



DEPARTMENT OF HOMELAND SECURITY

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WebWatch

Division 8, 5NR

August 2011

A. COMMANDANTS COAST GUARD DAY MESSAGE

Admiral Bob Papp, Commandant

1. Shipmates, on August 4th we celebrate the 221st birthday of the U.S. Coast Guard.
2. Our service started as a vision of Alexander Hamilton who wrote, “a few armed vessels, judiciously stationed at the entrances of our ports, might at a small expense be made useful sentinels of the laws”. In 1790, President George Washington brought Hamilton’s vision to life when he signed an act of the first congress creating the Revenue Cutter Service.
3. Through our pride, professionalism and heroism we have carried Hamilton’s design forward, all the while taking on increased responsibilities. We have broad authorities that allow us to serve the United States in ways that no other agency can do: we protect those on the sea, we protect America from threats delivered by sea, and we protect the sea itself.
4. Every day I am sustained by the enthusiasm, excitement and pride of being a member of our service. For 221 years we have worked together to overcome challenges that often seem insurmountable. Sometimes the challenge is to return from a mission safely. Other times, it is to rescue and return survivors back to safety. The tenth anniversary of 9/11 next month is one of many reminders of why we must remain vigilant and stand a taut watch to ensure the safety, security and stewardship of our nation and its waters.
5. As we celebrate coast guard day I encourage the entire Coast Guard family, active, reserve, civilian, retired, auxiliary and contractors to take a moment and honor those who served before us to make the U.S. Coast Guard the premier maritime service it is today.
6. We are Coast Guardsmen. We work as a crew. We serve as a family.
7. This is our way. This is who we are. This is what we do.
8. Happy birthday *Semper Paratus*.

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B. AUXILIARY NATIONAL STAFF REORGANIZATION

VADM Brian M. Salerno, Deputy Commandant for Operations

1. Purpose: To summarize Auxiliary National Staff reorganization as an integral part of steadying our service.
2. Background. In August 2008, the Auxiliary launched the sea-level realignment of Auxiliary Flotillas, Divisions, and Regions to better align with the sector construct. In November 2009, the Auxiliary reshaped the organization of its National Elected Leadership and Program Management positions in order to improve alignment with the direction of Coast Guard modernization. As the Coast Guard steadies itself by institutionalizing its modernized structure through policies and programs, the Auxiliary has moved forward with final course corrections within its National staff.
3. Action. The following Auxiliary National Staff changes will become effective on 15 Aug 11:
 - a. The Deputy National Commodore (DNACO, 2-Star Office) for Operations (DNACO-O) shall be responsible for oversight of Auxiliary Response, Prevention, Incident Management, Preparedness, and International Affairs activities. The DNACO-O shall be an elected office that functionally represents District Commodores to their respective Coast Guard Area Commander.
 - b. The DNACO for Mission Support (DNACO-MS) shall provide programmatic engagement with CG-DCMS, and shall be responsible for oversight of Auxiliary Government Affairs, Public Affairs, Training, and Human Resource Activities. The DNACO-MS shall be an elected office that functionally represents District Commodores to their respective Coast Guard Area Commander.
 - c. The DNACO for Operations Policy (DNACO-P) shall be re-titled DNACO for Recreational Boating Safety (DNACO-RBS). The DNACO-RBS shall provide programmatic engagement with CG-DCO, and shall be responsible for oversight of Auxiliary Vessel Examination, Public Education, and RBS Outreach activities. The DNACO-RBS shall be an elected office that functionally represents District Commodores to their respective Coast Guard Area Commander.
 - d. The DNACO for Force Readiness (DNACO-R) shall be re-titled DNACO for Information Technology and Planning (DNACO-ITP). The DNACO-ITP shall

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be responsible for oversight of Auxiliary Information Engineering and Use, Strategic Planning, And Performance Measurement activities. The DNACO-ITP shall be an appointed office.

- e. All four DNACO positions (DNACO-O, DNACO-MS, DNACO-RBS, DNACO-ITP) shall also continue to report to the Vice National Commodore (VNACO, 2-star office).
 - f. This reorganization also represents program consolidation as reflected by overall reduction of Assistant National Commodores (ANACO, 1-star office) from 11 to 7.
4. Next Steps
- a. This reorganization reflects lessons learned over the past three years, and will greatly facilitate interaction with Auxiliary National Program Managers.
 - b. These changes, along with a detailed organization chart, are summarized in the news release posted on the Auxiliary What's New web site:
http://blogs-it.cgaux.org/member_news.php
5. I congratulate National Commodore Jim Vass and his leadership team for their forward-leaning efforts to ensure Auxiliary readiness, capability, and determination in support of Coast Guard missions.

C. ACTIVE DUTY REAR ADMIRAL (LOWER HALF) SELECTION BOARD

Admiral Bob Papp, Commandant

1. Pursuant to the authority of Section 271, Title 14, United States Code, and subject to the advice and consent of the Senate, the Secretary, on behalf of the President of the United States, has approved the report of the Selection Board convened on 6 Jul 2011 recommending officers on the Active Duty Promotion List (ADPL) for promotion to the grade of Rear Admiral (Lower Half). Officers selected are listed below in precedence order.

<u>Name</u>	<u>Unit</u>
(1) Capt Mark E. Butt	DCMS-5
(2) Capt Joseph A. Servidio	DD-WHMO
(3) Capt James E. Rendon	CG ACADEMY
(4) Capt Thomas W. Jones	COMDT (CG-43)

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(5) Capt Steven D. Poulin	COMDT (CG-0941)
(6) Capt Linda L. Fagan	CG SEC NEW YORK

2. THE BOARD MEMBERSHIP AND UNITS ARE LISTED BELOW:

<u>Name</u>	<u>Unit</u>
Vadm Manson K. Brown	PACAREA
Radm Daniel A. Neptune	CGD ONE
Radm Sandra L. Stosz	CG ACADEMY
Rdml John H. Korn	COMDT (CG-9)
Rdml Vincent B. Atkins	COMDT (CG-7)
Rdml Karl L. Shultz	COMDT (CG-092)

D. CRITICAL INCIDENT STRESS MANAGEMENT (CISM)

Radm Mark Tedesco, Director of Health, Safety and Work-Life

1. This ALCOAST announces the revision of CRITICAL INCIDENT STRESS MANAGEMENT (CISM), COMDTINST 1754.3, (SERIES) which provides updated information regarding the CISM Program, including:
 - a. Guidance for commands in addressing critical incidents with emphasis on incidents involving the handling of human remains.
 - b. Emphasis on caring leadership as the key item needed in helping a unit rebound from an incident.
 - c. Types of incidents for which a CISM intervention is highly recommended.
 - d. CISM Peer Support Person, CISM Trainer, and Employee Assistance Program Coordinator training requirements and related competency code management.
 - e. Direction for Health, Safety, and Work-Life (HSWL) Service Center to establish CISM standard operating procedures.
2. No paper distribution will be made of this instruction. It is available at:
<http://cgweb.comdt.uscg.mil/cgdirectives/welcome.htm>.



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E. 2011 WOMENS EQUALITY DAY

Capt P. E. Boinay, Acting Director, Civil Rights Directorate

1. Each year, August 26th is designated as Women's Equality Day to commemorate passage in 1920 of the 19th Amendment to the U.S. Constitution, granting full voting rights to women. The Amendment represented the culmination of a massive, peaceful civil rights movement that had its formal beginnings 52 years earlier at the first Women's Rights Convention in Seneca Falls, New York. Since 1971, every President has called on the American public to recognize the contributions of women to our nation on this historic anniversary.
2. The national theme, celebrating women's right to vote, is meant to embody world change made possible by millions of women who planned, organized, lectured, wrote, petitioned, lobbied, paraded and broke new ground in every field imaginable.
3. The battles for women's suffrage were won state-by-state by the early 20th century. Alice Paul and the National Women's Party began using more tactics, such as picketing the White House, staging large suffrage marches and demonstrations, and being jailed to draw attention to their concerns. Thousands of ordinary women took part in the demonstrations. Tremendous progress was made prior to the passing of the 19th Amendment, did you know:
 - a. During the 18th and 19th centuries, Sweden and France had sporadically allowed women to conditionally vote in local elections. In 1893, New Zealand became the first self-governing nation to grant women the right to vote, followed closely by Australia in 1902. The United States, Canada, England and many other countries did not follow suit until shortly after World War I.
 - b. In 1854, Washington became one of the first territories to attempt granting voting rights to women, however, the legislative measure was defeated by only one vote. In 1871, the Washington Women's Suffrage Association was formed, largely attributable to a crusade through Washington and Oregon led by Susan B. Anthony and Abigail Scott Duniway.
 - c. Wyoming was the first state to grant voting rights to women. It was also the first state to elect a female governor, Nellie Taylor Ross. To date, she remains the only woman to have served as governor of Wyoming.
 - d. Voters of Colorado made that state the second of the women's suffrage states and the first state in which the men voted to give women the right to vote.



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- e. In 1891, Ellen Martin became the first Illinois woman to vote in Lombard, after noting that Lombard's charter preempted Illinois law and did not mention gender. The charter was quickly amended after Martin and 14 other women voted in the 1891 elections.
 - f. On 10 October 1911, voters narrowly decided to make California the sixth state to grant women the right to vote, nine years before the 19th amendment was added to the U.S. Constitution. This year, California will celebrate the 100th anniversary of women gaining the right to vote.
 - g. Clara Elizabeth Chan Lee was the first Chinese American woman voter in the United States. She registered to vote on November 8, 1911 in California.
 - h. In both Arizona and Oregon the right to vote was won in 1912 by women suffragists forcing statewide votes through those states ballot initiative processes.
 - i. The final states to ratify the 19th amendment were Georgia, North Carolina, and Louisiana, in 1970 and 1971. South Carolina finally ratified it in 1973, but Mississippi not until 1984.
4. Today, men and women are living a legacy of women's rights won against staggering odds. Women's service to the Coast Guard can be traced to its beginnings, notably as lighthouse keepers. Today women play highly visible and important roles in the Coast Guard and other armed forces and hold critical positions in government, business, education, science and the arts.
 5. 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.

F. 2011-2012 SEASONAL INFLUENZA (FLU) IMMUNIZATION PROGRAM

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

1. The annual seasonal flu vaccine is mandatory for all Coast Guard (CG) Active Duty (AD) and Selected Reserve (SELRES) personnel to ensure CG force medical readiness and avoid disruption of CG missions. The seasonal flu vaccine is now also mandatory for CG Child Development Center personnel and CG Civilian, Contract and Auxiliary Healthcare Personnel who provide direct patient care in CG clinics.

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2. Commanding Officers are responsible for ensuring personnel immunization readiness, including the seasonal flu vaccine. This year the novel H1N1 flu vaccine has again been combined with the seasonal flu vaccine. One immunization will protect against three strains of flu. CG personnel may receive the flu immunization after 01 Sep 2011 as supplies become available. CG personnel shall achieve 100 percent compliance NLT 01 Dec 2011.
3. Seasonal flu immunization for the AD and SELRES personnel shall be entered into the Medical Readiness Reporting System (MRRS). Exemptions to the immunization may be considered.
4. There are two seasonal flu vaccine options - nasal spray (FLUMIST) or injectable. FLUMIST can be used for individuals, ages 2-49 years, who have no medical contraindications. Discuss your medical history with your Primary Care Manager (PCM) to determine the best vaccine choice for you. FLUMIST is not authorized for personnel on active flight or diving status.
5. Eligibility: AD and SELRES personnel, deploying civilian personnel, civilian healthcare personnel providing direct patient care in CG clinics and Child Development Center personnel are the highest priority groups. Other DEERS-eligible beneficiaries deemed high risk by the Centers for Disease Control and Prevention (CDC) are the next highest priority. Once these priority populations are immunized, clinics may offer the flu vaccine to all other beneficiaries, and then all CG civilian employees as supplies allow. Contract healthcare and CG Child Development Center personnel will receive the flu vaccine in accordance with the terms of their contract.
6. It is preferred that AD and SELRES personnel receive their vaccine at a CG clinic/sickbay. However, seasonal flu vaccines are available for eligible Tricare beneficiaries by any Tricare authorized provider through one of the network pharmacies that participates in the vaccination program at no cost to the member. To locate a participating pharmacy visit www.express-scripts.com/tricare or call 1-877-363-1303 (option number 5). AD and SELRES personnel who choose to obtain their seasonal flu vaccine through this avenue must obtain flu vaccine immunization documentation (with vaccine type, lot number, and date administered) at the time of the immunization and forward to their respective CG Medical Readiness POC in a timely manner for documentation into MRRS.
7. Taking simple daily precautions can help prevent illness and transmission of seasonal flu. Cover your cough or sneeze, practice good hygiene by washing hands often and using alcohol based hand sanitizer, and using disinfectant wipes



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to clean your work area. For more information on seasonal influenza and preventive measures, go to the CDC website at <http://www.cdc.gov/flu>.

G. DONT LET YOUR GUARD DOWN MOTOR VEHICLE GENERAL ORDER

Adm Bob Papp, Commandant

1. A General Order was issued in 2007 and again in 2009 to reinforce Coast Guard policy regarding mandatory use of seat belts and motorcycle helmets. Recent mishap data indicates that Coast Guard members involved in off-duty motor vehicle mishaps are failing to comply with the requirements in the Commandant's General Order. These actions are unacceptable.
2. The General Order is hereby re-issued as cited below:
 - a. All Coast Guard military members, including Reservists in an active status including IDT and ADT, are ordered to wear seat belts in a moving car or truck, whether they are on or off-duty and regardless of their seating position within the vehicle. Additionally, every Cost Guard military member operating or riding as a passenger on a motorcycle or moped is ordered to wear a certified protective helmet. These orders apply whether the Coast Guard member is on or off-duty and regardless of any less restrictive requirements in civil jurisdictions.
 - b. Failure to comply with these mandates may result in administrative and/or punitive action under the uniform code of military justice. Commanding officers/officers in charge shall ensure that all members in their command are aware of these orders, and shall hold those who fail to follow them accountable.

H. SHIPMATES 13: DEPLOYABLE SPECIALIZED FORCES (DSF) STEM TO STERN REVIEW UPDATE

Admiral Bob Papp, Commandant

1. When I assumed the watch, I committed our Coast Guard to a course in which we will continually strive to perform our duties in a manner that steadies the service, honors our profession, strengthens our partnerships, and respects our shipmates. As stated in the Commandant's direction and the February 2011 state of the Coast Guard address, sustaining mission excellence and achieving proficiency, the mastery of craft beyond qualification, are among my top priorities. Mission excellence requires both maintaining front line operations and achieving the

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- readiness that allows these operations to be safe and effective. As a service, we are committed to sustained proficiency and effectiveness of our Deployable Specialized Forces (DSF).
2. DSF are the third prong of the Coast Guard's Maritime Trident of Forces: Shore-Based Forces, Maritime Patrol Forces, and Deployable Specialized Forces. DSF have a rich Coast Guard heritage that traces back to small, highly trained deployable units that served Coast Guard and national interests with distinction, such as those 120 Coast Guardsmen who served in the Maritime Unit and Operational Swimmer Group of The Office of Strategic Services (OSS) in World War II, the Strike Teams that responded to environmental incidents starting in 1973, the Tactical Law Enforcement Teams that accelerated the disruption of maritime drug smuggling starting in the 1980s, and Port Security Units that provided expeditionary combat forces during the nation's wars. The Coast Guard has evolved, especially since the terrorist attacks of 9/11, with the creation of Maritime Safety and Security Teams, the Maritime Security Response Team, and Regional Dive Lockers, in recognition of the imperative that we remain always ready to meet maritime threats to the U.S. with proficient, adaptive forces. In 2007, we assembled those forces under the DSF mantle, recognizing them as a distinct prong of the Coast Guard Maritime Trident. Like all Coast Guardsmen, those assigned to DSF units continue to serve with professionalism and distinction.
 3. The value of DSF to the Coast Guard and the nation is proven. Congress and the President in the Coast Guard Authorization Act of 2010 recognized the need for advanced capabilities within the DSF to protect the U.S. from maritime threats by requiring the service to establish at least two "Enhanced Teams" to combat terrorism and conduct interdiction, law enforcement, and advanced tactical maritime security operations. Further, DSF operations directly execute Department of Homeland Security Mission 1 of the Quadrennial Homeland Security Review (QHSR): prevent terrorism and enhance security.
 4. The entire service must commit to achieving and sustaining proficient DSF as a permanent component of the Maritime Trident. I am concerned by observations that the current separate organizational structure that divides Operational from Administrative control, and separates DSF from other Coast Guard Forces, has challenged cohesion and effectiveness of operating forces. Further, operational and training accidents and subsequent investigations have accelerated my sense of urgency to improve proficiency across the service, including within DSF. This occurs at a time when the service and the nation are confronted with budget realities. We must focus on developing quality of forces over quantity. This new reality and my concerns mandated a fresh look at how our Coast Guard prepares

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and employs DSF. During my tenure as Commandant, the Coast Guard will achieve and sustain proficient DSF to meet Coast Guard and national mission requirements as a synchronized part of our Maritime Trident of Forces.

5. In February 2011, I directed the Deputy Commandant for Operations (DCO) to charter a flag-led, DSF Stem-To-Stern (STS) Review Working Group (WG). The WGS Charter was founded on my DSF Vision Statement:

The Coast Guards rapidly deployable specialized forces will provide an array of mission specific capabilities that leverage the Coast Guards unique authorities to support the emergent needs of operational commanders. They will also support operational commanders in planned mission sets, such as ports, waterways and coastal security. The shipmates providing this capability shall be properly trained, equipped, and supported to respond proficiently and professionally to the complex and challenging maritime threats they may face.

6. The STS WG was comprised of over 90 subject matter experts who formed an Integration Team supported by seven Tiger Teams and the Tactical Flotation and Buoyancy WG, representing the breadth of Coast Guard mission programs, mission support, and organizational perspectives, including from COMDTS (CG-09, CG-1, CG-2, CG-4, CG-5, CG-6, CG-7, AND CG-8). Operational and readiness perspectives were provided through the Area Commanders, Force Readiness Command (FORCECOM), Joint Maritime Training Center (JMTC), the Deployable Operations Group (DOG), DSF units, and the Maritime Enforcement Specialist (ME) Rating Force Master Chief.
7. On 20 July, the DCO provided me and the Leadership Council, including the Master Chief Petty Officer of The Coast Guard, their review and recommendations from the DSF STS WG. Additionally, DCO submitted a draft DSF Operating Concept and Short Notice Maritime Response (SNMR) Concept of Operations (CONOP) for review/approval. After careful consideration of this work and deliberations with the services senior leaders, I have taken the following actions:
 - a. I will soon promulgate the DSF Operating Concept and SNMR CONOP. Once released, the DSF Operating Concept will describe how DSF are organized and employed in synchronization with other forces to accomplish our missions, in alignment with the QHSR. The SNMR CONOP will describe how DSF will be employed in synchronization with other forces to meet short-notice maritime threats to the U.S.

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- b. I am engaged with and briefing DHS leadership and the Congressional Oversight Committees on the integration of DSF into the Maritime Trident of Forces under the operational and administrative control of the Area Commanders. This plan will ensure that effectiveness of front line operations is fully sustained. This is not a return to the past, but a recognition that Unity of Command demands that the Area Commanders, as senior operational commanders, be responsible and accountable for leading, managing and employing operational forces. This follows a fundamental principle of service doctrine.
- c. DCO shall promulgate and manage policy, requirements and capability development for DSF, consistent with how those functions are managed for all CG forces.
- d. DCMS shall be responsible for capability acquisition and product line management for sustainment support through the DCMS Enterprise, consistent with how those functions are managed for all CG forces. FORCECOM and subordinate units, including JMTC, shall be responsible for DSF standardization, TTP/Doctrine Development, Training and Evaluation. JMTC will become a Center of Excellence (COE) for DSF to develop, achieve and sustain standardization, training and proficiency of DSF. This will include creation of a needed high-risk training program and transition primarily to Coast Guard instructors.
- e. The Coast Guard will establish a second Enhanced Team (MSRT) on the West Coast, drawn from existing DSF resources. The Enhanced Teams will consist of Coast Guardsmen who have achieved the highest levels of proficiency and experience from prior assignments to other DSF units. The enhanced teams shall conduct operations to combat terrorism, engage in interdiction, law enforcement, and advanced tactical maritime security operations to address known or potentially armed security threats, including non-compliant actors at sea, and participate in homeland security, homeland defense, and counterterrorism exercises in the maritime environment.
- f. MSSTS will continue to provide Operational Commanders with proficient waterside security sections to meet emergent and planned mission requirements. Similarly, National Strike Force, TACLETS, PSUS and Regional Dive Lockers will continue to provide deployable, specialized capabilities to ensure our operational commanders and interagency partners have the capabilities needed to meet the nation's maritime response requirements.

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- g. DCO shall immediately charter and lead a DSF STS Implementation Team (I-TEAM) to execute these decisions and way forward.
 - h. Personnel Support Command (PSC) shall establish a selection and screening process for certain DSF billets, to include centralized screening by PSC-OPM for all DSF Commanding Officer positions. This follows my broader direction that PSC-OPM prepare and conduct centralized screening of candidates for all Commanding Officer positions throughout the service, starting after AY12.
 - i. PSC-EPM will implement 6 year tour lengths for enlisted billets at select DSF units that require sustained proficiency in advanced tactical operations.
 - j. The Coast Guard will implement the recommendations of the Tactical Flotation and Buoyancy Working Group, including standardizing the Tactical Operator Equipment Kit (including maximum weight) and adopt a standard Auto-Manual Selectable Tactical Flotation Survival System for DSF units.
8. Other recommendations of the DSF STS WG are pending review and decision, and the details of how the above decisions will be executed require additional analysis and recommendation by the DSF STS I-Team. As we develop these details, I am committed to preserving the integrity of the Maritime Enforcement Specialist rating and career opportunities for our ME professionals.
 9. Executing these actions will require leadership, dedicated effort and commitment across the service and at every level, while continuing to stand a vigilant watch against all hazards and threats.
 10. I am proud of the Coast Guardsmen in the DSF community. By your professionalism and achievements, you continue the rich heritage of those who have gone before us. Like all Coast Guardsmen, those assigned to the DSF community rightly demand and deserve the services total commitment to prepare and lead them to conduct operations in dangerous and high-risk environments. If we are going to perform those operations, and we are, we are going to do it right.

I. SILVER ANCIENT MARINER

Rdml Vincent B. Atkins, Assistant Commandant for Capability

BMCM Lloyd A. Pierce relieved BMCM Steven B. Hearn as the Silver (Enlisted) Ancient Mariner on 19 August 2011 during ceremonies held in Memphis, TN. BMCM Pierce is the current Command Master Chief at the United States Coast Guard Academy

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and the eleventh Silver Ancient Mariner since the inception of the program in 1978. He has over 14 years afloat.

J. ANNOUNCEMENT OF COAST GUARD FOUNDATION AWARD RECIPIENTS FOR 2011

Rdml David R. Callahan, Acting Director of Reserve and Military Personnel

1. The Commandant has selected the following Coast Guard units for recognition at the 31st Annual Coast Guard Foundation "Salute to the Coast Guard" awards ceremony. The ceremony will be held in New York City, 13 October 2011.
 - a. Coast Guard Air Station Sitka crew of CG 6038 (Lt Andy Schanno, Lt Mike Snyder, AMT3 Nick Giumette, and AST2 Craig Powers) is recognized for their heroic and skillful rescue of a seriously injured hiker from a cliff on the side of Mount Ripinsky on 6 January 2011.
 - b. US Coast Guard Station Tillamook Bay crew of MLB 47254 (Surfman BM2 Conor Bennett, Engineer FN Michael Callahan, Crewmembers BM3 Matthew Karas and SN Austin Bartosz) is recognized for their skillful and heroic rescue of two crewmembers of the F/V Double Eagle from 16 foot breaking seas within feet of the dangerous South Jetty of the Tillamook Bar.
2. Commanding Officers are commended for their efforts in submitting nominations for this prestigious award. Please pass my congratulations to all nominees for their outstanding contributions. **Bravo Zulu.**
 - a. AMT2 Alejandro Delgado - Air Station Cape Cod
 - b. BM2 Thomas Iaci, MK2 Christina Kercado, ME3 Justin Mulkey - *USCGC KUKUI*, FS2 Candice Morrison - *BSU HONOLULU*, AND SN Rene Alvarado - ET A SCHOOL
 - c. AST3 Christopher R. Austin - Sector Columbia River
 - d. AMT3 Michael Briscoe - Air Station Atlantic City
 - e. Crew of CG 6013, Air Station Kodiak
 - f. Crew of CG 6043, Air Station Elizabeth City
 - g. Crew of CG 6604, Air Station Savannah



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J. LOSE WEIGHT SAFELY

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

1. I would like to remind members of the valuable resources available to them for losing weight safely.
 - a. Unit Health Promotion Coordinator (UHPC): each unit has a designated UHPC who can provide resources to guide members in the right direction for weight loss and other health promotion concerns.
 - b. Regional Health Promotion Manager (HPM): these work-life professionals have a great depth of knowledge and experience in health promotion and are an excellent resource for losing weight safely. In many cases they can work with individuals who need more assistance than the UHPC is able to provide. HPMS can provide assistance calculating exact caloric intake needs and can help design exercise and physical activity programs to achieve maximum weight loss.
 - c. Mind and Body On-line, and Telephonic Weight Loss Program: designed for those who are at or near maximum body weight or maximum body fat percentage. Experts in exercise, nutrition and coaching are on staff to help you achieve your weight loss goals and implement a successful weight management lifestyle. This program is available to AD and Reserve Personnel. For more information on this program contact your HPM or to enroll go to www.mindbody.net/uscg.
 - d. Primary Care Manager (PCM): members are encouraged to consult with their PCM before starting any weight loss or exercise program, especially if they have been inactive for a long period.
2. Here are a few facts you should know when planning any weight loss strategy.
 - a. One pound of fat contains approximately 3500 calories. A net loss of 500 calories per day will result in (500 cal x 7 days/week equals 3500 cal/week) a one pound weight loss per week, which is considered to be a safe and healthy rate of weight loss. The net loss of calories may occur as less dietary intake or more energy expenditure (exercise/activity) so you can choose the balance that works best for you.
 - b. Extreme low-calorie diets (less than 1200 calories per day) are not effective in the long term, are unsafe, and will result in greater loss of muscle tissue. A

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loss of muscle tissue can reduce metabolic rate (the rate at which the body burns calories at rest). The American Dietetic Association recommends that women consume no less than 1,200 calories per day and men consume no less than 1,600 calories per day. Intake below these recommendations may be unsafe. If you need help determining the proper caloric intake to lose weight contact your regional Health Promotion Manager.

- c. Weight loss supplements are commonly used instead of, or in addition to, diet and exercise. There are many products on the market particularly through the internet which advertise quick weight loss without dieting or exercise. Many of these products are not safe because they contain ingredients which pose a health risk, can cause long term physical damage, and/or are prohibited by the CG. Dietary supplements are not regulated by the FDA. This means that there is little regulation for quality control. Products from unknown or unreliable sources may be contaminated by unsafe ingredients or contain substances not indicated by labeling. Before taking any supplement whether a powder, tablet, whole food, or drink, research the ingredients, find out what the effects are.
 - d. Expensive equipment and exercise programs are not required for safe and effective long term weight loss. Weight loss evidence indicates that you must consistently complete 250-300 minutes of exercise per week at moderate to high intensity. This should include mostly aerobic activities but at least 2 days per week of strength training exercises. There are numerous programs on the market which offer "high intensity training" as a way to lose weight and get in shape. These programs can be effective, but can be dangerous with long term complications especially if you have improper technique or over exert yourself.
2. I know for many people in the service, weight issues can be very difficult to address. I encourage commands and individuals to take advantage of the resources mentioned not only to lose weight but to obtain a long term healthier lifestyle .

K. Coast Guard Considers Mandating Adult Life Jacket Wear

Ryck Lydecker, BoatUS Magazine

An advisory panel to the U.S. Coast Guard gave its go-ahead to pursue federal regulations that would require adults to wear life jackets on certain boats. The National Boating Safety Advisory Council asked the Coast Guard to consider mandating that anyone aboard a boat less than 18-feet long be required to wear a life jacket when underway. In addition it asks that all those being towed in water sports, riding personal

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watercraft, or in human-powered boats of any length be required to wear life jackets as well.

The 16-5 decision mirrors a trend among state boating agencies to increase the number of people actually wearing Coast Guard-approved life jackets with the aim of reducing boating fatalities. But unlike the Council recommendation, which would apply to all ages, most state laws apply just to children and specify varying age cutoffs, typically 12 and under.

The U.S. Forest Service estimates that 82 million people participated in boating in 2010 and Coast Guard statistics show 736 people died in boating accidents that year. According to a Coast Guard mathematical model, if a 70 percent wear rate was achieved, mandating boaters nationwide to wear life jackets in boats less than 18-feet could save 71 lives each year.

L. WHEN GOOD TIMES GO REALLY BAD

Michael Vatalaro, BoatUS Magazine

Improve your chances in a survival situation by being an active participant in your own rescue. An interview with a rescue expert.

You're cruising along at a good clip on a summer day, when you hear and feel a bone jarring thump. The engine stalls and the helm won't respond. While you're still trying to figure out what you just hit, and doing a head count of your passengers, the bilge light comes on, followed moments later by the high-water alarm. Most of us would dive into the bilge, racing to find the source of the water intrusion. While a quick look under the floorboards or in the bilge to try to spot the source of the water intrusion is prudent, getting caught up in trying to fix the problem might prove to be a critical error. During a different set of circumstances, say offshore at night, or in cold water, possibly a fatal one.



Dedicated to promoting recreational boating safety



DEPARTMENT OF HOMELAND SECURITY

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

George Hathaway spent 30 years in the U.S. Coast Guard and participated in dozens of search-and-rescue missions both as a rescue swimmer and aboard search aircraft, retiring as a chief warrant officer. He now uses his experiences with the Coast Guard to instruct boaters on emergency preparedness. “The first step is recognition,” he says. “Too often we see captains get caught up trying to save the boat, and they fail to get a mayday off before the batteries or antenna is submerged. Boats accelerate as they sink. They swamp, become unstable, and flip over. If your boat is taking on water, you should be getting someone on the radio and reporting the situation. That radio operator is just sitting there. If you’re not prepared to send a mayday, you can declare an emergency and set up a radio watch that will launch to your last reported position if you don’t check in every 15 minutes, while you try to remedy the situation.”

Another critical step is the mayday itself. In a sinking situation, your shipboard VHF might cut out at any moment, so the correct progression is: MAYDAY, MAYDAY, MAYDAY, your position, then nature of distress and boat info. “The Coast Guard will launch on the mayday,” says Hathaway, even if the position gets cut off.

Of course, if you have a well-prepared crew, one person can be on the radio while another works to fix the problem, and ideally everyone aboard knows how to work the VHF and read a position on the GPS. Newer VHFs are DSC-equipped, and if you’ve connected it to your GPS and coded your MMSI number in correctly, a mayday can be sent automatically with the push of a button.

In the event that there’s no GPS aboard or it stops working, your bearing and distance, even roughly to local landmarks, can give the Coast Guard a starting point for their search.

1. Suddenly Swimming

The impact with the unseen object has pushed the rudder through the hull. The gaping wound can’t be staunched. If you haven’t already, put on that life jacket. You’re about to enter the water with whatever you can grab in the cockpit on your way off the transom. “Once you’re in the water, the first thing you do is inventory,” says Hathaway. “Collect your people. Gather together everyone and everything you can reach. Put on your life jackets, if you haven’t already.” At this point, your job is to do everything possible to make it easier for the Coast Guard to find you, regardless of whether they have a position to start with. The techniques can be broken down into visual, audible, and electronic.

2. Bigger Is Better

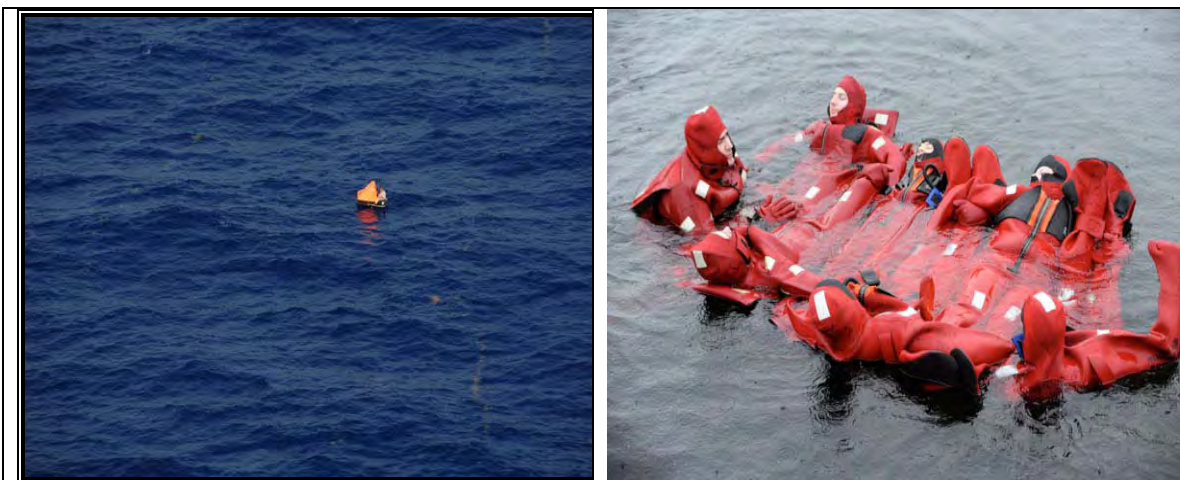
The biggest thing to remember when you’re in the water is to make yourself, well, big, says Hathaway. Gather as much flotsam from your boat as possible. Tie together anything that floats: coolers, fenders, seat cushions, you name it. You’re trying to be the biggest possible target so you can be seen from the air. Hathaway



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recalls a search mission in Alaska, where the crew of a missing crab boat gathered marking buoys together in the water to make a ring. The air crew that spotted them never saw the much larger hull of the fishing vessel, but did spot the brightly colored buoys. If you don't have much to cling to, you can still make yourself bigger to passing aircraft by splashing in the water. "Try throwing water up over your head when you see or hear search aircraft nearby," says Hathaway. Any splashing that gives you height above the water helps.



3. When to Shoot

The most common question boaters ask during Hathaway's classes is, "When do I shoot my flares?" If there were other boats in the area when yours went down or aircraft passing overhead, shoot two off immediately, back to back, as long as you have three or four in reserve. "The first flare will catch someone's eye, but they won't be sure what they saw. The second one will bring them in," says Hathaway. And don't let the first time you open your flare kit be the first time you need it, he says. He often performs this exercise in his classes: Handing an unfamiliar flare kit to a participant, he'll grab a model Coast Guard helicopter and pace across the front of the class holding it aloft, saying, "Here's your chance, here's your chance, can you shoot?" Oftentimes they'll still be fumbling with the kit as he's finished crossing in front of them. But flares aren't the only way to attract attention from search aircraft.

Signal mirrors are simple to use, effective, and can be tucked into pockets on life jackets or attached to one with a lanyard. At night SOLAS tape is a great addition to life jackets, as are red chemical glow sticks. The red color is key, says Hathaway, because it is night-vision goggle friendly. And of course, a flashing strobe light is ideal.



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4. Learn Cling-On

While an overturned hull doesn't necessarily make an ideal target from the air (black-painted hulls are difficult to spot against dark water, and white ones look like whitecaps), your overturned boat is significantly larger than you and, if rigged correctly, can help prevent hypothermia if you can stay on top of it. Find loose lines, or pull the anchor rode from the overturned boat if possible. Reach under the boat to secure one end to a cleat, then throw the line over the hull to the other side. Secure it to the opposite cleat. If you can work down the hull in this fashion, you'll have much better handholds for climbing and hanging onto the hull. In strong waves, this might be the only way to stay with the hull. Hathaway recommends keeping a reflective "space blanket" folded in a life-jacket pocket. Draped across the overturned hull, it makes a big visual impact.

5. Whistle Well

Another simple and cheap item that attaches easily to a life jacket is a whistle. Hathaway likes the Fox 40, a "pea-less" model that can't be overblown and emits a very loud tone. When waves make it difficult to keep your face clear of the water, yelling at a passing boat can be next to impossible. "You can't yell forever," says Hathaway, "but you can blow a whistle all day long."

6. Signal Strong

While most of the techniques above utilize everyday items aboard your boat, or are low-cost additions to your life jacket or ditch bag, dedicated emergency signaling devices like Emergency Position-Indicating Radio Beacons (EPIRBs) and Personal Locator Beacons (PLBs) do just one thing: transmit a distress signal that provides position information so critical to finding a missing boat. But they aren't cheap, and require periodic maintenance to remain certified. Still, if you're a boater who spends a significant amount of time well offshore, outside normal VHF range (about 20 miles), a newer GPS-equipped EPIRB, sometimes called a GPIRB, will give you great peace of mind for around \$700. Smaller PLBs are also coming to the market for less than \$300. "If you have an EPIRB, you're going to be found," says Hathaway. "We love them to death."

7. MMSI for Everyone

If your vessel is equipped with a VHF radio with Digital Selective Calling (DSC), apply for a free Maritime Mobile Service Identity or MMSI number at www.BoatUS.com/MMSI. BoatUS provides this free service to all boaters and administers the database on behalf of the Coast Guard. Pushing the "Distress" button on a DSC-equipped VHF radio will automatically transmit a distress signal with the information from your MMSI registration, which includes your vessel description and alternative contact information, to the Coast Guard. In addition, if you have properly connected your DSC VHF to your GPS or chart plotter, your



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latitude and longitude will be transmitted as well. To learn more about the importance of registering your DSC radio with an MMSI, see our story on page 26. Have you connected your DSC radio to your chartplotter? No matter what your answer, take our survey at BoatUS.com/Magazine.

8. Life Jacket Lesson

If you didn't don a life jacket before your boat went under, you might be in for a rude shock. Hathaway suggests this exercise to illuminate what a struggle it can be to get into a Type II in the water. "The next time you're at anchor in a calm cove with people swimming off the boat, throw them a life jacket and ask them to put it on. You'd be surprised at how hard it is."