



DEPARTMENT OF HOMELAND SECURITY

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WebWatch
Division 8, 5NR
July, 2013

A. COMMANDANTS INDEPENDENCE DAY MESSAGE - STANDING THE WATCH

Admiral Bob Papp, Commandant

1. Shipmates, our nation is more secure today because you stand the watch. Whether serving aboard a cutter, aircraft or boat, deployed on an operation, or performing mission support, what unites us is our sense of purpose and our devotion to duty. I am humbled by, and deeply appreciative of, the dedication of our Coast Guardsmen and families both at home and abroad. It is by standing the watch that we give our nation the most precious gift of all: Freedom.
2. Maintaining the freedom we all enjoy sometimes requires great sacrifice. Our founders understood this when they declared our new nation free and independent and concluded our Declaration of Independence with the words "we mutually pledge to each other our Lives, our Fortunes and our sacred Honor." This week, in particular, we reflect upon the 150th anniversary of the Battle of Gettysburg, the turning point in the American Civil War, where so many gave that last full measure of devotion to free all Americans.
3. Many of our own have paid the ultimate sacrifice in the line of duty. Their tireless and selfless service makes our celebration of the Fourth of July possible and even more meaningful. We honor the memories of our Coast Guard men and women and all service members who have given their lives. Their precious gift deepens our own commitment to protect our nation, defend our freedoms, and rescue those in distress.
4. I am immensely proud of our nation and our Coast Guard. As we gather with our families and friends to celebrate this Fourth of July, let us remember all of those who have served and be thankful for all those who stand the watch today.
5. Happy Independence Day. Stand a taut watch. Semper Paratus.



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B. OPERATIONAL TASKING (OPTASK) DIVERSITY FY2013 SITREP THREE

VADM Manson K. Brown, Deputy Commandant for Mission Support

1. As Deputy Commandant for Mission Support (DCMS), I am pleased to provide an update on our latest efforts to operationalize the Commandants Diversity Strategy in the U.S. Coast Guard Diversity Strategic Plan. On 24 April, ADM Papp signed the Coast Guard Sexual Assault Prevention and Response (SAPR) Strategic Plan to eliminate sexual assault in the Coast Guard. As the SAPR executive agent for implementation, I established the SAPR Military Campaign Office to orchestrate the execution of the plan and to manage strategic communications. As noted in COMDT COGARD WASHINGTON DC 062012Z MAY 13/ALCOAST 197/1, all unit commanders, commanding officers, officers in charge, deputy/assistant commandants, and chiefs of headquarters staff elements shall read and support the execution of this plan. Additionally, each command will ensure that the Commanders Intent found in COMDT COGARD WASHINGTON DC 311402Z MAY 13/ALCOAST 244/13 is read and discussed with all hands. Sexual assault is a violent crime that is incompatible with the Coast Guards Core Values. All members of our Service must have a clear understanding of the SAPR program in order to take action to eliminate sexual assault in the Coast Guard. Amplifying information and resources on the Coast Guards SAPR program are located at <http://www.uscg.mil/sapr>.
2. The following highlights reflect recent progress in achieving Diversity Strategic Plan goals from around the Service.
 - a. Promoting inclusion in the workforce, the District 7 Leadership and Diversity Advisory Council (LDAC) hosted a Lesbian, Gay, and Bisexual (LGB) forum. Attended by over 60 personnel from throughout the District, the forum helped open lines of communication and facilitate a dialogue on the challenges and policy issues facing the military LGB community. (Goals 2 and 5)
 - b. Collaborating to form a robust mentoring network in the Portsmouth, VA area, members of CAMSLANT, Base Portsmouth, LANTAREA, District 5, FORCECOM, and the Director of Operational Logistics partnered to establish the Tidewater Women's Leadership and Mentoring Group. This effort serves as a mentoring alliance focused on professional development, leadership, and networking. The group has sponsored numerous events such as leadership discussion panels and speed mentoring sessions. These initiatives are in direct support of the COMDTs focus on retention and provide excellent opportunities for all members to receive valuable training and mentoring. Refer to Commandants SITREP 2013 at <http://cglink.uscg.mil/c3e9f538>. (Goals 1, 2, 4, and 5)



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- c. As a result of our extensive and collective outreach efforts, the Coast Guard was recognized as a top supporter of Historically Black Colleges and Universities by Career Communications Group, Inc. for an unprecedented fourth consecutive year. This award is given to organizations that provide exemplary support in areas such as career, mentoring, and internship opportunities. It was my distinct pleasure to accept the award on behalf of the service. (Goal 3)
 - d. Enhancing the availability of diversity resources for use throughout the service, the Office of Diversity (COMDT (CG-12B)) has recorded a number of two-minute training videos that help convey the diversity and inclusion imperative. Resources like these assist individual professional development and provide an effective means to facilitate a diversity dialogue in a group setting. These videos, along with other valuable information, can be found at <http://www.uscg.mil/diversity/resources.asp>. (Goals 2 and 5)
3. Thank you for all of your leadership efforts to emphasize the importance of diversity and inclusion. Our limitations on travel and conference attendance should not hinder these efforts. COMDT COGARD WASHINGTON DC 241401Z MAY 13/ALCOAST 233/13 reinforces the importance of participating in affinity group and outreach opportunities particularly at the local level. I encourage you to communicate your accomplishments and initiatives to your LDAC representatives and Leadership, Excellence, and Diversity Council members for inclusion in future OPTASK Diversity messages.

C. PROJECT KIMBALL II CONCLUSION

RADM W. D. Lee, Deputy for Operational Policy and Capabilities

1. This ALCOAST announces the conclusion of PROJECT KIMBALL II, a Post 9/11 Systematic Analysis of Boat Forces, and the availability of the team report on the Boat Forces Website.
2. BACKGROUND: PROJECT KIMBALL II was a systematic evaluation of the Coast Guards Boat Forces community and operating environment designed to identify changes necessary to support the next generation of performers operating boats with enhanced capabilities in a Post 9/11 era. The original PROJECT KIMBALL study was conducted prior to 9/11. Post 9/11, a dramatically different mission set was levied on Boat Forces, requiring the operation of new, faster, more complex boats (RB-S, SPC-LE, RB-M), MAW carriage, creation of Tactical and Pursuit Boat Crew competencies and centralized boat maintenance. This new study builds upon the foundation of the original PROJECT KIMBALL and recommends a plan of action for increasing proficiency in the Boat Forces community. The project was specifically chartered to conduct a Gap/Performance



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Analysis on the post 9/11 Boat Forces Mission requirements, employing Human Performance Technology (HPT) methodologies to identify gaps and propose recommended solutions to close those gaps. The study further assessed those gaps and provided a Cost/Benefit Analysis of the recommendations as well as a framework for a Plan of Action to address the gaps.

3. PROJECT KIMBALL II analyzed the work, worker and workplace of the 6,300 member Boat Forces community operating at our 245 Coast Guard Stations, Aids to Navigation Teams, and combined Station/Aids to Navigation Teams that operate more than 1,000 boats. The team surveyed nearly 2,000 boat forces professionals, including 94 percent of current Boat Forces senior enlisted leaders and reviewed over 150 Coast Guard publications and previous studies to identify challenges affecting proficiency, mission performance and professionalism in the fleet. Project Kimball II provided 79 recommendations to close identified gaps in organizational and individual performance levels.
4. The entire report is available on the Boat Forces Website for review at <http://cgweb.comdt.uscg.mil/G-RCB/ProjectKimball.htm>.
5. COMDT (CG-731) will lead the review of the recommendations and coordinate implementation. To date, 33 recommendations have either already been addressed or are actively being pursued by various programs.
6. Thank you to all who contributed to PROJECT KIMBALL II, especially those members of the Strategic Guidance Team and the Work Group for the hours they invested reviewing draft versions of the report and providing invaluable insight and operational expertise to the research team.

Senior Guidance team:

CAPT Tim Espinoza, COMDT (CG-731)	CAPT Mark Ogle, LANTAREA
CAPT Jerry Doherty, PACAREA	CAPT Gary Bruce, FORCECOM (FC-T)
CAPT John Ancellotti, COMDT (CG-13)	Mr John Bragaw, COMDT (CG-4)
Mr. Jeff Wheeler, COMDT (CG-731)	CDR Patricia Kutch, COMDT (CG-1B)
CDR Ben Smith, COMDT (CG-1)	CMC Terence Vanderwerf, COMDT (DCO)

Work Group members:

CAPT Robert Grassino, COMDT (CG-731)	Mr. George Borlase, COMDT (CG-1134)
CDR Tess Neumann, D13	CDR Mark Moland, COMDT (CG-731)
LCDR Michelle Watson, COMDT (CG-131)	LCDR Jonas Yang, COMDT (CG-1B1)
LCDR Lynda LeCrone, FORCECOM (FC-T)	LCDR Reginald Baird, D1
LCDR Josh Blocker, D8	LCDR Matt White, D9



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LCDR Robert Gardali, D14	LT Jason Mitchell, FORCECOM (FC-P)
CWO2 Arturo Howard, COMDT (CG-44)	CWO3 Jay Greiner, STA Barnegat Light
CWO2 Greg Babst, D8	BMCM John DiCave, BM RFMC
MKCM Edward Lewis, MK RFMC	BMCS Brent Zado, STA Siuslaw River
CMC Steven Cantrell, LANTAREA	CMC Leilani Cale Jones, PACAREA
MKCM Joseph Smith, COMDT (CG-45)	BMC Mark Coady, STA South Portland
BMCM Charles Lindsey, STA Marathon	BMCM Stephen Barr, D11
BMCM James Clemens, Joshua James Ancient Keeper	

7. 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 6,300 Coast Guard men and women at Boat Stations and Aids to Navigation Teams and indirectly impact thousands more who support them.

D. SITREP ONE: U.S. COAST GUARD MILITARY CAMPAIGN FOR SEXUAL ASSAULT PREVENTION AND RESPONSE

VADM Manson K. Brown, Deputy Commandant for Mission Support

1. This ALCOAST provides an update on our Service-wide commitment to eliminate sexual assault within the Coast Guard.
2. Commanders Intent: In “Commanders Intent - Campaign to Eliminate Sexual Assault From Our Coast Guard” - Issued by the Commandant on 28 May 13, ADM Papp launched our military campaign to eliminate sexual assault. He emphasized that sexual assault is a crime. He directed the Service to take proactive steps to establish an effective program of prevention, response, accountability of offenders and unqualified support of victims without stigma. He clearly articulated the expectation for every Coast Guardsman to display the same level of dedication and courage executing this intent that they would on a lifesaving mission. He tasked the Vice Commandant, VADM Currier, to personally oversee the execution of the Commanders Intent. He tasked the Deputy Commandant for Mission Support, VADM Brown, to serve as the Executive Agent for execution of Coast Guard Sexual Assault Prevention and Response Strategic Plan 2013-2017 - Issued in May 2013. It is the intent of senior leadership to force a change in our organizational culture so that sexual assault and the precursor behaviors that lead to such assaults are never tolerated and are eliminated from our Service. This must be an all-hands effort to ensure that we build and strengthen the bonds of mutual trust and respect among all of our shipmates to protect our people and execute our missions safely and effectively.



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3. Definition of Sexual Assault: As part of this campaign, every member of Team Coast Guard must clearly understand the definition of sexual assault. Sexual assault is defined as intentional sexual contact, characterized by the use of force, threats, intimidation, abuse of authority, or when the victim does not or cannot consent. Sexual assault includes rape, forcible sodomy, and other unwanted sexual contact that is aggravated, abusive, or wrongful, or attempts to commit these acts. Specific definitions of the elements of the sexual assault and sexual contact offenses are identified in Article 120 of the Uniform Code of Military Justice. Article 120 is very broad and covers a wide range of sexual offenses, including some that involve contact through clothing (i.e., grabbing and slapping) that some in our Service may inappropriately deem as acceptable, but are crimes. We must eliminate all of these behaviors.
4. Elements of the Coast Guard Campaign:
 - a. SAPR Military Campaign Office (MCO): On May 20, CAPT Rob Smith was assigned as the Coast Guard Director of the MCO, Coast Guard Headquarters. He and his team of six full-time staff are responsible for coordinating the timely and effective completion of all objectives contained in the SAPR Plan of Action and Milestones. In addition, we assigned a full-time liaison to DOD's Sexual Assault Prevention and Response Office to align our efforts with the joint military team.
 - b. SAPR Plan of Action and Milestones (POAM): The POAM is a document that contains over 50 action items that, when completed, will achieve the objectives set out in the Commanders Intent. The action items were drawn from the Strategic Plan and October 2012 SAPR Task Force Report. Action items are divided into four categories: Climate, Prevention, Response, and Accountability. Goals for each category are as follows:
 - 1) Climate - Create a culture intolerant of sexual assault or behaviors that enable it.
 - 2) Prevention - eliminate sexual assault in the Coast Guard through a foundation of a strong preventative culture.
 - 3) Response - Improve the availability and quality of response support for sexual assault victims, increase victim confidence, and eliminate the stigma associated with reporting.
 - 4) Accountability - Ensure those who commit sexual assaults are held accountable, improve capability and capacity for the reporting, investigation, and prosecution of sexual assaults, and evaluate leadership engagement in response to sexual assaults.



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- c. Sexual Assault Prevention Council SAPC: In January at the direction of the Vice Commandant, DCMS chartered the SAPC, a group of senior leaders tasked to coordinate Service-wide efforts and provide advice to the SAPR program. SAPC is assisting the MCO with execution of the POAM using three committees focused on Prevention and Advocacy, Investigation and Accountability, and Assessment.
 - d. Junior Council: Recognizing the need to engage our junior shipmates in this campaign, the Commandants Leadership Excellence and Diversity (LEAD) Council has established a Junior Council to collect information, ideas, and perspectives related to the topic of sexual assault using the network of existing Leadership and Diversity Advisory Councils (LDAC) throughout the Service.
5. What Every Member of Team Coast Guard Can Do:
- a. Be aware: Understand that sexual assault is a problem in our Service. Victims have two options when reporting a sexual assault: an unrestricted report, which initiates an official report to the command, or a restricted report, which is confidential. However, to maintain confidentiality, restricted reports must only be made to a Sexual Assault Response Coordinator, Family Advocacy Specialist, Victim Advocate, or a Health Care Provider. In Fiscal Year 2012, we experienced a total of 141 unrestricted and 15 restricted reports of sexual assault. To date in Fiscal Year 2013, we have experienced 120 unrestricted and 17 restricted reports of sexual assault. We expect these numbers to increase as we inspire more trust and confidence within the workforce that reports of sexual assault will be properly handled. Please note that researchers indicate that only about 20 percent of sexual assaults are actually reported.
 - b. Be current: Ensure that your mandated training on sexual assault prevention is up to date.
 - c. Be proactive: If you witness sexual harassment or other inappropriate behavior involving members of Team Coast Guard, whether in the workplace or off duty, it is your duty to correct the behavior on the spot or, as appropriate, report it to your supervisor or chain of command. Get involved and do not be a bystander. Eliminating sexual assault from the Coast Guard requires proactive leadership and vigilance from each of us.
 - d. Know where to get help: Know how to access available resources such as the Sexual Assault Response Coordinator SARC or your local unit Victims Advocate. Use or refer your shipmate to these critical resources as needed. All members of Team Coast Guard have access to the confidential and secure DOD Safe Hotline at 877-995-5247, or through CG SUPRT at 1-855-CGSUPRT (247-8778). In addition, we recently



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announced the release of the Coast Guard Health, Safety, and Work-Life (HSWL) Mobile Application, which contains information on CGSUPRT, Sexual Assault, and Work-Life Office POCs, including contact information for regional SARCs. Take care of yourself, your shipmates, and your family members.

- e. Share your ideas and concerns: We welcome your ideas and concerns because we recognize that eliminating sexual assault from our Service will require the collective effort of Team Coast Guard. Please submit your ideas to the MCO via email at SAPRProgram@uscg.mil or through your local LDAC.
 - f. Stay informed: Stay tuned for future Situation Reports SITREP and other announcements. More information about the campaign will be distributed through senior Coast Guard leaders, Commanding Officers, Officers-in-Charge, and the Chief Petty Officer network.
6. For additional information, please visit the CG SAPR Program Portal (Internal Coast Guard Only) at: <https://cgportal2.uscg.mil/units/dcms/sapr/> or via External Website at: www.uscg.mil/sapr. We will continue to add SAPR material to these sites as a means of keeping Team Coast Guard informed and engaged.

E. NMMA MEMBER TESTIFIES ON CAPITOL HILL REGARDING THE RENEWABLE FUEL STANDARD

Nicole Vasilaros, NMMA

Mark Riechers of Mercury Marine, testified before the Republican Study Committee, Energy Task Force on July 17, 2013 regarding the Renewable Fuel Standard. Riechers was joined by a panel of representatives from the Turkey Federation, National Association of Chain Restaurants and the American Fuel and Petrochemical Manufacturers.

Riechers discussed the development of the RFS and inherent flaws which mandates 36 billion gallons of renewable fuel by 2022, without regard to consumer demand or technology. He also helped to educate the members on NMMA's butanol fuel work and engine problems associated with E15 fuel.

F. CONGRESS TAKES ON OUTDATED RENEWABLE FUEL STANDARD

Nicole Vasilaros, NMMA

In 2005, Congress established the Renewable Fuel Standard (RFS) to promote the use of alternative biofuels in conjunction with traditional gasoline. The biofuel of choice quickly



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became ethanol, a corn-based alcohol. Then, in 2007, Congress expanded RFS, mandating that fuel suppliers blend higher concentrations of ethanol into the nation's gasoline and diesel supplies. The 2007 RFS update also included yearly benchmarks for ethanol expansion. Currently, most gasoline available is 10% ethanol, or E10. The RFS has mandated that 15% ethanol-content gasoline, or E15, begin entering the marketplace next year.

NMMA strongly opposes ethanol content higher than 10% due to ethanol's properties as an additive. Ethanol's corrosive, water-attracting properties have been shown to damage and destroy engine parts in marine equipment above 10% content. Lawn equipment and generators are also at considerable risk. But on June 20th, Senators John Barrasso (R-WY), Mark Pryor (D-AR) and Pat Toomey (R-PA) introduced "The Renewable Fuel Standard Repeal Act" ([S. 1195](#)), which would repeal the RFS and allow lawmakers to investigate less harmful alternatives to ethanol. "The Renewable Fuel Standard is fundamentally broken and beyond repair... Instead of delivering meaningful environmental benefits, it's driven up food and fuel costs for American families," said Sen. Barrasso. "When Congress enacts bad policy, the right response is to scrap it and start over."

The bill's sponsoring senators are continuing to work to gain support to scrap the RFS. Thanks to concerned voices in the marine industry, lawmakers are aware that E15 will cause major damage to engines, fuel systems, and fuel infrastructure nationwide if adopted.

G. HOW TO BEACH YOUR BOAT AND LEAVE AGAIN

Michael Vatalaro, BoatUS - Published: Summer 2013

Beaching, rather than anchoring, to swim or go ashore can be a great way to temporarily secure your boat, if you do it the right way. *In* many parts of the country, boaters gather on beaches and sandbars to swim and socialize. Beaching your boat to take part seems simple enough to do, but in order to make sure your boat is still there when you're ready to go, and still able to float at that time, it's important to take a few precautions.

1. Know Your Bottom

While most of the popular spots have sandy bottoms because it's comfortable for swimming, some places have soft mud or muck bottoms that can trap a boat in place, particularly on a falling tide. Remember every beach is different, and just because you've done this 100 times at your local sandy shore, it doesn't mean the one three miles downwind is the same. Stay alert to the terrain, waves, and weather, and act appropriately, including abandoning the plan and putting out an anchor, or moving on somewhere else if your gut and the elements say it's not safe.



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2. Know Thy Tide Chart

There is no surer way to meet your local TowBoatUS captain than by running up on a beach at high tide. By the same token, an incoming tide can lift a securely beached boat and carry it off, if you're not paying attention. And just because you boat on a lake or river system, don't think you're off the hook. Sudden changes in wind direction can push water away from a shore, or pile it up with the same result. Pop-up thunderstorms strand boats every year on both tidal and nontidal waters by quickly building up wind and wave action that drive boats ashore before their owners can move them to deeper water.

3. Come In SLOW

A lot of boaters seem to think they need momentum to push the boat up on the beach or sandbar. Coming in much faster than dead slow only guarantees the sand will scratch up the gelcoat on your keel that much more. A smarter approach is to only motor in to where the water is waist deep, turn off the engine, trim the motor or outdrive all the way up, and then have a crew member go over the side to walk the boat to the desired location with a bow line.

4. Park So You Can Leave Again

With a favorable (incoming) tide and a protected location with little or no wave or wake action, veteran sandbar enthusiasts will pull the boat inshore until the keel under the bow firmly nudges bottom, and then take the anchor to the beach or further inshore to provide tension to keep the keel against the sand. But this leaves the stern of the boat vulnerable to being swamped by wakes, or for wind or wave action to push the boat parallel to the beach. If the entire keel ends up resting on the sand, it can be difficult to get the boat back into deeper water.

A better method is to march the bow in till the water is just over your knees, and then spin the boat 180 degrees so that the bow faces out toward the deep water (larger boats will require more draft). You can then walk or swim an anchor out to deep water, AND deploy one or two stern anchors or sand spikes on the beach to keep the boat pointed the correct direction.



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5. Hear The Music

Wave action against the bow won't be an issue, and this has the added benefit of giving you and the crew easy access to the boat via the stern, and usually makes it easier to hear the stereo, too. When you are ready to go, pull up the stern anchors, get aboard, and pull the boat to deeper water using the anchor rode.

H. BACK AT THE RAMP

Pat Piper, BoatUS

Getting the boat back on the trailer is a matter of reversing what you did to get the boat into the water — with a few exceptions.

1. Drop the truck/trailer driver at the dock. This is a good time to allow crew members to get off the boat to use facilities. Make sure they stay away from the boat ramp traffic.
2. Tie up either outside of the dock or at the end of the dock so other boats can launch, or circle a short distance away while you wait for the trailer to be backed into position. Don't park your boat at the bottom of the ramp while you wait for the trailer if others are waiting to use the ramp.

TIP: If you back the trailer too far into the water, the boat will become misaligned on the trailer. This is a common complaint readers send to the BoatUS Trailing Guys and the answer is, almost always, the trailer is too far into the water.

3. When you see the trailer being backed down the boat ramp, move toward the end of the ramp to load the boat.
4. Bring the boat to the trailer while the driver of the tow vehicle blocks the tow vehicle wheels, unlocks the winch cable or strap, and moves into position on the trailer to connect it to the bow eye.

During this time, if you've left someone aboard, have them shut down the engine and raise the outboard or stern drive. Have a dockline ready to be thrown to the driver on the trailer. Then, if possible, get off the boat and assist with the retrieval where needed.



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5. Attach the winch strap or cable to the bow eye and crank the winch until the bow is snug to the trailer post. Attach the safety chain to the bow eye. Return to the tow vehicle, unblock the wheels, and proceed up the ramp. Don't stop at the top; keep going to a staging area away from traffic preparing to launch or retrieve.

TIP: Boat guides are a big help in lining the boat up with the trailer after returning to the ramp.

6. Here you want to secure the transom straps, tie-downs, and transom saver (if applicable); remove the drain plug; and load items from the boat into the tow vehicle. Inspect the boat for anything that can possibly blow away while on the road. Also take a few minutes to remove weeds or vegetation on the boat or trailer and if possible, give the boat a rinse to minimize the risk of moving invasive species. This is the time to lower the bimini and VHF antennae.
7. If you unplugged the trailer lights, this is the moment to plug them back in.

I. HOW TO WASH A TRAILER

Michael Vatalaro, BoatUS

1. A good rinse in fresh water protects your investment and helps defend against invasives. Ridding your boat of salt isn't the only reason to spray the hull and trailer. Aquatic nuisance species, also called "invasives," are a threat to lakes and rivers. In a sentence, these are plants, fish, and crustaceans that aren't native to your local waters but have taken up residence, anyway, disrupting food sources, out-competing native aquatic species, and clogging municipal water intakes. Depending on where you boat, you may have invasive species inspectors on duty at your local ramp. Many boat ramps in Minnesota have inspection stations and if an invasive is found, the boater is required to go through a "decontamination wash" with high-powered, hot water sprays to remove the "hitchhikers" as they are often called.
2. Inspect Everything. Take the anchor, anchor line, docklines, and other gear out of the boat. Spray thoroughly. Lake Havasu, Arizona, inspectors say a majority of the small snails/mussels on trailer boats are found here.



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3. Leave The Critters Behind. Live wells with water from a lake need to be emptied back into the same lake. Don't transport live well water from one body of water to another.
4. Get Spraying. Spray the trailer, the outdrives of the engine, prop, intakes, bilge, trim tabs, and docklines.

TIP: Put a sprinkler under the trailer while doing a wash-down. It can reach hard-to-find places.

5. Give Your Brakes a Break. If your trailer has drum brakes, it makes sense to invest in a flush kit (it attaches to the brake cluster backing plate) that has a connection for your garden hose. There are flush kits for disc brakes, too, but most are for use with drum. If you don't have a flush kit, spray the trailer hub (the brakes are there) with the garden hose.

Flush your outboard, too, using muffs and a garden hose.

TIP: Stainless steel will rust, but a higher grade, called stainless 316, will corrode slower than stainless 304. Most marine stores sell stainless 316 or 304 so be sure to check the label on the part.

6. Shake The Salt Out. Rinsing your trailer and boat after a day on the water is important. Saltwater will corrode metal parts faster than freshwater, so even if you have an aluminum trailer that was bought because it won't corrode, inspect fixtures (bolts, nuts, or hangers for leaf springs) that may not be aluminum.

This is true if your trailer frame is hot-dipped galvanized steel, too. Any small nick on the trailer frame opens the door to corrosion, even in freshwater. It's important to inspect the frame from time to time.

Some boaters will stop at a car wash on the way home from the boat ramp and make use of a handheld sprayer to get rid of salt and grime. Otherwise, it can be done at home so long as it's done within a few hours of leaving the boat ramp.



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

Federal Boating News

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

Over 28 years ago BoatUS championed the concept of using excise taxes already paid by boaters and anglers to fund boating safety education and enforcement, build public boat launching ramps, install sewage pumpout facilities and improve fisheries conservation. What was known for years as the Wallop-Breaux Trust Fund collects the taxes paid on motorboat fuel and fishing tackle and generates about \$650 million annually, most of which goes back to the states to support boating and fishing.

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

K. MARINE SAFETY INFORMATION BULLETIN

Commandant MSIB Number: 020/13 - Mr. Paul Large

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

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



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

L. MARINE SAFETY INFORMATION BULLETIN - TERMINATION OF RADIOTELEPHONE MEDIUM FREQUENCY (MF) 2182 KHZ WATCHKEEPING, 2187.5 KHZ DSC GUARD AND 2670 KHZ BROADCASTS

Commandant MSIB Number: 022/13, Mr. Larry Solomon

Today the U.S. Coast Guard (USCG) published a Federal Register notice announcing that it will no longer maintain a watch on 2182 kHz, will no longer guard the Digital Selective Calling (DSC) channel 2187.5 kHz, and will no longer transmit Marine Information Broadcasts on 2670 kHz.

The minimal use of these channels by mariners for distress and safety coupled with antenna site deterioration, costly upkeep, and extensive maintenance required to support the MF system have led to a Coast Guard decision to terminate the MF services. Mariners should either: tune their existing high frequency (HF) radios to other Global Maritime Distress and Safety System (GMDSS) radiotelephone distress frequencies the Coast Guard guards (4125, 6215, 8291 or 12290 kHz voice); use satellite - based communication for EPIRB and voice communications; or use HF radios equipped with DSC . The information in the 2670 kHz broadcasts (weather forecasts and warnings, Notice to Mariners, and urgent marine information broadcasts) will continue to be available from other broadcast sources (e.g., SafetyNet, NAVTEX, HF) and online. The Coast Guard urges mariners to use these other alternatives to the MF channels for distress calls, DSC calls and information broadcasts.

The notice may be reviewed at <http://www.regulations.gov>, docket number: USCG-2013-0521.



DEPARTMENT OF HOMELAND SECURITY

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

M. MARINE SAFETY INFORMATION BULLETIN - U.S. COAST GUARD ANNOUNCES PUBLICATION OF PROPOSED RULE FOR UNINSPECTED COMMERCIAL BARGES.

Commandant MSIB Number: 024/13 U.S. Coast Guard, Mr. Martin Jackson

The U.S. Coast Guard announces the publication in the Federal Register of the Lifesaving Devices – Uninspected Commercial Barges and Sailing Vessels notice of proposed rulemaking. Through this rulemaking the Coast Guard is proposing to amend Title 46 of the Code of Federal Regulations (CFR) to align with section 619 of the 2010 Coast Guard Authorization Act, which brought uninspected commercial barges and sailing vessels that do not carry passengers for hire within the scope of a statute that requires the Department of Homeland Security to regulate lifesaving devices on uninspected vessels. The effect of this proposed rule would be to require all uninspected vessel operators, including the operators of barges and sailing vessels, to either keep personal flotation devices (PFDs) on board for all personnel or ensure that personnel don PFDs and keep them on while on board. The NPRM and related materials may be reviewed online at <http://www.regulations.gov>, docket number: USCG-2012-0919.