



## DEPARTMENT OF HOMELAND SECURITY

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### **WebWatch Division 8, 5NR December 2011**

#### **A. COMMANDANTS HOLIDAY MESSAGE**

Admiral Bob and Linda Papp

1. Shipmates, during this very special and meaningful time of the year, Linda and I would like to thank you and your families for your continued service to the Coast Guard and our nation.
2. Many of you today are standing the watch aboard ships at sea, on stations along our coasts and waterways, and in ports. Some of you are forward deployed in combat zones in distant lands. I am sure you would rather be with your loved ones, especially during the holidays. But I also know that your dedication to duty and vigilance are responsible for ensuring our liberty, safety and security. We appreciate the selfless sacrifice of your families who remain on the home front and support your ability to serve.
3. If duty keeps you apart from your families this season, thank you for standing the watch. If you are fortunate enough to celebrate the holidays with your family, friends and shipmates, we encourage you to safely enjoy your time together and look out for each other.
4. As we bring the year to a close, you continue to inspire us with honor, respect and devotion to duty. We wish you and your families a happy holiday season and success in the New Year.
5. *SEMPER PARATUS*, STAND A TAUT WATCH.

#### **B. VICE NATIONAL COMMODORE'S 2011 HOLIDAY MESSAGE**

Coast Guard Auxiliary Vice Commodore Thomas C. Mallison

As we celebrate during this holiday season, we should also pause to remember and to give thanks.

We remember the holiday traditions of the past. We remember family and friends. We remember the sense of togetherness and hope for peace and universal friendship. The details recalled by each of us are certainly not identical with those of all others, but we do share many mutual customs shaped by the backgrounds and cultures of our upbringing. The memories evoked by the holiday season frame our diverse practices of celebrating the season and are a springboard of hope for the coming New Year.



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We rejoice in the midst of this holiday season as we recognize the gifts we have been given by those who came before us. The entrepreneurs and patriots who preceded us used their brainpower and courage to build us the gift of a magnificent nation for us. Let us give thanks, and let us honor those who put their country before themselves, many of whom serve away from home on our behalf during this season. Our gift to those who follow us should be evidenced by our stewardship of that which we inherited so that those who follow us may also enjoy the bounty with which we have been blessed.

As members of the Coast Guard Auxiliary, we share unique memories of service to the boating public and to the Coast Guard. Our gift as members of the Coast Guard Auxiliary is our unselfish service as volunteers to provide leadership by helping to make America's boaters safer and more competent. Our reward is in the laughter, enjoyment and continued safety of recreational boaters as they use our nation's waterways.

Auxiliarists have put forth outstanding efforts during the past year to help others recover from major disasters, both natural and man-made. Skills and knowledge were put to good use, both on-scene and in a backfill mode so Coast Guardsmen could be freed up to perform rescue work. All members should be proud to call themselves Coast Guard Auxiliarists and are due the thanks of all who were helped in their time of need. With greatest respect, I offer a huge Thank You, and please enjoy a safe and happy holiday season.

### C. SHIPMATES 17 - THE COAST GUARD ETHOS

ADM Robert Papp, Commandant, and MCPOCG Michael Leavitt, Master Chief Petty Officer of the Coast Guard

1. This message announces the release of the Coast Guard Ethos to reflect the enduring values and character of Coast Guard men and women in the Active, Reserve, Civilian and Auxiliary Force. It pays homage to our long line of proud Coast Guardsmen and sets the standard for the men and women who serve today, and will serve in the future.
2. Earlier this year a senior-level work group convened to examine the Guardian Ethos and determine whether adjustments were needed to make the Ethos a more enduring service charge. The work group recommended minor changes to the existing language. After consulting with the Master Chief Petty Officer of The Coast Guard and other senior leaders, I approved the change. The resulting Coast Guard Ethos will serve as an enduring statement of the fundamental character and spirit of our service in a way that honors our profession and affirms our distinguished heritage.



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### 3. The Coast Guard Ethos:

I AM A COAST GUARDSMAN.  
I SERVE THE PEOPLE OF THE UNITED STATES.  
I WILL PROTECT THEM.  
I WILL DEFEND THEM.  
I WILL SAVE THEM.  
I AM THEIR SHIELD.  
FOR THEM I AM SEMPER PARATUS.  
I LIVE THE COAST GUARD CORE VALUES.  
I AM PROUD TO BE A COAST GUARDSMAN.  
WE ARE THE UNITED STATES COAST GUARD.

4. The Coast Guard Ethos will replace the Guardian Ethos effective 1 Dec 2011 at Training Center Cape May, USCGA and OCS. Coast Guard Recruiting Command will transition from existing materials as they are expended to the new Coast Guard Ethos. All Coast Guard units and offices shall discontinue use of displays and materials featuring the Guardian Ethos by 1 Jul 2012.
5. A digital version of a Coast Guard Ethos poster for local printing is available at <http://www.uscg.mil/top/about>
6. *STAND A TAUT WATCH.*

### D. SECURITY: UNIFORM DISPOSAL POLICY

CDR Terry Johns Director, Coast Guard Auxiliary District Five Northern Region

Obsolete, worn, damaged, or unwanted uniform items must be disposed of properly to ensure they do not become available to the general public. Any markings or identification sewn onto the uniform that identify it as belonging to an individual or as a Coast Guard/Aux uniform must be removed before disposal. The uniform item must be rendered unserviceable (by burning, tearing, cutting, etc.) before disposal. Uniform items may not be merely thrown in the trash without taking such precautions first. In addition, uniform items may not be donated to relief agencies (Goodwill, the Salvation Army, etc.), sold to retail or consignment stores for further resale to the public, or provided to any organization, for any purposes.



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### **E. HONORING FALLEN SHIPMATES - *USCGC WHITE ALDER***

ADM Bob Papp, Commandant

1. Today we remember the loss of 17 shipmates 43 years ago when the *USCGC White Alder* (WLM 541) collided with another vessel and sank in the Mississippi River Near White Castle, La. We honor them by reflecting on their sacrifice made in service to our nation.
2. On 7 Dec 1968 at 1829, *CGC White Alder* was downbound when it collided with the upbound *M/V Helena*, a 455-foot freighter. The point of impact was on *White Alders* starboard side, causing the ship to roll over and sink in less than a minute. Three of the crew escaped from the sinking vessel and survived. However, the remaining 17 Coast Guardsmen drowned. Although searchers recovered the bodies of three crew members, the river rapidly buried the cutter in mud and sediment, entombing the remaining 14 Coast Guardsmen in the sunken hull where it remains to this day.
3. *CGC White Alder* and crew are honored with memorials in Baton Rouge and Metairie, La and a navigation marker in the Mississippi River. Their names are inscribed on the Cuttermans Memorial in Washington, DC. They are lost, but not forgotten, honored and remembered by family, friends and shipmates.
4. SEMPER PARATUS. STAND A TAUT WATCH.

### **F. PROJECT KIMBALL II**

VADM Brian M. Salerno, Deputy Commandant for Operations

1. Boat Operations Safety Review (BOSR) Work Group Report, July 2010 announces Project Kimball II - a post 9/11 systemic analysis of boat forces, which includes Stations, Aids to Navigation Teams (ANTS) and Combined Boat Stations/ANTS (STANTS).
2. The original Project Kimball study of boat forces was conducted prior to 9/11 and in response to increased boat forces operational failures, an identified lack of resources, and a general loss of focus on the readiness of Coast Guard Boat Forces. The original study resulted in the development of the Boat Forces Strategic Plan, which is the guiding document for doctrine and competency development, equipment standardization, activity-based designations, and other improvements within Boat Forces. However, a dramatically different mission set has been levied on Boat Forces post 9/11, predicating the operation of new, faster, more complex boats (RB-S, SPC-LE, RB-M), new missions and boat crew competencies.



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3. The increased rate of operational change within the Boat Forces Community post 9/11 warrants a new review of the Boat Force Community. As such, DCMS and I have jointly chartered project Kimball II to analyze the following:
  - a. Perform a GAP/Performance analysis on the post 9/11 Boat Forces Mission Requirements, and employ human performance technology methodologies to propose solutions to identified gaps. Topics to be addressed include barriers to Boat Crew proficiency, the effect of the CG personnel system on proficiency, and the current world of work within the Boat Community. The project will also provide a cost benefit analysis associated with implementing each recommendation, and provide a plan of action and milestones regarding recommendations, implementation, timelines and command/offices responsible for action.
  - b. Project Kimball II will also take action on several recommendations from the BOSR Work Group, as well as integrate other post Kimball studies such as mission hour requirements analysis, Boat Station dictionary of activities, ATON front end analysis and the boat optimization plan. It will identify both quick hit and long term solutions.
4. COMDT (CG-7) will serve as chair of a cross functional Senior Guidance Team (SGT) and a Working Group (WG) that will review and provide input/comments on all phases of the study. Request support from LANT/PAC for WG participation, as I anticipate that COMDT (CG-731), COMDT (CG-1134), COMDT (CG-131), COMDT (CG-44), COMDT (CG-45), (PSC-EPM), FORCECOM (FC-51) and one representative from each District will comprise the WG. Districts have the option of selecting a single representative from one of their Sectors in lieu of a District representative. Primary duties of WG members include review of all contract deliverables for accuracy and linkages to data. Most work will be accomplished via VTC, phone conference calls, and email. All offices/commands listed as potential WG members are requested to select a representative who will be available for the duration of the study. The contract has been awarded and work is already underway. I anticipate project Kimball II SGT and WG will begin meeting in December 2011, and the entire study is expected to last 12-18 months.
5. Project Kimball II is named for Sumner Kimball who created the U.S. Lifesaving Service from disparate and scattered lifeboat stations and humanitarian organizations and infused it with standardized staffing, training, funding and equipment. This project will directly affect the 5,800 Coast Guard men and women at Boat Stations and ANTS, and indirectly impact thousands more who support them. I urge all hands to enthusiastically support this project.



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### G. OPERATIONAL TASKING (OPTASK) DIVERSITY FY2011 SITREP FOUR A. U.S. COAST GUARD DIVERSITY STRATEGIC PLAN

VADM J. P. Currier, Deputy Commandant for Mission Support

1. In Jan 2010, Commander Atlantic Area (LANTAREA), Commander Pacific Area (PACAREA), Deputy Commandant For Operations (DCO), and Deputy Commandant for Mission Support (DCMS) developed diversity action plans relevant to their organizational focus in an effort to optimize workforce readiness and meet the maritime challenges of the 21<sup>st</sup> century. the resultant plans identified action items that would help the coast guard achieve its strategic diversity goals.
2. This requires that quarterly progress reports and updates be submitted to DCMS. The following updates are provided to outline the progress and initiatives that have been accomplished in the last quarter.
  - a. In an effort to develop and sustain robust applicant pools, the Coast Guard participated in 18 outreach events and professional meetings targeting diverse populations for all accession opportunities. (Goal 3)
  - b. Reflecting on the guiding principles of honor our profession and respect our shipmates, Adm. Papp recorded a diversity message that emphasizes diversity as a service imperative which will guide us to become the profession of choice while attracting and retaining a diverse workforce. This video is available for all to see on the COMDT (CG-12b) website at <http://www.uscg.mil/diversity> . (Goal 1)
  - c. In order to focus service-wide efforts and augment partnerships between CG leadership programs and diversity policies, Adm Papp authorized the merger of the Leadership Advisory Council (LAC) and Diversity Advisory Council (DAC) and the establishment of the Leadership and Diversity Network Coast Guard wide. The first official combined LAC/DAC meeting will be held 12-16 December. (Goal 1)
  - d. Committed to becoming the volunteer organization of choice throughout the country, the Coast Guard Auxiliary created The National Department of Diversity and Inclusion to work in support of its Districts, Divisions and Flotilla units throughout the country.

The new department will provide invaluable diversity leadership tools across all levels of the Auxiliary and will assist in meeting the goals and mission of the Auxiliary Strategic Plan for Managing Diversity. (Goal 1)

- e. Always striving to strengthen our partnerships and maximize constructive outreach opportunities, the Coast Guard established a collaborative relationship with the International Association of Latino Public Administration Executives and played a significant role in

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supporting their inaugural women's event. This meeting offered accelerated training and information on leadership with strategies for effective career management. Opportunities such as this lend to the retention of a highly skilled and diverse workforce. (Goal 4)

- f. Strengthening our partnerships through expanded outreach, COMDT (CG-52) liaised with Morgan State University School Of Engineering, a Historically Black College And University (HBCU), in an effort to establish a joint Surface Force Logistics Center/COMDT (CG-4) and COMDT (CG-52) partnership. Relationships such as this expand outreach to achieve access opportunities for underrepresented populations by raising awareness of Coast Guard career opportunities. (Goal 3)
- g. As a means of operationalizing a partnership with Texas Southern University (TSU, an HBCU), COMDT (CG-5g) coordinated efforts with COMDT (DCO-84), COMDT (CG-5x) and Sector Houston-Galveston to locate a summer intern position for a TSU student. The exceptional and valuable experience provided to the student illustrated a growing partnership that will pay dividends into the future. (Goal 3)
- h. In collaboration with the National Society Of Black Engineers (NSBE), members from Personnel Service Center (PSC) and COMDT (CG-1) participated in the Summer Engineering Experience for Kids (SEEK) program. SEEK's mission is to increase the aptitude of students in grades 3-8 in math and science and increase their interest in pursuing Science, Technology, Engineering, and Math (STEM) career fields by having them engage in interactive, team-based engineering projects. Coast Guard participation fosters community-level relationships and enhances public awareness and understanding of Coast Guard missions and career opportunities. (Goal 3)
- i. Recognizing the superb initiative and outstanding efforts of their members, PSC selected two members as diversity champions for their active and continued participation in diversity outreach. This open recognition of personnel communicates a leadership commitment to diversity and fosters encouragement of others to aspire to the same. (Goal 1)
- j. PACAREA continued to enhance their reputable partnership with the Oakland Military Institute (OMI) college prep academy by arranging for over 30 students to conduct a ship ride on the *USCGC Cobb* during recent Fleet Week activities. Additionally, over 20 PACAREA members have taken the initiative to mentor OMI students. (Goal 3)
- k. As a means to improve the workforce cultural climate, District Five established the District Five Women's Mentoring Program located on CG Portal at <https://collab.uscg.mil/lotus/myquickr/womens-mentoring-program/welcome>. The programs vision is to broaden and build women's leadership in the Coast Guard and to create a wider social circle for female members of every rank and rate. (Goal 2)

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- l. District Nine hosted a Hispanic Heritage Event that was attended by over 200 civilian, military and community representatives and featured Radm Castillo, District 11 Commander, as the keynote speaker. The successful event included a performance from a local high school dance troupe and provided meaningful insight to all in attendance on the importance of developing and sustaining a diverse workforce. In conjunction with this event, over 40 Team Coast Guard personnel attended a leadership and mentoring session with the goal of increasing retention throughout the organization. (Goals 3 and 5)
  - m. The Coast Guard provided a robust presence at this year's National Naval Officers Association (NNOA) meeting. With 170 Coast Guard members in attendance, this year's meeting provided numerous professional development workshops and mentoring/networking opportunities. Additionally, the Coast Guard was well-represented at the Blacks In Government Annual National Training Event and the annual Academywomen Fall Leadership Meeting. Aimed at increasing retention, affinity group meetings such as these provide invaluable career guidance opportunities through open leadership discussions which optimally position our members to reach their full potential. (Goal 5)
  - n. Air Station Elizabeth City strengthened an existing partnership and hosted Elizabeth City State University's Aviation Career Education (ACE) Academy for an overview in aviation and aerospace. Designed by the Federal Aviation Administration, the ACE Academy provides students with an introduction into the aviation and aerospace fields. This collaboration provides an invaluable outreach opportunity to the local community while emphasizing stem fields to underrepresented populations. (Goal 3)
3. Valuable diversity initiative information can be found on the Coast Guard Office of Diversity website at [www.uscg.mil/diversity/resources.asp](http://www.uscg.mil/diversity/resources.asp).

### H. OUR PROFESSION - 70TH ANNIVERSARY OF PEARL HARBOR ATTACK

ADM Bob Papp, Commandant

1. On the morning of Sunday 07 Dec 1941, our shipmates aboard naval vessels, cutters and boats based At Pearl Harbor and shipmates at military airfields on the island of Oahu were blasted awake by explosions from a surprise attack by over 180 Japanese planes.
2. As U.S. crews scrambled to battle stations and returned fire, a second attack wave of nearly the same size continued the bombardment. *CGC Taney* quickly brought anti-aircraft batteries to bear on enemy planes that came within range. *CGC Tiger* patrolled off Oahu in pursuit of enemy submarines. *CGC Reliance* and *CGC Kukui* defended themselves. Coast Guard patrol boat and small boat crews ferried personnel and secured the port during and after the attack.

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3. The 70th Pearl Harbor Day Commemoration is an opportunity to reflect upon the character of our shipmates who heroically fought that day and in the ensuing battles throughout WWII. Pearl Harbor Day not only changed their lives but the trackline of our nation's history. Its enduring lesson is that America overcame and prevailed against her enemies because of our shipmates willingness to serve and sacrifice in pursuit of a greater cause - Freedom.
4. To honor the manners of our profession and pass the lessons of 07 Dec 1941 on to future generations, I encourage commands to attend one of the many planned 70th Anniversary Commemoration Events. I have the honor of observing this historic milestone aboard *CGC Taney*, now a museum ship in Baltimore, in the presence of Pearl Harbor survivors, WWII veterans and other past and present shipmates.

### I. MISSION REPORTING CHANGES - NEW POLICY MANUAL

Elizabeth Kain, CGD Five (dpa-n)

As a heads up, there is a change to D5NR policy for reporting mission activities. Please prepare your IS community. The following is new:

- Chapter 3.A.1 - Activity reports shall be submitted to the SO-IS via the FSO-IS for data entry within three (3) days after missions have been completed.
- Chapter 3.A.3.a.1 - Activity reports shall be submitted to the SO-IS via the FSO-IS for data entry within three (3) days of a change or completion of an activity. Data received by the SOPIS beyond 60 days of the activity will not be considered.
- Chapter 3.A.3.b.2 - the FSO-IS to ensure properly completed data forms to be submitted to the SO-IS within three (3) days of receipt.
- Chapter 3.A.3.c.1 - if the SO-IS does not receive data paperwork within 60 of the activity date, then the SO-IS is not authorized to enter the data.
- Chapter 3.B.1 - Change of Member Information form (ANSC-7028) shall be submitted to the SO-IS via the FSO-IS within three (3) days of the change.

The key is three!

### J. COAST GUARD HOLDS MEETING ABOUT NEW MARKETPLACE

Press of Atlantic City

The Coast Guard has announced plans to open a large marketplace at Training Center Cape May for military personnel and even civilian workers at the base. The 8,711-square-foot Coast Guard Marketplace is expected to open in August 2012 and will include clothes, groceries, uniforms,

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electronics and other items, said Capt. Bob McKenna, of Coast Guard Community Services Command.

The market is expected to add convenience for military personnel but also savings since there will be no taxes on items sold. The market will not only serve the 1,040 active duty and reserve Coast Guard personnel and their 350 spouses, it will also be open to 268 civilian employees, noted training center spokesman Chief Warrant Officer Donnie Brzuska.

It will also benefit the Coast Guard Auxiliary and any residents in the Cape May, Atlantic and Cumberland county regions who are active or retired from any of the military services. Brzuska said anybody with a military identification can use the market. "Our goal is to have the marketplace be an oasis for retired military folks who are closer to us than Joint Base McGuire-Dix-Lakehurst," said Brzuska, noting that the base in Wrightstown, Burlington County, serves as the nearest commissary to many in the region. He said the market would be open seven days a week and have expanded hours for those working during the day.

Capt. Bill Kelly, the commanding officer of the training center, said the goal is to make the base one of the best places to live, work or visit. "We're working hand and hand with Community Services Command to ensure our military members, their families and military retirees get all the benefits they deserve," Kelly said. The existing exchange at Training Center Cape May will undergo extensive remodeling for the new marketplace. The grocery will include fresh meats, produce, dairy, frozen foods and dry goods. Brzuska said uniforms and clothing will also be available with a focus on athletic apparel. He said "fashion apparel," such as women's clothing, would not be a focus initially but if there is a market for it this could change.

Brzuska said civilian workers at the center and Coast Guard Auxiliary are welcome but they can not purchase tobacco or alcohol products. The marketplace could produce some jobs and McKenna said first preference would go to veterans, military dependents such as spouses and members of the local community. "These would be civilian jobs. We're not exactly sure of the number," Brzuska said.

### **K. INCREASED ODU AVAILABILITY AT THE COAST GUARD UNIFORM DISTRIBUTION CENTER (UDC)**

1. The Coast Guard Uniform Distribution Center (UDC) in Woodbine, NJ has a surplus inventory of many Operational Dress Uniform (ODU) sizes. This ALAUX is intended to make Auxiliarists aware of this opportunity to purchase multiple sets of ODUs.
2. A few sizes are not available due to high demand by Coast Guard recruit and Academy needs (as highlighted in yellow on the accompanying chart; the UDC must reserve the right to adjust



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uniform availabilities as needed to meet Coast Guard active duty demands). See <http://www.uscg.mil/auxiliary/ODU-SIZE-AVAILABILITY-DEC11.pdf>

3. UDC highly recommends that Auxiliarists speak to a UDC customer service representative for updates on available sizes and place all their orders by phone. The UDC customer service desk can be reached at (800) 874-6841 or (609) 861-1221 (web site: <http://uscg.mil/uniform/>).

### L. NMMA MEMBER TESTIFIES BEFORE CONGRESS ON E15

Lauren Dunn, NMMA

Mr. David Hilbert testified before Congress on behalf of NMMA to address concerns about E15 and marine engines. Mr. Hilbert, thermodynamic development engineer for Mercury Marine, a division of the Brunswick Corporation, participated in a Congressional hearing before the Subcommittee on Energy and Environment of the House Committee on Science, Space and Technology. The subcommittee invited a number of specialists to testify on E15 and its effects. Mr. Hilbert led the research on E15 and its effects on marine engines as reported by the Department of Energy in reports released in late October.

Mr. Hilbert's testimony highlighted the damaging effects that E15 has on marine engines, and noted that more testing is needed to further identify how E15 will affect engines and fuel systems under various conditions. Mercury's testing showed significant problems with outboard engines, including severe damage to engine components and an increase in exhaust emissions, reinforcing the recreational boating industry's concern that E15 is not a suitable fuel for marine engines.

The Subcommittee heard testimony from representatives of the EPA, the American Petroleum Institute, Gevo, the Energy Biosciences Institute, the University of Wyoming Institute of Environment and Natural Resources and the National Petrochemical & Refiners Association. Subcommittee Chairman Andy Harris (R-MD), received David's testimony favorably and the committee members had no questions for Mr. Hilbert after the research was presented. The testimony and accompanying photos will be printed in the official record of the hearing.

NMMA President Thom Dammrich says, "We are pleased that Congress has shown an ongoing interest in this important research. NMMA is committed to continued research on E15 and its effects on marine engines. We hope that before any E15 is offered to the public, a thorough investigation will be completed so that boaters can safely fuel their vessels without incident now, and in the future."



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### M. COMPASS - OFFICIAL BLOG OF THE U.S. COAST GUARD

#### YOUR COAST GUARD IN 2011 - MID-ATLANTIC

Petty Officer 2nd Class John D. Miller, USCG

In February, a Coast Guard airplane circled high off the coast of New Jersey. Scallopers were suspected of illegally fishing in a closed area, damaging the recovery of Hudson Canyon's scallop population. However, locating and gathering evidence against them in a large, exposed area presented challenges.

Protecting living marine resources has been a Coast Guard mission since 1894, although the execution has evolved. Nowhere is this truer than in the 5th Coast Guard District.

"For years, the idea of building fisheries enforcement cases solely from an air asset was difficult," explained Lt. Gregory M. Rehlender, the law enforcement and living marine resources division chief at Coast Guard Air Station Elizabeth City, N.C.

The airplane's new integrated technology "opened up a tremendous intelligence, surveillance and reconnaissance capability," said Rehlender.

The combination of enhanced airplane capability and aircrew vigilance recently resulted in four successful prosecutions of vessels illegally fishing that not only stopped poachers, but served as a deterrent for others promoting fairness in an industry that generates approximately \$50 million annually in landings and supports many small businesses.

Stretching from mid-New Jersey and south Pennsylvania through North Carolina, the people and assets of the district are responsible for protecting an area of more than 156,000 square miles, the coastal public, mariners and commerce in the region - in addition to the marine life that call those waters home. The district's law enforcement branch, tasked with preventing and detecting violations of environmental regulations, played a significant role in the task force that gathered evidence against the illegal scallopers.

The National Oceanic and Atmospheric Association and the 5th District cooperate in another environmental protection effort through Operation Right Speed - an education and enforcement activity protecting the fragile North Atlantic right whale population. Only 300 to 400 North Atlantic right whales are estimated to remain, and collisions with ships pose a threat to this critically endangered species.

To prevent these collisions, NOAA's National Marine Fisheries Service created mandatory speed restriction zones in mid-Atlantic waters from November to April. Notifying mariners when right whales are sighted is usually enough to make captains slow down. However, if they do not, Coast Guard crews can help ensure compliance.

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"The 5th District's role in Operation Right Speed has had tangible results in safeguarding the right whales' recovery," said Coast Guard Lt. Cmdr. Kevin Saunders, deputy chief of the district's law enforcement branch. "More than 490 vessels have been educated on the seasonal management areas. The district's law enforcement efforts are also responsible for 83 percent of the discrepancies relating to speeding vessels in these areas."

In addition to Operation Right Speed, the district also works to preserve a different maritime resource - history. The living marine resources division is responsible for an initiative designed to preserve the integrity of shipwrecks off North Carolina's Outer Banks, an area known as the "Graveyard of the Atlantic."

The area attracts divers, most of who respect these sites and leave them untouched. However, some divers pry off pieces for souvenirs. Coast Guard crews routinely patrol the Monitor National Marine Sanctuary, where the Civil War ironclad rests, but new endeavors extend this security to nearby sites. The men and women of the 5th District work with local dive operators to educate them on the importance of preserving these sites and also have the authority to board and search dive vessels for suspected historical artifacts.

While the living marine resources mission may not be the first one people associate with the Coast Guard, it is just one more example illustrating the service's diverse responsibilities. By combining the Coast Guard's diverse authorities with cutting-edge vessel, aircraft and surveillance technology, the Coast Guard provides valuable results for the nation in an efficient and effective manner.

### N. BoatUS Foundation Grassroots Grants UPDATED

#### BoatUS

BoatUS Foundation Grassroots Grants - The BoatUS Foundation awards local volunteer organizations up to \$4,000 for the promotion of safe and clean boating education. Over the past 20 years the Foundation has awarded over a million dollars to local community organizations, yacht clubs, flotillas and squadrons. The Foundation is looking for creative and innovative projects that promote safe and clean boating on your local waterway. Past topics have ranged from PSAs on the effects of boating under the influence to signs at boat ramps telling users about invasive species in the area and how to prevent them from spreading.

Are you interested in the BoatUS Foundation Grassroots Grants Program? The application period for 2012 is now open! **Click here** <http://www.boatus.com/foundation/Grants/apply.asp> to learn more about the Grassroots Grants Program and to apply. **REMEMBER:** Grant applications need to go through the Coast Guard Auxiliary Association. Procedures can be found online at <http://bdept.cgaux.org/pdf/GrantsHandbook20110331.pdf>





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### O. NOTIFICATION OF PRODUCT REPLACEMENT PROGRAM FOR CERTAIN UN-EXPIRED VDS

BoatUS

Orion Safety Products (Orion) manufactures and distributes a variety of aerial visual distress signals which are approved by the United States Coast Guard. Certain of such aerial signals are called “XLTs” and these are self-contained, hand launched signals. Certain other signals are 12-gauge signal systems comprised of a safety launcher (pistol style) and a plastic shell. The 12-gauge signals are found in a variety of different Orion kits. Prior to October 2008, Orion utilized orange ABS plastic in the manufacture of the XLTs and the 12-gauge shells. Recently, Orion has received notice of repeated product failures (signals failing to launch and/or ignite) related to these older XLTs and 12 gauge shells utilizing the orange ABS plastic.

Orion switched from orange ABS to red colored glass-filled polyethylene years ago due to the better strength, durability and ability to resist moisture vapor transmission of the glass-filled poly. The last XLTs which utilized orange ABS in the launch tube body will expire in December 2011. The last 12-gauge shells manufactured from the orange ABS plastic will expire in March 2012. To prevent any opportunity for a product failure in an emergency situation related to the orange ABS plastic, Orion is instituting this Signal Replacement Program.

The Signal Replacement Program is simple:

- Step #1:** Determine if you own an XLT with orange launch tube or an orange 12-gauge shell.
- Step #2:** Looking at the “EXP. DATE” printed on your signals: (i) does your XLT expiration date fall between November 2011 and December 2011; or (ii) does your 12-gauge expiration date fall between Nov 2011 and March 2012? If not, your signals are not affected with this replacement program. If so, please read on.
- Step #3:** Now that we know you have the signals subject to this program, we want to send you a free replacement 4-pack of either our XLTs (Orion# 859) or 12-ga (Orion# 539) as the case may be. Please submit the information requested below either by email to customerservice@orionsignals.com, subject “SIGNAL REPLACEMENT” or by U.S. mail addressed to Orion Safety Products, Attn: Signal Replacement Program, P.O. Box 1047, Easton MD 21601. Please note we cannot ship to a P.O Box.

### P. MUSTANG SURVIVAL PFD RECALL NOTICE

Kenneth.W.Olsen, Office of Investigations and Analysis

RECALL NOTICE ON MD2010 & MD2012 model 22LB Inflatable Personal Flotation Devices (USCG approval nos. 160.076/8922/0 and 160.076/4028/0 respectively). The United States Coast Guard **strongly urges** mariners and boaters alike to check their Mustang Survival PFDs. Mustang

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Survival is voluntarily recalling all model number MD2010 and MD2012 inflatable Personal Flotation Devices (PFD's) sold in the United States during 2011. To determine if you are impacted by this recall:

- Any inflatable product with multiple white sewn on safety labels on the **back is OK** and is not affected by this recall.
- If your inflatable does not have white sewn on safety labels, please check for model number MD2010 or MD2012 on the back of the PFD.
- MD2010/MD2012 models with an "MIT" (*Membrane Inflatable Technology*) stamp (**in black or color**) above the CO2 cylinder is OK.

**BUT - Any MD2010/MD2012 missing the "MIT" stamp should be returned to Mustang**

Any MD2010 or MD2012 with an "MIT" stamp is OK to use and does not need to be returned. This recall is being issued for the inspection and repair of an inflator installation inconsistency that may prevent some units from fully inflating with CO2 (oral inflation functions normally). Mustang Survival has developed a solution that corrects any affected product and prevents re-occurrence of this issue. The inspection and repair can only be performed at a Mustang Survival factory.

**This recall notification is for only the MD2010 and MD2012 22LB buoyancy inflatable PFDs.** No other Mustang Survival products are affected as they utilize different inflator mechanisms.

**All MD2010 and MD2012 PFD's without the stamped MIT logo should be returned to Mustang Survival for inspection.**

### Q. NMMA Evaluates Promising Alternative Biofuel

Lauren Dunn, NMMA

The National Marine Manufacturers Association (NMMA) today released findings from preliminary evaluations on isobutanol-gasoline blends supplied by Gevo. The tests were conducted by NMMA and the American Boat and Yacht Council (ABYC) as the recreational boating industry explores alternative biofuels in response to the U.S. introduction of gasoline containing fifteen percent ethanol, commonly referred to as E15.

The Environmental Protection Agency recently approved the use of E15 for model year 2001 and newer cars and trucks. However, the boating industry has found that fuel containing more than 10 percent ethanol causes severe damage to boat engines. While marine engines are not currently approved by the EPA for use with E15, misfueling at the pump is a danger for boaters unaware that E15 is not compliant with boat engines.

In fact, the Department of Energy (DOE) recently announced results from tests conducted on engines using E15 which revealed performance issues like stalling, corrosion leading to oil or fuel leaks, increased

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emissions and damaged valves, rubber fuel lines and gaskets. These results reinforced the recreational boating industry's concern that E15 is not a suitable fuel for boat engines.

In contrast, the testing conducted on isobutanol reveals it could be a promising biofuel alternative to E15. The NMMA and ABYC isobutanol evaluations tested components, including older fiberglass tanks, and engines during on-the-water testing on inboard, outboard, jet pump and two-stroke outboard engines. The tests showed isobutanol to produce no more emissions than pure, EPA-approved test gasoline, while producing 30 percent more energy than ethanol. Support from Bombardier Recreational Products (BRP) and Volvo made the testing possible through the provisions of product, personnel and testing equipment.

What's more, the DOE has designated isobutanol a "drop-in biofuel," meaning it can be used to displace petroleum under the Energy Independence and Security Act of 2007, and increasing its use could help reduce greenhouse-gas emissions. Support from Bombardier Recreational Products (BRP) and Volvo Penta made the testing possible through the provisions of product, personnel and testing equipment. Gevo, Inc., producer of isobutanol, supplied the fuel for the testing.

NMMA President Thom Dammrich says of the NMMA and ABYC isobutanol research, "We are pleased with the results of the evaluation on isobutanol and look forward to more testing on this, and other, important alternatives to E15. We know E15 causes significant damage to boat engines and therefore rushing it to the market is irresponsible and an unnecessary step, especially in light of the promising test results on isobutanol."