



DEPARTMENT OF HOMELAND SECURITY

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WebWatch
Division 8, 5NR
May, 2013

A. PUBLIC SERVICE RECOGNITION WEEK

VADM J.P. Currier, Vice Commandant

1. Congress designated May 5-11, 2013 as Public Service Recognition Week to honor the selfless contributions of the trusted Americans who serve our nation. Around the world and across this country, public servants protect the people of our great nation and advance the interests of the United States. Public Service Recognition Week is a time to celebrate all of the accomplishments of our federal, state and local servants and also to uphold the dedicated spirit of service.
2. I take exceptional pride in commending all Coast Guardsman for truly remarkable contributions to the safety and security of the nation. From the heroic rescue of crew members of the HMS BOUNTY, to behind the scenes work with the chief financial officers audit, our Active Duty, Reserves, Auxiliarists, civilians and retirees are making a difference every day. You continue to remain diligent in your duties and steadfast in your commitment to the American public. Your actions hold true to the selfless tenants of public service.
3. The theme of this year's public service week is "Why I Serve." Embedded in this theme is an important message that we must all be reminded of, especially in this time of downward budget pressure: public service is more than a paycheck, it is an opportunity to contribute to the well-being of the American people and the success of the United States. I ask each of you to take a moment this week to reflect on why you choose to serve.
4. The Commandant and I take great pride in recognizing the commitment and sacrifice of all Coast Guardsmen, past and present. I am extremely grateful and humbled to serve with each of you. Semper Paratus.

B. THE COAST GUARD SEXUAL ASSAULT PREVENTION AND RESPONSE (SAPR) STRATEGIC PLAN

ADM Bob Papp, Commandant

1. I am pleased to announce that on 24 April I signed the Coast Guard Sexual Assault Prevention and Response Strategic Plan.



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2. Sexual Assault is a violent crime that is incompatible with the Coast Guards Core Values. It destroys unit cohesion, undermines essential elements of readiness and mission success, and violates the trust that binds us as a Service family.
3. The SAPR strategic plan outlines a path to eliminate sexual assault in the Coast Guard by establishing achievable goals in four critical areas: Climate, Prevention, Response, and Accountability. We will accomplish these goals by completing a detailed series of actions and assessments detailed within the plan.
4. Every Coast Guard unit will receive copies of the SAPR Strategic Plan by mail in the coming weeks. To ensure that every Coast Guardsman has access to the plan, it is also available at the following site: <http://www.uscg.mil/sapr>. All Coast Guard 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.
5. There are no bystanders in this effort. Every member of our Service must have a clear understanding of the SAPR program and the importance of their individual role in achieving our goal: the elimination of sexual assault in the Coast Guard.

C. SOLICITATION FOR THE USCG 2013 NATIONAL SCOUT JAMBOREE (NSJ) TASK FORCE

RDML Steven D. Poulin, Director, Governmental and Public Affairs

1. The Coast Guard has been asked to support the 2013 National Scout Jamboree, which will be held at the Bechtel Summit Reserve, Beckley, West Virginia, from 15-24 July 2013. The National Scout Jamboree brings together Boy Scouts, venturers, and their adult leaders for training and unique outdoor adventures and experiences. This year's Jamboree will be a historical event as it will be first time the Jamboree will be held at the Boy Scouts of Americas (BSA) new 10,000 acre high adventure site. The total number of Scouts attending is expected to exceed 40,000 with more than 50,000 additional visitors. This high visibility event is a prime opportunity for the Coast Guard to reach a large number of people who are interested in boating safety, maritime environmental stewardship, and maritime laws and regulations.
2. RDML Dan Abel, the Flag sponsor, has been tasked by the Vice Commandant to coordinate the Coast Guards support of this event. CDR Jeff Westling has been designated as the Coast Guards National Scout Jamboree (NSJ) Task Force (TF) commander and will be in charge of team Coast Guard participation at the Jamboree. The



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deputy task force commander is LT Jonathan Schafler. Task force members will be selected from active duty, reserve, auxiliary, civilian and retired personnel.

3. Due to the short preparation time available, task force members are needed immediately to fill various leadership, liaison and staff positions in the following functional areas:
 - a. Administration,
 - b. Merit Badges,
 - c. Sea Scouts,
 - d. Coast Guard Exhibits,
 - e. External CG Forces,
 - f. Communications,
 - g. Public Affairs, and
 - h. Logistics.
4. The leadership team will develop and manage strategies for achieving the Coast Guards NSJ desired end state and provide operational level guidance to the task force commander who will exert tactical control through functional area and individual task leaders.
5. Task leaders will be needed in the following areas:
 - a. NORTHCOM liaison. Provide direct communication for establishing and maintaining mutual understanding and cooperation with USNORTHCOM and subordinate staffs.
 - b. Transportation manager. Arrange for and schedule the usage of government vehicles.
 - c. Berthing/meals coordinator. Coordinate meals planning, and act as master at arms for assigned berthing space(s).
 - d. Merit badge lead. Develop lesson plans and ensure the availability of necessary teaching aids for their respective merit badges.
 - e. Exhibits coordinator. Arrange for the scheduling, set up, and removal of USCG displays. Each CG exhibit will have a lead exhibitor with staff to showcase Coast Guard missions to NSJ participants and visitors.
 - f. Safety advisor. Advise NSJ TF commander on all safety related issues. Evaluate USCG sponsored events and stations to ensure compliance with appropriate safety standards.
 - g. Medical support coordinator. Ensure all participants have current medicals. Coordinate medical issues between USCG, BSA, and USNORTHCOM. Provide onboard medical advice to NSJ TF commander.



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D. OPERATIONAL RISK MANAGEMENT PROGRAM ADVANCEMENTS - SITREP TWO

RADM Maura K. Dollymore, Director, Health, Safety and Work-Life

1. This is the second in a series of SITREPs informing the field of efforts to standardize the Coast Guards Operational Risk Management (ORM) program. SITREP ONE introduces all the activities to standardize ORM. This SITREP addresses one of these activities, risk management (RM) proficiency development, and introduces the concept of hazard inventories. RM proficiency refers to the development of skills and knowledge to identify, assess, and mitigate hazards, and is developed through both formal methods, that include RM training, TTP, and operational analyses, as well as, an informal system, which include on-the-job training (OJT). This SITREP will focus on leveraging the OJT system to improve RM proficiency development.
2. While the formal system described in Operational Risk Management, COMDTINST 3500.3 (series) provides the foundation for RM proficiency development, the dynamic nature of Coast Guard operations requires exposure to operations, or guidance from accomplished performers or mentors, to gain the insight and awareness necessary to apply the foundational knowledge acquired from the formal system. While OJT is a necessary and effective system to develop proficiency, challenges including mission expansion, personnel shortages, and career development requirements limit the crewmembers exposure to the full array of mission scenarios and mentors, and compromise proficiency development. The OJT system can be improved by leveraging the knowledge, insight, lessons learned, and hazard mitigation strategies acquired by our accomplished performers after many years of conducting operations. While our Service will always rely on experienced personnel to guide and mentor less-experienced operators, we must explore opportunities to augment the OJT system to accelerate the development of RM proficiency for all members.
3. COMDT (CG-113) is collaborating with operational communities to develop RM tools to better anticipate and mitigate hazards. The first of these tools is the Hazard Inventory Tool (HIT). The hazard inventory concept is considered foundational to the Coast Guards safety management system. The process uses experienced and proficient performers to conduct detailed hazard analyses with program staff in review of various activities. Through a facilitated process, these accomplished performers identify associated hazards with a mission or activity. A risk value is assigned to each hazard using a standardized assessment process that quantifies the probability that the hazard will result in a mishap, and the severity (e.g., death, injury, asset loss, etc.) if the mishap occurs. The analysis process continues by having the accomplished performers identify potential mitigation strategies. For each mitigation activity, a new risk value is computed. The HIT will be a web-based tool and provide a search-by-mission-type



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default interface, and provide functionality for units to add their own set of local hazards or configure hazard ratings. The HIT will accommodate low bandwidth and deployed units (cutters, DSFs, AirDets) to ensure any Coast Guard member can access hazard inventories for mission planning, briefing, and execution. As an example, a coxswain completing surf qualification would have access to an evolution-specific repository of "close call" and "what can go wrong" hazard descriptions, with the accompanying best practices to mitigate these hazards, as described by the most experienced professionals of the fleet. Prototype software populated with aviation mission sets will be demonstrated at the upcoming Flight Safety Officer Standardization course. Hazard inventory data collection efforts for the boat and cutter communities will begin this month.

4. The Coast Guard has experienced a high level of Class A and B mishaps in recent years, and the increase in volume and variety of operations has rendered traditional RM approaches ineffective. No longer can we rely solely upon on-demand risk assessments to address the complexity and diversity of today's missions. The HIT represents an organizational transition that emphasizes deliberate RM practices to ensure that Coast Guard members have access to accurate and timely information when committing resources and effort. I am confident that the HIT will be a valuable asset to protect our members from unwarranted risk.

E. ARCTIC STRATEGY

ADM Bob Papp, Commandant

1. I am pleased to announce the release of the U.S. Coast Guard Arctic Strategy. This strategy provides my intent, direction and objectives that will guide our efforts to lead maritime governance in the Arctic and ensure safe, secure and environmentally responsible maritime activity in the region.
2. As a maritime nation, the U.S. relies on the sea for our prosperity, trade, transportation, and security. We are also an Arctic nation. The Arctic region is the emerging maritime frontier, vital to our national interests, economy and security. The Arctic Ocean is rapidly changing from a solid expanse of inaccessible ice fields into a growing navigable sea, attracting increased human activity and unlocking access to vast economic potential and energy resources.
3. Acceleration of human activity in the northern Arctic region, the opening of the seas, and the inevitable increase in maritime activity mean increased risk: of maritime accidents, oil spills, illegal fishing and harvesting of other natural resources from U.S. waters, and



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threats to U.S. sovereignty. Those growing risks- inevitable with growth of human activity-demand the Coast Guards attention and commitment to meet our responsibilities to the nation.

4. Coast Guard operations in the Arctic region are not new. Nearly 150 years ago, we were the federal presence in the District of Alaska, administering justice, settling disputes, providing medical care, enforcing sovereignty, and rescuing people in distress. Our heritage is filled with passages of Coast Guardsmen who braved the sea and ice in sailing ships and early steam ships to rescue mariners, quash illegal poaching, and explore the great North. We continue that rich heritage of operations in the Arctic today.
5. Earlier this month the President issued a national strategy for the Arctic, setting the vision and direction for the nation there. The Coast Guard Arctic Strategy outlines the ends, ways and means for achieving the national vision in the region over the next decade. The strategy specifically identifies three objectives:
 - a. Improving Awareness,
 - b. Modernizing Governance,
 - c. Broadening Partnerships.
6. I encourage all Coast Guard members to expand your knowledge of the Arctic and read this strategy. Electronic versions are located on the Senior Coast Guard leadership .mil website at http://www.uscg.mil/seniorleadership/DOCS/CG_Arctic_Strategy.pdf. Paper copies will not be distributed.
7. Semper Paratus. Stand a taut watch.

F. AWARD OF THE 2013 COAST GUARD FOUNDATION SCHOLARSHIPS

. RADM Maura K. Dollymore, Director of Health, Safety, and Work-Life

1. This ALCOAST announces award of the 2013 Coast Guard Foundation scholarships. This year the Coast Guard Foundation awarded 63 scholarships under eight programs. Due to the high number of awardees, the names of recipients will not be published here, but are available at: www.uscg.mil/worklife/scholarship.asp. The website also contains information on additional scholarship resources available to Coast Guard families. The complete scholarship distribution for this year is broken down as follows:



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- a. Four individuals were selected as 2013 RADM Arnold I. Sobel Scholars, receiving a scholarship of 20,000 dollars (5,000 dollars per year for four years or until the student completes his/her first undergraduate degree).
 - b. Ten individuals were selected as 2013 CDR Daniel J. Christovich Scholars, receiving a scholarship of 20,000 dollars (5,000 dollars per year for four years or until the student completes his/her first undergraduate degree). The CDR Christovich fund also awarded an additional 2,500 dollar one-time scholarship.
 - c. Forty-two individuals were selected as 2013 Coast Guard Foundation Scholars, receiving a one-time non-renewable scholarship in the amount of 5,000 dollars, 2,500 dollars, or 500 dollars.
 - d. One individual was selected as the 2013 Commander Ronald J. Cantin Scholar, receiving a one-time, non-renewable scholarship in the amount of 2,500 dollars.
 - e. One individual was selected as the 2013 CAPT Carlton E. "Gene" Russell Scholar receiving 5,000 dollars.
 - f. One individual was selected as the 2013 CAPT Paul E. Deveau Scholar receiving 2,500 dollars.
 - g. One individual was selected as the Walter Joseph Hickel, Jr. Family Scholar receiving 2,500 dollars.
 - h. The selection committee also considered applications for the Captain Ernest W. Fox Perpetual Scholarship Program established for the Coast Guard Aviation Logistics Center in Elizabeth City, NC. Two one-time, non-renewable scholarships were awarded, one for 1,000 dollars and one for 500 dollars.
2. All students who submitted an application are commended and encouraged to continue to pursue their educational goals.
 3. The Coast Guard is extremely grateful to the Coast Guard Foundation, and the Commander Daniel J. Christovich, Commander Ronald J. Cantin, and Captain Ernest W. Fox scholarship programs. In addition, we thank the RADM Arnold Sobel endowment fund for the establishment of its scholarship program and all those who contribute to making these generous endowments possible. This financial assistance helps make the dream of attending college a reality for many Coast Guard families.



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G. COAST GUARD AUXILIARY REGULATIONS PROPOSED RULE PUBLISHED

Marine Safety Information Bulletin MSIB Number: 014-13, Stephen.J.Minutolo - U.S. Coast Guard

The U.S. Coast Guard announced Federal Register publication of a Notice of Proposed Rulemaking (NPRM) to amend the Code of Federal Regulations pertaining to the Coast Guard Auxiliary. The Coast Guard Auxiliary is the uniformed volunteer element of the Coast Guard work force.

In the NPRM, the Coast Guard proposes to amend the regulations that anchor Coast Guard policies regarding Coast Guard Auxiliary membership, authorized activities, liability protections and interaction with Federal, State, and local organizations that may not be familiar with the Coast Guard Auxiliary. Additionally, the proposed amendments would align Coast Guard Auxiliary regulations with statutory changes stemming from the Coast Guard Authorization Act of 1996, the Maritime Transportation Security Act of 2002, and the Coast Guard and Maritime Transportation Acts of 2004, 2006, and 2012.

The proposed rule and related materials may be reviewed at <http://www.regulations.gov>
Docket number: USCG-1999-6712 or visit
<http://www.regulations.gov/#!documentDetail;D=USCG-1999-6712-0001>

H. MARINE SAFETY INFORMATION BULLETIN COMMANDANT MSIB NUMBER: 015/13 U.S. COAST GUARD

Tim Brown, Directorate of Marine Safety, Security & Stewardship

The U.S. Coast Guard (USCG) has published a Federal Register notice announcing that International Maritime Organization Resolution MEPC.203(62) amended Annex VI to the International Convention for the Prevention of Pollution from Ships (MARPOL).

On July 15, 2011, the IMO formally adopted Resolution MEPC.203(62), which entered into force on January 1, 2013, and amends MARPOL Annex VI by adding Chapter 4 and amending existing regulations in Annex VI.

These amendments require the issuance of an International Energy Efficiency Certificate and the preparation of a Ship Energy Efficiency Management Plan for both new and existing ships. To obtain the certificate, (1) new ships, (2) new ships when they undergo a major conversion, and (3) existing ships that undergo a major conversion (so extensive that it is regarded as a newly constructed ship) after January 1, 2013 must first have an Attained Energy Efficiency Design Index.



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These requirements apply to all U.S. flag ships 400 gross tons and above that engage in voyages to ports or offshore terminals under the jurisdiction of other Parties to MARPOL. The Coast Guard Office of Commercial Vessel Compliance (CG-CVC) has issued Policy Letter 13-02 to provide amplifying guidance on U.S. implementation of MARPOL Annex VI Chapter 4 and associated requirements.

The notice and associated documents may be reviewed at
<http://www.gpo.gov/fdsys/pkg/FR-2013-05-13/html/2013-11232.htm>

I. WASSUP!" WITH SUP ?

Ted Sensenbrenner, Trailering, A BoatUS Magazine, Winter 2013

A stand-up paddleboard is wider than a surfboard, usually greater than 30 inches wide, and is typically thicker and longer to give it the flotation needed for a participant to stand, even when not moving. SUPs typically have a foam core wrapped with epoxy resin or fiberglass cloth and have rigid fins to help track a straight line in the water.

Paddles are made of carbon, aluminum, or wood and will float if dropped in the water. The paddle should be six to 10 inches taller than the participant and should be of good quality. Some paddles come in adjustable sizes but should be stiff so your stroke converts the power exerted into forward motion instead of flexing the paddle.

Stand-up paddle boarding has been evolving slowly with surfers in the last 10 years but has really boomed in popularity with water lovers and paddle sport enthusiasts of all types in the last five. Initial growth started near ocean surf zones where surfers found it could help them catch larger waves and extend their overall number of days spent on the water. Initially, there were no rules other than to respect Mother Ocean and share the waves, typical surfer etiquette.

Rules of the Water

As others recognized the obvious fun, the workout benefits, and the potential to paddle in areas other than in the surf, stand-up paddle boarding exploded in popularity on lakes, bays, and rivers. Anywhere there was reasonable access and navigable water, these areas began seeing more enthused participants and further evolution of the sport.

The increase in popularity and the fact that SUPs and other recreational boat traffic now share the same waters prompted the U.S. Coast Guard to classify SUPs as "vessels" in 2008. This subjected them to the same regulations as canoes and kayaks when operated outside of surf zones. As such, SUP participants must comply with the equipment regulations as set by



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the U.S. Coast Guard for non-motorized craft and for boats under 16 feet in length. What's Required?

For starters, a life jacket is required if you use your SUP beyond the limits of a surfing area. This means that if you're not catching a wave and surfing it toward the beach, you must have a U.S. Coast Guard-approved life jacket aboard or be wearing it. In most states, children under the age of 13 are required to wear their life jackets. Some areas even have requirements to wear them on certain local bodies of water or during winter months regardless of age.

Participants must also comply with the requirement to carry a sound-producing device, to alert others of an emergency, and to make others aware of your presence. The easiest way to comply with this requirement is with a plastic whistle, which can be found at an outdoor or marine retail store and then clipped to your life jacket.

If operating after sunset or in low-light conditions, you must have a white light to comply with the running lights requirements. For this, a small headlamp will suffice and keep your hands free for paddling. Some headlamps have a switch for blinking, strobe, and SOS modes and will comply with the requirement to carry a visual distress signal when operating at night.

Don't Leave Me Now

Although not required, a leash that attaches to your ankle with Velcro is a very important piece of safety equipment. In the event of a fall, currents and winds can quickly sweep your paddleboard away from you. In ocean waves, a runaway board can be an extreme danger to others. As a general rule, leashes should be about the same length as the board.

There are two types of leashes. Coiled leashes that lie on the deck of your board are best for recreational flat-water paddling. The coil action keeps the leash from dragging in the water or inadvertently snagging something. Straight leashes are best for surf. Experts emphasize that you do not want to use a coiled leash in any situation where the board is likely to re-coil or spring back at you. And finally, when paddle boarding in swift-moving or white water, experts agree that a leash with a quick-release feature that attaches to your life jacket — not your ankle or calf — is best, or don't use a leash at all.

Taking It to the Next Level

In a survey conducted by SUP Magazine in 2011, over half of the respondents taught themselves to paddleboard and another 25 percent said they learned from a friend. Fifteen



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percent learned from an instructor. Retail and rental shops are great sources of information, too. A great resource for instructions on anything paddling, including SUP, can be found at www.americancanoe.org.

J. DOWNLOAD NOAA BOOKCHARTS FOR FREE

BoatUS Magazine, June/July, 2013

One of NOAA's handiest navigation products for recreational boaters has been the experimental nautical *BookletCharts* that can be downloaded and printed from home computers. NOSS's Coast Survey has now moved its *BookletCharts* from the experimental stage to official production. Nearly 1,000 updated *BookletCharts* are now available, covering 95,000 of U.S. coastline and the Great Lakes. The booklets contain most information found on full-scale charts, but in reduced scale. They print out as PDF's in 8 ½ by 11-inch format. Special commemorative editions are available for War of 1812 events. The carts are available at: www.nauticalcharts.noaa.gov/staff/BookletChart.html.

K. NEW JERSERY AND NEW YORK OPEN FOR BUSINESS

BoatUS Magazine, June/July, 2013

Hurricane Sandy left boaters in New Jersey and New York wondering if there would be a boating season in 2013., but contractors hit the water in early March and have been working seven days week removing storm-related debris from channels and inlets. While hazards still exist in some areas, considerable progress has been made, and more waterways are being cleared every day. To provide updated information on the restoration efforts taking place in New Jersey, the Marine Trades Association of New Jersey (MTA NJ) created www.GoBoatingNJ.org. On the water videos and photos highlight some of the most popular boating areas so you can see firsthand which waterways are open and ready for the season. And, if you need to go mobile, Dozier's Waterway Guide is working on a free app that accesses the information on the status of marinas and what services they can provide (www.waterwayguide.com/superstorm-sandy). The app will be available for the boating season and is being sponsored by BoatU.S., TowBoatU.S., the Association of Marina Industries, Monmouth University's Urban Coast Institute, and the National Marine Manufacture's Association. So Put Sandy behind you. Step aboard your boat, take your mobile device, with you and go boating.