



DEPARTMENT OF HOMELAND SECURITY

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

WebWatch
Division 8, 5NR
June, 2013

A. DEATH OF COMMANDER RAYMOND J. EVANS, USCG (RETIRED)

Admiral Bob Papp, Commandant

1. It is with deep sadness that I report the passing of CDR Raymond J. Evans, USCG (Retired) who crossed the bar on 30 May at the age of 92.
2. CDR Evans enlisted in the Coast Guard along with Douglas Munro in 1939, and they were best friends and stationed together for most of the time until 1942 when Douglas Munro was killed during the Battle of Guadalcanal in World War II. CDR Evans went on to serve a long and distinguished Coast Guard career, retiring in 1962.
3. During his first assignment in CGC SPENCER, CDR Evans earned his signalman rating and advancement to third class petty officer. Sensing the coming war and desiring to be closer to the action, he volunteered to transfer to USS HUNTER LIGGETT, one of three Coast Guard-manned vessels that were transporting British troops from Halifax, Nova Scotia, to India. After the U.S. declared war, Evans unit joined a convoy to the South Pacific. The Battle of Guadalcanal started in 1942 and Coast Guardsmen manned many of the landing craft which were used to transport Marines between ships and beaches. Evans and Munro served aboard landing craft under heavy fire at Guadalcanal on 27 September 1942. During action that day, Evans ensured the successful evacuation of Marines and piloted his craft to safety following the loss of Samuel B. Roberts, his Navy coxswain. Evans was awarded the Navy Cross for his courage. Munro, who made the ultimate sacrifice later that day evacuating Marines from the beach with Evans by his side, was posthumously awarded the Medal of Honor.
4. CDR Evans dedicated service to the Coast Guard continued after World War II, and he remained on active duty until his retirement in 1962. His other assignments included Commanding Officer of CG-83527 and CGC IVY (WAGL-329), Executive Officer of CGC CHAUTAUQUA (WPG-41), and Captain of the Port in Houston. He accumulated over 12 years of sea duty.
5. CDR Evans selfless service fully embodied the Coast Guard Ethos. While we work together as a team to accomplish our mission, each Coast Guardsman is an individual who is capable and expected to make a difference. CDR Evans made that difference.



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6. In 1998 Coast Guard Station Honolulu named their new boathouse the Raymond Joseph Evans, Jr. Boathouse to commemorate his service. In 2003, the Coast Guard created the CDR Ray Evans Outstanding Coxswain Trophy, a prestigious annual award that recognizes a Coast Guard coxswain who demonstrates sustained superior performance, exceptional boat handling skills, and exemplary leadership.
7. On Wednesday, 5 June at 1130 the Coast Guard will honor CDR Evans during services at Mountain View Memorial Park in Lakewood, WA. We offer our deepest condolences to CDR Evans family, friends and Shipmates.
8. The National Ensign of the United States shall be flown at half-mast from 0800 until sunset on Wednesday, 5 June in honor of CDR Raymond Evans. The National Ensign shall be flown at half-mast on all Coast Guard buildings, grounds, and vessels not underway.

B. 238TH BIRTHDAY OF THE UNITED STATES ARMY

ADM Bob Papp, Commandant, United States Coast Guard

1. On behalf of the United States Coast Guard, it is my privilege to congratulate the soldiers of the United States Army as you celebrate 238 years of honorable service to our nation.
2. As the strength of the nation, the United States Army has steadfastly defended our country and her people from all threats since June 14, 1775. You and your families have continually and selflessly made sacrifices to preserve and defend our way of life.
3. From your proud beginning as a militia of citizen-soldiers on the fields of New England through twelve years of war in the mountains of Afghanistan and the deserts of Iraq, you have earned the respect and admiration of all as the finest fighting force the world has ever known.
4. You fight and win our nations wars. And through western wildfires, hurricanes in the east, floods in the heartland and raging winter storms, this past year you have shown once again that you are always ready to respond and serve our citizens at home as well.
5. On the 238th commemoration of the birth of the Army, the men and women of the Coast Guard salute you and wish you the very best. May you continue to enjoy great success in the service of a grateful nation. You are Americas Army, providing service to the nation and strength for the future.



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C. SEVENTY-FOURTH ANNIVERSARY OF THE UNITED STATES COAST GUARD AUXILIARY

Admiral Bob Papp, Commandant

1. The roots of our Coast Guard Auxiliary reach back to 1939 when Congress established an organization administered by the Commandant and composed of unpaid, volunteer U.S. citizens who owned motorboats or yachts. On 23 June 2013, we celebrate the Coast Guard Auxiliary's 74th anniversary of unwavering support of Coast Guard missions and personnel.
2. Last year, Auxiliarists again distinguished themselves as the world's premiere maritime volunteers. They devoted over 4.2 million hours in support of Coast Guard missions and programs, and hardened our front line in recreational boating safety. Their instructors taught over 14,000 boating safety classes. Their vessel examiners performed more than 120,000 vessel safety checks on recreational boats and commercial fishing vessels. Their program visitors distributed boating safety information to over 98,000 marine supply stores and boating safety partners.
3. Our Auxiliary shipmates, 31,000 strong, consistently provide valuable resources, skills, and experience in every corner of our service. They are comprised of the very best our Nation has to offer. Their reputation is exemplified by the 2012 Reserve Enlisted Person of the Year, YNC Stepheni M. Norton of CG PORT SECURITY UNIT 311. She is not only a proven leader in regulatory compliance and project management as a Reservist but also an outstanding Auxiliarist in the D11 Southern Auxiliary Region who has diligently served in silver since 2004. She has held offices at every level of the Auxiliary organization including Flotilla Commander, Division Staff Officer for Operations, District Staff Officer for Member Training, and National Branch Chief within the Public Affairs Directorate, and she has logged more than 4,400 hours of dedicated Auxiliary service across many Auxiliary operational, prevention, and public outreach programs.
4. I could not be prouder of our Coast Guard Auxiliary. Please join me in honoring our profession by honoring our Auxiliarists. All units are encouraged to fly the Coast Guard Auxiliary ensign on 23 June in tribute to these outstanding volunteers who selflessly dedicate their time and their personal resources supporting the Coast Guards missions.



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D. OPERATION DRY WATER

RDML J.A. Servidio, Assistant Commandant for Prevention Policy

1. The purpose of this ALCOAST is to provide notice of this year's Operation Dry Water (ODW) and encourage maximum participation from Coast Guard units consistent with Area and District Commanders direction.
2. Alcohol use continues to be a leading cause in recreational boating related accidents, injuries and deaths. Alcohol was a contributing factor in seventeen percent of all recreational boating deaths in 2012. ODW directly supports a variety of objectives identified in the Strategic Plan of the National Recreational Boating Safety Program that is focused on reducing deaths and injuries nationally.
3. ODW will be conducted the weekend of 28 to 30 June. This is the fifth year for this national multi-agency boating under the influence (BUI) education, detection and enforcement event. The national goal is to significantly reduce the number of alcohol-related accidents, injuries, and deaths among recreational boaters.
4. This year, the National Association of State Boating Law Administrators (NASBLA), in partnership with COMDT (CG-BSX-2) and many other boating safety partners, will once again coordinate this nationwide event. Marine law enforcement agencies throughout the 56 states and territories will intensify BUI awareness and enforcement through increased patrols and established sobriety checkpoints.
5. Coast Guard units are encouraged to partner with state boating law administrators and local law enforcement agencies to make this year's ODW a success. Operations permitting, unit Commanding Officers and Officers in Charge are strongly encouraged to support and participate in the fifth national BUI enforcement effort and awareness event. Units are reminded that BUI enforcement is to be conducted in conjunction with normal law enforcement operations. Thus, blockades or other checkpoints designed to specifically detect intoxicated operators shall not be conducted. However, that does not preclude Coast Guard units from assisting and participating alongside our law enforcement partners if they establish blockades or chokepoints. Units are reminded to ensure compliance with current Coast Guard policy 6. NASBLA and COMDT (CG-BSX-2) have created a special ODW website, which has information on this initiative including national media press releases, public service announcements, posters, and brochures that can be used to promote this nationwide effort. The web address is <http://operationdrywater.org>.



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7. To ensure that participation by Coast Guard field units is accurately captured, it is requested that units planning on participating in this year's event register at <http://operationdrywater.org>. At the conclusion of the ODW event, participating units should fill out the online report form on the ODW website:
http://www.operationdrywater.org/index.php/odw/le_resources
8. In 2012 all 50 states and 6 territories participated in the fourth annual ODW event. Over 4,000 marine law enforcement officers representing over 500 law enforcement agencies nationwide which included 146 Coast Guard operational units made contact with 113,116 boaters on 49,209 recreational vessels. Federal, state, and local marine law enforcement officers made 337 arrests for BUI. Additionally there were 4,819 citations and 9,695 warnings for other recreational boating related safety violations during the three-day weekend.
9. Media coverage for ODW was once again extensive during the entire event. The combined national and state agency media outreach efforts resulted in strong media coverage for the 2012 ODW event. As a result of the strong outreach efforts ODW was highlighted in 823 television news stories, 960 online mentions, including social media sites, 150 print articles and 126 wire stories and hyperlink mentions. ODW also received national coverage with a feature story on the CBS Evening News and Inside Edition when Station Fire Island and Station Jones Beach conducted media ride alongs.
10. Units having additional questions or wishing to participate in this operation are encouraged to contact their respective District Recreational Boating Safety Specialist for guidance in coordinating efforts in this unique pulse op.

E. SEVEN MUST-HAVE DITCH BAG ITEMS

Boating Magazine

Ditch bags are compact floating bags designed to hold critical items boaters need in an emergency. With everything in one place, boaters can quickly jump into a life raft or even the water with important items needed to speed their rescue.

- ACR RapidDitch Express — It starts with the bag itself — and with plenty of space, pockets and pouches to keep items safe and organized, this floating ditch bag is ideal for grab-and-go emergencies.
- EPIRB — When activated, Emergency Position Indicating Radio Beacons like the ACR Global Fix Pro use satellites and earth stations to notify Coast Guard and local



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search and rescue teams of your emergency and provide your GPS position over two separate frequencies (406MHz and 121.5MHz).

- Personal Locator Beacon (PLB) — PLBs like the ACR ResQLink broadcast a 406MHz satellite distress signal to the Coast Guard and a separate homing signal for local Search and Rescue to pinpoint your position. Small enough to fit several into a ditch bag, the ResQLink is designed to clip onto lifejackets. Having one for each person aboard increases the chance of quick rescue, even if people in the water become separated. It's a good idea to have one affixed to each member of your crew.
- Emergency Handheld VHF — Standard Horizon's HX851 handheld VHF radio was made for this purpose. It's waterproof, it floats, it glows in the dark and it even features a built-in strobe light that activates automatically in the water. With it, you can make one-button Digital Selective Calling (DSC) distress calls that alert all DSC-equipped vessels with your emergency and your GPS position.
- Emergency Lights — No ditch bag is complete without specialized lights designed to help rescuers spot victims. ACR makes a variety, including the RapidFire Vest Strobe that attaches to a lifejacket and activates for 8 hours with a pull-pin. Another choice, the ACR Firefly Waterbug Strobe Light activates automatically in water. Because light may be required for other purposes besides emergency signaling, boaters may also want the ACR Firefly Plus Strobe/Flashlight Combo.
- Handheld GPS — A waterproof floating handheld GPS like the Garmin GPS 72H is an affordable addition to any ditch bag, giving boaters the ability to pinpoint and report their position with 10-foot GPS/WAAS accuracy. Those who want mapping capabilities can move up to the Garmin GPSMAP 78SC, which comes with pre-loaded, detailed cartography.
- Low-Tech Devices — There are many additional low-tech devices boaters should include in their ditch bags. For example, the ACR Hot Shot Signal Mirror combines a whistle with a specialized mirror for daylight signaling. In addition, simple items like noisemaking devices, drinking water packs, chemical glow sticks, duct tape and sunglasses can increase safety and comfort while awaiting rescue.



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F. NOTICE OF REPORT ON RECREATIONAL BOATING PUBLISHED

Today the Coast Guard announced in the Federal Register the availability of a report produced for the Coast Guard entitled “Estimating Benefits of Reducing Recreational Boating Injuries: Alternative Sources of Information on Fatalities, Injuries, and Property Damages,” dated September 12, 2011. The Coast Guard requests your comments on the report.

The report examines data on the consequences of recreational boating accidents to help the Coast Guard determine how its analyses of accident data can be enhanced to improve how the Coast Guard can quantify the benefits of its regulations, policies, and programs. The Coast Guard seeks comments on the content of the report generally, as well as any additional data or analysis that could further support the report’s conclusions, could provide data to the contrary, or that may fill in a NY gaps identified by the report. Additionally, the Coast Guard seeks comments on, as well as any additional data or analysis, helping to identify property damages related to recreational boating activities.

The notice and the report may be reviewed at <http://www.regulations.gov>; docket number: USCG-2013-0437. The comment period closes Aug. 27, 2013.

G. NOTICE OF PROPOSED RULEMAKING: WAIVER FOR MARKING SUNKEN VESSELS WITH A LIGHT AT NIGHT

Today, the U.S. Coast Guard (USCG) announced in the Federal Register the publication of a notice of proposed rulemaking (NPRM) regarding its regulations affecting 33 CFR Part 64 for marking of structures, sunken vessels, and other obstructions.

The USCG proposes to implement section 301 of the Coast Guard and Maritime Transportation Act of 2004. This Act authorized the Commandant of the USCG to waive the statutory requirement to mark wrecked vessels with a light at night if the Commandant determines that placing a light would be impractical, and that waiving the requirement would not create an undue hazard to navigation. The USCG believes these changes would reduce the burden associated with marking a submerged vessel without compromising safety.

The NPRM and related materials may be reviewed at <http://www.regulations.gov> docket number USCG-2012-0054. The comment period closes July 29, 2013.



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G. SEQUESTRATION, BOATER IMPACTS STILL POSSIBLE

BoatUS Magazine, February 13, 2013

Over the last two years, there have been several budget crises in Washington, each averted by passing a Continuing Resolution that allows the government to keep operating for a set period of time. During the last major budget impasse, Congress and the White House agreed to the Deficit Reduction Act in August of 2011. It called for establishing a “Supercommittee” in Congress charged with cutting at least \$1.2 trillion in spending. If it could not reach consensus, across-the-board cuts would be set in motion, called sequestration.

In October of 2011, that Supercommittee, a bi-partisan group of 12 Senators and Congressmen, failed to agree on a plan and the clock started to wind down toward sequestration. Then, in late December 2012 Congress and the White House passed another Continuing Resolution, only delaying sequestration and the negative impact that it could have for boaters. As things stand now, if all parties do not agree on a budget by March 1, 2013, it will trigger \$110 billion of across-the-board cuts including sequestering – or withholding - \$43 million in Sport Fish Restoration and Boating Trust Fund (SFRBTF) dollars.

That trust fund derives about \$650 million annually from sales and excise taxes boaters and anglers pay on boat fuel and fishing equipment, and while a “user-pay, user-benefit” type of fund is rarely placed on the chopping block, we have been apprised that this time it will be affected.

At this point a portion of your federal boating dollars, \$9 million in boating safety funds plus about \$34 million for fisheries conservation, will be frozen until a budget agreement is reached.

The trust fund itself will continue to accumulate revenue but the money will not be available until the House and Senate can agree on a budget and the President approves it.

BoatU.S. Government Affairs staff continues to monitor this issue to protect these important boater dollars, so please stay tuned to www.boatus.com/govaffairs for sequestration updates.

H. SPORT FISH RESTORATION TRUST FUND PASSED AND SIGNED INTO LAW

BoatUS June 30, 2012

On June 30, only hours before it would have expired, Congress reauthorized the Sport Fish Restoration and Boating Trust Fund, continuing the cornerstone program that makes boating the enjoyable and safe pastime we know today.

Over 28 years ago BoatUS championed the concept of using excise taxes already paid by boaters and anglers to fund boating safety education and enforcement, build public boat launching



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ramps, install sewage pump-out facilities and improve fisheries conservation. What was known for years as the Wallop-Breaux Trust Fund collects the taxes paid on motorboat fuel and fishing tackle and generates about \$650 million annually, most of which goes back to the states to support boating and fishing.

The last time Congress formally reauthorized the boating trust fund was 2005 and that expired at the end of September 2009. Since then, working closely with industry groups such as the American Sportfishing Association and National Marine Manufacturers Association, BoatUS repeatedly made the case on Capitol Hill for continuing this "user pay-user benefits" program. Thankfully, Congress listened and the Trust Fund is intact and now extended for another 27 months. Learn more about the SFRBTF and some of the projects it supports.