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TESTIMONY BY

REAR ADMIRAL F. P. SCHUBERT, USCG

TO THE

SENATE JUDICIARY COMMITTEE

SUBCOMMITTEE ON SECURITY AND TERRORISM

13 APRIL 1984

GOOD MORNING MR. CHAIRMAN AND MEMBERS OF THE SENATE JUDICIARY COMMITTEE SUBCOMMITTEE ON SECURITY AND TERRORISM. I AM REAR ADMIRAL FREDERICK P. SCHUBERT, COMMANDER, ELEVENTH COAST GUARD DISTRICT. THANK YOU FOR THE OPPORTUNITY TO TESTIFY BEFORE YOU TODAY ABOUT COAST GUARD OPERATIONS RELATED TO THE 1984 SUMMER OLYMPICS. MY TESTIMONY IS UNCLASSIFIED BUT IS FOR OFFICIAL USE ONLY. AFTER A BRIEF SYNOPSIS OF COAST GUARD PLANNING TO DATE, I WILL ADDRESS TWO SPECIAL INTEREST AREAS. THESE ARE THE POTENTIAL FOR SABOTAGE IN THE PORTS OF LOS ANGELES AND LONG BEACH AND THE SECURITY MEASURES PLANNED WHEN THE RUSSIAN PASSENGER VESSEL GRUZIA IS BERTHED IN THE PORT OF LONG BEACH BETWEEN 15 JULY AND 15 AUGUST 1984.

AS YOU CAN WELL IMAGINE, THE COAST GUARD WILL BE FACING AN ENORMOUS CHALLENGE DURING THE OLYMPICS. WE MUST PROTECT THE LIVES AND PROPERTY OF THOSE WHO PARTICIPATE IN OR OBSERVE THE OLYMPIC YACHTING EVENTS. AT THE SAME TIME WE MUST ENSURE THAT THE INCREASED ACTIVITY CREATED BY THE GAMES DOES NOT DISRUPT THE NORMAL FLOW OF MARITIME COMMERCE WITHIN THE PORTS OF LONG BEACH AND LOS ANGELES.

TO MEET THIS CHALLENGE WE WILL ASSEMBLE OVER 100 COAST GUARD CUTTERS AND BOATS AND MORE THAN 700 ACTIVE DUTY AND RESERVE MEN AND WOMEN TO FORM THE COAST GUARD OLYMPICS TASK FORCE. AS USUAL, WE WILL RELY HEAVILY ON OUR AUXILIARISTS, THE CIVILIAN VOLUNTEER COMPONENT OF OUR SERVICE. THEY WILL OPERATE ALMOST 40 BOATS PER DAY DIRECTLY IN SUPPORT OF THE OLYMPICS TASK FORCE AND, IN ADDITION, WILL ASSUME A MAJOR PART OF THE SEARCH AND RESCUE RESPONSIBILITY IN SOUTHERN CALIFORNIA WHILE OUR REGULAR UNITS ARE ASSIGNED TO OLYMPICS DUTY.

WE HAVE DIVIDED THE COAST GUARD OLYMPIC'S TASK FORCE INTO THREE ELEMENTS: YACHTING VENUE SECURITY, PORT SAFETY AND SECURITY, AND DIGNITARY PROTECTION. A BRIEF EXPLANATION OF EACH ELEMENT BEST DESCRIBES OUR OPERATIONS.

THE OLYMPIC YACHTING EVENTS WILL BE HELD IN FOUR SEPARATE RACE AREAS WHICH ARE NEAR THE SHIPPING CHANNELS OF THE LOS ANGELES/LONG BEACH PORT COMPLEX. THE COAST GUARD WILL ESTABLISH A SAFETY ZONE TO INSURE THE SAFETY OF BOTH THE OLYMPIC COMPETITORS AND THE BOATING PUBLIC AROUND THE YACHTING EVENTS.

THE YACHTING VENUE ON-SCENE-COMMANDER WILL DIRECT VENUE OPERATIONS FROM THE 400-FOOT COAST GUARD ICEBREAKER POLAR STAR, WHICH WILL SERVE AS THE COMMAND AND CONTROL PLATFORM. SHE WILL BE AN ON-SCENE PLATFORM FOR HELICOPTERS, AND

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CAN PROVIDE MEDICAL, LOGISTICS, COMMUNICATIONS, AND MAINTENANCE SUPPORT. STAR STAR WILL DIRECT VENUE OPERATIONS THROUGH 82-FOOT PATROL BOATS WHICH WILL BE STATIONED AT EACH RACE COURSE. THEY IN TURN WILL COORDINATE THE PLACEMENT AND MOVEMENT OF 86 UTILITY BOATS, RIGID HULL INFLATABLE BOATS AND COAST GUARD AUXILIARY CRAFT.

THE BOATS WILL CREATE A VISIBLE CORDON AROUND EACH RACE AREA ABOUT 200 YARDS FROM THE COMPETITION, THUS REDUCING THE RISK OF INTERFERENCE AND COLLISION BETWEEN SPECTATORS AND COMPETITORS WHILE ALLOWING THE CLOSEST POSSIBLE OBSERVATION OF THE RACES. STILL MORE COAST GUARD SMALL BOATS WILL MOVE ABOUT AMONG THE SPECTATOR FLEET PREPARED TO ASSIST BOATERS IN DISTRESS AND RESPOND TO OTHER INCIDENTS OR SITUATIONS WHICH PRESENT A SAFETY HAZARD. COAST GUARD HELICOPTERS WILL PROVIDE THE ON-SCENE-COMMANDER WITH A "BIRDS EYE" VIEW OF VENUE SECURITY OPERATIONS. THEY WILL ALSO BE ABLE TO IMMEDIATELY RESPOND TO EMERGENCY SITUATIONS WHERE AIR SUPPORT IS NEEDED.

THE SECOND ELEMENT OF OUR OPERATIONS CONCERNS THE PORTS OF LOS ANGELES AND LONG BEACH. HERE, THE COAST GUARD WILL PROVIDE AN INCREASED LEVEL OF PORT SAFETY AND SECURITY TO PROTECT OLYMPICS RELATED VESSELS, HOTEL SHIPS, VIP VESSELS, ASSOCIATED PORT TERMINALS AND FACILITIES, AS WELL AS NON OLYMPIC RELATED MARITIME ACTIVITIES FROM HAZARDOUS CONDITIONS AND POSSIBLE TERRORIST ACTIVITIES DURING THE. THIS INCLUDES, IN ADDITION TO THE IMMEDIATE PORT AREA, THE AREAS IN OR NEAR SHIPPING CHANNELS WHERE VESSEL CONGESTION WILL OCCUR.

THE TEMPORARY SAFETY ZONE WE WILL ESTABLISH WILL COVER THE ENTIRE PORT COMPLEX AND SAILING VENUE. IT WILL ESTABLISH OPERATING CONDITIONS AND IMPOSE RESTRICTIONS NECESSARY FOR THIS PROTECTION OF THE PORT. MEMBERS OF OUR PACIFIC STRIKE TEAM FROM SAN FRANCISCO WILL BE ON HAND TO RESPOND TO NATURAL) MAN-MADE DISASTERS SUCH AS POLLUTION INCIDENTS.

SEVERAL RIGID HULL INFLATABLE BOATS WILL CONTINUOUSLY PATROL DESIGNATED AREAS IN THE INNER HARBOR. LARGER BOATS WILL PATROL OUTER HARBOR AND SPECIAL INTEREST VESSEL ANCHORAGE AREAS AND MONITOR PASSAGE THROUGH THE HARBOR ENTRANCES. COAST GUARD PERSONNEL WILL BOARD INCOMING MERCHANT SHIPS. THEY WILL CHECK THE VESSELS FOR PORT SECURITY AND SAFETY RISKS AND BRIEF THE SHIP'S MASTER ON RECOMMENDED INTERNAL SECURITY PROCEDURES.

ALL THE WATER PATROLS I'VE MENTIONED WILL CONTINUE AROUND-THE-CLOCK. THEY WILL PROVIDE FLEXIBLE WATERSIDE SECURITY FOR VESSELS AND FACILITIES AS WELL AS PERFORMING REGULAR SEARCH AND RESCUE, VESSEL SAFETY, AND DRUG INTERDICTION DUTIES. THE CREWS OF COAST GUARD SMALL BOATS WILL BE CHARGED WITH DETECTING POTENTIAL SAFETY HAZARDS, RESPONDING QUICKLY IN THE EVENT OF AN EMERGENCY, AND DISCOURAGING TERRORIST ACTIVITY BY THEIR VERY VISIBLE PRESENCE.

OUR THIRD MAJOR AREA OF OPERATIONS IS DIGNITARY PROTECTION. HERE THE COAST GUARD WILL ASSIST THE SECRET SERVICE AND THE STATE DEPARTMENT BY PROVIDING PLATFORMS FROM WHICH THOSE AGENCIES CAN CARRY OUT THEIR DIGNITARY PROTECTION RESPONSIBILITIES. THE COAST GUARD HAS EXECUTED A MEMORANDUM OF UNDERSTANDING (MOU) WITH THE SECRET SERVICE (USSS) AND ONE IS FORTHCOMING WITH THE STATE DEPARTMENT WHICH PROVIDES FOR THE UTILIZATION OF PERSONNEL, EQUIPMENT, AND FACILITIES IN SUPPORT OF THESE AGENCIES. THESE MOU'S WILL SERVE AS THE BASIS FOR COAST GUARD INVOLVEMENT IN DIGNITARY PROTECTION DURING THE 1984 SUMMER OLYMPICS.

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THE RESOURCES INVOLVED IN DIGNITARY PROTECTION INCLUDE 82-FOOT CUTTERS AND 24-FOOT SPEED BOATS. PLANNING FOR THIS ASPECT OF OLYMPIC SECURITY HAS BEEN PARTICULARLY DIFFICULT BECAUSE WE DON'T YET KNOW WHO WILL BE ATTENDING THE GAMES. WHEN WE DO KNOW, THE SECRET SERVICE AND STATE DEPARTMENT WILL HAVE TO DETERMINE HOW MUCH PROTECTION EACH OF THEM REQUIRES. WE MAY NOT KNOW UNTIL THE LAST MINUTE WHETHER OR NOT THOSE DIGNITARIES REQUIRING PROTECTION WILL EVEN ATTEND THE YACHTING EVENTS OR WILL OTHERWISE BE TOURING THE PORT COMPLEX AND ITS SURROUNDING WATERS.

THE COAST GUARD ACTIVITIES WHICH I HAVE JUST DISCUSSED WILL BE ONE OF THE LARGEST PEACETIME SECURITY OPERATIONS IN OUR SERVICES HISTORY. WE CLEARLY CANNOT DO THE JOB SUCCESSFULLY ALONE AND MUST RELY ON THE COOPERATION OF MANY OTHER AGENCIES IN SOUTHERN CALIFORNIA. OUR EXPERIENCE HAS BEEN A VERY POSITIVE AND PLEASANT ONE AND I CAN SAY WITHOUT HESITATION THAT THE COOPERATION WE HAVE RECEIVED FROM ALL AGENCIES AT ALL LEVELS HAS BEEN TRULY EXCELLENT. THE FOLLOWING EXAMPLES WILL ILLUSTRATE THIS.

WE ARE NEGOTIATING MEMORANDA OF UNDERSTANDING WITH THE MANY AGENCIES WITH WHOM WE WILL WORK WITH THIS SUMMER. I EXPECT THAT THESE AGREEMENTS WILL BE SIGNED BY EARLY JUNE. IN FACT, SOME ARE ALREADY IN FINAL DRAFT FORM.

WE WILL HAVE THE ASSISTANCE OF THE NAVY'S EXPLOSIVE ORDNANCE DISPOSAL (EOD) TEAM WHICH WILL PROVIDE A SOURCE OF MARITIME RESPONSE TO EXPLOSIVES INCIDENTS. ADDITIONALLY THE U.S. MARSHALL SERVICE HAS OFFERED THE ASSISTANCE OF THEIR EOD TEAM.

WE HAVE PARTICIPATED IN THE LOCALLY SPONSORED "TORCHLIGHT" EXERCISES AND WILL CONTINUE TO DO SO. COAST GUARD MEN AND WOMEN WILL STAND WATCHES AT THE OLYMPICS SECURITY COORDINATION CENTER (OSCC) AND AT THE OLYMPIC AIR SUPPORT BARRACKS AND COORDINATION CENTER (OASHACC) THIS SUMMER. WE HAVE FOUND THESE TWO COORDINATION CENTERS TO BE VALUABLE CONDUITS FOR PASSING AND RECEIVING INFORMATION.

WE HAVE WORKED CLOSELY WITH REPRESENTATIVES OF THE LOS ANGELES OLYMPIC ORGANIZING COMMITTEE ON SECURITY AND LOGISTICS PREPARATIONS FOR YACHTING EVENTS. WE HAVE WORKED WELL TOGETHER AND EXPECT THE SPIRIT OF COOPERATION TO CONTINUE THROUGH THE GAMES.

THIS COMPLETES THE REVIEW OF COAST GUARD PLANNING. I WILL NOW DISCUSS THE TWO SPECIAL AREAS OF CONCERN THAT I MENTIONED EARLIER -- THE POTENTIAL FOR SABOTAGE IN THE PORTS OF LOS ANGELES AND LONG BEACH AND THE SECURITY MEASURES PLANNED WHEN THE RUSSIAN PASSENGER VESSEL GRUZIA VISITS HERE IN JULY AND AUGUST.

THE SECURITY AND SAFETY OF THE PORT, ITS FACILITIES, VESSELS AND PERSONS ARE OF PRIMARY CONCERN TO US AND HAVE DICTATED OUR APPROACH TO FORMULATING OUR OLYMPICS OPERATIONS PLAN. WE HAVE ASSUMED THERE IS A HIGH PROBABILITY ONE OR MORE TERRORIST GROUPS WILL ATTEMPT TO DISRUPT THE OLYMPICS. AN HISTORICAL REVIEW, SUCH AS PERFORMED BY THE RAND CORPORATION, OF TERRORIST ACTS AGAINST THE MARITIME COMMUNITY CLEARLY SHOWS IT A POTENTIAL TARGET. THE PORTS OF LOS ANGELES/LONG BEACH HAVE NUMEROUS STORAGE AND LOADING AREAS THAT PRESENT ATTRACTIVE TARGETS AND HENCE A HIGH RISK DURING THE OLYMPICS. MANY OF THESE SITES BECOME TARGETS BECAUSE OF TRADING WITH CERTAIN COUNTRIES OR HAVING OPERATIONS IN COUNTRIES WHERE TERRORIST ORGANIZATIONS HAVE BEEN ACTIVE. THERE

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ARE LITERALLY HUNDREDS OF TARGETS OF OPPORTUNITY WITHIN THE MARITIME COMMUNITY. CONTINGENCY PLANNING FOR PROTECTING POTENTIAL TARGETS WE HAVE IDENTIFIED HAS BEEN ONGOING FOR SOME TIME AND WILL PROVIDE THE FRAMEWORK TO COVER OUR ACTIONS IN THESE HIGH RISK AREAS. IN THIS REGARD, OUR ACTIONS ARE DESIGNED TO CONTAIN AN INCIDENT AND PREVENT FURTHER ESCALATION UNTIL THE PROPER RESPONSE FORCES CAN BE BROUGHT TO THE SCENE.

SOME OF OUR MOST SIGNIFICANT CONCERNS ARE CRUISE SHIPS CHARTERED FOR THE OLYMPICS, WITH THE PACIFIC PRINCESS AND SAGAFJORD BEING THE LARGEST. THE SOUTHLAND CORPORATION HAS CHARTERED THE PACIFIC PRINCESS FOR 16 DAYS DURING THE OLYMPICS.

APPROXIMATELY 1100 EMPLOYEES AND 400 GUESTS WILL BOARD THE PACIFIC PRINCESS AND TAKE A SHORT TRIP TO SEA, AND BACK. TIME ABOARD SHIP WILL BE FOUR DAYS AND THIS CYCLE WILL BE REPEATED FOUR TIMES DURING THE OLYMPIC GAMES. THESE CRUISES WILL UNDOUBTEDLY ATTRACT MEDIA ATTENTION AND NUMEROUS FOREIGN AND DOMESTIC VIP'S AS WELL AS SOME OLYMPIC ATHLETES.

SPORTS ILLUSTRATED HAS CHARTERED THE SAGAFJORD AND WILL RUN A SIMILAR OPERATION AS DEPICTED FOR THE PACIFIC PRINCESS. CLOSE LIAISON HAS BEEN ESTABLISHED WITH THESE FIRMS AND TIMELY INTELLIGENCE INFORMATION WILL BE PROVIDED IN A PRE-OLYMPIC ASSESSMENT IF NECESSARY. SECURITY ON BOTH VESSELS WILL BE STRICT AND MODELED AFTER AIRPORT SECURITY SYSTEMS.

ADDITIONALLY, THERE ARE ABOUT 40 DIFFERENT EXISTING WATERFRONT FACILITIES WE HAVE IDENTIFIED AS POTENTIAL TARGETS. ROUTINE SECURITY AT THESE FACILITIES IS NOT GEARED TO PROVIDE COMPLETE PROTECTION DURING A SPECIAL EVENT LIKE THE OLYMPICS. WE ARE REQUIRING ADDITIONAL SECURITY MEASURES WHICH SHOULD SERVE TO DETER, BUT CERTAINLY NOT ELIMINATE, THE THREAT. OUR EFFORTS ARE DESIGNED TO DETER ACTIVIST GROUPS AND CRANKS AND TO MAKE THE TASK OF TERRORIST ORGANIZATIONS MORE DIFFICULT. IN SPITE OF WHAT WE ARE DOING, A CONCERTED EFFORT AT ANY OF THESE FACILITIES BY DETERMINED TERRORISTS COULD RESULT IN SUCH THINGS AS THE TAKING OF HOSTAGES OR THE BLOWING UP OF OIL AND CHEMICAL STORAGE TANKS, PETROLEUM PRODUCT PIPELINES, LIQUIFIED PETROLEUM GAS STORAGE TANKS, OR NUMEROUS OTHER POTENTIALLY DAMAGING AND/OR EMBARRASSING ACTIONS.

FOR THE LAST YEAR WE HAVE STAFFED A FULL TIME PORT SECURITY PLANNING EFFORT. AS PART OF THIS EFFORT, WE HAVE MET FORMALLY AND INFORMALLY MANY TIMES WITH REPRESENTATIVES OF THE MARITIME COMMUNITY. NEEDLESS TO SAY, THEY ARE ALL CONCERNED. THEY HAVE BEEN COOPERATING FULLY FROM THE BEGINNING. IN FACT, NEXT MONDAY WE ARE CONDUCTING A SECOND PUBLIC SEMINAR TO DISCUSS OLYMPIC IMPACTS ON THE PORTS. THE SEMINAR WILL COVER OPERATING CONDITIONS UNDER THE CAPTAIN OF THE PORT (COTP) TEMPORARY SAFETY ZONE WHICH WILL BE IN EFFECT UNDER THE AUTHORITY OF THE PORT AND TANKER SAFETY ACT. WHILE THE SPECIFICS OF THIS SAFETY ZONE ARE STILL BEING FINALIZED, IT WILL INCLUDE RESTRICTIONS ON CARGOES OF PARTICULAR HAZARD, REQUIRE CONTINUOUS SECURITY WATCHES ON ALL MERCHANT VESSELS, ESTABLISH SECURITY REQUIREMENTS FOR PETROLEUM TERMINALS, MAKE AVAILABLE A PORT SECURITY RADIO NETWORK, ENCOURAGE THE USE OF PORT SECURITY CARDS FOR ACCESS TO TERMINALS AND ESTABLISH PROCEDURES FOR RESPONSE TO BOMB THREATS ON VESSELS. ALL OF THE REQUIREMENTS BEING PRESENTED ARE THE RESULT OF DISCUSSIONS WITH INDUSTRY AND LAW ENFORCEMENT OFFICIALS. AS A CONSEQUENCE OF OUR NUMEROUS MEETINGS AND DISCUSSIONS WITH INDUSTRY, WE ALREADY SEE MUCH EVIDENCE OF COMPANIES HEIGHTENING THEIR SECURITY EFFORTS AND MAKING PLANS TO OPERATE UNDER THE CONDITIONS WE PLAN TO IMPOSE.

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AS YOU KNOW, THE SOVIET PASSENGER SHIP, GRUZIA, WILL BE BERTHED IN THE PORT OF LONG BEACH. THE PARTICULAR BERTH IN LONG BEACH CHANNEL THREE WAS CHOSEN FOR ITS SUITABILITY TO PROVIDE ADEQUATE SECURITY FOR THE SHIP AND ITS PERSONNEL, AS WELL AS OUR ABILITY TO MONITOR ITS ACTIVITIES. THE COAST GUARD IS MANAGING THE WATERBORNE SECURITY EFFORTS WHILE THE LONG BEACH CITY POLICE DEPARTMENT HAS BEEN UNDERTAKING RESPONSIBILITY FOR LANDSIDE EFFORTS. WE HAVE OUTSTANDING COMMUNICATIONS AND COOPERATION WITH THE CITY IN THIS REGARD AND ARE PLEASED AT THE LEVEL OF PLANNING UNDERWAY.

SPECIFIC WATERBORNE SECURITY MEASURES ARE NOT FINALIZED BUT OUR PLANS AT THIS POINT CALL FOR A PATROL BOAT TO BE LOCATED HALF WAY DOWN CHANNEL THREE, INTERCEPTING VESSELS NOT BERTHED AT THE QUEEN'S WHARF, AND GIVING THEM AN INFORMATION SHEET WARNING THEM TO STAY OUT OF THE RESTRICTED BACK HALF OF THE CHANNEL. IF THEY REFUSE TO TURN AROUND, THE UTILITY BOAT (UTB) ON STATION OFF THE GRUZIA WILL INTERCEPT AND ORDER THE VESSEL OUT OF THE AREA. IF THIS FAILS, THE UTB CREW WILL BOARD THE VESSEL AND TAKE APPROPRIATE LAW ENFORCEMENT ACTIONS. A RIGID HULL INFLATABLE (RHIB) WILL REMAIN ALONGSIDE THE GRUZIA AS THE LAST "DEFENSIVE" LINE.

THIS CONCLUDES MY PREPARED REMARKS AND AGAIN THANK YOU FOR THIS OPPORTUNITY TO TESTIFY. I HOPE I HAVE BEEN SUCCESSFUL IN ADDRESSING YOUR CONCERNS ABOUT MARITIME SECURITY PREPARATIONS FOR THE 1984 OLYMPICS. I WOULD BE HAPPY TO ANSWER ANY QUESTIONS YOU MAY HAVE AT THIS TIME.