



DEPARTMENT OF HOMELAND SECURITY

The civilian component of the U.S. Coast Guard
Authorized by Congress in 1939

WebWatch

Division 8, 5NR

April 2011

A. Strategic Plan - National Recreational Boating Safety Program

Christopher Todd, Deputy Director-Public Affairs, U.S. Coast Guard Auxiliary

Coast Guard Auxiliary National Commodore Jim Vass joined representatives from a multitude of boating safety partners in signing the Strategic Plan of the National Recreational Boating Safety Program 2012-2016 on Monday, March 7 at the 2011 International Boating & Water Safety Summit in Savannah, Ga. This plan outlines the strategic goals and objectives for promoting recreational boating safety through 2016.

The latest copy of the plan can be downloaded from the Coast Guard's Boating Safety Resource Center located online at: <http://www.uscgboating.org/> All Coast Guard Auxiliary elected and appointed leaders should be familiar with this plan. Questions regarding the Coast Guard Auxiliary's roll in the Strategic Plan of the National Recreational Boating Safety Program 2012-2016 should be submitted via the Auxiliary Chain of Leadership and Management.

B. Clean Boating Act Listening Sessions Scheduled in Annapolis

From the Washington Offices of the NMMA and PWIA

The Environmental Protection Agency will host listening sessions in Annapolis, MD on **March 18** and **April 29** to provide information about the Clean Boating Act, and to gather recommendations from the public for forthcoming regulation of recreational vessels under the Clean Water Act. EPA seeks to inform the boaters of its plans for development of the regulations, and to hear the views of the general public, the recreational boating community, State agencies, and other interested stakeholders. The EPA is also accepting written comments until **June 2, 2011**. For more information on attending these sessions contact **Cindy Squires** at **202-737-9766** or csquires@nmma.org.

C. Surface Transportation Extension Passes Congress, Signed by President Obama

From the Washington Offices of the NMMA and PWIA

On March 2nd, the House of Representatives passed the Surface Transportation Extension Act of 2011 by a vote of 421 to 4. The Senate then approved, by voice

Dedicated to promoting recreational boating safety



DEPARTMENT OF HOMELAND SECURITY

The civilian component of the U.S. Coast Guard
Authorized by Congress in 1939

vote, this vital legislation on March 3rd and President Obama signed it into law March 4th. The law extends highway, transit and highway safety programs through the end of September, 2011.

This extension ensures that surface transportation projects can continue uninterrupted through this summer, which is crucial to the nation's economic recovery. It also provides a stop-gap measure that will allow Congress to develop a fiscally responsible, long-term reauthorization of transportation during the next seven months. One of the key provisions of this extension is the uninterrupted continuation of the Sport Fish Restoration and Boating Trust Fund (SFRBTF), which provides the bulk of federal funding for boating infrastructure projects and recreational boating safety programs.

Known as H.R. 662, the Surface Transportation Extension Act of 2011 was introduced in the House by the Republican and Democrat leaders of the Transportation and Infrastructure Committee. The legislation freezes funding at fiscal year 2010 levels for highway, transit and highways safety programs, including the SFRBTF.

D. Pro E-15 Bills in Nebraska and Illinois

From the Washington Offices of the NMMA and PWIA

Efforts to clear the way for the eventual sale of E-15 are underway in Nebraska and Illinois. IL H.B. 3248 would authorize the state to encourage service stations to offer E-15, as well as provide information on any financial incentives that may be developed for service stations. Another bill, NE L.B. 698 would eliminate labeling requirements for ethanol fuel dispensed at service stations. Both bills are being opposed by NMMA.

E. Energy Department Announces New Advance in Biofuel Technology

From the Washington Offices of the NMMA and PWIA

Department of Energy this week announced a positive advancement in the study of isobutanol. The study shows that isobutanol, unlike ethanol, can be "blended at any ratio with gasoline and should eliminate the need for dedicated infrastructure in tanks or vehicles." NMMA, ABYC and USCG are underway in the early stages of generating an in water evaluation of isobutanol to take place this summer.



DEPARTMENT OF HOMELAND SECURITY

The civilian component of the U.S. Coast Guard
 Authorized by Congress in 1939

F. Operation Dry Water 2011

Candace Bowen, National Association of State Boating Law Administrators

Operation Dry Water 2011 is scheduled for the weekend of June 24-26, 2011. Marine Law Enforcement across the country scored another success with **Operation Dry Water 2010**, the second nationwide crackdown on persons Boating Under the Influence (BUI) of alcohol or drugs. Agencies and organizations from all 50 states, the District of Columbia, and the U.S. territories of Guam, Puerto Rico, American Samoa, the Northern Mariana Islands and the U.S. Virgin Islands participated in this year’s effort, held June 25-27. The numbers of boaters and recreational vessels contacted took a big jump over 2009’s inaugural run.

Participation	2010	2009
States	50	46
Territories	6	5
Agencies/Organizations	175	n/a
Law Enforcement Officers	2,708	2,442
Vessels Contacted	40,127	17,454
Boaters Contacted	66,472	36,277
Safety Warnings	7,522	5,320
Citations Issued	4,171	2,522
BUI	322	283

Sponsored by Boating Law Administrators (NASBLA), under a grant from the United States Coast Guard, with nearly 1 of every 5 recreational boating fatalities directly related to BUI, this nationwide effort aims to save lives and foster a stronger and more visible deterrent to alcohol and drug use on the nation’s waterways. For more information on this annual campaign, visit the Operation Dry Water website at www.operationdrywater.org

G. Boating Accident Reports

Federal law requires the operator – or owner, if the operator is deceased or unable to make the report – to file a boating accident report with the appropriate State reporting authority when, as a result of an occurrence that involves a boat or its equipment:

- A person dies
- A person disappears from the vessel under circumstances that indicate death or injury
- A person is injured and requires medical treatment beyond first aid

Dedicated to promoting recreational boating safety



DEPARTMENT OF HOMELAND SECURITY

The civilian component of the U.S. Coast Guard
Authorized by Congress in 1939

- Damage to vessels and other property totals \$2,000 (lower amounts in some states and territories) or more
- The boat is destroyed.

You can help the Coast Guard and its boating safety partners to save lives by understanding and complying with this requirement. Most states and territories accept this form. If you have an accident, file the form within 48 hours for a fatal accident or within 10 days for a non-fatal reportable accident with your state Boating Law Administrator. Forms can be downloaded at:

<http://www.uscgboating.org/assets/1/Publications/cg3865barform2008.pdf>

H. Planning to Paddle? Know Your Limits!

American Canoe Association

When getting ready to head out on your next paddling trip, be sure to keep these five safety tips in mind to ensure you have an enjoyable time on the water.

1. Wear Your Lifejacket - Expect to capsize and swim occasionally when paddling a canoe, kayak or raft? Learn more about PFDs
2. Trip Preparation and Planning - Getting ready to schedule your next trip? Learn more useful tips
3. Cold Water Safety - Cold water is *extremely* dangerous! Learn more about protecting yourself in this environment
4. Rules of the Road - What paddlers *need* to know when sharing the waterways
5. Safety Check - Safety tips you need to consider the next time you head out on the water

In addition to the "Top Five" here are 5 more to round out the "Top Ten"!

6. Practices, Ethics and Conduct - Key points on how to appropriately share, and enjoy our natural paddling resources
7. Know Your Limits - Good things to contemplate before you leave shore
8. River Paddler's Guide to Rescue - The basics, just in case...
9. Best Practices for Paddlers and Paddlesports Programs
10. Take a paddlesports safety and skill development course! On-line or on-water!



DEPARTMENT OF HOMELAND SECURITY

The civilian component of the U.S. Coast Guard
Authorized by Congress in 1939

I. Return on Investment - The value of the U.S. Coast Guard Auxiliary.

CDR David Chareonsupphat - *Director, Northern Region Auxiliary*
U.S. Coast Guard District Eleven Prevention Division

The Coast Guard Auxiliary is made up of more than 30,000 volunteers who donate their time and effort as well as their boats, aircraft, and radio facilities to the U.S. Coast Guard. Over 4,000 vessels, 240 aircraft, and 2,600 radio facilities have been accepted for use annually to aid the Coast Guard in carrying out its many missions.

While Auxiliarists maintain their own facilities (aircraft, boats, and radio facilities) and donate their time, the Coast Guard injects approximately \$17-\$18 million annually into the Coast Guard Auxiliary. This includes funding the fuel and maintenance allowance for the use of Auxiliary facilities, Coast Guard schools for Auxiliary training and education, active duty and civilian staff to manage Auxiliary program offices, personal protective safety equipment, and damage and disability claims associated with surface and aviation patrols.

So What Does the Coast Guard Get?

The value of volunteer time is calculated annually by an organization called the Independent Sector,”

- (1) Which is a leadership forum of charities, foundations, and corporate giving programs. The 2009 value of a volunteer hour: \$20.25. In 2009, the Auxiliary provided more than 4.5 million volunteer hours.
- (2) To the Coast Guard, which comes to approximately \$91 million dollars in labor, using that independent estimate. While certainly impressive, this figure doesn't take into account the amount of property or lives that were saved as result of auxiliary efforts. Put another way, the Coast Guard Auxiliary's labor hours in 2009 are equivalent to 2,186 full-time Coast Guard employees.
- (3) Continuing the math and factoring in the value of property saved, the return on investment ranges from 970 percent to 1,200 percent for the years 2006 to 2009, or up to \$12 for every dollar spent.

What Do Auxiliarists Do?

While the main mission function for the Coast Guard Auxiliary is recreational boating safety, Auxiliarists perform a wide range of duties including vessel safety and commercial fishing vessel examinations, private aids to navigation verifications, program dealer visits, and marine safety education.

Dedicated to promoting recreational boating safety



DEPARTMENT OF HOMELAND SECURITY

The civilian component of the U.S. Coast Guard
Authorized by Congress in 1939

J. Recreational Boating Safety Outreach

Alston Colihan, Technical Writer. U.S.C.G. Recreational Boating Product Assurance Branch; Michael Jendrossek, Boating Safety Specialist, U.S. Coast Guard Boating Safety Division, AUX Robin Freeman, Assistant National Commodore, Recreational Boating Safety, U.S. Coast Guard Auxiliary

The Office of Auxiliary and Boating Safety administers a variety of educational outreach programs to help reduce the numbers of boating accidents, fatalities, injuries, and property damage involving recreational boats. Two of these programs are the Boat Factory Visit Program and the Recreational Boating Safety Visitation Program.

Most recreational boats are built to comply with safety standards. Government contract personnel known as “compliance associates” go to boat manufacturing plants to educate boat builders about how to comply with mandatory federal manufacturing standards and the desirability of compliance with the voluntary industry standards. Coast Guard Auxiliarists also establish relationships with marine dealers and provide them with safety information which they, in turn, can provide to prospective boat and marine equipment purchasers.

1. The Boat Factory Visit Program

Manufacturers of recreational boats are required to self certify compliance with applicable U.S. Coast Guard safety standards. The credibility of that certification process is maintained, in part, by means of • visits to domestic boat manufacturing plants to educate boat builders, and the authority to assess penalties against boat builders who are willfully non-compliant.

The Coast Guard neither inspects nor approves the plans or designs of recreational boats. Instead, the manufacturer or importer is required to certify that each of its boats complies with federal safety standards. The Coast Guard does not require any specific procedures to determine compliance, so the manufacturer may employ a third-party certification service, use an independent laboratory, or use the company’s in-house technical staff. There are approximately 4,000 companies in the business of building or importing recreational boats. However, it is estimated that 80 percent of the recreational boats sold in the U.S. are manufactured by 20 percent of the manufacturers. Generally those manufacturers are members of the National Marine Manufacturers Association (NMMA). These members participate in the NMMA Boat and Yacht Certification Program, wherein member manufacturers’ boats are inspected by third-party inspectors to certify compliance with Coast Guard safety standards and voluntary American Boat and Yacht Council standards.

Dedicated to promoting recreational boating safety



DEPARTMENT OF HOMELAND SECURITY

The civilian component of the U.S. Coast Guard
Authorized by Congress in 1939

2. Educational Efforts

For the remaining manufacturers, the Coast Guard's enforcement program places heavy emphasis on safety standards education. New boat manufacturers are provided with a "Boatbuilder's Handbook" CD, which contains information regarding the laws, regulations, and safety standards applicable to builders of recreational boats; copies of compliance guidelines and explanations for test procedures for each of the safety standards; and a variety of references concerning boat manufacturing, compliance testing, and the recreational boating product assurance program.

3. Visit Schedule

The Recreational Boating Factory Visit Program employs "compliance associates," most of whom were former inspectors in the commercial vessel safety program of the Coast Guard. The visit schedule is as follows:

- annual visits to manufacturers whose boats are subject to most of the standards;
- biennial visits to manufacturers whose boats are subject to some of the standards;
- manufacturers of other boats that are excepted from the standards, such as canoe and kayak manufacturers, are visited at least once every three years.

These visits ensure that manufacturers understand the safety standards, know how to comply with them, and can inspect any boats under construction for compliance. In addition, boat manufacturers are also made aware of voluntary safety standards such as those published by the American Boat and Yacht Council.

4. Product Assurance Enforcement

While the Coast Guard has long had statutory authority to use civil administrative penalties for regulatory noncompliance, historically this authority has not been fully effective in addressing recreational boat manufacturer violations because many of the non-compliant builders are small business entities for whom going out of business was easier than paying monetary fines. Additionally, the civil administrative penalty system currently processes the highest-priority cases first, which means that passenger vessel safety violations, pollution violations, and other high-profile offenses take precedence over assessments against recreational boat manufacturers.

The Coast Guard, however, is exploring better coordination between the boating safety program and local Officers in Charge, Marine Inspection in the enforcement of civil penalties for recreational boat manufacturer violations. This additional means of

Dedicated to promoting recreational boating safety



DEPARTMENT OF HOMELAND SECURITY

The civilian component of the U.S. Coast Guard
Authorized by Congress in 1939

compliance enforcement efforts could go far in bringing the few recalcitrant boat builders into line.

5. The Recreational Boating Safety Visitation Program

Formerly known as the Marine Dealer Visitor Program, the Recreational Boating Safety Visitation Program has expanded the outreach and educational opportunities of the program. Historically, this program was directed toward the marine dealer, who was considered the primary contact for boaters. Via this program, a trained USCG Auxiliarist visited dealers to provide them with safe boating information about courtesy marine examinations and boating safety classes, information on state and federal regulations, and recall updates. It was expected that by developing a relationship with the marine dealer, the safety information would be passed on to the boater. In 2005, this program was restructured and expanded. Now known as the Recreational Boating Safety Visitation Program, its goal is to build long-lasting relationships with the recreational boating safety community as a whole.

K. Meeting Body Fat Standards

RADM Mark Tedesco, Director Health, Safety, and Work-Life

1. In recent months there have been numerous reports of military members throughout all services participating in unsafe and illegal practices in order to lose weight. This ALCOAST discusses some of these practices and provides information on safe alternatives available to cg members.
2. There is a lot of confusing and conflicting information concerning weight loss. Here are a few facts you should know when planning any weight loss strategy.
 - a. One pound of fat contains approximately 3500 calories. For safe weight loss (one pound per week) your caloric intake should be reduced by 1750 calories a week or 250 calories a day. Individuals should also engage in regular weekly physical activity and exercise at a level to expend an additional 1750 calories per week. Calorie reduction plus increased physical activity is the best approach for successful long-term weight management. However, if you do not exercise then you will need to reduce your daily calorie intake by 500 calories per day to lose approximately 1 lb per week.
 - b. Extreme low-calorie diets (less than 1200 per day) are not effective in the long term, are unsafe (unless monitored by a physician), and will result in greater loss of muscle tissue. A loss of muscle tissue can reduce your metabolic rate (the rate at which the body burns calories at rest). Research

Dedicated to promoting recreational boating safety



DEPARTMENT OF HOMELAND SECURITY

The civilian component of the U.S. Coast Guard
Authorized by Congress in 1939

suggests that on average women consume no less than 1,200 calories per day and men consume no less than 1,600 calories per day. To determine the proper caloric intake to lose weight check the Health, Safety, And Work-Life Weight Guide help page at: www.uscg.mil/worklife/weightguide.asp.

- c. Weight loss supplements. There are many products on the market, particularly through the internet, which advertise quick weight loss without dieting or exercise. Many of these products are not safe because they contain ingredients which pose a health risk and can cause long term physical damage. Dietary supplements are not regulated by the FDA. This means that there is no regulation for quality control. Products from unknown or unreliable sources may be contaminated by unsafe ingredients or contain substances not indicated by labeling. Before taking any supplement, whether a powder, tablet, whole food, or drink, research the ingredients, find out what the effects are and ensure it is produced by a reputable source.
- d. Expensive equipment and exercise programs are not required for safe and effective long term weight loss. Weight loss evidence indicates that you must consistently complete 250-300 minutes of exercise per week at moderate to high intensity. This should include mostly aerobic activities but at least 2 days per week of strength training exercises. There are numerous programs on the market which offer "high intensity training" as a way to lose weight and get in shape. These programs can be effective, but can be harmful with long term complications, especially if you have improper technique or over exert yourself.

L. Coast Guard Mutual Assistance (CGMA) Education Loan

RADM Ronald T. Hewitt, Assistant Commandant for Human Resources

1. The CGMA Board of Control has authorized a new education loan program effective 1 March 2011. The loan replaces the Supplemental Student Loan and the Vocational and Technical Training Student Loan, both of which are discontinued.
2. The education loan provides up to 2,000 dollars for education expenses not covered by funds from other sources such as Coast Guard Tuition Assistance, the GI Bill, scholarships, federal student loans, etc.
3. Eligibility extends to CGMA clients on behalf of themselves or their eligible family members. CGMA clients include active duty and retired military personnel, members of the selected reserve, retirement eligible members of the

Dedicated to promoting recreational boating safety



DEPARTMENT OF HOMELAND SECURITY

The civilian component of the U.S. Coast Guard
Authorized by Congress in 1939

- IRR, Coast Guard permanent and term civilian employees, Coast Guard Auxiliary members, U.S. Public Health Service Officers serving with the Coast Guard, and un-remarried widowed spouses and dependent children of military personnel or civilian employees who were eligible for assistance in their own right at the time of their death. Eligible family members include spouse and dependent children, that is children who are under 23 years of age, unmarried, are not service-members and who rely on the client for over half of their support. Eligibility does not extend to CGMA clients who are currently delinquent in repaying any CGMA loan or who appear on the CGMA restricted list.
4. The student must be enrolled in an associate, bachelor, or graduate degree program at a regionally or nationally accredited college or university or in a Department of Veterans Affairs or Department of Education approved vocational technical training (VOTECH) program. Eligibility is based on the clients and the student's status as of the first day of the course for which assistance is requested.
 5. To apply, the client must complete the application for education loan, CGMA Form 11, including the spending plan in Section C. Expenses listed as "other" must be costs that are clearly education expenses. They may not include computers, child care, lodging or meals. Transportation expenses will be limited to parking and tolls.
 6. Loan repayment will begin the month after assistance is provided, at a rate determined in the same manner as for other CGMA assistance loans. A new education loan will not be provided until any previous education loan has been repaid.
 7. CGMA is proud to support the Commandants Year of the Coast Guard Family. It is hoped that this program will get more funds into the hands of families that can use them toward meeting their educational goals.
 8. Further details and application forms (CGMA form 11) are available on the CGMA web site: www.cgmahq.org . Questions regarding the education loan may be addressed to CGMA Headquarters, phone 202-493-6621.



DEPARTMENT OF HOMELAND SECURITY

The civilian component of the U.S. Coast Guard
Authorized by Congress in 1939

M. Auxiliary Mandated Training Program - Status Update

CG-5421 sends

1. Mandated Training Requirements: ALAUX 037/10 described the development of new mandated training requirements for all Auxiliarists. To summarize, it indicated that a mandated training course delivery method was not expected to be completed until early 2011. It also indicated that the new mandated training course and frequency requirements would be placed in effect upon completion, and identified the course and frequency requirements as follows:
 - a. Required to be performed by all Auxiliarists during their first year of enrollment and then once every five years thereafter:
 - (1) Suicide Prevention.
 - (2) Security Education & Training Awareness.
 - (3) Privacy Awareness.
 - (4) Prevention of Sexual Harassment.
 - (5) Sexual Assault Prevention.
 - (6) Civil Rights Awareness (titled changed from Human Relations Awareness).
 - b. Required to be performed only once by all Auxiliarists (new members during their first year of enrollment):
 - (1) Ethics Training.
 - (2) Influenza Training.
2. The Auxiliary Learning Management System (LMS):
 - a. The Coast Guard Force Readiness Command's Performance, Training and Education Branch Advanced Distributed Learning Team (FC-515) has been working with the Performance Technology Center (PTC) at Coast Guard Training Center Yorktown to develop a permanent Learning Management System (LMS, aka - Learning Portal) for Auxiliary use. The Auxiliary LMS will ultimately be found at the following web site: <https://auxlearning.uscg.mil> (i.e. - it is not operable yet), and it will become the primary delivery method for Auxiliary mandated training.
 - b. This Auxiliary LMS will include most Coast Guard courses that are carried in the Coast Guard Learning Portal as well as the Auxiliary mandated training courses listed above. The Auxiliary LMS will also feed information about Auxiliarists' course completions to AUXDATA.

Dedicated to promoting recreational boating safety



DEPARTMENT OF HOMELAND SECURITY

The civilian component of the U.S. Coast Guard
Authorized by Congress in 1939

- c. A beneficial aspect of the Auxiliary LMS will be 24/7 Help Desk support through the Coast Guard Operations System Center (OSC) in Martinsburg, WV.
 - d. Similar to functionality in the active duty learning portal, an end-of-course certificate will only be available for printing upon first-time course completion. Subsequent completions of the same course will not yield a certificate. However, a summary report of course completions for any given individual will be available directly from the LMS.
 - e. A firm launching date for the Auxiliary LMS cannot be identified at this point, but it will be no earlier than the summer of 2011. The Auxiliary mandated training requirements will not become effective until that site, and all associated system connections, are fully tested and functional.
3. Importance of Unique E-Mail Addresses:
- a. The most accommodating aspect of the Auxiliary LMS will be its ability to allow Auxiliarists to use it from their personal computers without any special access card or tool. However, in order for it to properly synch with AUXDATA and feed the right information to the right Auxiliarist's record, each Auxiliarist who uses the Auxiliary LMS will have to have their own unique e-mail address, and that e-mail address will have to be recorded as the primary e-mail address in their AUXDATA profile. That unique e-mail address will then serve as the Auxiliarist's username for Auxiliary LMS login purposes.
 - b. It is therefore strongly recommended that all Auxiliarists ensure that they do not have any e-mail addresses in AUXDATA that are the same as those of any family members or friends who also happen to be Auxiliarists. Without a unique individual e-mail address, an Auxiliarist will be prevented from having the Auxiliary LMS directly load their training results into AUXDATA, and there will be no alternative connection.
4. Interim Auxiliary Mandated Training Site:
- a. An interim web site where Auxiliarists may begin taking online mandated training courses until the Auxiliary LMS has been operational since mid-January. It is located at: <http://aux.virtualclassroomuscg.org> This site does not link directly to AUXDATA, so completion of Auxiliary mandated training



DEPARTMENT OF HOMELAND SECURITY

The civilian component of the U.S. Coast Guard
Authorized by Congress in 1939

courses taken on this site must be manually reported and placed into AUXDATA for credit.

- b. This interim site has posed many challenges to Auxiliarists who have attempted to take courses and document credit for them, and it has not had dedicated Help Desk support. FC-515 is aware of these issues and is working to resolve as many of them as possible within the next few days. If they cannot be fixed to the point that this interim site provides clear results and is easy to use, then it will be shut down from further availability. We expect that determination to be made by 31 March 11.
5. Timeline for Auxiliary Mandated Training Implementation:
- a. Auxiliary mandated training implementation means that the clock will start for those requirements after the Auxiliary LMS described in paragraph 2 is fully operational...not until then, nor while the interim site is in use.
 - b. Once that clock is started, currently enrolled Auxiliarists will have until 31 December 2016 to complete all eight of the above courses. As each of the first six courses listed in paragraph 1 is completed, its own five-year cycle will start. Each cycle will extend to 31 December of the fifth year regardless of the date the course was completed during the year, and so on. For example, if an Auxiliarist completes the Civil Rights Awareness course on 15 November 2012, then they will have to complete it again by 31 December 2017.
 - c. New enrollees will have to complete all mandated training within their first year of enrollment. By definition for this purpose, their first year of enrollment will extend to 31 December of the following year of their Base Enrollment Date. For example, if a new enrollee has a Base Enrollment Date of 15 July 2011, then that individual will have until 31 December 2012 to complete all mandated training. The subsequent five-year cycle for each of the first six courses listed in paragraph 1 will start after each respective course completion, as described above for currently enrolled Auxiliarists.
 - d. Again, the clock will start for mandated training requirements after the Auxiliary LMS described in paragraph 2 is fully operational...not until then, nor while the interim site is in use.
6. AUXDATA Tracking: A competency named "Mandated Training" will be established in AUXDATA that will have all eight mandated training courses assigned to it. This competency will be assigned to all Auxiliarists. The status of each Auxiliarist will be shown in the Training Management Report. This will

Dedicated to promoting recreational boating safety



DEPARTMENT OF HOMELAND SECURITY

The civilian component of the U.S. Coast Guard
Authorized by Congress in 1939

make it easy to monitor the status of mandated training as a whole for any Auxiliarist, and it will reflect the status of each mandated training course that has been completed by any Auxiliarist.

7. Auxiliary mandated training, like its counterpart for Coast Guard active duty, reserve, and civilian personnel, is meant to ensure awareness and promote embracement of essential elements of the Coast Guard's organizational ethos. All Auxiliarists are strongly encouraged to complete these courses and to sustain their required currency thereafter.

N. Coast Guard Mutual Assistance (CGMA) Fundraising Campaign

RADM Ronald T. Hewitt, Assistant Commandant For Human Resources

1. The 2011 CGMA fundraising campaign begins 1 April 2011 and runs through 30 April 2011.
2. The theme of this year's campaign is "CGMA is there-please remember to share." CGMA exists to help us look after one another in times of need. Thanks to those who have shared, more than 6,400 loans and grants were provided last year totaling over 4.6 million dollars in assistance.
3. I encourage broad support for this year's campaign as we attempt to accomplish two important goals. One, of course, is to raise much needed funds. As a donor supported non-profit organization, CGMA receives no federal funds and does not solicit outside the Coast Guard community, but depends on our own generosity and desire to help our fellow shipmates and coworkers. Without the ongoing infusion of campaign contributions, CGMA would be unable to keep up with the needs that present themselves. The second campaign goal is to make sure everyone in the Coast Guard family is aware that CGMA is there to help when they encounter unexpected financial needs. It is surprising how many are unaware of CGMA and its programs and services.
4. To accomplish these goals, members of the Coast Guard Auxiliary will be contacted by direct mail.
5. In this "Year of the Coast Guard Family," I join Admiral Papp in calling for a renewed commitment to look after our shipmates when they are in need. "Please remember to share." Please give generously to CGMA.
6. For more information about CGMA, visit www.cgmahq.org.

Dedicated to promoting recreational boating safety



DEPARTMENT OF HOMELAND SECURITY

The civilian component of the U.S. Coast Guard
Authorized by Congress in 1939

O. USCGC Hamilton (WHEC 715) Decommissioning

ADM Bob Papp, Commandant and Gold Ancient Mariner

1. On 28 March 2011, after 44 years of faithful service to our nation, we will decommission Cutter Hamilton. Throughout CGC Hamilton's service, she has always lived up to her motto, *Semper Primus*: always first.
2. Named in honor of the Revenue Cutter Services founder and the first Secretary of the Treasury, Alexander Hamilton, WHEC 715 was the first of the Hamilton-class 378 foot high endurance cutters. CGC Hamilton was launched from Avondale Shipyards in Louisiana and commissioned on 18 Mar 1967. She was the first U.S. military vessel to employ aircraft gas turbine engines in combination with diesel engines (CODAG) in a versatile propulsion system. Originally home ported in Boston, MA, she would shift her homeport to San Pedro, CA, in 1991, and San Diego, CA, in 1999.
3. CGC Hamilton was the first WHEC to arrive off the coast of Vietnam in 1969, in support of Operation Market Times Coast Guard Squadron Three (RONTHREE), where she conducted combat, logistics and humanitarian support missions.
4. During her last year of service, CGC Hamilton cruised all ahead full, sailing for 205 days in 2010, covering over 50,000 nautical miles, in support of Haitian earthquake relief, EASTPAC counter-drug operations, and winter patrol in the Bering Sea. I know that it was her hard working crew that made these extraordinary accomplishments possible - this is an achievement that truly honors our profession.
5. To current and past CGC Hamilton crews, plank owners, shellbacks - golden, emerald, horned, or otherwise, subjects of the golden dragon, blue noses, and even pollywogs, Well Done. Throughout 44 years of service, your dedication and professionalism would certainly have made the father of our service proud. Fear not however, the name Hamilton will live on when the fifth National Security Cutter is christened. Congratulations and *Bravo Zulu*.