



DEPARTMENT OF HOMELAND SECURITY

The civilian component of the U.S. Coast Guard
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WebWatch Division 8, 5NR June 2012

A. COAST GUARD AUXILIARY 73RD BIRTHDAY

Joseph Giannattasio, DCDR Division 08 5NR, U.S. Coast Guard Auxiliary

Today, Coast Guard Auxiliary men and women throughout the Country celebrate the Auxiliary's 73rd birthday. When Congress passed the Coast Guard Reserve Act in 1939, yachtsman of Division 8 5NR - then known as Division III - Southern Area of the Third Coast Guard District, were quick to react to the challenge. Division 8 Flotillas are among the original and oldest units in the Country. At that time, vessel ownership was the basis for membership. Those who did not own a vessel could become Associate Members without the privilege of voting or holding office.

Much has changed in the years since the Auxiliary came into being; modern and sophisticated training programs, expanded membership opportunities, and greater professionalism. But much has remained the same. Then as now, the Coast Guard faced budget and personnel challenges, and the Auxiliary provided a viable force multiplier. Then as now, men and women Auxiliarists actively supported the Coast Guard.

As Auxiliarist, we are all part of Team Coast Guard. So, enjoy today's celebration and take pride in being part of America's heritage.

B. US COAST GUARD RELEASES ANNUAL SAFETY STATISTICS

National Marine Manufacturers Association

Recently, the U.S. Coast Guard released its annual report on recreational boating for 2011, showing boating fatalities rose 12.8 percent from 672 to 758. The USCG report comes on the heels of the National Marine Manufacturers Association's latest statistical abstract, which notes an increase in participation for recreational boating and would certainly have an impact on the safety statistics reported.

In fact, in 2011, U.S. boating participation increased an estimated ten percent to 83 million boaters. The 2011 U.S. retail sales for recreational boats, accessories and marine services increased six percent to \$32.3 billion, retail sales of new power and sail boats increased 0.8 percent to 214,405 total units, and boating participation increased ten percent to 83 million. The recreational boating industry has not seen an increase in retail sales since 2006, and the jump in participation is the largest proportion of adults (34.8 percent) who went boating since 1997, when 35.8 percent participated.

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The USCG report also shows that from 2010 to 2011, total reported accidents decreased less than one percent from 4,604 to 4,588, and injuries decreased 2.3 percent from 3,153 to 3,081. Property damage totaled approximately \$52 million. The fatality rate measured 6.2 deaths per 100,000 registered recreational vessels, a 14.8 percent increase from last year's rate of 5.4 deaths per 100,000 registered recreational vessels. Seventy percent of all fatal boating accident victims drowned, and of those, 84 percent were not reported as wearing a life jacket. Only 11 percent of deaths occurred on vessels where the operator had received boating safety instruction.

C. RELEASE OF COAST GUARD PUBLICATION 3-0, 3-1, AND 3-2

VADM Brian M. Salerno, Deputy Commandant for Operations

1. This ALCOAST announces the release of Coast Guard Publication 3-2 (Pub 3-2) - Short Notice Maritime Response, which is the third in a series of Operational Doctrine. Pub 3-0, 3-1, and 3-2 are Doctrinal Pubs that refine our concept of operations consistent with the Commandants' direction.
2. Pub 3 is the first in the series, and provides the strategic framework and intent that will guide the service in executing operations in support of America's Maritime safety, security, and stewardship interests. It defines our missions, operating areas, maritime domain, operational and organizational structure. It also defines how we operate, and provides examples that highlight how we execute a layered, security-in-depth concept of operations. This is built upon multi-dimensional framework of authorities, capabilities, competencies, and partnerships to apply the core operating concept of prevention - response. Pub 3 serves as the overarching reference for the development of all other operational doctrine.
3. Pub 3-1 provides enduring guidance for how deployable specialized forces are constituted, organized, equipped, trained, and employed to conduct operations.
4. Pub 3-2 describes how the Coast Guard employs forces to interdict, board, and control vessel of interest that is known or believed to pose a threat of terrorism or WMD proliferation to the United States. The concepts can be applied to other threats as well, such as drug and migrant smuggling.
5. Pubs 3, 3-1, and 3-2 defines our principles, culture, and missions, and provides the framework for understanding and conducting intelligence activities.
6. Electronic versions of these publications are located on the Commandant Office of Doctrine Oversight CG Portal website (to access, log into cg portal, click the reference tab, click on the USCG doctrines link, and click on the link for the appropriate pub).



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D. EMERGENCY SUPPORT FUNCTION (ESF) 9 - SEARCH AND RESCUE (SAR)

Ms. Mary E. Landry, Director of Incident Management and Response Policy

1. Issue.

In a disaster USCG and Federal SAR resources can be mobilized for a Coordinated National Response, normally at the request of Federal, State, Tribal or Local Agencies/Authorities. This ALCOAST provides USCG policy in the conduct and coordination of ESF 9 disaster SAR OPS.

2. Background.

- a. The National SAR Committee (NSARC), to improve interagency cooperation and coordination in the conduct of disaster response SAR OPS, serves as the basis and assigns Federal responsibilities for rapidly deploying Fed SAR resources in support of State, Tribal and Local Authorities for an actual or anticipated request for Fed SAR assistance.
- b. Four ESF 9 Primary Agencies and their respective SAR environment responsibilities:
 - (1) DHS/FEMA: STRUCTURAL COLLAPSE SAR.
 - (2) DHS/USCG: MARITIME/COASTAL/WATERBORNE SAR.
 - (3) DOI/NATIONAL PARK SERVICE (NPS) AND DOD: LAND SAR.
- c. The USCG is the recognized Federal expert in Maritime/Coastal/Waterborne SAR (e.g., flooding, hurricane landfall, and other types of water-based disasters).

3. ESF 9 Overall Primary Agency.

- a. For disasters requiring coordinated ESF 9 Federal SAR support, FEMA (ESF 9 Coordinator) will designate an ESF 9 overall primary agency based on the assigned ESF 9 SAR environment responsibility.
- b. USCG will be designated ESF 9 overall primary agency when ESF 9 is implemented for a Maritime/Coastal/Waterborne disaster. Based on the disaster location, either COMLANTAREA or COMPACAREA shall be designated ESF 9 overall primary agency. The USCG will assist the affected State(s)/FEMA region(s) incident commander (IC)/SAR Mission Coordinator (SMC) as necessary for mission execution.
- c. The ESF 9 overall primary agency works with the other ESF 9 primary agencies to provide Federal SAR resources (e.g., helos, boats, land SAR responders, etc.) requested by the affected State(s)/FEMA region(s). The ESF 9 overall primary agency is the Federal SAR Resource Broker for the affected State(s)/FEMA region(s) that require Federal SAR resources.



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- d. When assigned ESF 9 overall primary agency, the USCG shall:
 - (1) Assist in the management and coordination of ESF 9 Federal SAR resources in the response with other Federal, State, Tribal and Local authorities.
 - (2) Determine availability of Federal SAR resources from other ESF 9 primary agencies.
 - (3) Provide a consolidated (e.g, Federal, State, Local) ESF 9 SAR resource laydown to FEMA and the other ESF 9 primary agencies on a daily basis, or as required.
 - (4) Provide incident reports, assessments and situation reports on a daily basis, or as required.
 - (5) Coordinate integration of Federal SAR resources with the State(s)/FEMA region(s) that requested the resources.
 - (6) Provide reps at the Joint Field Office (JFO), and State, Tribal, and local emergency OPCENS (EOCS).

 - e. Designation as ESF 9 overall primary agency does not necessarily require USCG SAR resources to be provided for a disaster. For example, when a state requests federal ESF 9 SAR resources for disaster flooding, other DOD (NORTHCOM)/National Guard, NPS or FEMA SAR resources may be more appropriate to fulfill a state SAR resource requirement and should be considered. Coordination with FEMA and the other ESF 9 primary agencies prior to and in response to a disaster will help to identify Federal SAR assets available to meet State(s)/FEMA region(s) SAR resource requirements.

 - f. Flood Disasters.

In particular, the USCG as the Maritime/Coastal/Waterborne SAR primary agency, shall be the ESF 9 overall primary agency for flood disasters in which the affected State(s)/FEMA region(s) request Federal SAR resources - even if USCG SAR resources are not used. This will expedite the provisioning of Federal SAR resources on scene and limit potential confusion between the ESF 9 primary agencies in determining the ESF 9 overall primary agency for a particular flood disaster.

 - g. For disasters where ESF 9 federal SAR resources are requested and the USCG is not ESF 9 overall primary agency (e.g., earthquake), the USCG shall provide SAR resources, based on availability.
4. Catastrophic Incident SAR (CISAR) Addendum
- a. The NSARC developed, Federal, Interagency guidance on the conduct of Disaster SAR ops. NSARC realized that with USCG, DOD, NPS and FEMA having diverse SAR policies, procedures and requirements, common federal guidance for ESF 9 Unified Disaster SAR Ops was required.



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- b. All USCG policies and procedures will continue to govern USCG ops. The only difference is that ESF 9 Interagency CISAR OPS shall be coordinated with other Federal, State, Tribal and Local SAR authorities in the overall response through the incident command.
5. ESF 9 Mission Assignments (MA).
- a. An MA is a work order issued by FEMA to another federal or state agency that directs the completion of a specific task (e.g., emergency assistance to State/Local jurisdictions for SAR), and cites funding, managerial controls, and other guidance. An MA may or may not provide funding for the work ordered. Generally, an MA is:
 - (1) Issued leading up to and during the emergency response phase of an incident in anticipation of, or in response to a presidential declaration of an emergency or major disaster.
 - (2) Involves only non-permanent work.
 - (3) Capitalizes on the unique resources of a fed agency.
 - (4) Directive in nature.
 - b. An MA can be issued by the FEMA NRCC, Regional Response Coordination Center, or, when established, a JFO.
 - c. An MA providing reimbursement from the FEMA Disaster Response Fund is not available for activities not authorized, for activities undertaken under other authorities or agency missions, or for non-Stafford act incidents requiring a coordinated fed response. USCG ESF 9 SAR OPS conducted in support of another gov entity are within USCG statutory authority. As a result, the USCG is not normally authorized reimbursement through an ESF 9 MA for emergency SAR and will seek reimbursement for SAR services via supplemental appropriations.
 - d. Logistics in support of USCG ESF 9 SAR OPS (e.g., forward operating base stand up, transport and support of aircraft, boats, personnel, etc.), where USCG personnel and assets are not normally available, should be conducted through a FEMA MA. Consult with servicing program and legal offices when it is anticipated that an MA will be issued for this type of logistics support.
 - e. FOR USCG ESF 9 SAR OPS associated with Areas, Districts and Sectors shall track and compile SAR costs for potential future reimbursement through supplemental appropriations.



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6. Personnel/Training.
 - a. USCG policy on personnel and training requirements for Disaster Ops includes implementing ESF 9. Any additional personnel/training requirements should be evaluated during Area, District and Sector plans development and coordinated as required.
 - b. A single ESF 9 staffing and coordination standard cannot be implemented USCG wide. Disaster response planning and coordination requirements on the West Coast, AK, HI AND U.S. Territories will differ from response planning and coordination requirements on the East Coast, Gulf of Mexico, Great Lakes, Midwest, Puerto Rico and U.S. Virgin Islands.
 - c. COMLANTAREA AND COMPACAREA in conjunction with COMDT (CG-SAR) will coordinate with Districts to identify staffing requirements and competencies and develop staffing processes in preparation for USCG support of ESF 9 SAR OPS.
 - d. ESF 9 planning with other Fed, State, Tribal And Local SAR partners/agencies is critical before a disaster occurs to set expectations and improve coordination for an effective, unified SAR response. Local requirements, SAR resources and potential disasters shall be identified and planned by Areas, Districts and Sectors with other Fed, State, Tribal and Local SAR Authorities.

E. 237TH BIRTHDAY OF THE UNITED STATES ARMY

ADM Bob Papp, Commandant

1. On the behalf of the United States Coast Guard, it is my privilege to congratulate the soldiers of the United States Army as you celebrate 237 years of service to our nation.
2. As the Nation's oldest armed force, you have established a rich military heritage for all who serve in uniform. Since June 14, 1775 you have ensured our security at home and defended our country and her people from threats abroad.
3. From Valley Forge to Gettysburg, to the amphibious assault on Omaha Beach and battles fought in Vietnam, Grenada, Panama, Operation Enduring Freedom, Operation Iraqi Freedom, and other conflicts throughout the globe, soldiers have courageously served the people of the United States and personified the Army core values of Loyalty, Duty, Respect, Selfless Service, Honor, Integrity, and Personal Courage.
4. The men and women of the United States Coast Guard salute you and wish you the very best on the Army's 237th birthday. May you continue to enjoy great success in the service of a grateful nation. You are Army strong. *SEMPER PARATUS*.

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F. CLEAN VESSEL ACT CELEBRATES 20TH ANNIVERSARY HELPING RECREATIONAL BOATERS KEEP WATERS CLEAN

National Marine Manufacturers Association

The U.S. Fish and Wildlife Service recently announced \$11.4 million in grants to 29 states under the Clean Vessel Act (CVA) grant program. Since its creation in 1992, the CVA program has provided funds to states to construct, replace, renovate, and maintain facilities that assist recreational boaters in properly disposing of on-board septic waste. The program also provides information and education on the importance, benefits, and availability of pumpouts. Funds for the CVA program are provided annually from the Sport Fish Restoration and Boating Trust Fund (SFRBTF).

The Trust Fund, also known as Wallop-Breaux, is the nation's premier transportation law. Funding for the SFRBTF is attained through a "user pay" system. Taxes on fishing tackle equipment, motorboat fuel, imported boats, and small engines are pooled together to create this fund. The CVA program is just one of the important programs that SFRBTF funds annually, and one of the many reasons that NMMA continues to support legislation that will protect the Trust Fund.

G. SEVENTY-THIRD ANNIVERSARY OF THE UNITED STATES COAST GUARD AUXILIARY

Admiral Bob Papp, Commandant

1. Congratulations to the Coast Guard Auxiliary on its 73rd birthday. Auxiliarists are Semper Paratus - Always Ready and have answered every call that the Coast Guard has issued. Our Auxiliary shipmates form an invaluable force multiplier that provides critical resources, skills, and experience, to senior levels of Coast Guard down to the deck plates.
2. This year, once again, the Auxiliary distinguished itself through selfless devotion to duty. Its 30,000 members devoted over 4.1 million hours to conduct Coast Guard activities and operations. They were the vanguard of recreational boating safety, teaching over 17,000 boating safety classes, performing more than 145,600 safety checks on boats and fishing vessels, and visiting over 108,400 marine supply stores to distribute boating safety information. They helped avoid the loss of hundreds of lives and millions of dollars in property. The innovative Auxiliary University Program forged unique ties with college students, providing them with the rewards of Auxiliary service while garnering their talents in helping meet Coast Guard research and internship needs. The Auxiliary also launched a comprehensive overhaul of its special skills inventory. The new Auxiliary Skills Bank, targeted for field testing in Districts Five, Nine, and Thirteen, will enable the Coast Guard to instantly identify Auxiliarists with needed skills on a local or national basis.

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3. I ask all Coast Guardsmen to join me in honoring the Auxiliary, our patriotic volunteers who dedicate themselves to performing Coast Guard missions in service to our Nation.

4. *Semper Paratus.*

H. Inflatable Recreational Personal Flotation Devices Final Rule Published

Ms. Brandi Baldwin, P.E., U.S. Coast Guard

The U.S. Coast Guard announced publication today in the Federal Register of a final rule amending regulations for inflatable recreational personal flotation devices (PFDs).

The Coast Guard is updating its regulations for inflatable PFDs (commonly referred to as lifejackets). This rulemaking will update current Coast Guard structural and performance-based standards for inflatable recreational PFDs by aligning these standards with current voluntary industry consensus standards. Additionally, this rulemaking will slightly modify regulatory text in preparation for a possible future rulemaking addressing the population for which inflatable recreational PFDs are approved, but the rulemaking does not change the current population at this time.

The Coast Guard previously published a direct final rule on this topic, but we withdrew that rule because we received adverse comment. Instead, we issued a notice of proposed rulemaking and sought additional public comment.

The rule and related materials may be reviewed online at <http://www.regulations.gov>, docket number: USCG-2011-0076.

I. 17 Ways To Save Fuel This Summer

Tom Neale, BoatUS

Don't let the dollar signs at the pump get in the way of your boating season. While different boats and circumstances require different tactics to minimize fuel consumption, there's usually more than one trick of the trade that'll work for your vessel.

1. Watch Your Wake

If your stern is digging a hole in the water, you're wasting fuel. Your boat may be unbalanced because of weight distribution, it may be overloaded, and/or it may be running at inefficient rpms for the load, engine, boat, and other circumstances. It's true that you can usually save fuel by running slower, but if you're digging a hole at the slower speed you've chosen, you're probably doing more harm than good.

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2. **Give Seat Assignments**
To keep on an economical trim, don't let everyone sit in the bow or stern, and don't run on a heel (unless maybe if you have a sailboat). Keep safety and stability as an utmost goal as you do this. You may have to experiment to get the right trim, if it's safe to do so. Only move people around while the boat is traveling slowly, or stopped, considering the circumstances.
3. **Experiment**
Be creative with trim tabs or motor trim for the best ride with the load you have. Usually you can feel this and also tell by the wake. Fuel consumption meters help immensely. Optimum trim-tab position will vary with factors such as chop, wind, rpm, and load.
4. **Ditch The Dings**
If your prop looks the least bit askew or has any dings, pull it and send it in to be swung and reconditioned by a good prop shop. Just a little deviation in a prop can cost a lot of fuel. Often it's good to send it in every few years for checking even if it appears to be OK.
5. **Have The Proper Prop**
Ask a good prop shop or experienced engine installer to check if you have the best prop for your rig and usage. Often a motor will come with a standard prop that may not be the best for your boat. Determining this may require experimental running by qualified shop personnel.
6. **Run At An Even Pace**
Frequent speeding up after slowing down can consume extra fuel.
7. **Diminish Windage, If Possible**
For example, consider removing the bimini cover or T-top cover, if practical.
8. **Pick Calm Days To Travel**
Waves and wind can slow the boat and cause more fuel consumption. Even a little chop can slow many fast planing boats. Learn wind patterns for your area. For example, in many areas it's normally calm in the morning but a sea breeze kicks in during midafternoon.
9. **Try to Travel With The Wind**
If you have a choice as to direction of travel in chop and wind, pick the destination that's going with the chop. If you can, return on the opposite side of the river in a calm lee.
10. **Anchor, or Pick A Closer Destination**
You can have all sorts of fun just sitting out at anchor for the afternoon.



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11. Check The Bilge Pump

Make sure the float switch and pump intake are located so that they get the maximum amount of water out. Sometimes there's a significant difference in where the water pools while running and while sitting at the dock.

12. Don't Run With Fuel And Water Tanks Full

Liquid such as fuel and water adds a huge amount of weight and therefore consumes a lot of fuel. Figure, as a rough and approximate rule of thumb, 8 pounds per gallon to get an idea. But don't run with partially full tanks if this may sacrifice safety or range that you will need.

13. Lighten Up

Explore your boat for things that you can leave ashore. This could be especially helpful for lighter boats. Examples could include old lines that you don't use, soggy or impaired life jackets and cushions (which should be replaced, anyway), water standing in coolers, water in a bait or fish well, and junked non-working parts that can be stored ashore or ditched.

14. Avoid Bottom Drag

As your hull is moving over a relatively shallow bottom, or close to steep channel walls, it will meet resistance in pushing aside the water, and slow down and dig in, causing fuel waste, not to mention safety concerns. Never let this happen. Slow down. If your hull is a flat planing hull, you may not suffer from bottom drag, but slow down, anyway. You may be about to spend money on a lot worse than fuel bills.

15. Keep The Bottom And Running Gear Squeaky Clean

You'd be amazed at how much drag just a few barnacles or a little grass can cause. This is greatly exacerbated if any of those few barnacles are on the prop. You'll also be amazed at how quickly fouling can grow in many geographical areas, particularly in the summertime. It may take only a week or two.

16. Keep The Engine Tuned, Oil Fresh, And Air Filters Clean

Different engines have different tuning issues, including, for example, computer-controlled ignition, spark plugs, carburetors, fuel pumps, and fuel injectors.

17 ...And Don't Forget!

When buying fuel at our BoatUS Cooperating Marinas save up to 10 cents off per gallon. To find where you can fuel up and save, visit www.BoatUS.com/MSL.



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J. PASSING OVER THE BAR

Robert Babezki, ADSO-PA District 5 Northern Region

District Captain - East Gene Morris lost his battle with liver failure at 0130, June 27, 2012. Gene was a dear friend to his fellow members in the Auxiliary and will be sorely missed.

Gene's Legacy - To serve protect. Simple words that meant everything to Gene and ones he lived by everyday. A tough, strong family man, Gene always gave his all to anything he did in life. Born in Philadelphia, Gene graduated Roman Catholic High School where he was a standout football player, attended Temple University, but decided to join the Air Force. Upon discharge, he graduated from Gloucester County and Glassboro State College with a BA in Criminal Justice. It was then that Gene realized a lifelong dream to become a police officer. He joined the Woodbury Police Department in 1970, retiring in 1994 with the rank of Sergeant. He did many things through his tenure with the Woodbury PD; he worked as a SWAT Team negotiator with a 100% success rate, received a life saving award, and awards for valor, was an instructor at the Gloucester County police academy; but his true passion was serving on foot patrol where he got to interact with the public.

Gene was a real people person and a great and engaging story teller. Upon retirement, he worked for Budd's Pool and enjoyed traveling with his wife throughout Europe, The Caribbean and the US with his wife Andrea.

Gene was elected District Captain East in 2010 and spent many hours traveling to and visiting the many Coast Guard Auxiliary Flotillas and Divisions that were his responsibility. Having the opportunity to engage fellow Auxiliarists in conversation at the District Conferences was always a joy. One of Gene's last functions as District Captain East was participating in this year's General Slocum Memorial Service where he represented the Fifth Northern Region of the Auxiliary. Gene touched many lives during his journey here on Earth and leaves a lasting legacy of commitment and community that many will talk about for years to come.