



## **DEPARTMENT OF HOMELAND SECURITY**

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### **WebWatch**

**Division 8, 5NR**

**November 2010**

#### **A. PRESIDENT OBAMA SIGNS COAST GUARD AUTHORIZATION ACT OF 2010**

Christopher Lagan, Public Affairs, U.S. Coast Guard Auxiliary

Earlier today, President Obama signed into law the Coast Guard Authorization Act of 2010. The signing of this bill gives the Commandant of the Coast Guard, Admiral Bob Papp, authorities to make changes and operate the Coast Guard to better serve the public. “The Coast Guard Authorization Act of 2010 provides us with authority to enhance the safety of U.S. ports and waterways, acquisition assistance to acquire state-of-the-art ships and aircraft to patrol America’s waters, and tools to promote individual readiness, including improvements to our family housing and child development centers,” said Adm. Papp adding, “I am particularly pleased with the modernization authority—it will allow us to finish our organizational realignment and enhance our ability to meet the high demand for our services.”

Finishing organizational realignment of the service means using the best processes to ensure Coast Guard men and women have the training, tools, and leadership necessary to safely and successfully fulfill our missions of maritime safety, security and stewardship. Additional authorities granted within the Act validate the Coast Guard’s decision to take control of the process to replace aging cutters and aircraft, providing our men and women in uniform with state of the art platforms to conduct Coast Guard missions.

Finally, and significantly, the Act bolsters the Coast Guard’s authorities when it comes to combating smugglers of people and narcotics attempting to violate U.S. territorial waters. “I could not be more pleased with this Authorization Act and want to thank the Administration and Congress for their support,” said Papp. “The Act will help us remain always ready well into the future.”

#### **B. COAST GUARD AUTHORIZATION ACT OF 2010**

ADM Bob Papp, Commandant

Shipmates, I have great news to pass - the President just signed into law the Coast Guard Authorization Act of 2010. This bill contains significant new authorities, including, new Marine Safety, Port Security and Oil Pollution Prevention Authorities that enhance the safety of our ports and waterways.

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In addition, the Act provides acquisition assistance to advance our fleet recapitalization efforts and important individual readiness tools, including the ability to improve our family housing and child development centers.

I am particularly pleased with the modernization authority because it significantly advances one of my key guiding principles - Steady the Service. We now have the ability to finish our organizational realignment. And that's just what I plan to do. Going forward, we will maintain two Area Commanders, Atlantic and Pacific, (instead of a single operational commander), the Chief of Staff will become the Deputy Commandant for Mission Support (DCMS), overseeing logistics support for all Coast Guard assets, and the Force Readiness Command-our center of excellence for training and doctrine-will come under DCMS. The Deputy Commandant for Operations (DCO) will also become a Vice Admiral.

Solidifying the post-modernization chain of command will enhance your ability to get your job done and keep your focus on safely and effectively executing Coast Guard missions. I could not be more pleased with this development. This bill is the product of years of close coordination and hard work with our Congress. So Bravo Zulu to the Shipmates who had their hand on the helm, steering it from development to completion.

Most importantly, I want to thank those of you serving in the field who remain Always Ready while we work to retool our organization's logistics, support and command and control structures. We still have work to do, but we are moving forward.

You can learn more about the important new authorities contained in the Coast Guard 2010 Authorization Act, as well as Modernization efforts, by visiting the CG Modernization link at: <https://cgportal.uscg.mil/>.

### C. SO YOU WANT TO BE A CAPTAIN?

Captain Bob Figular, *Mariner's Monthly Newsletter*

Mariners Learning System is proud to team up with the Recreational Fishing Alliance by entering into an Educational Partnership. In this issue we are going to focus on a few of the benefits of earning your Captain's License. When asked what is the primary benefit of getting a license my first response goes something like this:



“Getting your license is like having a key that is capable of opening many doors... If an opportunity presents itself and is related to promoting recreational boating safety



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The civilian component of the U.S. Coast Guard  
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---

you have the key (Captain's License) you can either choose to walk through the door or around... However, if you do not have the correct key you will never be able to unlock the door."

So why do most want to get their license in the first place?

- To work as a paid captain or mate
- To use your boat and start a fishing charter business
- To learn or refresh your skills in navigation, chart plotting, rules of the road, safety & regulations, buoyage systems, basic weather, basic stability, and much more!
- To earn a credential that shows your experience and may even reduce insurance costs

This is just a short list of the reasons why many of our clients decide that now is the time to earn their Captain's License.

"My first year with a license I made my money doing boat deliveries and boat training. My niche was working with new owners of boats who were looking to take their families on long distance cruises. Many of these boat owners were dot.com guys who made a killing in business and now had more money than they knew how to spend... So, they bought large boats and were now chasing their dream of traveling the world."

"My first job was found sitting in a bar in Annapolis just four days after getting my license. This client just sold a rock quarry in Pennsylvania and had just bought a boat that was docked in Miami. He wanted to bring the boat up to Annapolis for Thanksgiving to show his family his new boat. After the holiday the plan was to turn around and go back to Miami and then to the Bahamas. Three days later I was on the boat heading north. Unfortunately about three days out of Miami the family had a personal emergency that required their going home for a couple of weeks. I was sitting in a bar in Miami, waiting for the family to return, I ran into a fisherman who owned a 63' Viking docked in Puerto Rico and needed to be moved to Bimini Island in the Bahamas to fish a tournament. After a quick plane ride, later that day, I was heading towards the Bahamas in a really nice ride all expenses paid plus a paycheck."



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### D. COLD WEATHER PRECAUTIONS

Captain Bob Figular, *Mariner's Monthly Newsletter*

We are now entering the final few months of our boating season for 2010. For those of you who enjoy the benefits of extending your season on the water there are additional considerations which must be made prior to leaving the dock. When you are out on the water for work or pleasure, there is always a chance that you will find yourself or a crew member falling overboard. This month we are going to look at the primary killer of boaters and examine several ways to increase your chances of survival in the event of an emergency in cold weather climate.

#### 1. Hypothermia



Hypothermia is a lowering of a person's core temperature. It occurs when a person suffers a loss of body heat. General body hypothermia is the leading cause of death among recreational boaters and other emergencies at sea. If not recognized and treated promptly, hypothermia can rapidly turn survivors into fatalities. Survivors in critical hypothermia conditions may suffer a fatal loss of body temperature from physical exertion, or as a result of any delay in taking immediate and positive measures to restore body heat. Struggling survivors, trying to aid in their own rescue, may

drive their body temperature down to the point where unconsciousness and/or death results. Survivors removed from the water and left untreated may suffer further critical loss in body temperature, bringing on death after being rescued. Survivors in "warm" water can also suffer from hypothermia if exposed for long enough periods of time. Also, cold air temperatures can bring on hypothermia if adequate protective clothing is not worn. Survival times in water vary considerably. Survival depends on the type of clothing worn, the amount of physical exertion, the blood alcohol levels, and other factors. Some survivors, when taken aboard may appear to be under the influence of drugs or alcohol. A person moderately hypothermic will show symptoms of an intoxicated person. The risk of Hypothermia can be greatly reduced by wearing the proper type of protective clothing. There are a variety of protective options in the market and each product contributes to the wearer's thermal protection by different methods.



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### 2. PFD's



Our body's response to sudden cold-water immersion is universal. If unprotected, within 2 seconds of hitting the water, the body goes into "cold shock" and the physiological reaction includes the gasp reflex and hyperventilation. Personal floatation devices (PFD's) offer the wearer little or no thermal protection. However, they will help keep the wearers head above water allowing them to gasp air instead of water when they first are immersed in cold water.

### E. WINTERIZATION MISTAKES COULD COST YOU YOUR BOAT

Phil Bailey, U.S. Coast Guard Auxiliary Public Affairs

Often, boat owners who visit their boats in early spring find their boats nearly under water. They might or might not get a call from the marina to get down there right away to take care of their boat. Don't let this happen to you. Don't make these mistakes which might cost you big bucks or your boat.

- Using your Biminis or dodger as a boat cover for winter. Biminis and dodgers are for sun and spray not for winterization. Winter is very hard on Biminis and dodgers causing premature replacement and possibly letting water or snow into your boat or cockpit.
- Storing a boat in the water without a cover might result in it being underwater. Cockpits have drains that might clog up with debris causing the cockpit to fill

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---

with water, sinking the boat. Heavy snow could push a boat with low freeboard underwater.

- Not closing sea cocks stored in the water. Too many things can happen to that seacock or the attached hose causing the boat to take on water.
- Storing a boat and not winterizing, even in warmer climate. Storing ashore can freeze an engine block with an unexpected cold spell. Storing in the water may keep the engine block a little warmer.
- Petcocks in the engine block may be clogged when you tried to drain the engine for winter. You might not realize that no water came out of the clogged petcocks. Be sure to visually check if water drains from each petcock. If you do have a clogged petcock a coat hanger works great clearing it.
- Having the marina attendant look after your boat might be a good idea. No matter whom you pay to watch your boat it is always best to check on your boat periodically during the off season. Nobody cares more for your boat than you.

### F. LOSS OF COAST GUARDSMAN

ADM Bob Papp, Commandant

1. I am deeply saddened to report the loss of a shipmate resulting from an operational mishap.
2. On the night of 13 October, during a training evolution on the James River in Virginia, ME3 Shaun Lin of MSST New York fell into the water. After extensive and exhaustive searches by multiple Coast Guard units and other agencies, his remains were recovered on 14 October.
3. Petty Officer Lin stood the watch on the front lines, from his time aboard *CGC Maui* serving in the North Arabian Gulf to his assignment at *MSST New York*. He protected our nation from criminal and terrorist threats. Petty Officer Lin's individual efforts are probably unknown to most people, but his selfless service continues to be highly valued by all Americans. His quiet professionalism, like that of so many others in our service, ensured we were always ready.
4. I commend our dedicated professionals that searched in hope of finding our shipmate alive. Their tireless efforts are the true embodiment of the principles of "Honor Our Profession" and "Respect Our Shipmates."

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## DEPARTMENT OF HOMELAND SECURITY

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

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5. As we shift focus towards providing care and compassion for the family of Petty Officer Lin and his closest shipmates, I ask each of you to keep Shaun, his family, and the crew of *MSST New York* in your thoughts and prayers.
6. Our investigative processes will help to pinpoint areas of possible concern. Pending the outcomes of the administrative investigation and mishap analysis board in this case, I ask you to avoid speculation regarding the factors contributing to this tragic mishap. We will share the results of these investigations when they become available.
7. Our duties will always entail dangerous work in challenging environments. However, we must remain absolutely committed to the safety of our shipmates - a responsibility that belongs to each of us as members of the Coast Guard family.
8. For all, for awareness - may we all learn from ME3 Lin's efforts, devotion and sacrifice...and be better for it.

### **G. 2010 ALEXANDER HAMILTON AWARD RECIPIENT**

Adm Bob Papp, Commandant

1. Shipmates, I am pleased to announce and congratulate the National Maritime Center (NMC) as the 2010 Alexander Hamilton Award for Excellence recipient.
2. This prestigious award recognizes Commands and Staffs which demonstrate sound processes and deliver excellent results. We look to Witherspoon, Munro and other individual leadership awards to recognize shipmates for a job well done and to identify inspirational role models. The Hamilton Award does the same, using the National Baldrige criteria to identify organizational role models. The Baldrige criteria provide a validated management approach to improve performance. The criteria point us in the right direction and encourage a structured approach to leadership and organizational Excellence.
3. Using the criteria, the National Maritime Center demonstrated its ability to think and act strategically, align processes and resources, engage its workforce and customers, and focus on key results. I encourage you to learn more about NMC and its use of the criteria to enhance its effectiveness and value to customers. This achievement exemplifies my guiding principles of steady the service, honor our profession, strengthen our partnerships and respect our shipmates. I applaud every member of the command for their contribution.

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## DEPARTMENT OF HOMELAND SECURITY

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

---

4. I also commend the following units who were nominated by their senior flag officers and selected to be competitively evaluated by a team of Hamilton award examiners:
  - a. Air Station Traverse City
  - b. Electronic Systems Support Unit Alameda
  - c. Marine Safety Unit Huntington
  - d. Marine Safety Unit Paducah
  - e. Marine Safety Unit Pittsburgh
  
5. I am also pleased to recognize the following units for being nominated by their Senior Flag Officer:
  - a. First District Staff
  - b. Activities Far East
  
6. I will formally recognize NMC as the Hamilton Award recipient During the Innovation Expo Closing Ceremonies in Tampa Fl on 4 Nov 2010.
  
7. The selection panel members were:
  - a. Radm Peter V. Neffenger
  - b. Rdml Sandra L. Stosz
  - c. Mr. Dana A. Goward
  - d. Mcpo Kevin D. Isherwood
  
8. Consistent with my Guiding Principles, I challenge every command and staff to follow the path taken by NMC and past Hamilton Award winners to formalize, improve, and measure key processes necessary to ensure readiness and to flawlessly execute our core roles and missions. I encourage all commands and staffs to consider participating in the 2011 Hamilton Award process. The 2011 Award specifics and timeline will be announced in Nov 2010. In preparation, now is a good time to ensure your Command/Staff Performance Factors Profile (PFP) is current. Information can be found at the CG Portal.
  
9. If unable to access the portal content or if you have award process questions, contact the Hamilton Award POC, Ms. Chris Wehrenberg, [christen.m.wehrenberg@uscg.mil](mailto:christen.m.wehrenberg@uscg.mil) or 202-372-4561.





## DEPARTMENT OF HOMELAND SECURITY

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

### H. BOAT FORCES TOUR – RB-M Program

Dan Bender, U.S. Coast Guard Public Affairs

The Response Boat-Medium is the Coast Guard's replacement for the aging fleet of 41-foot Utility Boats, a venerable platform that was known as the workhorse of the Coast Guard for most of its 25-year-long service life. Making that transition, from planning to delivery, is the business of the RB-M Program in Kent, Wash.



*The hull off an RB-M is assembled on a jig. Photo by PA2 Dan Bender*



The team we have has a broad mandate to ensure the quality of the boats being delivered to the fleet. This involves directly monitoring assembly, observing test trials, engineering and supporting the operators who use these boats.

“It’s definitely a multifaceted program,” said Lt. Andrew Hoag who handles warranty issues and tracking reliability and maintenance of the platform. “Our

*Wiring is laid out before being installed. Photo by PA2 Dan Bender*

mission is ensuring quality control of the RB-Ms being constructed. The feedback I’ve heard has been mostly positive but with any new acquisition there’s always going to be design elements that can be improved.”

Learning what to improve comes from vigorous testing. Much of that testing is done before the boats ever leave Washington but the ultimate shakedown comes when these



## DEPARTMENT OF HOMELAND SECURITY

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

highly capable boats are put into service. Feedback from the fleet is an important source of information.

Input from operators has been an integral part of the design process from the outset. While the program was still in the planning stages, 22 highly experienced Coasties were brought in to lend their experience.



“Input from real operators is priceless,” said David Shepard, a boat project specialist from the Office of Boat Forces.

From the comfortable air-conditioned cabin, to the safety of its self-righting capabilities this boat far exceeds the capabilities of the UTBs it is replacing. That couldn’t happen without the crew of the program who work behind the scenes to ensure their shipmates in the fleet have the best platform possible.

*A welder pieces together an aluminum RB-M keel. Photo by PA2 Dan Bender*

### **I. TIPS FOR KEEPING YOUR TRAILER IN TIP-TOP SHAPE IN THE WINTER**

Penny Bailey, U.S. Coast Guard Auxiliary Public Affairs

A perfect boat is no good if it's on a bad trailer. These four tips for off-season care, courtesy of Boat U.S., will help make your trailer last and get your boat back in the water as soon as the new boating season begins.

**TREES**--Trees are trouble, so avoid them. Snow, ice, and limbs can cause damage, and leaves and pine needles can cause staining and clog up drain holes.

**TILT**--Tilt the bow up and let gravity work for you. Place a small block under the trailer jack and tie the drain plug to your ignition key. Also, make sure the boat’s cover is tight and keeping out the water.

**TLC**--Take care of the trailer. Stay on top of little things to prevent major problems later. Spray a good lubricant on metal trailer roller assemblies, winch gears, and electrical connections to prevent rust. Sand, prime, and paint any rust spots now on the (galvanized) metal trailer frame.

**TIRES**--Take them off--trailers don't need tires in the winter. Remove the tires to deter theft, and store them in the garage or shed to avoid sun damage. With the tires

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The civilian component of the U.S. Coast Guard  
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off, check and repack the bearings as needed. Block the frame and tie sturdy plastic bags over the hubs and brakes to keep them dry. If you will not be removing the tires, be sure to face the trailer away from the street and use a heavy-duty lock. Why tempt thieves with easy access to an expensive boat? Cover the tires with bags and make sure they are resting on a piece of plywood or plank to prevent dry rot. To avoid flat spots on the tires, move the trailer periodically a few inches throughout the winter.

Following these tips will help you be one of the first boaters underway when the weather warms up, and you'll be starting an extended boating season while other boaters are still stuck in their driveways waiting for expensive trailer repairs.

### **J. CGAS SACRAMENTO AIRCREW REMEMBRANCE SERVICE AND MEMORIAL GROUNDBREAKING**

RDML Vincent B. Atkins, Assistant Commandant for Capability

1. On 29 October, 2010 CGAS Sacramento will hold a remembrance service and memorial ground breaking honoring the crew of CG Rescue 1705.
2. CG Rescue 1705 crashed on 29 October 2009 while conducting a search and rescue mission near San Clemente Island, CA. That night, Lieutenant Commander Che Barnes, Lieutenant Adam Bryant, Chief Petty Officer John Seidman, Petty Officer Carl Grigonis, Petty Officer Monica Beacham, Petty Officer Jason Moletzsky, And Petty Officer Danny Kreder lost their lives.
3. Members of the Coast Guard family have worked to establish a memorial as an inspirational symbol of dedication and sacrifice to all who follow in service. On 29 Oct 2010, Air Station Sacramento will display the design centerpiece of this memorial and several personalized bricks that will be installed during construction over the coming months.
4. CG Air Station Sacramento Ca welcomes all Coast Guard members and their guests to attend the ceremony on 29 October 2010 at 1000.



## DEPARTMENT OF HOMELAND SECURITY

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### **K. CHANGE OF WATCH: NATIONAL COMMODORE OF THE COAST GUARD AUXILIARY**

Christopher Lagan, USCG Public Affairs

Admiral Bob Papp presided as Commodore Jim Vass relieved Commodore Nicholas Kerigan as National Commodore of the U.S. Coast Guard Auxiliary in a Change of Watch ceremony at Coast Guard Headquarters.



*USCG photo by Petty Officer 2nd Class Patrick Kelley)*

“Commodore Vass brings a wealth of experience and exceptional leadership qualities to guide the Auxiliary in meeting demands for their valuable services,” said Papp.

As National Commodore, Vass will oversee 31,000 Auxiliarists – a volunteer workforce that rivals the Coast Guard itself, who often serve as the only contact a boater will ever have with a member of the service.

“Every flotilla is part of a community, and we take our responsibility to be good neighbors seriously,” said Vass. “We want to be that town’s Coast Guard Auxiliary. We can be a force for positive action, bringing together our partners, customers, and the community every day.”

Congratulations to new Coast Guard Auxiliary National Commodore Jim Vass!

### **L. SELECTION OF ANACO'S**

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The civilian component of the U.S. Coast Guard  
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Thomas Nunes, Director - Public Affairs (S), U.S. Coast Guard Auxiliary

Commodore Jim Vass, NACO(e), has selected the following Auxiliary members to be Assistant National Commodores effective 1 November 2010:

ANACO-RB: Recreational Boating Safety: COMO Nick Tarlson, D11NR, currently serves as ANACO-PS, Planning & Performance Support.

ANACO-DV: Diversity: Don Lloyd, D5SR, currently serves as N-DV, Diversity Advisor to the National Commodore.

### **M. MESSAGE FROM SECRETARY NAPOLITANO: OUR RESPONSE TO THE LATEST TERRORIST THREAT (October 30, 2010)**

Janet Napolitano, Secretary, Homeland Security

As we saw yesterday, terrorists remain determined to test our defenses and conduct attacks against the United States. The work that our Department does to protect the Nation has never been as important.

In response to this latest threat, DHS has put in place additional aviation and cargo screening measures, and is working closely with our Federal, state, local, international and private sector partners to identify suspicious individuals and cargo packages.

We are also reiterating the need for continued awareness and vigilance on the part of the public, state, local, tribal and territorial law enforcement, and the men and women of DHS. As always, we are encouraging all Americans to report any suspicious activity to authorities.

Since we first learned of the threat emanating from Yemen late on Thursday, DHS employees have responded with dedication, skill and professionalism. You have helped to disrupt what could have been a deadly attack against the U.S. and our allies. We must continue to lean forward into this important work. I want to share my personal thanks for your service, and for all you do every day to keep our Nation safe and secure.

### **N. ANNIVERSARY OF THE LOSS OF *USCGC CUYAHOGA (WIX 157)***

RADM Tim Sullivan, Commander, Force Readiness Command





## DEPARTMENT OF HOMELAND SECURITY

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1. As we commemorate the thirty-second anniversary of the loss of *USCGC Cuyahoga* (WIX-157), we are reminded of the risks faced daily by Coast Guard men and women who embody our services core values of honor, respect, and devotion to duty while serving at sea.
2. The *Cuyahoga* was built in 1926 and commissioned 03 March 1927 at Camden, NJ On 29 May 1933, after six years of chasing rum runners, *Cuyahoga* arrived at Washington Navy Yard to assume duties with the Navy as a tender for the presidential yacht *USS Potomac*. She returned to Coast Guard jurisdiction on 17 May 1941 and was homeported in Baltimore, Maryland. During the remainder of her distinguished career, *Cuyahoga* served in various capacities until her arrival at Reserve Training Center Yorktown where she served as a training platform for Officer Candidate School.
3. On 20 October 1978, while on a night time training mission, *Cuyahoga* collided with the 521 foot argentine coal freighter *M/V Santa Cruz II*. *Cuyahoga* rapidly flooded and within two minutes she sank in 57 feet of water in the Chesapeake Bay. Though eighteen members of the *Cuyahoga* were saved, we lost ten Coast Guardsmen and one International Officer.
4. Family and friends of *Cuyahoga* officers and crew, along with survivors of the collision, will gather at the *Cuyahoga* Memorial Onboard Training Center Yorktown on 20 October 2010 to remember the sacrifice made by our lost shipmates. Please contact
5. Detailed history of the *CGC Cuyahoga*, names of lost crew members, pictures of the *Cuyahoga* and the memorial can be found at:

<http://www.uscg.mil/tcyorktown/info/history/cutters/cuyahoga.asp> or

<http://cgweb.tcyorktown.uscg.mil/command/history/cutters/cuyahoga.asp>

### O. Shallow Water Tactics - How to venture where draft (almost) equals depth.

Kevin Falvey, BoatUS

You see them and shake your head. The guy with his boat snuggled up against a secluded shoreline, access to which seems blocked by shoals; the woman racing across a flat that looks more like wet sand than water; the couple cutting across a sandbar to avoid the no-wake zone you're about to endure. How do they do it?



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While boaters should never risk destruction of shell beds or grass flats for personal pleasure, there is a time and a place for going shallow, and several techniques for minimizing your boat's draft. Can't be done, you say? Read on.

### **Work With Me, Momma**

Local knowledge is your friend when navigating skinny water. How one gets it is the question. Say there's a beach or cove at which you'd love to picnic, but it appears too shallow to get your boat into. Might be. To find out for sure you have to explore.

Pick a day when the wind is blowing or the current is running off the shoal. That way, as you head into shallows toward the secluded island beach (or try out a new shortcut), you can't get stuck that hard. Oh, you might polish the rudder or take a little paint from the skeg. But with the forces of nature on your bow, you'll drift back to the security of deeper water by simply putting the engines in neutral. That's assuming you proceed slowly enough to ensure your boat doesn't carry its way for very long after you pull the lever back.

### **How to Go Slowly**

Most boats will make the same non-planing speed at two different engine speeds. An example might be a stern-drive-powered express cruiser that makes 5 knots at 900 rpm riding nice and level. Bump the throttles to 1,400 rpm and you make the same 5-knot boat speed. But at this higher engine speed, the boat squats by the stern and draws more water. Like six to 10 inches more. Try this on your boat and see for yourself.

### **Speeding Things Up**

Once you've found a way in — or through or across — and made a few visits, you'll find the confidence to run like those crazies you used to shake your head at. After all, a boat's draft is shallowest when up on plane. You can decrease draft even further by cutting a broad turn into the shallows. With the boat heeled, the drives can't outboard, buying you a few more inches to work with.

### **Trained Observer**

Naturally you'll be monitoring a sounder in the shallows. But don't forget to use your eyes. In clear water you can, and should, look over the side to see the bottom. If the water is turbid, note how the wind and current play on the surface. Rips and ripples generally indicate the bottom is closer to the surface in that spot.

You may also be saving the chart plotter's track. Don't forget to use landmarks as well. There's nothing like a visual in finesse navigation. Don't expect to find a deep enough route on your first attempt. In fact, don't expect it at all —there may not be one. This is about discovery. But you may find that backing off and taking another line in is the ticket to a "private" spot.

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## DEPARTMENT OF HOMELAND SECURITY

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

---

Apply these techniques and you will not only build an inventory of shortcuts and honey holes, but you'll also open new facets in the relationship between you, your boat and the water.

### **P. NEW ON-LINE TOBACCO CESSATION PROGRAMS AND E-CIGARETTES**

Radm Mark Tedesco, Director Of Health, Safety, And Work-Life

1. Announcing the release of the new tobacco cessation web site: [www.ucanquit2.org](http://www.ucanquit2.org). This site is free for all:
  - a. Active Duty and Reserve Personnel
  - b. Family members of Active Duty and Reserve Personnel
  - c. Civilian Employees
  - d. Retirees and Veterans
2. This site has many programs to help Coast Guard members quit tobacco products:
  - a. Options to create your own quit plan, quit calendar, and quit blog.
  - b. On-line assistance, chat live, one-on-one, with a trained tobacco cessation coach from 0800 to 2200 est.
  - c. Support information about different kinds of medicines to help you quit.
  - d. Video messages from Master Chief Leavitt on tobacco products.
  - e. Free materials such as posters, postcards, and DVDs to use in your smoking cessation programs.
  - f. Facebook pages, MySpace and Twitter for more on-line support.
3. The following are reminders concerning Coast Guard Tobacco Policy:
  - a. Members considering Nicotine Replacement Therapy (NRT) should consult their Military Primary Care Manager or Health, Safety, And Work-Life Pharmacy Officer on how to obtain NRT products. The cost of NRT products purchased at a local pharmacy will not be reimbursed to the member.
  - b. Aviation personnel shall consult their Flight Surgeon before taking any NRT products.
4. Electronic cigarettes (e-cigarettes) also known as e-cigs are battery operated devices that deliver nicotine via a vapor. These products are not regulated by the Food and Drug Administration and are not considered a smoking cessation aid. Nicotine is very addictive and potentially very dangerous with possible side effects such as headaches, increased stress, and increased blood pressure which

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## DEPARTMENT OF HOMELAND SECURITY

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

---

can lead to other more serious problems. E-cigarettes shall be treated like any other tobacco product containing nicotine, and shall only be used in designated smoking areas.

5. I realize how hard it is to quit tobacco use. I encourage commands to support members who attempt to quit and strongly recommend that anyone who uses tobacco or nicotine products take advantage of these services.
6. Point of Contact for this program is Mr. Tim Merrell 202-475-5146, [timothy.m.merrell@uscg.mil](mailto:timothy.m.merrell@uscg.mil).

### Q. 235TH BIRTHDAY OF THE UNITED STATES NAVY

Adm Bob Papp, Commandant, United States Coast Guard

1. The men and women of the Coast Guard salute our shipmates in the United States Navy and wish them a Happy Birthday. For 235 years, the United States Navy has exemplified its core values "Honor, Courage And Commitment" whether fighting wars, defending the homeland, guarding national interests overseas, or ensuring freedom of navigation on the worlds oceans. Today, the Navy continues as a global force for good.
2. In the aftermath of the earthquake in Port-Au-Prince, Haiti, you were there. The *USS Bataan*, *USS Nassau* and other naval assets provided vital air and surface support for humanitarian aid missions. The *USNS Comfort* treated more than 9,000 patients, performed over one thousand surgeries and filled more than 70,000 prescriptions. Your divers and engineers performed assessments and repairs essential to the re-opening of the port facility.
3. In response to the Deepwater Horizon oil spill, you were there. You provided expertise and equipment, including 16 rapid deployment skimmer systems and 66,000 feet of inflatable boom. Naval Air Station Pensacola served as a critical staging facility for personnel, skimmers, and equipment.
4. The Navy and Coast Guard have always enjoyed a unique bond – from the 1798 Quasi-War when Navy ships and Revenue Service Cutters guarded American shipping from Fench privateers, to World War II when we steamed together protecting crucial convoys. Today, we continue our partnership across the globe, whether combating piracy in the Somali basin, interdicting drug trafficking in the southern transit zones, or protecting the vital maritime infrastructure of the fledgling Iraqi nation.

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5. Over the past year, wherever you were needed in the world, the proud men and women of the United States Navy were there. Your efforts reflect the "can do" spirit of true sailors. *Bravo Zulu*, and Happy Birthday shipmates.

### R. HUMAN RELATIONS COUNCILS

Radm Ronald Hewitt, Assistant Commandant For Human Resources

1. On 20 May 2010, the newly promulgated Coast Guard Civil Rights Manual was released. Among changes and updates it provided, the document is silent on the requirement for units with 50 or more personnel to charter a Human Relations Council (HRC) and also stood down collateral duty civil rights functions.
2. As such, COMDT (CG-1), the Assistant Commandant For Human Resources, is reviewing the HRC program for possible re-alignment to The Human Resources Directorate and will issue further guidance. SEPCOR units that currently have active HRCs are encouraged to continue to utilize them. HRCs remain a valuable resource for identifying and reviewing issues within a command, supporting diversity-related programs and promoting a positive work environment.
3. All personnel are reminded to direct civil rights matters to the appropriate zone/regional civil rights service provider available at:  
<http://www.uscg.mil/hq/cg00/cg00h/serviceproviders.asp>.

### S. NMMA DENOUNCES EPA PARTIAL APPROVAL FOR E15

Mat Dunn, National Marine Manufacturers Association (NMMA)

WASHINGTON, D. C., October 13, 2010 – Today, the Environmental Protection Agency (EPA) announced, as expected, limited approval for the sale of gasoline containing up to 15% ethanol (E15) for model year 2007 and newer motor vehicles. This decision excludes marine engines and other non-road engines such as snowmobiles, lawn and garden equipment, as well as other gasoline-powered small engines. The National Marine Manufacturers Association (NMMA), the trade association for the recreational boating industry in the U.S. and Canada, is concerned that EPA does not plan to take significant steps to address anticipated problems with consumer confusion and the risk of misfueling. EPA will also not take action to ensure compatible fuels remain available for the nation's 13 million registered boat owners or the hundreds of millions of owners of gasoline-powered equipment.

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This decision is EPA's response to a waiver petition filed in the spring of 2009 by pro-ethanol lobby group Growth Energy. Last December, the Agency announced it was delaying the decision in order to conduct additional testing on a limited set of cars and trucks. Gasoline retailers will not be able to sell E15 until EPA completes a new pump label rulemaking, which was also announced today.

Boaters have been actively engaging Congress and the Administration on this issue, submitting more than 30,000 comments to the EPA during the initial comment period and contributing to the more than 26,000 emails to President Obama through [www.FollowTheScience.org](http://www.FollowTheScience.org) requesting that studies on all gasoline-powered engines be completed before allowing E15.

In a statement released today, NMMA President Thom Dammrich said: "We are extremely disappointed that EPA is allowing this fuel to enter the market without the appropriate scientific data or consumer and environmental safeguards. This decision not only adversely impacts marine manufacturers, but creates a significant risk of misfueling for the nation's 66 million boaters who will be left 'holding the bag' for performance issues and expensive repairs. We are astonished that EPA has decided to move forward with a fuel that will increase air pollution and damage hundreds of millions of existing products.

In the coming months, NMMA will review EPA's pump label rulemaking and explore additional options to protect the boating community and marine manufacturers from incompatible fuels like E15."

### **T FEDERAL BILL TO PROTECT TRADITIONAL FISHING TACKLE INTRODUCED**

U.S. Sportsmen's Alliance

A bill recently introduced in the U.S. Senate would protect traditional fishing tackle from being banned by the U.S. Environmental Protection Agency (EPA) while offering additional protections for traditional ammunition.

The bill, S. 3850, was introduced on September 28 by Senator Blanche Lincoln (D- AR) and comes after [a petition](#) was filed seeking to ban both traditional ammunition and fishing tackle. The petition was filed under the Toxic Substance Control Act of 1976 (TSCA) by several groups, including the Center for Biological Diversity and the American Bird Conservancy.

The EPA previously announced, in a letter to the petitioners, they did not have the legal authority to ban traditional ammunition. However, in that same letter, they indicated

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that the EPA does have the authority to review the second portion of the petition regarding traditional fishing tackle.

Senate Bill 3850 will exempt traditional fishing tackle, in a way similar to traditional ammunition, from being regulated under the TSCA. The legislation also includes language strengthening the protections for traditional ammunition by clarifying that its components remain exempt.

Numerous recreational fishing groups have already signaled their support for the legislation and cited concerns that a ban on traditional fishing tackle will result in fewer fishing licenses sold and less dollars being spent on fishing gear. With license sales and excise taxes on fishing gear making up the majority of fishery conservation funding, any reduction in fishing activity will have a negative impact on future conservation efforts. "The scientific evidence is simply not there to justify such a costly move as banning traditional ammunition and tackle," said Rob Sexton, U.S. Sportsmen's Alliance vice president for government affairs. "The harm caused by these types of bans could devastate fishing and wildlife conservation for generations to come."

Other groups echo Sexton's statement.

"If the petition is accepted as presented, all lead in all fishing tackle would be banned, which would substantially increase the cost of recreational fishing and negatively impact angler participation across the country," said American Sportfishing Association (ASA) Vice President Gordon Robertson. "Senator Lincoln's legislation will help to ensure that future regulations on fishing tackle are established in response to scientific data instead of unjustified petitions."