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WebWatch

Division 8, 5NR

May 2011

A. PUBLIC AFFAIRS STANDARDIZATION UPDATE - QUALITY CONTROL STANDARDS

RDML Karl Schultz, Director, Governmental and Public Affairs

1. As part of the Public Affairs Program efforts to standardize work processes, this ALCOAST establishes quality standards for Public Affairs products.
2. To help ensure Coast Guard Public Affairs Specialists (PAS), Public Affairs Officers (PAOS) and the products they produce are perceived by the media and the public as the best, credible source of Coast Guard information, quality standards have been established to provide an objective metric to measure the quality of Public Affairs products created by District Public Affairs Offices, their detachments and Unit Public Affairs Officers.
3. District PAOS, Pier Site Administrators, and social Media Site Authors and Administrators shall develop and implement a quality control process for their Public Affairs products that best fits their unit's work processes. The goal of this standardization initiative is to maintain the level of communication excellence for which our program is known. As the standards and evaluation processes discussed below are used, best practices will emerge and inform future process standardization. For now, the tried and true axiom of two sets of trained and qualified eyes for every release is a good best practice that can easily be implemented. Additional tools and a checklist will be made available on the CG Portal.
4. District PAOS, additional Pier Site Administrators, and Social Media Site Authors and Administrators should consider limiting release authority to only those personnel who have demonstrated the ability to consistently issue products of the highest quality. It should be noted that Duty Public Affairs Watchstanders may have attained the skills necessary to stand watch but may still be developing the writing and editing skills necessary to consistently produce high quality Public Affairs materials. Qualification of Public Affairs Specialists For Watchstanding does not necessitate granting Pier or Social Media release authority.
5. Coast Guard District Public Affairs Officers, Administrators of Unique Pier Sites (e.g. PIAT, TRACEN Cape May, Headquarters, etc.) and administrators of

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- official social media sites are ultimately responsible for the quality of work published online. This includes releases generated by non-public affairs personnel, unit PAOS or other sources. District PAOS shall ensure that products issued via Pier and official social media sites are of high quality. An error rate that exceeds 30 percent for any given sampling will be used to identify offices that have failed to implement an adequate quality control process. Error rate, for this purpose, is defined as the number of releases or posts with errors, divided by the total number of releases or posts in the sample. An error includes any error in fact, grammar, spelling or format. Inaccurate cutlines, broken or incorrect weblinks or any failure to comply with the AP stylebook or Coast Guard Public Affairs Stylebook, as applicable, are also defined as errors.
6. COMDT (CG-09222) will monitor content posted To Coast Guard Pier and Social Media sites and will detail the results of sampling for quality control via a quarterly report. This report will be made available to COMDT (CG-0922) and the LANTAREA and PACAREA Public Affairs Officers who will in turn provide appropriate feedback to District PAOS.
 7. The Coast Guard Public Affairs Standardization Team continues to work on products in media relations, administration, community relations, social media, training and operations. As initiatives complete beta testing and review, they will be announced through future ALCOASTS.
 8. Guidance contained in this ALCOAST shall be incorporated in the next change to The Public Affairs Manual.

B. NATIONAL CHILD ABUSE PREVENTION MONTH

CAPT Donald E. Culkin, Jr, Acting Director Of Health, Safety and Work-Life

1. April is National Child Abuse Prevention Month. This year, as we observe the "Year of the Coast Guard Family," we renew our commitment to preventing child abuse and neglect by promoting healthy families and protecting children.
2. In the 2011 Presidential Proclamation for National Child Abuse Prevention Month, President Obama noted that although a strong family unit is the best deterrent to child abuse, effectively intervening in the lives of children threatened by abuse is a shared responsibility. It is the responsibility of all Coast Guard personnel to create a protective environment for our young people.



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3. According to the Centers For Disease Control and Prevention, child maltreatment is a significant public health problem in the United States. Most cases are not reported and child maltreatment remains a largely hidden problem.
4. Short-term physical child abuse injuries include cuts, bruises, burns, and broken bones. Not all injuries that result from child maltreatment are visible. Abuse and neglect can have a lasting emotional impact as well. Childrens' experiences are defined through their relationships with parents, teachers, and other caregivers. Healthy relationships act as a buffer against adverse childhood experiences. They are necessary to ensure the long-term physical and emotional well-being of children.
5. Shaken Baby Syndrome (SBS), a form of abusive head trauma and inflicted traumatic brain injury, is a preventable and severe form of physical child abuse. It results from violently shaking an infant by the shoulders, arms, or legs. SBS is a leading cause of child abuse deaths in the United States. Babies (newborn to 4 months) are at greatest risk of injury from shaking. Inconsolable crying is a primary trigger for shaking a baby. Parents, caregivers and bystanders should be aware that crying is normal for babies. Crying is one way babies communicate. Babies cry most between 2 and 4 months and crying generally lessens by about 5 months. You are not a bad parent if your baby continues to cry after you have done all you can to calm your baby. Remember, this will get better.
6. The CG Family Advocacy Program (FAP) assists commands with these complex issues, helps families protect their children, and ensures proper prevention and treatment resources are available for victims, families, individual members and alleged offenders. FAP employs Family Advocacy Specialists (FAS) Coast Guard-wide for the specific purpose of managing incidents of family violence. I encourage each of you to raise your level of awareness by learning more about child abuse. The following website is an excellent resource: www.childwelfare.gov.
7. Key to the protection of our children is a strong partnership between the FAS and Commanding Officers and Officers In Charge. This requires Commanding Officers and Officers-In-Charge of all units to promptly report all allegations of child abuse and neglect to the FAS at their servicing Health, Safety and Work-Life Regional Practice Offices (HSWL RP). The FAS at each HSWL RP can provide training opportunities and resource materials on indicators of child abuse and neglect. I encourage all commands to contact their FAS and avail themselves of these resources.



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C. ALCOHOL AWARENESS

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

1. During April, numerous national agencies and organizations focus on alcohol awareness and the coast guard is no exception. This ALCOAST provides information regarding concerns about alcohol use and abuse and guidance on resources available to assist units and individuals in addressing these issues is provided.
2. Centers of disease control and prevention state that 95 percent of those who have a problem with alcohol do not realize it. Heavy drinking and binge drinking is alcohol abuse. The 2008 Coast Guard Health Related Behavior Study (HRBS) revealed that 49 percent of our members binge drink and 18 percent drink heavily. Heavy drinking is defined as five or more drinks in one situation for males and four or more drinks for females.
3. Many people believe that they can "handle their liquor," but the facts prove otherwise. Twenty percent of those members in the heavy drinking group have experienced at least one serious consequence (as defined in the HRBS) in the past year as a result of drinking. These consequences include personnel not being promoted, having marks lowered on performance evaluations, or being arrested. Heavy drinkers are six times more likely than a moderate drinker to experience a serious consequence. Heavy drinkers are also eleven times more likely to experience productivity loss (e.g., being hurt on the job, missing work, having to leave work early) compared to light drinkers. By far, alcohol is the number one reason for civil arrest and discharge from the coast guard. Even though coast guard civil arrest data shows a 24 percent decrease in the amount of arrests for driving under the influence from 2000 to 2010, there are still far too many occurrences.
4. CG personnel should take time to "rethink their drinking" and their use of alcohol by considering these facts and suggestions:
 - a. Consume a non-alcoholic beverage. Soda, orange juice or tonic looks the same with or without alcohol. Keep your glass or bottle half full. Come late, leave early. Give yourself permission to leave when you feel tempted to over-indulge or if you feel "at risk." simply stated, do not drink. One out of five cg members abstains from alcohol by choice.
 - b. If you do drink, limit yourself to only one or two drinks. However, regardless of your body size or gender, understand that two drinks begins to turn off that part of your brain where judgment resides.

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- c. At three drinks your brain chemistry has changed and you have reached your limit. At this point, the probability of having a fourth, a fifth, and more, goes up dramatically. You are now in the harmful and hazardous drinking range and have placed yourself at risk.
 - d. Never drink and drive.
 5. COMDT (CG-11) continues to improve alcohol awareness, education, and treatment:
 - a. Command Drug And Alcohol Representative (CDAR) training classes have been revised. This year, we will increase the number of new CDARs in the field by two hundred and twenty. Call CWO Dennis Rangel at 757-628-4369 for dates and locations to receive this training.
 - b. The substance abuse program has transitioned from the e-alcohol database to the Worklife Information Management System (WIMS) to better manage and process alcohol cases. Working with the CDAR, the saps will enter the incident information received from the CDAR into WIMS to track outcome and treatment plan results.
 6. Finally, the Commandant has designated 2011 as "The Year of the Coast Guard Family." Family members protect each other from all forms of over indulgence and risky behaviors. Family members also do not drive drunk or let members of their families get into cars or on motorcycles where the driver is impaired. Don't let your guard down. Protect your family. Be a good shipmate.

D. SITREP THREE: STEADY THE SERVICE - MISSION SUPPORT

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

1. I am pleased to announce that today Rear Admiral Gromlich reported as The Director of Operational Logistics (DOL), assuming responsibility for mission support logistics during contingency operations and supervision of the future bases as they are established. DOL is expected to reach Full Operating Capability (FOC) before the end of fy12. Base Seattle, which was established in Nov, currently reports to the DOL. The DOL will continue to build capability incrementally with increasing responsibility for delivering mission support logistics during steady state as future bases are established.



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2. This initial operating capability milestone also marks the shift of operational logistics functions from the DCMS staff at CGHQ to the DOL.
 - a. Logistics Integration Division (DCMS-53) functions shift to the Office of Contingency and Deployable Operations (DOL-4) where it will maintain a National Level Logistics Common Operation Picture (COP). DOL-4 is primarily responsible for contingency planning, support policy development, providing logistics integration services throughout the Coast Guard, and organizing logistical requirements for all deployed assets. DOL-42/43 will serve as the on-site representative for LANTAREA and PACAREA until area-4 detached duty staff is resourced at FOC.
 - b. DOL-41 stands a 24/7 DCMS logistics watch in the LANTAREA Command Center serving as the primary POC for all after hours DCMS logistics issues. The DCMS watch should be copied on all CASREP, LOGREQ, after action reports, and Port Visit Messages.
3. DOL-3 is responsible for Command, Control and Operational Coordination of bases as they are established. It ensures each base executes their requisite mission sets as directed by each logistics and service centers technical authority.
4. Our primary, collective goal in establishing the DOL and bases is to provide optimal support to operations. We will continue to honor obligations to notify our union partners throughout this implementation process.
5. Progress will be reported in future SITREPS. SITREP One announced the capabilities of the DOL. SITREP Two announced the establishment of Base Seattle. More information on MS 2.0 is available on the CG Portal DCMS Unit page and in the updated mission support handbook at <https://cgportal.uscg.mil/ctl/ikp9qw>.
6. The establishment of the DOL represents a major step forward on our journey toward optimized mission support of our operational partners. Whether during normal ops or in a contingency, the DOL will improve coordination and communication with key operational commanders resulting in enhanced mission support.



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E. DADT UNIT POLICY UPDATE REQUIREMENT

RADM Ronald T. Hewitt, Assistant Commandant for Human Resources

1. In preparation for repeal of 10 USC 654, the law commonly referred to as don't Ask, Don't Tell, all CG Units, Districts and Areas shall conduct a review of existing unit policies, manuals, instructions and Standard Operating Procedures (SOP) to remove references to the repealed law and to ensure sexual orientation neutral language. In those documents that require revisions or updates, commanders should be prepared to promulgate changes within 30 days of notification by COMDT (CG-1). This notification will be announced via ALCOAST.
2. The following general guidance applies for this unit policy, manual, instruction and SOP review. Once the repeal is implemented:
 - a. Sexual orientation will no longer be a basis for separation.
 - b. Sexual orientation will no longer constitute a basis to initiate a homosexual conduct fact-finding inquiry. This does not impact a Commanding Officers or Civil Rights Service Providers authority to attempt resolution of complaints of discrimination or harassment based on sexual orientation.
 - c. Existing standards of conduct will continue to apply uniformly, irrespective of sexual orientation.
 - d. No Coast Guard member may request, collect or maintain information about the sexual orientation of other service members, except when it is an essential part of an otherwise appropriate investigation or official action.
3. All Tier 1 and Tier 2 personnel are reminded to complete the DADT computer based training module on the e-learning portal prior to 15 May 11. Tier 2 members are reminded to schedule their units Tier 3 all-hands as soon as practicable. Tier 3 training should be completed NLT 30 Jun 11. If you have specific questions regarding the training, the FORCECOM CG RIT SME is available for questions at uscgdadttraining@uscg.mil.
4. COMDT (CG-1221) staff is available for commands currently updating unit instructions, manuals, or SOPs when considering changes as a result of DADT repeal.



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F. USCGC SMILAX (WLIC 315) QUEEN OF THE FLEET

ADM Bob Papp, Commandant and Gold Ancient Mariner

1. Today, at a ceremony in Atlantic Beach, NC, the Cutter *SMILAX* relieved the watch as Queen of the Fleet. Commissioned on 01 Nov 1944, *SMILAX* is now the oldest commissioned cutter in the Coast Guard fleet. *SMILAX* assumes this designation from CGC *ACUSHNET*, who was decommissioned on 10 Mar 2011.
2. *SMILAX* was built at the Dubuque Boat And Boiler Works In Dubuque, IA, more than 66 years ago at a cost of just under 200,000 dollars. At the time, World War II raged in both the European and Pacific Theaters, Franklin Roosevelt was president and gasoline was roughly fifteen cents a gallon. A lot has changed since then, but the one constant has been the care and devotion of *SMILAX*'s past and present crews who kept her shipshape in Bristol fashion.
3. *SMILAX* is currently responsible for maintaining 1,226 fixed aids to navigation and 26 floating aids to navigation throughout the outer Banks of North Carolina. In earlier years, she performed similar duties while stationed in Fort Pierce, FL, from 1944 to 1954, New Smyrna Beach, FL, from 1955 to 1965, and Brunswick, Ga, from 1966 to 1999.
4. In conjunction with designation as Queen Of The Fleet, *SMILAX* becomes the only ship in the fleet to have gold hull numbers. With her gilded hull numbers, *SMILAX* joins a small and historical group of cutters that previously held the title of Queen of the Fleet, including: the Revenue Cutter *MCCULLOCH*, CGC *CAMPBELL* (WHEC-32), CGC *INGHAM* (WPG 35), CGC *FIR* (WLM 212), CGC *STORIS* (WMEC 38), AND CGC *ACUSHNET* (WMEC 167).
5. Congratulations to *SMILAX* and her crews, and *Bravo Zulu*.

G. FY 2011 FULL-YEAR CONTINUING APPROPRIATIONS ACT

RDML K. A. Taylor, Assistant Commandant for Resources/Chief Financial Officer

1. Congress has passed, and the president has signed a FY 2011 Continuing Resolution (CR) providing full-year funding to the Coast Guard. All military and civilian personnel should report for duty as normal. Budget execution guidance will be provided SEPCOR once specific funding targets are authorized by the Office of Management and Budget and the Department of Homeland Security.
2. The FY 2011 Financial Management Operations Plan (FMOP) that establishes budget execution guidelines will also provide detail on the distribution of funds

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for all Coast Guard appropriations. The FMOP will be released upon approval via SEPCOR to all headquarters directorate resource management offices for further distribution as necessary.

3. Emergent needs prior to the distribution of full year budget authority should be routed up the appropriate chain of command.

H. RELIEF AND RECONSTRUCTION EFFORTS FOR VICTIMS OF THE JAPANESE EARTHQUAKE AND TSUNAMI

Curtis B. Odom, Director of Personnel Management

1. The Office of Personnel Management (OPM) is authorizing a special solicitation of Federal Employees at the Workplace to facilitate relief and reconstruction efforts for victims of a devastating 9.0 earthquake and follow-on tsunami which struck Japan on March 2011.
2. The U.S. Agency for International Developments (USAID) advised and, OPM Director, John Berry, recommends cash contributions as the most effective way to provide relief assistance and support the funding of ongoing reconstruction efforts in Japan.
3. Federal employees are authorized to make one-time, cash or check donations, outside of the normal Combined Federal Campaign (CFC) procedures. On its website at www.usaid.gov USAID provides a list of relief organizations, which can be selected to receive the donations. Details about these organizations, and other related information, can also be found on the USAID website.
4. Since this special solicitation is outside of the CFC, donations cannot be made via payroll deduction. Employees may also contribute directly to the charities involved in the relief efforts, regardless of whether they are CFC participants. All special solicitation activities must end by 31 July 2011.

I. 2011 NATIONAL IMAGE, INC. MERITORIOUS SERVICE AWARD WINNERS

CAPT Eku Faux, Deputy Director, Civil Rights Directorate

1. It is a great pleasure to announce that Lt Yamaris Barril from the Ninth Coast Guard District and Mr. Jose Velazquez from the Coast Guard Personnel Service Command are the recipients of the 2011 National Image Meritorious Service Award. Both Lt Barril and Mr. Velazquez have demonstrated a strong



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- commitment to the Coast Guards Civil Rights Program by promoting diversity, equal opportunity and working in the Hispanic community.
2. Lt Barril worked tirelessly to promote the tenets of civil rights, equal opportunity and human relations, and also provided a positive understanding of the armed forces among and between women, minorities, and members of the civilian population. Lt Barril spearheaded innovative efforts linking the Human Relations Council, Association Of Naval Services Officers (ANSO), and the special emphasis program. She also improved the visibility of all three organizations, which resulted in an outstanding Hispanic heritage event and assistance to local families in need. Through the partnership in education program, Lt Barril volunteered significant time working with underprivileged students and participated in the Science, Technology, Engineering And Mathematics (STEM) programs at local schools to highlight opportunities in these fields. Well over 800 local students, civilians and active duty members have been positively impacted by her efforts promoting civil rights, equal opportunity and human relations.
 3. Mr. Velazquez has distinguished himself in the Hispanic community. He has made unprecedented contributions to enhance the readiness of the CG by fostering equal opportunity, equal employment, and positive human relations through education, training and community outreach. Mr. Velazquez has been instrumental in officer recruitment by supporting and mentoring junior enlisted Hispanic members applying for officer programs. He has performed a pivotal role in the Coast Guard and Navy voluntary education programs, supporting not only Hispanics but all service members and their families. Mr. Velazquez has made significant contributions to this country, the Coast Guard, the Navy as well as to the advancement of Hispanic Americans.
 4. The large and very competitive candidate pool made the selection process difficult but exciting. All candidates are commended for their gallant efforts in promoting diversity and civil rights.
 5. Lt Barril And Mr. Velazquez will receive their awards at the 39th Annual Training Conference and Exposition, at The Renaissance Orlando At Sea World, Orlando, Fl on 28 April 2011.

J. INTRODUCING SERVICE LINES, OUR NEW MISSION SUPPORT MAGAZINE VADM J. P. Currier, Deputy Commandant for Mission Support

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1. It is my distinct privilege to introduce the inaugural issue of *SERVICE LINES*, our quarterly magazine for the mission support organization.
2. We have crafted the magazine to offer transparency across the Coast Guard enterprise, so that everyone, from the deck plate to the top levels of the organization, has visibility on our efforts as we evolve into a more capable, efficient and sustainable mission support provider. Through news articles, columns and feature stories, service lines will provide insights into mission support activities and accomplishments around the Coast Guard.
3. In the spirit of sound resource stewardship, the magazine will be primarily distributed over the web, with a limited print run for the first two issues. Over the longer term, our goal is to migrate to a more dynamic, online-only medium. You can find the inaugural issue of *SERVICE LINES* here:
<http://www.uscg.mil/missionsupport/servicelines.asp>
4. The format and content of the magazine are still works in progress, and we welcome your feedback and suggestions as we fine-tune the publication to make it as informative and engaging as we can for our readers. We also welcome your responses and reactions to the stories you read within, which we may publish in future issues. Send your comments to: servicelines@uscg.mil
5. Please distribute widely, we hope this forum better informs you of our efforts to modernize mission support while highlighting the tireless efforts put forth to best support the operational commander.

K. EARTH DAY 2011-COAST GUARD LEADERSHIP

RADM T. P. Ostebo, Assistant Commandant For Engineering and Logistics

1. As the Coast Guard Senior Sustainability Officer, I encourage all Coast Guard personnel to make this forty-first earth day an opportunity to lead in raising awareness and inspiring action for a sustainable environment.
2. With increased energy costs, national security concerns over dependence on foreign energy sources, and the threat of global climate change, our duty to protect the marine and coastal ecosystem has never been clearer. As a result, major initiatives have been undertaken within the Coast Guard to mitigate greenhouse gas (GHG) emissions and pollutants that result from Coast Guard activities. Together, we are achieving the goal of preserving our natural environment for future generations.

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3. Earth Day is celebrated on 22 April. Coast Guard units and commands should use this occasion to lead in environmental awareness and community outreach. As part of that responsibility we must increase our recycling efforts (since landfills emit greenhouse gases), adopt further green procurement practices, and seek alternative and renewable energy applications both ashore and at sea. From units and individuals. I applaud your leadership and the many efforts being made to achieve these goals.
4. I offer a few suggestions as you look for more ways to lead your unit and community efforts: electronics reuse and recycling opportunities, energy efficient lighting projects, local cleanup drives, carpool or bike to work programs or events. Also please help promote Coast Guard sustainability efforts by sharing information, raising awareness and getting involved. I encourage you to visit the link at: <http://cgportal.uscg.mil/lotus/myquicker/coast-guard-energy-program>.

L. PROJECT TRACKLINE - STRENGTHENING CG WATERWAYS MANAGEMENT (WWM)

Mr. Dana Goward, Director, Marine Transportation Systems Management

1. The tremendous importance of the work done by waterways management staffs has been a recurring theme in my discussions with Sector and District Commanders over the last year. Another theme has been a concern that these staffs are not sufficiently supported with policy, job aids, training, and, for military members, clear career paths/opportunities within the prevention, afloat, and other professional communities.
2. We must do better. I have tasked Mr. Rajiv Khandpur, COMDT (CG-552) and his policy staff led by Mr. Dennis Holland to undertake Project Trackline, a comprehensive approach to remedy these shortfalls. Their efforts will be in three major areas: program structure, people, and leadership.
 - a. Program structure: Coast Guard WWM is a complex endeavor. It includes ATON, ice operations, bridge administration, VTS, coastal and marine spatial planning, and a host of port management activities and authorities. Project Trackline will define the missions and activities, fully describe the world of work, including who does the work and in what parts of the organization, and determine how this all fits the modern Coast Guard.
 - b. People: we will work in concert with CG-7 to provide clear, realistic career guidance and opportunities for members assigned WWM duties, especially at

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the Sector level. We will determine if there are sufficient billets at appropriate grades and work within the prevention community to address any gaps, identify experience, expertise, and other criteria needed for success in WWM positions, identify and fill training and qualification requirements including an updated PQS and formal training.

- c. Leadership: this will include a policy architecture that matches the world of work and that will be updated and developed incrementally, but steadily. Marine event permitting, limited access areas, and abandoned vessels are just a few of the areas in which updated or new policies or tools are required. It also means CG-55 representing and supporting the field at the HQ level, and ensuring you have the tools you need, such as a WWM module in MISLE 5.0, to do your work.
3. I need your help and advice on how to proceed and how we are doing as we go. I have established a Project Trackline CG Portal site at:
<https://cgportal.uscg.mil/lotus/myquickcr/cg--5521-ocean-and-transportation-policy/welcome> and a collective e-mail address cg552@uscg.mil so that you can see where we are, and easily provide me and the project staff your insights. The Project Trackline staff is also listed below so you can contact them directly.

M. SAFE HELPLINE FOR VICTIMS OF SEXUAL ASSAULT

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

1. Victim support is a key component of the Department of Defense (DOD) and Coast Guard Sexual Assault Prevention and Response Policy. As part of victim care, the DOD launched the Safe Helpline on 1 April 2011 as a new crisis support service for adult service members of the DOD community, including the Coast Guard, affected by sexual assault. The Safe Helpline provides live, one-on-one expert advice and information worldwide. Available 24/7, users can click, call, or text for anonymous and confidential support.
2. The goal of the Safe Helpline is to provide additional channels for adult service members of the DOD and Coast Guard to receive assistance and support securely and anonymously. The second goal is to increase the likelihood of victims reporting. Research indicates that when victims receive timely and appropriate care they begin to have confidence in the military response system, which increases the likelihood that they will report the assault to law enforcement. Underreporting poses a serious challenge to military readiness as the potential costs and consequences of sexual assault are extremely high.

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3. The Safe Helpline is owned by the Department of Defense and operated by the non-profit Rape, Abuse and Incest National Network (RAINN), the nations largest anti-sexual violence organization. Safe Helpline staff has been trained on the unique needs of those living and working in the armed services and are also knowledgeable on resources available world-wide.
4. Users have three options for receiving support:
 - a. Click. Logging on to www.safehelpline.org allows users to receive live, one-on-one confidential help with a trained professional through a secure instant messaging format. The website also provides vital information about recovering from and reporting sexual assault.
 - b. Call. Calling the Safe Helpline hotline at 877-995-5247 allows users to speak with trained staff for personalized advice and support. Safe Helpline staff can also transfer callers to their area Sexual Assault Response Coordinators (SARC) at every work-life regional office throughout the Coast Guard, as well as civilian rape crisis centers and the suicide prevention lifeline.
 - c. Text. Texting their location to 55-247 inside the United States and 202-470-5546 outside the United States allows users to receive automated contact information for a nearby SARC.
5. Services provided by the Safe Helpline are available to adult active duty and reserve members.
6. Civilians and family members affected by sexual assault may receive equivalent services through the RAINN-operated national sexual assault hotline at 1-800-656-hope or online at www.rainn.org.

N. RESULTS OF PHOTO CONTEST

RDML Karl L. Schultz, Director of Governmental and Public Affairs

1. Results of the Coast Guard 2010 Photo Contest were recently announced. Over 600 photos were submitted by Coast Guard personnel. Thank you to all that participated in submitting the more than 600 photos and congratulations to the winners.



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2. In the Non-Public Affairs Specialist Category:
 - a. First Place: MEC Carl Shipley, MSST Hono 91107, Title: Vertical Insertion at Sunset During RIMPAC.
 - b. Second Place: ME3 Thomas Hartung, MSST LA/LB 91103, Title: RBS Tactics.
 - c. Third Place: LT Todd Vorenkamp, Air STA Humboldt Bay, Title: Helo Hover During Surf Training.
3. In The Public Affairs Specialist Category:
 - a. First Place: PA2 Patrick Kelley, Title: Burning DWH Wellhead Gas.
 - b. Second Place: PA3 Cory Mendenhall, Title: PSU 311 Cold Water Training.
 - c. Third Place: PA2 Henry Dunphy, Title: Newborn MEDIVAC in San Diego.
4. Two of the three Honorable Mentions were submitted by Auxiliarists, namely:
 - a. June Wingert of Flotilla 69 / D8-Coastal Region (photo title: Into the Fog on Clear Lake),
 - b. Stephen Lee of Flotilla 12-4 / D11-Southern Region (photo title: Auxiliary Helo Op Training).
5. In addition to this photo contest, Coast Guard Compass conducted a People's Choice contest. The winners from this contest were:
 - a. First Place: MEC Carl Shipley, MSST Hono 91107, Title: Vertical Insertion At Sunset During RIMPAC.
 - b. Second Place: BM2 William Parkinson, Air STA Sitka, Title: Hoist Training Mt Edgecumbe
 - c. Third Place: SN Joseph Puterbaugh, CGC Valiant, Title: Helo Tie-Down Crew.
6. The winning photographs can be seen on the Coast Guard Video and Imagery database <http://cgvi.uscg.mil/media/main.php>
7. Submitted photos including some of the winners were published in the 2011 posture statement and 2010 performance report. Additional photos may be used in the next edition of Coast Guard Outlook. Also, all submissions were forwarded to CG Recruiting Command for possible use in their external engagement products.

O. AVOIDING COSTLY BOATING MISTAKES

David Seidman, Boating Magazine

Admit it. You take a certain pleasure when you hear about another boater's misfortune. You feel smarter and somehow superior. And that's ok; we all do. But remember that not learning from the mistakes of others is just plain dumb. Here are

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some screw-ups from the files of the Coast Guard. The names have been changed to protect the innocent — just make sure you don't join their ranks one day!



- **Blinded by Science - San Juan Islands, Washington**

“I'd just installed a new electronic chart, totally up to date; the chart plotter said we were far off and in deep water.”

Problem: Cold, rainy and almost no visibility. Just another night passage for Mark in his 42-foot motoryacht through waters littered with islands swept by strong currents. It's too nasty to stand watch outside, plus he's alone and can't leave the helm, so Mark puts his faith in the chart plotter — which in turn puts him on the rocks. Afterwards it was found that he was unknowingly dealing with a navigational error of more than 450 feet.

Prevention: Navigating with GPS is not always as accurate as it seems. Set one down so it is not moving and just watch the readings keep changing. According to the U.S. Department of Defense, which maintains the system, the GPS signals we get should be accurate to within 50 feet 95 percent of the time, while the other 5 percent can be out as much as 300 feet. In practice, however, the average tends to be around 30 feet. To improve on this, WAAS (wide area augmentation system) brings it to an official 23 feet for 95 percent of the time but seems to average closer to 10 feet.



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All very good, but what about the chart the GPS is putting you on? Until the mid 1990s, in pre-satellite times, NOAA's general requirement was for position accuracy on a typical coastal chart to be around 30 yards. While charts are constantly being updated using modern electronics to provide greater accuracy, it's a slow process.

In Mark's case the position of the tiny island he hit was from an old survey, accurate to only 160 feet. Plus, three of the four visible satellites (ones above the horizon that the receiver can use) were almost in a straight line, giving a poor fix. For optimum accuracy you want the satellites to be spread out all around you. To check, look at the unit's satellite page to see where the satellites are and the EPE (estimated position error) display.

When navigating in a channel the Coast Guard likes to have an accuracy of 15 feet or better, which is not always possible. That's why when things get tight it's time to take your eyes off the screen and start keeping a good lookout.

- **Stuff It - Fire Island Inlet, New York**

"We could see that the waves were breaking, but from offshore they still looked manageable."

Problem: Pete's in the ocean aboard his go-fast center console searching for fish. As the sea breeze builds during the day, so do the waves, but coming back along with them he doesn't sense their full power — that is, until just inside the inlet when the boat's long, skinny bow buries itself into the back of a wave all the way to the console. The boat comes back up and Pete makes it in, but he's wet and obviously shaken.

Prevention: Waves always look smaller when seen from behind, and that was Pete's first problem — perception. His next issue was speed.

In a following sea, adjust the drives and tabs to keep the bow up, then work with the throttles. You can safely run at almost any speed as long as your boat's bottom is long enough to span three wave crests, keeping the ends supported so as not to let the bow drop into a trough. Seas of three feet or less should not affect a boat 30 feet or longer, and boats under that length can usually handle a small chop. But when offshore, more throttle work is required.

Follow a contour up and down the waves, constantly changing the boat's running attitude with the throttle. Start matching the speed of the waves, riding on their backs about a third of the way down from the crest. You can occasionally throttle up to run over a wave crest after it has broken. Don't forget to watch astern to make sure a breaking wave isn't catching up to you. If one does, goose it to remain ahead.



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Pete's final issue was timing. It's best to enter an inlet during slack high water so there is little current and plenty of deep water. The worst time is toward the end of an ebbing tidal current.

- **Plane to See - Chesapeake Bay, Maryland**

"I only lost sight of the other boat for a few seconds as we were getting up on plane."

Problem: Coming out of the harbor's channel in his bowrider, John sees a personal watercraft to port that is headed in but apparently still far off. So John nails it to get on plane, and then — wham! — he and the watercraft collide. John admits that for about six seconds he was running blind but says the craft didn't seem that close. The watercraft rider was unhurt but shared the blame.

Prevention: First off, the watercraft rider ignored a basic rule of the road. In crossing situations, the boat to starboard (John's boat) is the "stand on" vessel and must maintain its course so the other vessel (the watercraft) can better predict its movements. The watercraft is the "give way" vessel, which must keep clear — which it didn't.

Confusing the issue was that John was gaining speed so rapidly that it was difficult for the watercraft rider to predict the bigger boat's trajectory. And John had the difficult task of judging the speed and distance of a small object, the watercraft, coming directly at him.

The biggest problem here was the boat's poor performance, taking so long to get on plane with its bow high in the air. Imagine driving a car and not being able to see where you're going for six seconds while accelerating to highway speed. Enforceable guidelines for excessive bow rise are vague, but, in general, anything more than 5 degrees or losing sight of the horizon while seated is too high. A boat struggling to get on plane with its bow in the air is often a sign of insufficient power. If a boat you're thinking of buying does this, consider upgrading to a larger engine. Most sport boats should be on plane within four seconds. Cruisers to 32 feet should take about eight to 10 seconds. Another good reason to always take a test drive before you buy.

- **Failed to Pass - Intracoastal Waterway, South Carolina**

"It's a fast boat, so I focus more on what's coming at me than what's behind."

Problem: Bob's hardtop express cruiser is stuck behind a sailboat creeping along under power at 3 mph in a narrow channel. When oncoming traffic finally allows, he swings out to port to pass. But, to Bob's surprise, he's immediately rammed by another boat trying to pass both him and the sailboat. Bob later admitted that, although he checked, he never saw the other boat coming.

Dedicated to promoting recreational boating safety



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Prevention: Boats that are about to pass are required to signal by radio or horn. Bob should have signaled the sailboat, and it should have responded so everyone would know what was about to happen. The same goes for the boat that hit Bob, which also remained silent. The bigger issue, however, was Bob's lack of visibility to his port quarter. When shopping for a boat, it is up to you to look for these blind spots.

In bowriders or deck boats, ask people in the showroom to sit in the forward cockpit to determine whether you'll be able to see ahead. Ski boats offer excellent wide-angle rearview mirrors. Install one either on the windshield frame or the helm. Sit in the driver's seat with your head up and good posture to check if the windshield frame cuts off your view. Turn around in the seat as if looking back and to the sides. Like Bob, you'll be doing this quickly while under way, so anything — no matter how small — can block your view. Put on polarized sunglasses to see if the windshield's glass shows a blotchy pattern that is hard to see through. Look for flip-up bolster helm seats that let you sit higher or stand securely for a better view. Buy the windshield wiper option. Make sure that the blade fully retracts and that the motor is mounted out of your field of vision. The top of the helm should be a dark, dull, textured surface to reduce glare. If not, see if it can be covered with a snap-on section of dark canvas.

- **Tanks for the Warning - Mobile Bay, Mississippi**

"I never knew there was a problem; you can't fix what you don't know is wrong."

Problem: Jeff is obsessive when it comes to caring for his six-year-old cruiser. So he was surprised when the surveyor said that the fire that destroyed his boat was caused by a poorly maintained aluminum fuel tank. There was a pinhole leak that let gas gather in a section of the bilge where the limber holes were clogged. Jeff said it was the one place on the boat he couldn't reach.

Prevention: Not long ago the Coast Guard issued a warning about the alarming failure of aluminum fuel tanks in recreational boats. Citing a long-term Underwriters Laboratories study, the Coast Guard pointed out that 92 percent of the failures were a result of corrosion. As the study reveals, part of the problem is that aluminum fuel tanks are often considered "maintenance-free." So, with limited available space, they are often pushed into the least accessible corners, making regular inspection almost impossible.

Although corrosion from sloshing bilge water is the most common culprit, the study found several instances of abrasion. One boat's fuel tank was mounted on top of a rubber pad, but the staples that held the pad in place weren't recessed and eventually wore into the tank. In another case, brass fittings were secured directly into the aluminum, promoting galvanic corrosion.



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Almost every aluminum tank examined had some form of corrosion, which can be seen as a patch of fine white powder. In every case the common factor was that the tank hadn't been installed so that it could be inspected or repaired.

Ask your builder or dealer where the inspection ports are, and determine whether you can see susceptible connections, joints, welds, supports and restraints. Examine the bilge to see whether water will flow freely past the tank and not be trapped under or around it. Also, consider thickness. The study found that most failures occurred in tanks constructed of 0.090-inch or thinner aluminum. An alternative to aluminum is polyethylene; just make sure the tank is marked to show that it meets Coast Guard or ABYC standards.

- **Top 10 Ways We Get Into Trouble**

1.	Operator Inattention	749	accidents
2.	Operator Inexperience	439	accidents
3.	Excessive Speed	427	accidents
4.	Improper Lookout	335	accidents
5.	Alcohol	308	accidents
6.	Machinery Failure	282	accidents
7.	Weather	260	accidents
8.	Hazardous Waters	242	accidents
9.	Force of wave or wake	229	accidents
10.	Not knowing rules of t the Road	110	accidents