



DEPARTMENT OF HOMELAND SECURITY

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WebWatch

Division 8, 5NR

September 2010

A. Commandants Coast Guard Day Message

Admiral Bob Papp, Commandant

1. Shipmates, as it is our custom, we celebrate on the 4th day of August, the anniversary of the establishment of our service. The creation of the Revenue Cutter Service closely followed the birth of our nation. Two hundred and twenty years ago today, or only fourteen years after the date of the Declaration of Independence, President George Washington signed an act of the First Congress providing for the creation of the Revenue Cutter Service.
2. While I could use this opportunity to recognize the outstanding work of our Active Duty, Reserve, Civilian and Auxiliary Members over the past year in Haiti, Deepwater Horizon and across our many missions, I choose instead to honor your outstanding performance by using this occasion to reflect upon what it means to be a Coast Guardsman.
3. As Coast Guard men and women, we share a bond of pride in our rich heritage and a common purpose to uphold our honorable traditions. We are defined by unsung heroism and selfless service. We defend our nation. We risk our lives to save others. We give our utmost when cold, wet and tired. Countless times, we have extended our arm down into the water to rescue those in peril from the sea. We will unhesitatingly extend that same arm to help a shipmate in need.
4. Coast Guardsmen are always ready. We perform our security, humanitarian and environmental response missions with an unrelenting sense of pride. When disaster strikes, whether natural or manmade, we are first on scene. We are often the last to depart.
5. Coast Guardsmen are agile, adaptable and multi-missioned. Born as Revenue Cuttermen, Lighthouse Keepers, Steamboat Inspectors and Surfmen, we have expanded to meet the maritime needs of our nation. We are still the keepers of the lights, but we also now patrol far more distant waters. We readily go wherever there are important, difficult and dangerous maritime duties to be performed. We are always supported by the steady hand of our Civil Service, and backed up by our Reserves and Volunteer Auxiliary.



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6. Coast Guardsmen are shipmates, they are family. Though our service has grown, it is still small enough that we know our shipmates by name. We follow their careers. Their successes and achievements are a matter of interest and pride to the entire service. This reason is also why it cuts deep when we lose a shipmate. We assemble to carry out the manners of our profession, to grieve their loss and honor their service, and we collectively feel the sorrow. This year has been no exception. We know their names. We know our lost shipmates and we miss them.
7. As the Coast Guardsmans Creed states, we revere that long line of expert seamen who by their devotion to duty and sacrifice of self have made it possible for us to be a member of a service honored and respected, in peace and in war, throughout the world.
8. This is our chosen profession. This is our way. This is what we do. We are privileged to be members of a very unique service that, due to our collection of missions, and legacy agencies, sometimes defies logic when someone attempts to classify us, or to place a label on us. For this reason, whenever I am asked to describe what I am, I always reply with pride, I am a Coast Guardsman. We are the men and women of the United States Coast Guard, past and present.
9. On this Coast Guard Day, and for the many that will follow, we will continue to faithfully serve. Stand a taut watch. *SEMPER PARATUS*.

B. Coast Guard Publication 2-0, Intelligence

RADM Cynthia A. Coogan, Assistant Commandant for Intelligence And Criminal Investigations

1. This ALCOAST accompanies the release of Coast Guard Publication 2-0 (CG PUB 2), Intelligence. An electronic version of CG PUB 2 is located on the Commandant Office of Doctrine Oversight (CG-0953) CG Portal Website.
2. On 1 May 2009, the Commandant directed each Headquarters staff element to produce a formal Organizational Doctrine. Coast Guard Field Intelligence Support To Operations (FISO) Manual, COMDTINST M3800.5 (Series) is the first in this series. This publication describes the theory and philosophy of intelligence as practiced by the U.S. Coast Guard. In doing so, it provides a conceptual framework for understanding and conducting effective intelligence activities.
3. The Coast Guard view of intelligence is based on our unique role as a military, multi-mission, and maritime force as described in Coast Guard Publication 1 (CG

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- PUB 1). Coast Guard Field Intelligence Support to Operations (FISO) manual discusses the nature and principles of Coast Guard use of intelligence and provides an overarching doctrine for intelligence support by all elements of Coast Guard Intelligence and criminal investigations to the Coast Guard, Department of Homeland Security, and the intelligence community.
4. Coast Guard Intelligence Doctrine applies across the full-mission spectrum, from Maritime Safety to Maritime Stewardship to Maritime Security. Since intelligence is an essential component of any successful mission, Coast Guard Field Intelligence Support To Operations (FISO) Manual is meant to guide Guardians at all levels of command, in both the operating forces and the supporting establishment.
 5. Coast Guard Field Intelligence Support to Operations (FISO) manual does not supersede any current doctrinal publication. It provides the authoritative basis for the subsequent development of intelligence doctrine, education, training, equipment, procedures, and organization. It affords no specific techniques or procedures for intelligence activities. Rather, it offers broad guidance which requires judgment in its application. Other Coast Guard Intelligence publications and manuals (such as Coast Guard Intelligence Collection, Analysis and Production Manual, and Coast Guard Publication 2-0, Intelligence) provide specific tactics, techniques, and procedures.
 6. Hard copies of CG PUB 2 will be mailed out after printing, which is expected to be completed by 01 Oct 2010.

C. National Womens' Equality Day

CAPT E. G. Faux, Acting Director of Civil Rights

1. Each year, August 26th is designated as Women's Equality Day. The national theme, celebrating women's right to vote, calls attention to women's continuing efforts toward full equality, and highlights positive changes brought on by the women's movement. The date commemorates passage of the 19th Amendment to the Constitution, the Womens Suffrage Amendment, which granted full voting rights to women in 1920. This was the culmination of a massive, peaceful civil rights movement that had its formal beginnings in 1848 at the first womens rights convention that was attended by more than 300 women and men.



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2. Using the declaration of independence as a guide during the first convention, sixty-eight women and thirty-two men developed and signed a statement of rights for women. It took seventy-two years after that initial convention before women were granted voting rights, thus providing the ability to exercise their electoral voice in this country.
3. Some prominent women who paved the way to this monumental achievement were:
 - a. Lucretia Mott, an abolitionist, Quaker minister, and one of the organizers of the Seneca Falls Womens Rights Convention.
 - b. Elizabeth Cady Stanton, an abolitionist and writer of the Declaration of Sentiments for the Seneca Falls Womens Rights Convention.
 - c. Susan b. Anthony, co-founder of the National Woman Suffrage Association (NWSA), gave over 75 speeches per year for over 45 years. Anthony was vice-President at Large of the NWSA from the date of its organization until 1892, when she became President.
 - d. Lucy Stone, founder of *Womans Journal*, the publication of the American Woman Suffrage Association.
 - e. Sojourner Truth, former slave and Abolitionist, her famous Speech “Ain’t I a Woman”, was delivered at the 1851 Ohio Womens Rights Convention.
4. There are so many others that led the crusade for womens right to vote. We honor their dedication, sacrifice, and leadership in a struggle for equality during an important time in our nations history.
5. Today, in our Coast Guard and other armed services, women serve at the highest levels in government and hold important leadership positions that are critical to our national security. Womens Equality Day is a time for reflection on the extraordinary contributions of women leaders past and present in charting the way to a more inclusive nation.
6. Coast Guard Units and Commands should use this observance for appropriate programs and activities that highlight the achievements and contributions women have made to our service, our nation and the world.



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D. Release of The Final Action Memo (FAM) on the Administrative Investigation Into The Midair Collision Of HC-130 CGNR 1705 That Occurred On 29 October 2009

Vice Admiral Sally Brice O'Hara, Vice Commandant.

1. **PURPOSE:** the Coast Guard has completed an administrative investigation of the fatal mishap last year that claimed the lives of 7 Coast Guard and 2 Marine Corps aviators. The findings are described below and published in detail online to explain the factors that contributed to the mishap. The FAM is a stand alone document that presents findings, determinations, and information upon which to base decisions and future action. It also tasks various Coast Guard programs with required actions to mitigate future risk.
2. **SYNOPSIS:** on the evening of 29 October 2009, Coast Guard Air Station Sacramento C-130 (CG 1705), with a crew of seven, departed Sacramento at approximately 1530 local time en route to a planned search for an overdue skiff. The skiff was reported overdue since 27 October 2009 and reportedly had one person on board. CG 1705 commenced its search pattern at approximately 1640 local in the vicinity of San Clemente Island, CA. The search pattern included flight in and near Airspace Warning Area (W-291) and sunset was at 1800 local.

At approximately 1846 local, two AH-1W Cobras, V38 (the mishap Cobra) and V39, each with a two person crew, launched from Marine Corps Base, Camp Pendleton (MCB CP) en route to W-291. The two Cobras traveled south toward Oceanside, CA and rendezvoused with two heavy lift transport helicopters (CH-53ES), Warhorse 53 (WH53) and Warhorse 50 (WH50), that had launched from Marine Corps Air Station Miramar (MCAS Miramar). All USMC pilots and aircrew, with the exception of one off-duty pilot in the cabin of WH50, wore night vision goggles (NVGS). The USMC helicopters formed a flight of four formation, with WH53 as flight lead, at 500 feet altitude and WH50 as the trail flying stepped-up slightly at the 5 or 7 o'clock position from WH53.

The two escort Cobras, V38 and V39, were briefed to fly at 300 feet of step-up (i.e. 800 feet altitude) at the 5 and 7 o'clock positions of the two CH-53ES. V38 was the lead Cobra, followed by V39, which was also the trail aircraft in the flight of four. After forming, the flight proceeded westbound toward W-291 to conduct an Escort/Assault training mission. When multiple aircraft form a flight, they can operate as a single aircraft with respect to navigation and position reporting. The flight of four operated in this manner, with only the lead aircraft (WH53) having its Identification Friend or Foe (IFF) transponder activated, and only the rear aircraft (V39), displaying its flashing anti-collision light. The mishap Cobra, V38, had its anti-collision light and IFF transponder in the off position.

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Other aircraft were also operating within W-291, including six U.S. Navy F/A 18 Hornet fighter jets and one Navy SH-60 maritime helicopter (Lonewolf 55). Fleet Area Control and Surveillance Facility San Diego provided off-shore Air Traffic Control within W-291. The flight of four entered W-291 at approximately 1854 local and continued west-southwest towards the shore bombardment area on the southern end of San Clemente Island. Having completed a leg of its search pattern that took it out of W-291, CG-1705 re-entered W-291 at 1906 local on a southwesterly course, where it continued searching for the overdue skiff from an altitude of approximately 1000 ft above ground level (AGL). At 1908 local, WH53 led the USMC flight of four on a west-southwest heading and initiated a right-hand turn to a westerly heading while climbing to approximately 1000 ft AGL to increase separation with Lonewolf 55, which was operating at approximately 2.5 miles in front of and below WH53. The three trailing helicopters in the flight of four followed WH53 lead and executed a right turn and climb, which brought the mishap Cobra into contact with CG 1705. The collision occurred at 1909:37 local at 1000 ft AGL in visual meteorological conditions of 7 miles visibility. As a result of the collision, both aircraft were destroyed and all seven Coast Guard Crewmembers and both Marine Crewmembers were killed.

No single factor or individual act or omission caused this mishap. It was the product of a tragic confluence of events, missed opportunities, and procedure/policy issues in an airspace where most aircraft fly under a see-and-avoid regime (i.e. where individual aircraft de-conflict themselves).

3. The release of the FAM signals the completion of a rigorous administrative investigation, analysis and high level review of the circumstances which led to the loss of CG 1705 and crew on 29 Oct 2009. The primary purpose of the administrative investigation was to make findings and provide information upon which to base policy, doctrine, and training decisions and take improvement action. The FAM tasks various Coast Guard programs with required actions to mitigate future risk. All members of the Coast Guard are highly encouraged to read the FAM posted in the FOIA reading room at <http://www.uscg.mil/foia/reading-room.asp>.
4. LCDR Che Barnes, LT Adam Bryant, AMTC John Seidman, AET2 Carl Grigonis, AET2 Monica Beacham, AMT2 Jason Moletzsky, and AMT3 Danny Kreder II, as well as the crew of V38 made the ultimate sacrifice while serving our nation. This accident is a reminder that we routinely conduct inherently dangerous operations and that Coast Guard men and women go into harms way each day. The aircrew of CG-1705 epitomized selfless service and the nation is grateful.

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5. I am also grateful for the service of the two marine corps pilots, MAJ Samuel Leigh and 1st LT Thomas Claiborne, who lost their lives in this accident. Each day, the extraordinary personnel of the Marine Corps selflessly put themselves in harms way to train and execute their missions.
6. I commend the extraordinary performance by the Coast Guard and Department Of Defense personnel who responded throughout this tragic mishap. Special recognition is due to those who met the needs of grieving families, friends and shipmates impacted by this tragic loss.

E. 2009 Association For Rescue At Sea (AFRAS) Award Recipients

RDML C. B. Thomas, Director of Response Policy

1. This message announces the recipients of the 2009 AFRAS Gold and Silver Medals. The Gold Medal is awarded annually to a Coast Guard Enlisted Member who has uniquely demonstrated selfless courage and heroism during a rescue at sea. The Silver Medal is awarded annually to a Coast Guard Auxiliarist for extraordinary bravery during a rescue at sea.
2. Gold Medal. The 2009 Gold Medal is awarded to AST1 Salvador Carire, Coast Guard Air Station Atlantic City, New Jersey. AST1 Carire is recognized for conspicuous courage and heroic life-saving action at sea while rescuing the lone survivor of the fishing vessel *Alisha Marie*. On 23-24 December 2009, just prior to midnight, the Coast Guard received an Emergency Position Indicating Radio Beacon (EPIRB) alert from the 38-ft fishing vessel located approximately 36 nm southeast of Barnegat Light, New Jersey. After an extended search in low visibility, driving rain, and near the fuel endurance of the helicopter, Petty Officer Carire spotted the faint, submerged strobe light on an overturned raft approximately two miles away. After deploying into 12-ft seas, Petty Officer Carire swam over 50 yards to the inverted raft and realized someone was underneath. Petty Officer Carire righted the overturned raft and found a severely hypothermic survivor underneath. Battling fatigue, Petty Officer Carire readied the incapacitated victim for a hoist into the fuel critical helicopter. After rejoining the crew in the aircraft, Petty Officer Carire began treatment for shock and hypothermia. Petty Officer Carire demonstrated outstanding courage. His performance distinguished himself as a courageous and heroic professional, and brought great credit upon himself and the Coast Guard.
3. Silver Medal: the Silver Medal is awarded to District one Auxiliarists Paul Sadeck, Leo Lake, Robert M. Joseph and Rodney Thomas, for the perilous rescue

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of three persons on 26 August 2009, while serving as coxswain and crew of the Auxiliary Vessel *Amyjulie*. The *Amyjulie* was on routine patrol in Buzzards Bay, Massachusetts, when the crew came upon a swamped fishing vessel with two people onboard and one of the victims unaccounted for. Despite operating in 5-ft seas and 25 knot winds and, the crew quickly assessed the risks and devised a plan to rescue the two persons and search for the still missing victim. After several failed attempts to come along side the swamped vessel in the rolling seas, the *Amyjulie* crew threw life rings to the two men and swiftly pulled them to the boat. After listening to the rescued persons' accounts of the incident, the crew immediately recognized the potential location of the third person and headed southwest towards Bents Ledge Buoy. Displaying exceptional skill and determination in the face of challenging weather and sea conditions, the crew of the *Amyjulie* sighted the third person through vicious sea spray and howling winds, and brought him safely onboard. The crew quickly returned to port, where Fairhaven Emergency Response Officials were waiting to render medical assistance. The coxswain and crew of the auxiliary vessel *Amyjulie* demonstrated outstanding courage, professionalism and dedication as they saved the lives of three persons in perilous seas, bringing great credit on themselves, the Auxiliary and the Coast Guard.

4. The other AFRAS award nominees, all of whom demonstrated exceptional courage, have further enhanced the Coast Guard reputation as the life savers and guardians of the sea. These outstanding individuals include:
 - a. AST3 Robert D. Emley - Coast Guard Group Astoria, Oregon.
 - b. BM2 Benjamin M. Foster - Coast Guard Cutter Dorado, Crescent City, California
5. Award recipients will be recognized at a reception on Capitol Hill, at the Rayburn House Office Building, Washington DC, 30 September 2010 (TONOS will be provided by the office of search and rescue).
6. Congratulations to all AFRAS award recipients and nominees on a job well done.

F. Solicitation For Jewish Institute For National Security Affairs - (JINSA) Grateful Nation Award Nominations

Mr. Curtis B. Odom, Director of Personnel Management

1. The Jewish Institute For National Security Affairs (JINSA) will present the Grateful Nation Awards to junior members of the Coast Guard, Navy, Army, Air



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- Force, And Marine Corps at a ceremony in Washington, DC On 15 November 2010.
2. Commands are encouraged to recommend enlisted members in the grade E-8 or below, or officers in the grade O-4 or below, who meet the following eligibility requirements:
 - a. Distinguished himself or herself with exceptional, superior service while deployed in support of Operation Enduring Freedom or Operation Iraqi Freedom, in the performance of duties directly engaged in the global fight against terrorism.
 - b. Exemplify the Coast Guard core values of honor, respect, and devotion to duty.
 - c. Display a keen sense of ethical conduct and exhibit a high degree of personal integrity.
 - d. Are held in the highest esteem by seniors, peers, and juniors.
 3. Nominations should be in memorandum format, no more than two pages, and detailing the nominee's actions/service relative to the above criteria. Emphasis should be on recent or ongoing actions/service, but all actions/service since 11 September 2001 may be considered.
 4. Nominations should be consolidated at Area, MLC, or District Commands, or by CGHQ Assistant Commandants, and submitted to COMDT (CG-1221). To meet the deadline, all nominations must be received NLT 27 September 2010.

G. Family Readiness And National Preparedness Month

RADM Mark Tedesco, Director of Health, Safety And Work-Life

1. This ALCOAST encourages all members of the Coast Guard family to use the occasion of National Preparedness Month in September to enhance family preparedness for natural disasters, pandemic flu, terrorism, and other emergencies.
2. Our "Ready Coast Guard" campaign echoes the key message of the national "Ready America" campaign: get an emergency supply kit, make a family emergency plan, and be informed. This year's national preparedness theme is

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"Plan Now. Work Together. Be Ready." Emergencies will happen, but taking action now can help you minimize the impact they will have on your lives.

3. Our commitment to operational readiness and mission execution prepares us to save others in emergency situations. Meanwhile, our families may be affected by the same or a separate emergency. As the country focuses on increasing national preparedness, we must also be vigilant shipmates in the off-duty environment by being ready at home. Let's prepare our own families with the same diligence that we use in preparing to execute our missions. Knowing that our families are safe and secure, we can focus on completing the mission at hand.
4. As hurricane season continues and schools reconvene, National Preparedness Month is the perfect time to take a few simple steps to increase and refresh your family's readiness to deal with the range of potential emergencies. Preparedness is contagious - what starts with one family can spread throughout a community, and every prepared community frees up emergency responders to take care of those who are in dire need. Plan now. Work together. Be ready.
5. For tips on getting your family prepared to manage emergency situations, go to the office of work-life family readiness program website at:
www.uscg.mil/worklife/ready.asp.
The site offers downloadable emergency kit checklists and emergency plan forms, as well as links to other sources of information and help, such as how to prepare and manage important personal and legal documents. Additional information is also available at the www.ready.gov website.
6. The Commandant, Master Chief Petty Officer of The Coast Guard, Master Chief Petty Officer of The Coast Guard Reserve Forces, and The Director of Health, Safety And Work-Life, and their wives, have prepared public service announcements (PSA) to emphasize their support of this initiative. These PSAS will run during each of the first three weeks of September, and can be accessed at www.uscg.mil/worklife/ready.asp.
7. Work-life programs can also assist you in addressing issues that develop before, during, and after an emergency. To locate the work-life office nearest to you, simply call 1-800-872-4957 and follow the prompts, or go to www.uscg.mil/worklife and click on "work-life regional offices." You can also access the Coast Guard Employee Assistance and Worklife4you resource and referral programs at 1-800-222-0364 to learn about and obtain various family support services.



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8. Ensure that your family is as prepared at home as you are to execute Coast Guard missions. Knowing that they are safe and prepared will help ensure that you are ready to focus on serving those who depend on the Coast Guard when danger comes. *SEMPER PARATUS* - readiness begins at home.

H. 3 Crucial Tips to Avoid Lightning Strikes

By Pierce Hoover, Boating Magazine

You don't even have to be in the storm to be at risk. Lightning has been proven to strike as far as 10 miles from any rainfall, so don't ignore those gathering clouds in the distance.

If you do get caught in the middle of a thunder boomer, take these actions to avoid becoming a human lightning rod:

- Among the more obvious actions should be removing metal jewelry, getting swimmers out of the water, reeling in and stowing fishing rods and lowering antennae, outriggers and flagpoles.
- Stay away from the electronics. Don't use the radio unless it's an emergency.
- If there's a cabin, go below decks. Otherwise, move toward the middle of the boat and under a hardtop or Bimini (without touching it).

I. Four VHF Sins - Herewith, the most effective ways to lose respect on the radio

By Ken Englert, Boating Magazine

"Calling any vessel ... calling any vessel on Channel 16 for a radio check. Can anyone out there hear me?"

"Hey, Charlie, this is Harry; is that you?"

"Sure is, Harry." Blah, blah, blah.

Then both parties proceed to blah, blah, blah at length about how the blah, blah, blah was that day.

These two gabbing boat buddies have committed several sins in their radio communications. Maybe we've committed one or two trespasses ourselves. So we're carving them on a tablet now. Boat forth and sin no more.

Sin the First: Making a "general" radio call

"Calling any vessel" on your radio is not only incorrect procedure, but it can also get you a citation and possible fine from the FCC. You must always call a specific vessel or shore station. Whatever you do, never call the Coast Guard for a radio check. The



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Coast Guard is in the business of saving lives and property, not providing a service to check your radio.

Tip: To Test your radio on the air, monitor one of the ship-to-ship channels and listen for radio traffic. After two parties conclude a conversation, call one of them by name and request a radio check. You'll see that most captains will gladly reply out of courtesy.

Sin the Second: Not identifying yourself

FCC regulations require that each party identify himself by either radio call sign or boat name at the beginning and at the end of a radio communication. That said, a pleasure craft is required to have a radio station license and call sign only if the boat is 65 feet or more, is engaged in transporting six or more paying passengers, has a single sideband radio aboard or visits a foreign port including Canada, Mexico or the Bahamas.

Tip: If you don't fit the above criteria, ID yourself by using your boat name.

Sin the Third: Misuse of VHF Channel 16

Channel 16 is reserved primarily for emergency and boating safety communications. Using Channel 16 as a "calling channel" or channel to hold conversations is strictly prohibited. Every channel has a purpose. Just because your radio might have more than 50 channels, it doesn't mean you are allowed to use them all.

Tip: Unless you've prearranged to call others on a specific ship-to-ship channel (such as 68, 69, 71, 72 or 78A), use Channel 9 as your calling channel to contact another station. Then, mutually arrange to switch to a ship-to-ship channel that isn't in use.

Sin the Fourth: Failure to keep communications brief

Unlike while on your cell phone, you're sharing a few VHF channels with thousands of other boating radio users. Aimless, long-winded chitchatting ties up the frequency you are on and forces others who might need to get a message through to stand by and wait until you're finished. Keep your on-air conversations short.

Tip: If you want to sound like a pro on the radio, learn to use certain words. Pro words (see "VHF Vocabulary") are a sort of verbal shorthand developed to abbreviate communications and make what you're saying crystal clear. Check out the sidebar for a list of the most common and useful.

VHF Vocabulary: In Laymen's Terms

Over - I've completed my message and am asking the other party to reply.

Out - I've finished my message and expect no further reply.

Affirmative/Negative - Yes/no. (When speaking on a radio, the words yes and no can be easily misunderstood.)

Roger - I received and understood your message.

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Wilco - OK. I not only understood your last transmission, but I'll also comply. (This is a contraction of the two words will comply.)

Figures - I'm about to say numbers. (For example, if you wanted to tell a boat with a deep draft approaching your location that it's entering shallow waters of only 15 feet, you might say, "My depth here is figures one-five feet.")

I Spell - I'm going to use the phonetic alphabet to spell out something that might be difficult to understand. "I'm anchored at Bogg Harbor. I spell, Bravo, Oscar, Gulf, Gulf." A complete listing of the phonetic alphabet is normally found in your radio's owner's manual. Post a copy of the list next to your radio.

J. What To Do When Aground

By Kevin Falvey, Boating Magazine

There are two kinds of boaters: those who have run aground and those who refuse to admit it. The facts are, navigational aids can, and do, drift off-station; every sounding on every chart isn't accurate; and, well, we've all suffered distractions. Here's what to do if your boat's draft should suddenly exceed the water's depth.

- [1] Check out the bilge and all hull penetrations (transducers, engine mounting bolts, pod flange rings, rudder posts, shaft logs and any fitting that penetrates the hull below the waterline) before trying to dislodge and, as a result, possibly making a bad situation worse. You might have put a hole in the hull, ruptured a through-hull fitting or bent an outboard or stern-drive mounting bolt. Aground is better than sunk.
- [2] No leaks? Next make sure the engine's cooling water intake won't suck up mud and sand. Kill the genset. Many an engine overheats when the operator tries to power off a grounding and clogs the intake. Raise the drives, shift weight to raise a through-hull off the bottom, and proceed slowly to stir up as little muck as possible. Playing African Queen isn't out of the question.
- [3] Once off, go easy on the throttle. A bent shaft or propeller can cause more damage in operation than most groundings will.
- [4] If there's current, you may be able to get off by rocking the boat. Have the crew move from port to starboard. Each time the boat leans, the draft decreases, hopefully allowing the current to move the boat a few feet. Repeat until afloat.
- [5] "Hard aground" means you're high and dry, with little chance of getting off until the tide rises. "Soft grounding" usually results in little more than scraped paint.



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K. Critical Test of the Notification System

Commodore Jack Witemeyer, Fifth Northern Region

Members of Team Coast Guard (5NR):

The U.S. Coast Guard must be aware of the status of each member, especially during the aftermath of a major incident, such as a hurricane, flood, etc.

Within the next week or so, we will be participating in a U.S. Coast Guard drill. This drill will be a test of our ability to account for all members of Team Coast Guard, whether active, reserve, civilian or auxiliary, in the event of a major incident.

Each member of the Coast Guard forces is responsible to ensure that their leadership is aware of their status and their dependents' status. This test is an effort to efficiently meet that requirement.

The Everbridge Mass Notification System is used by the U.S. Coast Guard Auxiliary as part of its Auxiliary Incident Management System (AIMS). Everbridge is an automated system that will attempt to contact you by email, home phone and cell phone, most probably in that sequence, as recorded in the Auxiliary's information system (AUXDATA).

It is critical that you read or listen to the entire message and confirm receipt as instructed in the message. Doing so will prevent repetitive contacts.

In the event that no response is received via Everbridge, your Auxiliary leadership will attempt to contact you personally, just as they would in the event of a major incident.

There is a very limited amount of time in which we can do this, prior to our required reporting of results to the U.S. Coast Guard. Accordingly, we need your full support and cooperation during this test.

With your cooperation, the 5NR will achieve a good response rate as a result of this test. In any case, we will undoubtedly learn a lot about our methods of contacting all members and prepare us for the need to do so in the future.

Remember, this is a preliminary announcement, the actual drill will occur sometime in the near future.



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L. **BoatUS Alert: Hurricane Earl May Impact East Coast** BoatUS Member Services

As Hurricane Earl strengthens in the Caribbean, forecasters predict it could impact the Northeastern United States from North Carolina to Massachusetts in the next few days. Keep in mind that your boat doesn't have to be in the direct path of the storm to incur major damage. As a precaution, we encourage all Members to be prepared to take prompt action.

Open boats stored in the water and those with clogged scuppers can be sunk by significant rainfall. If your boat is on a lift, removing it from the lift and securing it ashore is the best way to ensure you don't lose time on the water, or incur out-of-pocket expense from storm-related damage. Or if your boat is stored in a slip, it's a good idea to add extra lines, chafe protection and remove all canvas and/or sails.

M. **Untangle a Fouled Prop**

By Kevin Falvey, Boating Magazine

In some areas lobster and crab pots are thicker than gulls. Snagging the rope, or "warp," that secures the marker buoy around your prop, shaft or rudder can cause problems ranging from inconvenient to catastrophic. Here are the best ways to deal with lines snagged in your running gear.

1. **Don't Shrug It Off:** Many times your prop may just cut the line and cause no problem, but don't take that as a license for complacency. Many pot buoys are secured with polypropylene line with a metal core. When wound tight it can damage your gears. Even if it isn't metal-cored line, poly line can melt around the prop shaft, causing torn shaft seals or wracking vibration.
2. **Be Aware of Current:** Often, pot buoys are rigged with a weighted tag line that keeps the warp closest to the surface vertical regardless of wind or current. Watermen do this to minimize the risk of having their expensive gear cut off. Even so, it's best to always pass down-current of pot buoys because the float marks the end of the line.
3. **The Two-Buoy Tango:** If the warps from two pots become tangled, the passing down-current technique may not work, since one line can create an unnatural pull on the other. Give pairs of buoys close together a wide berth.
4. **Stop:** Sometimes, no matter what you do, you wrap a warp. If that happens, step one is to put the engine in neutral to avoid wrapping the line tighter and tighter.

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5. **Reverse:** If you have outboards, it's simple to tilt the engines and eyeball the situation. If you have an inboard or a stern-drive with an extended swim platform, it's not that simple. A burst of reverse may unwind the wrapped warp. Seeing the buoy pop up and float free is your indication that this worked.
6. **Tarzan:** On occasion, I've gone overboard with a knife to clear a snagged line. Keeping one hand on the boat or shafts helps prevent the boat from coming down on your head in waves. Don't ask me how I know this.
7. **Reverse Pull:** Sometimes the warp is simply snagged on your rudder, lower unit, transducer or whatever. "Fish" for the warp with a boathook or gaff. If you can grab it, bring it forward and place the warp in a bow chock or anchor roller and pull back toward the stern. Under the boat, the pull on the line will be toward the bow, which, it is hoped, will pull the warp out the way it went in.
8. **The Flying Warp Hook:** I know some cruisers who tape a snap hook, to which is tied a length of line twice as long as their boat's overall length, to the end of a boat pole. They fish for the warp with the snap hook and, finding it, give a yank to break the tape and free the pole. Then it's time to pull up on the warp from the bow as described above.

Any boater can snag a pot warp, regardless of experience and attention to course. If you end up cutting off a buoy, whether intentionally with a knife or simply by running over it, you should haul your boat, or dive in, at the first opportunity to make sure your running gear is completely free of line. Stay safe.