strengthened” buoy tenders (225-foot-long WLBs) for the entire Great Lakes. I certainly understand the need for icebreaking on the Hudson River and other Coast Guard missions on the East Coast. To be clear, I am not asking for parity, I am seeking equity.

The attached graph illustrates that the U.S. Coast Guard uses its icebreakers on the East Coast primarily for security missions. I believe this is not the best resource for the job. It is the nautical equivalent of putting a blue light on a snowplow. It can be done, but it is not the best allocation of resources for traffic management or for law enforcement. The U.S. Coast Guard also keeps a 140-foot-long icebreaker stationed at its Academy for use as a training platform. Again, I don’t mean to diminish the importance of the mission, but rather question the asset allocation.

Statement by Mr. James H.I. Weakley
President, Lake Carriers' Association • Vice President, Great Lakes Maritime Task Force
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The graph details the average number of hours spent by an East Coast Icebreaking Tug (140-foot WTGB) and one homeported on the Great Lakes. First District vessels (East Coast), for example, will spend an estimated 157 hours breaking ice compared to 870 hours for the Great Lakes 140-foot-long WTGBs. Contrast the 101 hours the Great Lakes vessels will spend on security with the 900 hours conducted by the average First District icebreaker.

Historically, there were as many as five 180-foot-long buoy tenders stationed on the Great Lakes; as recently as 2006, there were three. Those three have since been replaced with two 225s. Some in the U.S. Coast Guard have argued the 225-foot-long class of vessel is of higher horsepower and more efficient. This argument ignores the fact that there is a natural tension between icebreaking and buoy tending. Buoys are pulled as the ice season begins and need to be reset as the need for icebreaking ends. Vessels can't perform both missions at the same time. I must also point out that even though the 225s may have a higher horsepower, they can't use it in the ice because they are not built as structurally sound as the 180-foot class. In fact, the two 225s on the Great Lakes had to be reinforced in the bow and still remain reined in. The 225s also have proven to be the most unreliable vessels in the Coast Guard fleet. They are prone to leaking oil from their propellers and other engineering failures. These repairs are being made during critical icebreaking operations, and have required dry-docking outside of the Lakes. More operational days have been lost by the aging 140-foot-long fleet and the unreliable 225-foot-long fleet than anyone could have imagined.

I appreciate the difficult decisions U.S. Coast Guard policymakers and resource allocators have to make — particularly in today's resource constrained, yet demanding operational environment. A better understanding of the operational environment on the Great Lakes and our mission needs by those decisionmakers and their Congressional oversight committee could result in a better geographical distribution of icebreakers and a better allocation of vessels based on mission requirements and vessel performance parameters. Providing the Great Lakes with one additional 140-foot-long Icebreaking Tug and one additional 225-foot-long Seagoing Buoy Tender would have a tremendous impact on the Great Lakes shipping industry's ability to meet the needs of commerce and would not hinder the U.S. Coast Guard's ability to perform its mission in the rest of the United States. Let me emphasize again, I am not asking for parity, but believe there should be more equity. There needs to be a better geographical distribution of icebreakers and a better allocation of vessels, based on mission requirements and vessel performance parameters.

Thank you for the opportunity to address this hearing. I will do my best to answer any questions you might have.

Attachments:

- U.S. Coast Guard Correspondence
 - (A) 04/06/2004 – Lake Carriers' Association Letter to VADM James D. Hull, Commander-Atlantic Region, USCG
 - (B) 07/09/2004 – VADM James D. Hull, Commander-Atlantic Region, USCG Letter to Lake Carriers' Association
 - (C) 10/03/2005 – VADM V.S. Crea, Commander-Atlantic Region, USCG Letter to Mayor Norman L. Carlson, Jr. (Charlevoix, MI)
 - (D) 10/12/2005 – J.X. Monaghan, Chief-Office of Cutter Forces, by Direction of ADM Collins, Commandant, USCG Letter to Mayor Carlson
 - (E) 10/19/2005 – RADM Robert J. Papp, Jr., Commander-Ninth Coast Guard District, Letter to Mayor Carlson
 - (F) 11/04/2005 – Lake Carriers' Association Letter to Admiral Thomas H. Collins, Commandant, USCG
 - (G) 12/30/2005 – VADM Terry M. Cross, Acting Commandant, USCG, Letter to Lake Carriers' Association
- (H) Lake Michigan USCG Vessel Asset Comparison
- (I) Graph: Average WTGB Vessel Usage
- (J) PowerPoint Presentation



Lake Carriers' Association[®]

The Greatest Ships on the Great Lakes

JAMES H. I. WEAKLEY, PRESIDENT

216-861-0590 • weakley@lcaships.com

April 6, 2004

VADM James D. Hull
Commander, Atlantic Area
United States Coast Guard
431 Crawford Street
Portsmouth, VA 23705

Dear Admiral Hull:

Lake Carriers' Association represents 15 American corporations operating 57 U.S.-flag vessels on the Great Lakes. These vessels annually carry as much as 115 million tons of cargo, such as iron ore for the steel industry, limestone for the construction industry, coal for utilities, These cargos drive the region's and the nation's economy.

I am writing to request the United States Coast Guard assign another 140-foot icebreaking buoy tender to the Great Lakes. The Coast Guard's current complement of assets capable of icebreaking is being strained by mission demands and the affects of age. Any casualty or a repeat of the extreme ice conditions that characterized the opening and closing of the 2003 navigation season could well leave the commercial fleet unable to meet customers' requirements. Major employers would then face the unpleasant choice of either reducing production or utilizing costlier means of delivery — neither scenario is in our nation's best interests.

The genesis of the United States Coast Guard's icebreaking mission testifies to its importance. The Coast Guard was charged with icebreaking to meet the needs of commerce by an Executive Order signed by President Franklin D. Roosevelt in 1936. U.S.-flag Great Lakes vessel operators move significant amounts of cargo during periods of ice cover. Our customers are engaged in global competition, so their stockpiling costs must be kept to the bare minimum. This means iron ore, coal, and cement move from early March until late January. In periods of peak demand, iron ore has been shipped from Escanaba, Michigan, until the middle of February. There also have been several occasions when coal continued to move from Lake Erie ports well into February.¹

Cargo moved during the ice season (December 15 – April 15) represents a considerable amount of the annual float. Iron ore cargos carried during this period can approach 20 percent of the yearly total. Coal loaded during this timeframe can amount to 10 percent of the trade's year-end total.

Continued . . . /

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Representing Operators of U.S.-Flag Vessels on the Great Lakes Since 1880

¹ Although not on the scale of the dry-bulk trades, heating oil moves year-round.

The jobs that depend on these cargos being delivered are significant. The iron ore mines and steel mills that rely on U.S.-flag Great Lakes vessels generate direct employment for approximately 100,000 Americans. When the United States Coast Guard studied the need to replace the Cutter MACKINAW in the mid-1990s, it estimated that direct and indirect employment related to steel totaled 400,000 jobs.

While the sheer volume of jobs dependent on Great Lakes shipping is impressive, it is also important to remember these jobs pay family-sustaining wages and provide important benefits, such as health care coverage and retirement savings.

One cannot overestimate the importance of Great Lakes basin industry to the nation's economy. Roughly 70 percent of our nation's steelmaking and auto manufacturing capacity is located in this region.

The national defense impacts of Great Lakes shipping must also be taken into consideration. While our military has many hi-tech weapons at its disposal, prolonged conflicts still require tanks and mortars and other materiel made of steel to accomplish its mission of defending America's interests worldwide.

Before addressing our specific concerns about the Coast Guard's icebreaking assets on the Great Lakes, let me stress there is no deficiency in terms of crews' skills or dedication. As a former member of the United States Coast Guard, I know from personal experience that the men and women assigned to the Great Lakes rank among the service's finest.

There are, however, undeniable shortcomings with the current complement of assets capable of performing icebreaking missions. Age is a major concern. The youngest icebreaking asset is 23 years old. Icebreaking itself places major stresses on a hull and equipment, but these vessels perform other missions year-round, and may take on new Homeland Security responsibilities. Each passing year increases the potential for casualties requiring lengthy repairs and reduces the availability of spare parts for veteran hulls.

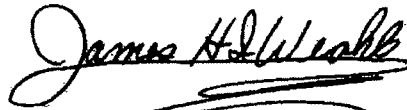
Two Lakes assets will be retired in the near future. The SUNDEW will be decommissioned this May. The ACACIA will leave the fleet in the spring of 2006. The Lakes-bound replacement, the ADLER, will not arrive on station until this fall. Since three 180' WLB's are being replaced with two 225' WLB's the Lakes Fleet will have one less hull available.

There is a long history of partnership and cooperation between the U.S. and Canadian Coast Guards, but Canada has only two icebreakers to patrol its waters, so the U.S. Coast Guard must perform the bulk of icebreaking on the Lakes.

Our most serious concern is that 225-foot-long buoy tenders (of which the ALDER is one) have shown themselves unable to perform in all ice conditions. That fact alone justifies the addition of a proven 140-foot-long buoy tender to the Lakes icebreaking fleet.

In summation then, the ability to reliably move cargo on the Great Lakes during periods of ice cover is crucial to the revival and growth of our nation's industrial heartland. The U.S. Coast Guard must assign another 140-foot-long icebreaking buoy tender to the Great Lakes to ensure that waterborne commerce continues uninterrupted during periods of ice cover.

Sincerely,

A handwritten signature in black ink, appearing to read "James H. I. Weakley". The signature is written in a cursive style with a prominent flourish at the end.

James H. I. Weakley
President

JHW:GGN:lca
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cc: RADM Ronald F. Silva, Commander, Ninth Coast Guard District
Members – LCA Advisory Committee
Members – LCA Navigation Committee

U.S. Department of
Homeland Security



United States
Coast Guard

Commander
United States Coast Guard
Atlantic Area

431 Crawford St
Portsmouth, VA 23704-5004
Staff Symbol: A
Phone: (757) 398-6287

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JUL - 9 2004

James H. I. Weakley
President
Lake Carriers Association
Suite 915
614 West Superior Ave
Cleveland, OH 44113-1383

Dear Jim:

Thank you for your letter requesting an additional Coast Guard icebreaking tug (WTGB) be permanently assigned to the Great Lakes region. I understand and empathize with your valid concerns regarding the availability of appropriate icebreaking cutters to efficiently enable transits of Great Lakes shipping.

My staff is currently researching the feasibility of such a move. In addition to considering the icebreaking capabilities and homeport locations of the new 225-foot buoytenders (WLBs), we must also take into account our ever-increasing role in Homeland Security as well as our Search and Rescue, Aids to Navigation, Living Marine Resource Protection and Fisheries Regulation mission requirements in the Great Lakes region and along the northern East Coast. These issues will be thoroughly addressed during an icebreaking operations program manager meeting, hosted by my Waterways Management staff, in late July.

As always, we will continue to support the Great Lakes shipping industry to the best of our ability. USCGC MORRO BAY (WTGB 106) or another WTGB will be considered for a temporary assignment to the Great Lakes if needed next winter. We also look forward to the new Great Lakes Icebreaker, USCGC MACKINAW (WLBB 30) joining the fleet.

If you have additional questions or concerns, please do not hesitate to contact CDR John Little, of my Waterways Management staff, at (757) 398-6673.

Sincerely,

James D. Hull
Vice Admiral, U.S. Coast Guard
Commander, Atlantic Area

Copy: Commander, Ninth Coast Guard District
Commander, First Coast Guard District



COMMANDER, ATLANTIC AREA
UNITED STATES COAST GUARD
431 CRAWFORD STREET
PORTSMOUTH, VIRGINIA 23704-5004

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OCT 11 2005

CITY OF CHARLEVOIX

October 3, 2005

Dear Mayor Carlson:

Thank you for your letter highlighting the close relationship between the Coast Guard and the great city of Charlevoix.

ACACIA has a long and tremendous history on the Great Lakes. In part, the longevity of all cutters in ACACIA's class drove the decision to recapitalize the buoy tender fleet. The new buoy tenders are more economical to operate and maintain in relation to the greater capabilities they possess, and this requires fewer hulls to support the same workload. While specific cutter homeport decisions are rendered in Washington, I work closely with the appropriate USCG District Commander to ensure the Commandant is fully aware of all issues and background information pertinent to that decision.

As we move towards a future of fewer, yet more capable USCG assets, decisions about where and how to employ them assume greater criticality. I appreciate your willingness to participate in this process, and I look forward to working with you in the future.

Sincerely,

V. S. CREA

Vice Admiral, U. S. Coast Guard

Mayor Norman L. Carlson, Jr.
City of Charlevoix
210 State Street
Charlevoix, Michigan 49720



U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
United States Coast Guard

2100 Second Street, S.W.
Washington, DC 20543-0001
Staff Symbol: G-OCU-2
Phone: (202) 267-0333
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G-12530

OCT 12 2005

Norman L. Carlson, Jr.
Mayor, City of Charlevoix
210 State Street
Charlevoix, MI 49720

Dear Mayor Carlson:

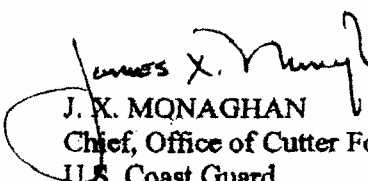
On behalf of Admiral Collins, I would like to thank you for taking the time to send us your detailed letter of August 30, 2005 urging the Coast Guard to continue to homeport a cutter in Charlevoix. Please accept our gratitude to the City of Charlevoix for its unwavering support of the Coast Guard and specifically the Coast Guard Cutter ACACIA, which has been proud to call Charlevoix home for many years.

As you are aware, the ACACIA, commissioned in 1944, is the last of the 180ft buoy tenders in service and will be decommissioned in the summer of 2006. These World War II era cutters are being replaced by new and more capable 225ft buoy tenders, which include CGC ALDER in Duluth and CGC HOLLYHOCK in Port Huron. Additionally, the new Great Lakes Icebreaker, CGC MACKINAW, to be homeported in Cheboygan, will be equipped with buoy tending capability which will increase its operational flexibility.

The improved capabilities of the 225ft cutters, in conjunction with the MACKINAW and the 140ft Icebreaking Tugs, will allow the Coast Guard to meet its operational responsibilities to the American public on the Great Lakes with a more capable and efficient fleet. Rest assured that we will continue to provide the same level of professional service that the citizens and mariners of the Great Lakes region have come to expect from the Coast Guard.

You mentioned in your letter the desire for CGC MORRO BAY, homeported in Connecticut, to be relocated to Charlevoix. MORRO BAY is currently fully employed serving both New England and New York State during winter icebreaking seasons. At this time, we have no plans to relocate MORRO BAY to the Great Lakes. However, if future mission requirements make additional cutters on the Great Lakes necessary, Charlevoix will most certainly be considered as a potential homeport. Thank you for your staunch support of the Coast Guard, CGC ACACIA and Coast Guard members in your community.

Sincerely,


J. X. MONAGHAN
Chief, Office of Cutter Forces
U.S. Coast Guard
By direction

RECEIVED

OCT 17 2005

CITY OF CHARLEVOIX



U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Ninth Coast Guard District

1240 East Ninth Street
Cleveland, OH 44199-2060
Staff Symbol: d
Phone: (216)902-6001
Fax: (216)902-6018

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OCT 19 2005

The Honorable Norman Carlson, Jr.
Mayor of Charlevoix
210 State Street
Charlevoix, MI 49720

Dear Mayor Carlson:

I am writing in response to your letter of August 30, 2005, requesting consideration of Charlevoix as the future homeport of CGC MORRO BAY. At this time, no decision has been made about the possible reassignment of the MORRO BAY or another cutter to the Great Lakes. Because of operational demands in other areas of the country, the relocation of an additional asset to the Lakes remains uncertain for the immediate future.

If MORRO BAY or another cutter is assigned to the Great Lakes, the Coast Guard will conduct a study to determine the best location for the cutter's homeport. Charlevoix will be included in the study.

I appreciate your community's commitment to CGC ACACIA over the years and for your continuing interest in welcoming the Coast Guard. Please contact Captain Mike Hudson of my staff at (216) 902-6064 if you have further questions.

Sincerely,

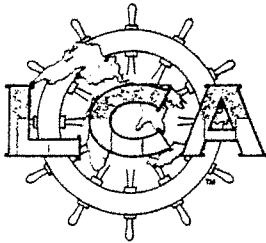
R. J. PAPP, JR.
Rear Admiral, U. S. Coast Guard
Commander,
Ninth Coast Guard District

Copy: CGC ACACIA (WLB-406)

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OCT 24 2005

CITY OF CHARLEVOIX



Lake Carriers' Association[®]

The Greatest Ships on the Great Lakes

JAMES H. I. WEAKLEY, PRESIDENT

216-861-0590 • weakley@lcaships.com

November 4, 2005

Admiral Thomas H. Collins
Commandant (G)
United States Coast Guard
2100 Second Street, S.W.
Washington, DC 20593

Dear Admiral Collins:

Lake Carriers' Association represents 12 U.S.-Flag Great Lakes fleets which have a combined total of 55 vessels with a per-trip carrying capacity of more than 1.9 million tons. Major cargos include iron ore and fluxstone for the steel industry; coal for power generation; and limestone and cement for the construction industry. LCA's members have the capacity to haul more than 120 million tons of dry-bulk cargo on an annual basis.

In April 2004, we wrote Vice Admiral James D. Hull, Atlantic Area Commander, and formally requested an additional 140-foot icebreaking tug (WTGB) be assigned to the Great Lakes. The response I received assured me the matter would be carefully considered and evaluated. We recently received a copy of a letter addressed to the Mayor of Charlevoix, Michigan, from the Coast Guard's Office of Cutter Forces. The letter stated the requested 140-foot WTGB, CGC MORRO BAY, "is currently fully employed serving both New England and New York State during winter icebreaking seasons. At this time, we have no plans to relocate MORRO BAY to the Great Lakes. However, if future mission requirements make additional cutters on the Great Lakes necessary, Charlevoix would be considered as a potential homeport." The letter further discussed the current mix of cutters on the Great Lakes, contrasted the efficiencies of the 225s with the 180s and concluded that in conjunction with the ability of the new MACKINAW, "will allow the Coast Guard to meet its operational responsibilities to the American public on the Great Lakes with a more capable and efficient fleet."

I must respectfully disagree with the U.S. Coast Guard's conclusion and again request the U.S. Coast Guard station an additional 140-foot-long icebreaking tug, the MORRO BAY or another, on the Great Lakes. We are deeply concerned about the Coast Guard's ability to perform its icebreaking mission on the Great Lakes now and in the future. As you are aware, none of the WTGBs were funded for mid-life rehabilitation and overhaul. The increased operational demand and reduction in maintenance of these aging vessels have resulted in more frequent and severe breakdowns.

Continued . . . /

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The Association Representing Operators of U.S.-Flag Vessels on the Great Lakes

AMERICAN STEAMSHIP COMPANY • CENTRAL MARINE LOGISTICS, INC. • CLEVELAND TANKERS SHIP MANAGEMENT INC.
GRAND RIVER NAVIGATION COMPANY, INC. • GREAT LAKES ASSOCIATES, INC. • GREAT LAKES FLEET, INC. / KEY LAKES, INC. • HMC SHIP MANAGEMENT, LTD.
INLAND LAKES MANAGEMENT, INC. • THE INTERLAKE STEAMSHIP COMPANY • ISG BURNS HARBOR, LLC • OGLEBAY NORTON MARINE SERVICES COMPANY
PERE MARQUETTE SHIPPING COMPANY • SOC MARINE SUPPLY, INC. • UPPER LAKES TOWING COMPANY, INC. • VANENKEVORT TUG & BARGE, INC.

The last 180 buoy tender in the Coast Guard, the ACACIA, will be decommissioned in Charlevoix, Michigan, next summer and will not be replaced. While the new MACKINAW will soon be in service, it is yet to be proven in actual ice operations or demonstrate its ability to work buoys. I am optimistic about the new MACKINAW; however, the U.S. Coast Guard's Great Lakes fleet will be down one hull when the ACCACIA is decommissioned. This vessel needs to be replaced with an additional WLB or WTGB. While the 225s and the new MACKINAW may be more efficient, with respect to the buoy tending mission, they cannot be in two places at once, nor can they perform two missions at once. On the Great Lakes, there is a tension between the icebreaking mission and the buoy tending mission. When the conditions are ready to set buoys in the southern Great Lakes, the icebreaking mission remains in full swing in the northern reaches of the Lakes. I must also question whether the efficiencies of the new hulls are offset by the inefficiencies of the barges used in conjunction with the WTGBs to work buoys. The Great Lakes is the only place in the Coast Guard to use this tug-barge combination and two of our WTGBs must deal with this additional burden. Unless an additional 140-foot-long icebreaker is assigned to the Great Lakes, the movement of cargos vital to our nation's defense capabilities and economic well-being may be compromised.

Shipping during the "ice season" is critical to the fleet's ability to meet the needs of commerce. For example, in 2004, LCA's members moved more than 111 million tons of dry-bulk cargo. The table below illustrates how much of that cargo moved during periods of ice cover:

Month 2004	U.S.-Flag Carriage (net tons)	Percent of 2004 Float
January	4,438,130	4.0
February	275,048	0.2
March	3,304,986	3.0
April 1-15	4,731,104	4.2
December 16-31	4,328,549	3.9
Total	17,077,817	15.3

With the exception of February (the Locks at Sault Ste. Marie, Michigan, are closed from January 15 until March 25th causing the lack of movement in February), the monthly totals are significant in themselves, but the aggregate total – 17.1 million tons – is an enormous contribution to the U.S. economy. Those tons represent the raw materials that keep our nation's steel mills working in winter and the fossil fuels that feed the region's power plants. The Canadian-Flag fleet on the Great Lakes also moves a significant amount of cargo during the ice season and receives U. S. Coast Guard icebreaking assistance.

It would be impossible for the U.S.-Flag Great Lakes fleet to move an additional 17.1 million tons of cargo during the spring, summer, and fall. There is very little reserve carrying capacity that could be activated. This year, only one mid-sized self-unloader (annual carrying

capacity of 1.5 million tons) did not sail. Therefore, it is imperative that cargo move on the Great Lakes as long as possible each year.¹

Further exacerbating the problem this year is the fact that the Canadian Coast Guard recently decommissioned one icebreaker CCGS SIMCOE (with no planned replacement), and will idle another after January 11, 2006. As a result, Canada will contribute only one icebreaker for much of this winter. This means U.S. Coast Guard icebreaking assets will have even more work to do than normal. It is currently forecast that coal will be shipped from Ohio's Lake Erie ports of Ashtabula and Conneaut throughout the winter. If natural gas prices continue to rise, there could be even more demand for coal during the ice season. The salt trade out of Goderich, Ontario, is projected to continue uninterrupted this winter, with most of that cargo destined for communities along Lake Michigan. As you are aware, the U.S. Coast Guard and Canadian Coast Guard are in the process of renewing an icebreaking MOU. I am concerned about the ratio of shared resources. While the demand on U.S. icebreaking resources has increased to support the Canadian-Flag fleet's effort to supply coal to Canadian power plants, the MOU has allowed the Canadian Coast Guard to reduce the number of vessels involved with the mission. I fully support the cooperation and sharing of resources between the two countries; however, I do not believe the U.S. Coast Guard can meet its commitment to the Canadian Government and the American Public without the addition of another 140-foot icebreaker on the Great Lakes.

Our concerns about the Coast Guard's ability to break ice on the Great Lakes in the short- and long-term in no way reflect on the skill and dedication of the crews on the ice-capable assets. We know from years of experience that these men and women are among the Service's finest. The issue is simply that there are more than 100 U.S. deep-draft ports on the Great Lakes and six connecting waterways that must handle cargo during the ice season. The current compliment of U.S. Coast Guard icebreaking assets will strain to meet the needs of this commerce. Deployment of an additional 140-foot-long icebreaker to the Great Lakes will help ensure America's industrial heartland has the raw materials it needs to keep our nation safe and strong.

In April 2004, a representative of U.S. Coast Guard's Activities New York informed me that they use six icebreaking cutters to break ice in the 150 miles of river and harbor from December 15 to March 15 (I assume they are counting the three 140-foot WTGBs and three 65-foot-icebreaking harbor tugs WYTLs). This may be true; however, the Great Lakes Region uses five icebreaking cutters (all 140-foot WTGBs) to cover more than 1,500 miles of international border (in addition to all of Lake Michigan) and our ice season is a month longer – from December 15 to April 15. Although we have access to the two 225-foot buoy tenders (New York Harbor and Long Island Sound also have access to buoy tenders for icebreaking), I would like to point out that these vessels were designed as ocean-going buoy tenders. As an afterthought, the two assigned to the Great Lakes received some structural reinforcement to allow them to work buoys in the ice. The ALDER and HOLLYHOCK may have some ability to facilitate the movement of commerce and break ice; however they have not fared well during ice operations. They lack maneuverability, the ability to effectively use astern propulsion in ice, and have yet to be a proven icebreaking asset. The 225s can be used to maintain an established track in favorable ice conditions, but are ineffective at direct vessel assists, establishing new track, or handling windrows of ice.

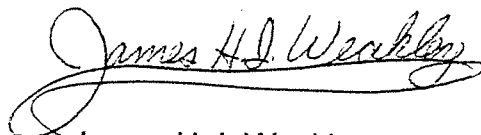
¹ Lake Carriers' Association's members only move dry-bulk cargo, but the movement of liquid-bulk cargoes, such as heating oil and gasoline, is in fact year-round on the Great Lakes.

Another justification for the additional vessel in the Great Lakes is Border Security and Homeland Security. We are supportive of Charlevoix's offer to serve as the homeport for the replacement vessel, and we feel very strongly it should be located in Northern Michigan. This would allow the vessel to support icebreaking in the Straits of Mackinac and patrol the International Border with Canada. The New York area has seen three new 87-foot Costal Patrol Boats and none have been assigned to the Great Lakes. I understand those vessels may not be appropriate for the Great Lakes due to our winters, which further justifies the transfer of the MORRO BAY to Northern Michigan.

When we discussed this issue in Cleveland, you suggested I make the business case for the vessel transfer. Therefore, I am requesting, under the Freedom of Information Act, the numbers and categories of mission hours attributed to all WTYLs and WTGBs commissioned in the United States Coast Guard. I would also like the number of mission hours dedicated to icebreaking, by vessel, for the First, Ninth, and Fifth Coast Guard Districts.

Please let me know if you need additional information on the importance of shipping on the Great Lakes during the ice season. It will be provided without delay. I look forward to working with you to ensure our nation's manufacturers and the Americans and Canadians living in the Great Lakes Region are not left out in the cold.

Sincerely,



James H. I. Weakley
President

JHIW:lca
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cc: Vice Admiral Vivian S. Crea – Commander, Atlantic Area
Rear Admiral Robert J. Papp, Jr. – Commander, Ninth Coast Guard District
The Honorable Norman Carlson, Jr. – Mayor of Charlevoix
Members – LCA Board of Directors
Members – LCA Navigation Committee
Members – LCA Captains Committee



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G-12722
DEC 30 2005

Lake Carriers Association
Attn: Mr. James H. I. Weakley
Suite 915
614 West Superior Avenue
Cleveland, OH 44113-1383

Dear Mr. Weakley:

This is in response to your letter of November 4, 2005, regarding stationing an additional ice breaking cutter on the Great Lakes.

The points provided in your letter clearly illustrate the importance of domestic ice breaking. The United States Coast Guard shares your concerns in ensuring the important commerce of the Great Lakes region continues unimpaired throughout the winter months. America's Heartland must be provided the raw materials needed to ensure our economy stays strong regardless of inclement weather and difficult ice conditions.

The planned decommissioning of ACACIA in 2006 and the recent decision by the Canadian Coast Guard to deactivate CCGS SIMCOE for the upcoming winter should not have a significant impact on ice breaking operations by both the United States Coast Guard and our Canadian ice breaking partners. ACACIA has only averaged 16 hours of ice breaking per year over the last 6 years and CCGS SIMCOE has had little involvement with any of the three ice breaking operations that take place on the Great Lakes annually. With the new MACKINAW coming into service and the enhanced ice breaking capabilities of our 225' WLBs, the Coast Guard is confident that it can meet the ice breaking demands of the Great Lakes with the assets in place. As with other missions, the Coast Guard will continue to monitor the mission performance of its Great Lake ice breaking assets to ensure they are meeting mission requirements.

The Coast Guard looks forward to working together with the Lake Carriers Association to ensure our nations maritime commerce flows unimpaired throughout the upcoming and future ice seasons. The information you requested under the Freedom of Information Act concerning the mission hours for WYTLs and WTGBs, and ice breaking hours by District are enclosed. Please feel free to contact me if you have further questions.

Sincerely,

A handwritten signature in black ink, appearing to read "T. Cross", written over a circular stamp or mark.

TERRY M. CROSS
Vice Admiral, U.S. Coast Guard
Acting Commandant

Enclosure

Mission Hours for WTGBs and WYTLs
Past ten years

WTGBs

	1996	1997	1998	1999*	2000*	2001*	2002	2003\$	2004	2005	Total
CGC MORRO BAY											
Drug Interdiction	0	0	0	0	0	0	0	0	0	0	0
Migrant Interdiction	0	0	0	0	0	0	0	0	0	0	0
Other LE	20	0	0	0	0	0	0	0	0	0	20
Ports, Waterways, Coastal Security	0	0	0	0	0	130	895.6	1059	1065	0	3149.6
Defense Readiness	0	0	0	0	0	0	0	0	0	0	0
Search and Rescue	73	1	0	0	0	0	46.4	46.5	2	0	168.9
Marine Safety	0	0	36	0	0	0	0	98.5	82.5	0	217
Aids to Navigation	20	166	153	0	0	0	0	36.5	0.5	0	376
Ice Operations	167	120	71	0	0	0	781	282.5	143.8	0	1565.3
Marine Environmental Protection	0	0	0	0	0	0	0	0	0	0	0
Living Marine Resources	50	0	0	0	0	0	0	184.5	317	0	551.5
Support (Training, Public Affairs, Etc)	599	735	495	0	0	0	215.5	82	96.8	131.7	2355
Total	929	1022	755	0	0	0	345.5	1805	1804.3	1742.5	8403.3

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	Total
CGC PENOBSCOT BAY											
Drug Interdiction	54	0	0	0	0	0	0	0	0	0	54
Migrant Interdiction	0	0	0	0	0	0	0	0	0	0	0
Other LE	0	0	12	46	0	47.2	0	0	0	0	105.2
Ports, Waterways, Coastal Security	82	0	38	61	77	21.1	1136.2	1160.2	1414.4	1205.4	5195.3
Defense Readiness	0	0	0	0	0	0	0	0	0	0	0
Search and Rescue	0	28	78	15	2	3.9	0	0	0	12.6	139.5
Marine Safety	0	0	56	0	0	0	0	0	23.7	13.7	93.4
Aids to Navigation	41	438	266	301	419	499.7	30.2	0	0	0	1994.9
Ice Operations	297	167	99	214	247	344.5	15.1	285	286.3	134.3	2089.2
Marine Environmental Protection	9	0	0	0	0	0	0	0	0	0	9
Living Marine Resources	529	286	126	336	31	0	0	0	0	0	1308
Support (Training, Public Affairs, Etc)	667	198	199	80	125	153.3	127.3	70	6.7	111.3	1737.6
Total	1679	1117	874	1053	901	1069.7	1308.8	1515.2	1731.1	1477.3	12726.1

(*) Cutter decommissioned

(\$) Ice breaking hours includes deployment to D9 (620 Hrs)

Includes hours while deployed to D1

Mission Hours for WTGBs and WYTLs
Past ten years

CGC STURGEON BAY	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	Total
Drug Interdiction	0	0	0	0	0	0	0	0	0	0	0
Migrant Interdiction	0	0	0	0	0	0	0	0	0	0	0
Other LE	0	0	72	4	0	0	0	0	0	0	76
Ports, Waterways, Coastal Security	185	11	0	44	60	385	953.3	1203.3	1275	1389.7	5506.3
Defense Readiness	0	0	0	0	0	0	0	0	0	0	0
Search and Rescue	22	16	14	36	0	6	0	2	0	0	96
Marine Safety	30	0	24	63	0	0	0	0	49.1	12.2	178.3
Aids to Navigation	26	111	17	229	139	359.5	15.8	50.3	0	0	947.6
Ice Operations	319	128	65	149	293	321.2	33.3	286	371.1	146.1	2111.7
Marine Environmental Protection	8	0	0	84	36	0	0	0	0	0	128
Living Marine Resources	454	203	94	302	12	3.5	0	0	0	0	1068.5
Support (Training, Public Affairs, Etc)	329	208	331	327	230	337.4	177.4	82.9	120.7	115.9	2259.3
Total	1373	677	617	1238	770	1412.6	1179.8	1624.5	1815.9	1663.9	12371.7

CGC THUNDER BAY	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	Total
Drug Interdiction	6	0	0	0	0	0	0	0	0	0	6
Migrant Interdiction	0	0	0	0	0	0	0	0	0	0	0
Other LE	0	0	0	41	110	0	0	0	9.4	0	160.4
Ports, Waterways, Coastal Security	0	0	0	0	51	149.9	592.4	832	735.7	708.8	3069.8
Defense Readiness	0	0	0	0	0	38.1	0	0	0	0	38.1
Search and Rescue	30	2	17	0	0	2	4.3	0	0	7	62.3
Marine Safety	0	0	0	0	0	51.4	161.4	0	0	0	212.8
Aids to Navigation	13	5	0	0	30	324.5	203	0	0	0	575.5
Ice Operations	246	169	240	53	113	162.9	65.4	273	273	246.4	1841.7
Marine Environmental Protection	0	0	0	0	0	0	0	0	0	0	0
Living Marine Resources	73	234	548	797	458	281.6	7	5	158.5	169.5	2731.6
Support (Training, Public Affairs, Etc)	743	678	79	133	108	191.7	308.6	127	131	280.4	2779.7
Total	1111	1088	884	1024	870	1202.1	1342.1	1237	1307.6	1412.1	11477.9

(*) Cutter decommissioned

(\$) Ice breaking hours includes deployment to D9 (620 Hrs)

Includes hours while deployed to D1

Mission Hours for WTGBs and WYTLs
Past ten years

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	Total
CGC BISCAYNE BAY											
Drug Interdiction	0	36	11	34	0	0	0	0	0	0	81
Migrant Interdiction	0	0	11	0	0	0	0	0	0	0	11
Other LE	0	0	0	0	0	0	0	0	0	0	0
Ports, Waterways, Coastal Security	0	0	33	0	0	103	54.7	0	53.7	125.1	369.5
Defense Readiness	0	0	0	0	59	32	0	59.5	0	0	150.5
Search and Rescue	2	0	4	12	9	29.5	21.2	21.6	0	61.4	160.7
Marine Safety	0	0	11	0	3	0	0	71.3	77.3	7.8	170.4
Aids to Navigation	12	35	24	81	47	57.3	19.7	49.7	204.5	9.8	540
Ice Operations	1162	465	98	487	329	814.7	303.2	631.4	569	537.8	5397.1
Marine Environmental Protection	0	18	0	0	7	0	0	0	0	0	25
Living Marine Resources	0	0	15	49	124	0	21	0	0	0	209
Support (Training, Public Affairs, Etc)	225	228	287	272	248	238.1	387.8	197.7	363.6	256.1	2723.3
Total	1401	782	494	935	826	1274.6	807.6	1031.2	1288.1	998	9837.5

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	Total
CGC BRISTOL BAY											
Drug Interdiction	0	0	0	0	0	0	0	0	0	132.5	132.5
Migrant Interdiction	0	0	0	0	0	0	0	0	0	3	3
Other LE	0	0	0	0	0	0	0	0	31.1	26.7	57.8
Ports, Waterways, Coastal Security	5	3	0	0	0	0	0	0	10.8	41.6	60.4
Defense Readiness	0	0	0	0	0	0	0	12.7	69.6	12.1	94.4
Search and Rescue	3	13	0	0	0	4	1.6	0	0	14.5	36.1
Marine Safety	0	0	0	0	0	0	0	86.5	0	0	86.5
Aids to Navigation	478	608	568	567	510	409.2	402	368.9	428.4	257.4	4596.9
Ice Operations	453	199	6	301	219	533.8	7	346.7	365.4	345.5	2776.4
Marine Environmental Protection	0	0	0	0	0	0	0	0	0	0	0
Living Marine Resources	0	0	0	0	3	0	0	0	0	0	3
Support (Training, Public Affairs, Etc)	294	284	99	134	366	351.8	322	148.3	168.4	418.3	2585.8
Total	1233	1107	673	1002	1098	1298.8	732.6	963.1	1073.7	1251.6	10432.8

(*) Cutter decommissioned

(\$) Ice breaking hours includes deployment to D9 (620 Hrs)

Includes hours while deployed to D1

Mission Hours for WTGBs and WYTLs
Past ten years

CGC KATMAI BAY	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	Total
Drug Interdiction	0	0	0	0	0	0	0	0	84.1	0	84.1
Migrant Interdiction	0	0	0	0	0	0	0	0	0	0	0
Other LE	0	0	26	109	27	0	42.3	0	0	0	204.3
Ports, Waterways, Coastal Security	0	0	0	0	0	0	0	0	0	0	0
Defense Readiness	0	0	0	0	0	43	82.2	0	0	7.6	132.8
Search and Rescue	6	1	0	119	0	6.7	53.3	197.7	10.3	60	454
Marine Safety	0	0	0	1	0	0	0	0	0	0	1
Aids to Navigation	5	11	10	131	96	19.3	14	52.4	31.3	0	370
Ice Operations	1428	647	251	552	282	561.7	270.9	756.3	627	566.8	5942.7
Marine Environmental Protection	0	0	0	18	0	0	0	0	0	0	18
Living Marine Resources	0	0	59	0	0	0	0	0	0	0	59
Support (Training, Public Affairs, Etc)	289	442	458	344	383	312	133.2	200.4	410.3	399.4	3371.3
Total	1728	1101	804	1274	788	942.7	595.9	1206.8	1163	1033.8	10637.2

CGC MOBILE BAY	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	Total
Drug Interdiction	0	0	0	0	0	0	0	0	0	0	0
Migrant Interdiction	0	0	0	0	0	0	0	0	0	0	0
Other LE	0	0	0	0	0	0	0	0	151.9	0	151.9
Ports, Waterways, Coastal Security	0	0	0	0	0	0	0	0	64.5	126.9	191.4
Defense Readiness	0	0	0	0	0	7.8	6.6	0	3.9	2.1	20.4
Search and Rescue	7	23	5	53	36	0	12.6	0	0.2	1.7	138.5
Marine Safety	0	0	0	0	0	0	0	0	0	0	0
Aids to Navigation	559	345	811	642	450	361.5	350.7	431.1	380.5	464.3	4795.1
Ice Operations	1240	488	0	341	12	549	271.6	655.4	449.9	252.6	4259.5
Marine Environmental Protection	0	0	0	0	0	0	0	0	0	0	0
Living Marine Resources	0	0	0	0	0	0	0	0	0	0	0
Support (Training, Public Affairs, Etc)	262	285	665	275	362	335.8	59.9	241.6	123.9	185.4	2795.6
Total	2068	1141	1481	1311	860	1254.1	701.4	1328.1	1174.8	1033	12352.4

(*) Cutter decommissioned

(\$) Ice breaking hours includes deployment to D9 (620 Hrs)

Includes hours while deployed to D1

Mission Hours for WTGBs and WYTLs
Past ten years

CGC NEAH BAY	1996	1997	1998	1999	2000	2001	2002	2003#	2004	2005	Total
Drug Interdiction	0	0	0	83	0	13	0	0	0	0	96
Migrant Interdiction	0	0	0	0	0	0	12	0	0	4.2	16.2
Other LE	0	0	323	140	0	0	115.4	120	90.4	0	788.8
Ports, Waterways, Coastal Security	174	0	0	0	0	19	0	604.3	42.3	132.6	972.2
Defense Readiness	0	0	0	0	5	0	0	0	0	0	5
Search and Rescue	8	7	0	6	2	0	0	5.7	27.2	0	55.9
Marine Safety	0	0	46	0	12	6	5	0	9.9	0	78.9
Aids to Navigation	217	9	0	1	13	0	35	0	0	0	275
Ice Operations	1116	663	0	561	206	776	208	725.6	524.6	493	5273.2
Marine Environmental Protection	0	0	0	6	0	0	0	0	0	0	6
Living Marine Resources	0	0	2	101	68	31	0	14.3	0	115.3	331.6
Support (Training, Public Affairs, Etc)	147	444	523	336	461	171	372.9	247.4	199.8	90.4	2992.5
Total	1662	1123	894	1234	767	1016	748.3	1717.3	894.2	835.5	10891.3

(*) Cutter decommissioned

(\$) Ice breaking hours includes deployment to D9 (620 Hrs)

Includes hours while deployed to D1

Mission Hours for WTGBs and WYTLs
Past ten years

WYTLs

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	Total
CGC BOLLARD											
Drug Interdiction	49	0	0	0	0	0	0	0	0	0	49
Migrant Interdiction	0	0	0	0	0	0	0	0	0	0	0
Other LE	95	0	0	0	0	20.6	133.1	0	0	0	248.7
Ports, Waterways, Coastal Security	0	61	31	0	72	118.5	187.8	403.1	89.2	0	962.6
Defense Readiness	0	0	13	23	0	0	0	0	0	0	36
Search and Rescue	5	0	0	7	8	3.1	19.6	0	0	0	42.7
Marine Safety	0	14	0	56	0	0	0	0	0	0	70
Aids to Navigation	398	437	277	397	304	235.4	348.1	183.2	296.1	402.3	3278.1
Ice Operations	103	30	0	29	104	179.7	0	480.4	208.7	140.3	1275.1
Marine Environmental Protection	0	0	0	0	0	0	0	0	0	0	0
Living Marine Resources	0	0	0	1	0	0	0	0	0	0	1
Support (Training, Public Affairs, Etc)	142	242	201	236	149	125.5	12.1	68.3	52.3	96.9	1325.1
Total	792	784	478	749	637	682.8	700.7	1135	646.3	639.5	7288.3

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	Total
CGC BRIDLE											
Drug Interdiction	0	0	0	0	0	0	0	0	0	0	0
Migrant Interdiction	0	0	0	0	0	0	0	0	0	0	0
Other LE	0	0	0	0	0	20	136.4	0	0	0	156.4
Ports, Waterways, Coastal Security	11	0	0	61	196	42.3	87.9	161.6	212.3	4.6	776.7
Defense Readiness	0	0	0	0	0	0	0	25.7	15.3	111.8	152.8
Search and Rescue	1	51	8	0	0	0	0	5.3	1.5	11.5	78.3
Marine Safety	146	68	44	0	0	0	0	10.7	0	0	268.7
Aids to Navigation	300	58	366	190	110	24	212.8	144.1	63.2	302.9	1771
Ice Operations	103	29	159	86	81	170.4	50.6	308.5	186.7	171.5	1345.7
Marine Environmental Protection	0	78	0	0	0	0	0	0	0	0	78
Living Marine Resources	0	0	0	0	3	0	0	0	0	0	3
Support (Training, Public Affairs, Etc)	190	239	170	354	213	110.6	58.5	101	25.4	42.5	1504
Total	751	523	747	691	603	367.3	546.2	756.9	504.4	644.8	6134.6

(*) Cutter decommissioned

(\$) Ice breaking hours includes deployment to D9 (620 Hrs)

Includes hours while deployed to D1

Mission Hours for WTGBs and WYTLs
Past ten years

CGC HAWSER	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	Total
Drug Interdiction	0	29	23	0	0	0	0	0	0	0	52
Migrant Interdiction	5	20	0	0	0	0	0	0	0	0	25
Other LE	134	8	52	3	0	0	0	619.6	0	0	816.6
Ports, Waterways, Coastal Security	186	149	140	173	347	448	700.6	138.8	468	420.6	3171
Defense Readiness	0	0	0	0	17	16.9	0	2.5	0	7	43.4
Search and Rescue	3	16	194	16	6	10.5	8.8	7	4.9	3.3	269.5
Marine Safety	109	102	148	156	37	151.9	0	0	25.6	0	729.5
Aids to Navigation	46	64	172	121	91	89.5	28.3	0	11.6	75.9	699.3
Ice Operations	99	107	127	138	187	209.7	125.4	236.9	168.8	56.6	1455.4
Marine Environmental Protection	0	3	0	0	0	23.1	0	0	0	0	26.1
Living Marine Resources	1	23	29	48	100	22	2.1	0	0	0	225.1
Support (Training, Public Affairs, Etc)	181	296	177	183	144	128.1	48	79.2	27.8	77.9	1342
Total	764	817	1062	838	929	1099.7	913.2	1084	706.7	641.3	8854.9

CGC LINE	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	Total
Drug Interdiction	69	0	0	42	79	0	0	0	0	0	190
Migrant Interdiction	0	0	0	0	0	0	0	0	0	0	0
Other LE	33	49	0	0	37	0	77.5	0	0	0	196.5
Ports, Waterways, Coastal Security	176	62	140	98	211	214.9	681.3	764.5	334.3	420.6	3102.6
Defense Readiness	0	0	91	24	6	58	53.4	0	0	7	239.4
Search and Rescue	31	8	187	1	62	5.2	0.7	1.8	0	0	296.7
Marine Safety	0	0	50	14	0	71.6	0	0	34.2	8	177.8
Aids to Navigation	35	39	100	95	110	235.1	34.8	36.1	34.6	13.4	733
Ice Operations	138	103	44	154	214	112.4	14.3	157.6	120	44.8	1102.1
Marine Environmental Protection	0	0	4	17	0	0	0	0	0	0	21
Living Marine Resources	0	0	0	7	86	0	0	0	0	0	93
Support (Training, Public Affairs, Etc)	165	433	249	243	239	228.1	38.1	11	106	28.7	1740.9
Total	647	694	865	695	1044	925.3	900.1	971	629.1	522.5	7893

(*) Cutter decommissioned

(\$) Ice breaking hours includes deployment to D9 (620 Hrs)

Includes hours while deployed to D1

Mission Hours for WTGBs and WYTLs
Past ten years

CGC PENDANT	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	Total
Drug Interdiction	0	0	0	0	0	0	0	0	0	0	0
Migrant Interdiction	0	0	0	0	0	0	0	0	0	0	0
Other LE	0	0	0	0	0	137.2	0	0	0	0	137.2
Ports, Waterways, Coastal Security	35	42	44	227	16	13	107.8	118.8	184	134.8	922.4
Defense Readiness	0	0	0	0	0	56.5	0	0	0	0	56.5
Search and Rescue	1	0	0	57	0	0	0	0	2.5	0	60.5
Marine Safety	0	0	28	0	0	0	0	0	0	0	28
Aids to Navigation	319	289	292	432	390	423.8	445.6	363.6	141.2	112.5	3208.7
Ice Operations	57	9	0	0	133	46	0	182.1	198.1	102.6	727.8
Marine Environmental Protection	4	0	0	0	0	0	0	0	0	0	4
Living Marine Resources	0	0	8	15	0	0	0	0	0	0	23
Support (Training, Public Affairs, Etc)	242	261	408	310	404	73.7	151.6	146.8	207	275.8	2479.9
Total	658	601	780	1041	943	750.2	705	811.3	732.8	625.7	7648

CGC SHACKLE	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	Total
Drug Interdiction	0	0	0	0	45	0	0	0	0	0	45
Migrant Interdiction	0	0	0	0	0	0	0	0	0	0	0
Other LE	0	0	0	0	0	0	0	0	0	0	0
Ports, Waterways, Coastal Security	3	8	0	10	123	168.7	238.6	327.1	115.1	18.2	1011.7
Defense Readiness	40	161	0	0	0	0	0	0	0	0	201
Search and Rescue	0	23	0	0	8	0	0	0.5	0.3	3.5	35.3
Marine Safety	0	0	8	0	0	0	0	0	0	0	8
Aids to Navigation	306	231	143	275	182	109.8	165.8	81.6	106.1	156.4	1756.7
Ice Operations	70	0	4	10	159	203	7.2	151.6	74.9	151.7	831.4
Marine Environmental Protection	0	23	78	0	3	13	0	0	0	0	117
Living Marine Resources	0	0	0	0	0	0	0	0	0	0	0
Support (Training, Public Affairs, Etc)	198	251	373	133	191	176.6	83.9	62.5	86.9	120.1	1676
Total	617	697	606	428	711	671.1	495.5	623.3	383.3	449.9	5682.1

(*) Cutter decommissioned

(\$) Ice breaking hours includes deployment to D9 (620 Hrs)

Includes hours while deployed to D1

Mission Hours for WTGBs and WYTLs
Past ten years

CGC TACKLE	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	Total
Drug Interdiction	0	0	0	0	0	0	0	0	0	27.5	27.5
Migrant Interdiction	0	0	0	0	0	0	0	0	0	0	0
Other LE	0	0	0	10	0	0	25.5	0	165	0	200.5
Ports, Waterways, Coastal Security	0	0	15	0	74	52.1	380.7	331.2	197.8	71.8	1122.6
Defense Readiness	0	0	0	0	0	48.5	12.7	0	0	0	61.2
Search and Rescue	0	2	5	18	15	0	0	0	0	4	44
Marine Safety	0	13	4	0	0	0	0	0	0	0	17
Aids to Navigation	138	104	154	215	184	162.1	285.3	60.8	86.5	108.9	1498.6
Ice Operations	246	100	80	14	200	253.2	52	229.4	122.3	219.2	1516.1
Marine Environmental Protection	0	0	0	0	0	0	0	0	0	0	0
Living Marine Resources	0	20	15	30	0	0	0	0	0	0	65
Support (Training, Public Affairs, Etc)	122	149	128	234	206	64.4	24.6	36	55.8	153.5	1173.3
Total	506	388	401	521	679	580.3	780.8	657.4	627.4	584.9	5725.8

CGC WIRE	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	Total
Drug Interdiction	0	0	0	0	0	0	0	0	0	0	0
Migrant Interdiction	0	0	0	0	0	0	0	0	0	0	0
Other LE	62	55	62	0	0	37.6	10.3	0	0	0	226.9
Ports, Waterways, Coastal Security	158	130	55	38	69	92.6	651.7	905.6	426.4	409.7	2936
Defense Readiness	0	0	0	0	0	0	11.5	0	0	1.4	12.9
Search and Rescue	3	5	13	30	0	0	0	7	15.7	0.6	74.3
Marine Safety	6	0	158	247	18	0	16.8	0	4.5	0	450.3
Aids to Navigation	12	148	270	70	18	72.4	14.8	1.5	8.4	3.6	618.7
Ice Operations	80	70	7	66	167	84.1	199.8	234	158.1	58.7	1124.7
Marine Environmental Protection	20	134	2	26	0	9.3	0	0	0	0	191.3
Living Marine Resources	0	0	0	0	0	0	0	0	0	0	0
Support (Training, Public Affairs, Etc)	373	269	214	101	190	63	127.4	80.5	74.9	194.7	1687.5
Total	714	811	664	578	462	359	1032.3	1228.6	688	668.7	7322.6

(*) Cutter decommissioned

(\$) Ice breaking hours includes deployment to D9 (620 Hrs)

Includes hours while deployed to D1

Mission Hours for WTGBs and WYTLs
Past ten years

CGC CAPSTAN	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	Total
Drug Interdiction	0	0	19	0	0	0	0	0	0	0	19
Migrant Interdiction	0	0	0	0	0	0	0	0	0	0	0
Other LE	127	65	0	0	0	77	32.5	0	140.8	0	442.3
Ports, Waterways, Coastal Security	210	39	2	0	36	182	354.6	529.4	470.6	121.8	1945.4
Defense Readiness	0	0	0	0	38	0	5.8	0	0	0	43.8
Search and Rescue	1	7	11	3	38	12.6	0	3.2	8.8	1.9	86.5
Marine Safety	146	190	178	387	100	54.9	97	0	0	359.3	1512.2
Aids to Navigation	79	58	18	7	10	0	0	6.8	0.5	0	179.3
Ice Operations	41	29	0	0	66	79.5	0	107.3	103	96.3	522.1
Marine Environmental Protection	0	78	0	0	66	0	0	0	0	193.4	337.4
Living Marine Resources	0	0	0	0	0	0	0	0	0	0	0
Support (Training, Public Affairs, Etc)	112	317	138	313	374	314.1	181.3	158.7	86.6	77.5	2072.2
Total	716	783	366	710	728	720.1	671.2	805.4	810.3	850.2	7160.2

CGC CHOCK	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	Total
Drug Interdiction	0	2	0	0	0	2.2	0	0	0	0	4.2
Migrant Interdiction	0	0	0	0	0	0	0	0	0	0	0
Other LE	114	209	21	91	0	150.4	118.8	70.5	429.7	0	1204.4
Ports, Waterways, Coastal Security	141	107	163	65	160	13	34.3	605	94.4	61.5	1444.2
Defense Readiness	0	0	0	14	0	8	0	0	0	42	64
Search and Rescue	8	6	2	25	0	30.8	4.4	11.9	28.6	0.8	117.5
Marine Safety	0	5	85	164	66	86.8	0	0	0	177.3	584.1
Aids to Navigation	14	6	33	10	0	0.7	22.4	84.6	6.3	74.9	251.9
Ice Operations	114	57	0	0	74	42.1	0	59.1	136.2	4.2	486.6
Marine Environmental Protection	0	0	0	0	12	0	1.7	0	0	48.3	62
Living Marine Resources	0	259	215	201	177	72	7.7	0	12.5	155.7	1099.9
Support (Training, Public Affairs, Etc)	57	170	120	193	83	364.3	442.4	61.4	51.4	214.8	1757.3
Total	448	821	639	763	572	770.3	631.7	892.5	759.1	779.5	7076.1

(*) Cutter decommissioned

(\$) Ice breaking hours includes deployment to D9 (620 Hrs)

Includes hours while deployed to D1

Mission Hours for WTGBs and WYTLs
Past ten years

CGC CLEAT	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	Total
Drug Interdiction	0	0	0	0	0	0	0	0	0	151.1	151.1
Migrant Interdiction	0	0	0	0	0	0	0	0	0	0	0
Other I.E.	119	121	169	90	0	184.3	186.7	109.9	242.7	0	1222.6
Ports, Waterways, Coastal Security	193	10	86	48	119	0	369.8	409.7	227.4	144.3	1607.2
Defense Readiness	0	0	0	0	0	181	0	0	0	0	181
Search and Rescue	16	10	0	11	9	33	43.5	43.6	0	0	166.1
Marine Safety	76	148	163	299	183	0	0	6.6	0	53.6	929.2
Aids to Navigation	134	43	0	0	5	19.1	0	0	0	3.1	204.2
Ice Operations	60	55	0	8	75	21.2	0	121.7	109.3	46.3	496.5
Marine Environmental Protection	9	10	10	0	0	142.2	0	1	0	134.7	306.9
Living Marine Resources	0	0	0	0	1	0	0	0	0	103.9	104.9
Support (Training, Public Affairs, Etc)	166	291	162	282	315	203.6	93.6	28.2	169.6	156	1867
Total	773	688	590	738	707	784.4	693.6	720.7	749	793	7236.7

(*) Cutter decommissioned

(\$) Ice breaking hours includes deployment to D9 (620 Hrs)

Includes hours while deployed to D1

Ice Breaking hours
Last 10 years by Class and District

WTGB		1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	Total	AVG
D9	CGC BISCAYNE BAY	1162	465	98	487	329	814.7	303.2	631.4	569	537.8	5397.1	539.71
D9	CGC BRISTOL BAY	453	199	6	301	219	533.8	7	376.7	365.4	345.5	2806.4	280.64
D9	CGC KATMAI BAY	1428	647	251	552	282	561.7	270.9	756.3	627.4	566.8	5943.1	594.31
D9	CGC MOBILE BAY	1240	488	71	341	12	549	271.6	655.4	449.9	252.6	4330.5	433.05
D9	CGC NEAH BAY	1116	663	0	561	206	776	208	725.6	524.6	493	5273.2	527.32
D1	CGC PENOBSCOT BAY	297	167	99	214	247	344.5	15.1	285	286.3	134.3	2089.2	208.92
D1	CGC STURGEON BAY	319	128	65	149	293	321.2	33.3	286	371.1	146.1	2111.7	211.17
D1	CGC THUNDER BAY	246	169	240	53	113	162.9	65.4	273	273	246.4	1841.7	184.17
D1	CGC MORRO BAY	167	120	71	Decom	Decom	Decom	Decom	171	282.5	143.8	955.3	159.22
D9	CGC MORRO BAY								620				

WYTLs		1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	Total	AVG
D1	CGC BOLLARD	103	30	0	29	104	179.7	0	480.4	208.7	140.3	1275.1	127.51
D1	CGG BRIDLE	167	77	159	86	81	170.4	50.6	308.5	186.7	171.5	1457.7	145.77
D1	CGC HAWSER	99	107	127	138	187	209.7	125.4	236.9	168.8	56.6	1455.4	145.54
D1	CGC LINE	138	103	44	154	214	112.4	14.3	157.6	120	44.8	1102.1	110.21
D1	CGC PENDANT	57	9	0	0	133	46	0	182.1	198.1	102.6	727.8	72.78
D1	CGC SHACKLE	70	0	4	10	159	203	7.2	151.6	74.9	151.7	526	52.6
D1	CGC TACKLE	246	100	80	141	200	253.2	52	229.4	122.3	219.2	1643.1	164.31
D1	CGC WIRE	80	70	7	66	167	84.1	199.8	234	158.1	58.7	1124.7	112.47
D5	CGC CAPSTAN	41	29	0	0	66	79.5	0	107.3	103	96.3	522.1	52.21
D5	CGC CHOCK	114	57	0	0	74	42.1	0	59.1	136.2	4.2	486.6	48.66
D5	CGC CLEAT	60	55	0	0	75	21.2	0	121.7	109.3	46.3	488.5	48.85

WLB (225/180)		1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	Total	AVG
D9	CGC ALDER										151.8	151.8	151.80
D9	CGC HOLLYHOCK									526	470.7	996.7	498.35
D5	CGC ELM			0	0	0	0	0	0	126.2	0	126.2	15.78
D1	CGC JUNIPER		0	0	0	34	0	0	0	28.7	0	62.7	6.97
D1	CGC WILLOW		0	0	0	0	0	0	64.7	65.1	0	129.8	14.42
D9	CGC ACACIA	143	15	0	42	0	54.3	0	32.4	0	10.3	297	29.70
D9	CGC BRAMBLE	298	5	0	160	0	3	0	67.7	0		533.7	59.30
D9	CGC SUNDEW	328	191	19	37	62	196.2	33.5	304	105		1275.7	141.74
D5	CGC GENTIAN	110	0									110	55.00
D1	CGC BITTERSWEET	0	7									7	3.50

WAGB		1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	Total	AVG
D9	CGC MACKINAW	1747	977	20	425	533	954	281.5	1300.7	1017.4	537.3	7792.9	779.29



Lake Michigan USCG Vessel Asset Comparison

Portion of East Coast-Coast Guard Assets

(Portland, ME to Homestead, FL - South of Miami)

1,640 Miles of Coastline

Lake Michigan-Coast Guard Assets

(Coasts of MI, IN, IL, and WI)

1,640 Miles of Coastline

AIRCRAFT TYPES

East Coast Coast-Guard Assets

HC 130

HU-25

HH-60

HH-65

MH-68

TOTAL 5

Lake Michigan-Coast Guard Assets

HH-60

TOTAL 1

AIR STATIONS

East Coast-Coast Guard Assets

Jacksonville, FL

Miami, FL

Atlantic City, NJ

Elizabeth City, NC

Cape Cod, MA

TOTAL 5

Lake Michigan-Coast Guard Assets

Traverse City, MI

TOTAL 1

COAST GUARD VESSELS 65 FEET AND GREATER IN LENGTH

East Coast-Coast Guard Assets

<u>Size of Vessel</u>	<u>Number</u>
418	1
378	2
270	11
225	3
210	7
175	8
160	2
140	4
123	0
110	16
100	1
75	3
87	21
65	11

TOTAL 90

Lake Michigan-Coast Guard Assets

<u>Size of Vessel</u>	<u>Number</u>
	0
	0
	0
	0
	0
	0
	0
	0
140	1
	0
	0
	0
	0
	0
	0

TOTAL 1

Notes:

Source of information: www.uscg.mil/datasheet

USCG Assets located North of Portland, ME and South of Homestead, FL were not counted in above numbers