

"Newseyletter" Decatur Chapter No. 4, USCS

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Late August 2012 Deposit Balance \$ _____

New paper envelopes

This shipment will include a cover done with the new "cougar" paper envelopes available from Karl Zurn. The envelopes are heavier and have a unique feel. I still have some cotton envelopes to use, so the switch is not complete yet.

Shell Led Arctic Push Finds U.S. Shy in Icebreakers



Shell's new Arctic icebreaker *AIVIQ*
DATE: July 18
SOURCE: Bloomberg

Royal Dutch Shell Plc (RDSA) has spent \$4.5 billion since 2005 preparing to explore for oil off Alaska's north coast in the Arctic. U.S. taxpayers may end up paying almost as much to supervise future operations in the region. Shell, which may begin drilling next month, is one of at least six companies planning to extract oil, gas and minerals in the Arctic as global warming melts ice and opens new sea lanes to commerce. As the companies move in, so must the Coast Guard, to defend U.S. interests, perform sea rescues and coordinate the government's response to any oil spills. The Coast Guard is ill-equipped for the Arctic. It lacks appropriate communications and navigation systems, and will need at least \$3 billion in additional vessels and equipment, assessments by the Congressional Research Service and the Coast Guard itself show. Without more icebreakers, the service will be "unable to accomplish its Arctic missions," according to a report last year by the Homeland Security Department's inspector general. "The Coast Guard has zero capability in the Arctic," Admiral Robert Papp, the Coast Guard commandant, said in a July 13 interview at a Bloomberg Government breakfast in Washington. "If we are going to have a permanent presence there, it's going to require

some investment. We don't have the infrastructure in place right now." That means the U.S. would need to build four icebreakers -- two heavy-duty and two medium-duty -- with an estimated total cost of \$3.2 billion, according to a Congressional Research Service report in April. Neither Congress nor the administration of President Barack Obama has proposed spending that kind of money on icebreakers. The Obama fiscal 2013 budget has called for \$8 million to study building one. The Coast Guard's five-year plan has called for \$852 million for its actual construction in subsequent years, although Congress has yet to address the funding. It can take as long as 10 years to build an icebreaker. Russia has 25 icebreakers, which are being used "to assert sovereign control over the Arctic region and its valuable resources," according to the Congressional Research Service report. Finland and Sweden have seven icebreakers each and Canada has six, the report says. China has one icebreaker and another under construction.

Navy announces *USS MIAMI (SSN-755)* repairs at Portsmouth Naval Shipyard

Wednesday, August 22, 2012



Decatur Chapter USS Miami fire cover available for 2.75

WASHINGTON, D.C. The U.S. Navy told U.S. Senator Susan Collins the nuclear submarine that was set fire this May, the U.S.S. Miami, will stay at the Portsmouth Naval Shipyard to be repaired. According to Collins, The Navy expects the cost of repair to be about \$450 million, and the repairs will be accomplished through a coordinated effort of the Portsmouth Naval Shipyard in Kittery, Maine, with shipbuilding experts from both Electric Boat in Groton, Conn., and Huntington Ingalls Industries in Newport News, Virginia, contributing to repairs. The ship will remain at Portsmouth Naval Shipyard for the duration of repairs, which are expected to be completed by April 2015. Navy spokeswoman Lt. Courtney Hillson told The Associated

Press earlier this month referring to whether it would make financial sense to repair the 22-year-old submarine. "Our goal is to return the Miami to the fleet because this makes sense operationally and fiscally." The Naval Criminal Investigative Service said shipyard worker Casey James Fury confessed to setting the fire. Fury, 24, told the NCIS that he set the fire because he was feeling anxiety and wanted to go home but his medical leave had been used up. Fury, who faces charges that carry a maximum penalty of life in prison, has been ordered held without bail pending trial in U.S. District Court.

USS Olympia National Fund



The National Park Service and PHMC have worked with NAVSEA (the Naval Sea Systems Command, which is responsible for managing the transfer of decommissioned ships) to adopt a two-year timeline and transfer application process, for the interested groups vying for the Olympia. Groups will have to submit their business, financial, and environmental plans, along with plans for mooring, towing, maintenance, and museum/curatorial plans. The last part of the transfer application process (known as TAPP) has a deadline of November 1, 2012. The hope is that toward the end of 2012, a new steward will be identified and announced. The fund is established to support the long term repair and restoration of the USS Olympia. The funds will be held by the National Trust and will be distributed to the new receiving organization once a new steward of the Olympia is confirmed (or if necessary, used for emergency repairs). Should a new steward not be identified at the end of the transfer application process, the National Trust will use the funds for the documentation, preservation, and/or public interpretation of objects and artifacts from the ship itself, and/or for preservation of the ISM's accessioned Olympia Collection.