



DEPARTMENT OF HOMELAND SECURITY

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WebWatch
Division 8, 5NR
November, 2013

A. SELECTION OF DEPUTY ASSISTANT COMMANDANT FOR ENGINEERING AND LOGISTICS (CG-4D)

ADM Bob Papp, Commandant

1. I am pleased to announce the selection of Mr. Albert Curry, Jr., as Deputy Assistant Commandant for Engineering and Logistics. Mr. Curry assumed these duties on 22 September 2013. In this capacity, Mr. Curry provides leadership and management for the Coast Guard engineering and logistics program.
2. Mr. Curry most recently served as the Acting Deputy Assistant Commandant for Engineering and Logistics. Previously, he served as the Deputy Program Manager for C4ISR Major System Acquisitions program and the Deputy Program Manager for the Coast Guard Rescue 21 acquisition program. Mr. Curry retired as a Captain from the U.S. Navy in 2006. His distinguished naval career included service as the Commanding Officer of the USS PENSACOLA, Chief of Staff for the Aircraft Carriers Program Executive Office, Deputy for Naval Sea Systems Commands (NAVSEA) Task Force Total Force, and Director of the NAVSEA Total Force Development Office. Mr. Curry holds a Bachelor of Science degree in Electronic Engineering Technology from Savannah State University and a Master of Science degree in Systems Engineering (Electronic Warfare) from the Naval Postgraduate School, Monterey, CA. Mr. Curry is a graduate of the Advanced Program Managers course at the Defense Systems Management College, Fort Belvoir, VA.

B. THE INTEGRITY OF THE MILITARY JUSTICE PROCESS

ADM Bob Papp, Commandant

1. Recently, the Acting Secretary of Homeland Security issued a memorandum to me which addressed his devotion to the military justice process. He also stressed that the decisions of those involved in the process must be based solely on their independent judgment of what is right based on the facts of the case rather than on any other interest.
2. I share Acting Secretary Beers devotion to the military justice process. The ability of our commanders to maintain good order and discipline within our ranks through the Uniform Code of Military Justice (UCMJ) is an essential part of our service.



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3. In order to make the military justice process work, the UCMJ demands that every service member involved in the military justice process exercise independent judgment when performing his or her responsibilities under the Code. Service members must not make decisions based on personal interests or in an effort to bring about a result that he or she believes senior officers expect.
4. To be clear, my expectation of the military justice process is that it be fair and impartial, and that justice be served in every case. I have no desire to see a specific outcome in any case. I direct only that the military justice process be carried out in accordance with the laws of our nation. I expect and require that commanders and convening authorities share that intent.
5. Sexual assault, sexual harassment, hazing, and drug abuse have no place in the Coast Guard. I have said in the past and will continue to reiterate that criminal misconduct by Coast Guard men and women is not acceptable. However, my comments, and those of military and civilian senior officials, in no way indicate an expectation of a specific outcome in any case, and nothing any senior official says should be interpreted as an indication of what a particular result should be in a military justice decision.
6. Commanding officers and officers-in-charge shall ensure that this ALCOAST is read at the next all-hands.

C. 238TH BIRTHDAY OF THE UNITED STATES NAVY

ADM Bob Papp, Commandant, United States Coast Guard

1. The men and women of the United States Coast Guard join me in wishing our shipmates in the United States Navy a happy 238th birthday.
2. From the early engagements by John Paul Jones and the USS RANGER during the birth of our Republic to current operations on, under and over every ocean on the globe, in the air, space, and cyberspace, the men and women of the U.S. Navy have always been there when and where it mattered, projecting sea power forward in defense of our Nation and fighting and winning our Nations wars. You are also there when it matters to support those in need, providing humanitarian relief around the world in the wake of tragedy.
3. As we in the Coast Guard take this moment to celebrate with you, we look forward to continuing to serve alongside you as partners in the National Fleet that defends our Nations interests and its freedoms.
4. *Semper Paratus.*



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D. SITREP TWO: 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. SITREP ONE was transmitted as ALCOAST 298/13.
2. Through recent campaign initiatives, the Sexual Assault Prevention and Response (SAPR) Military Campaign Office (MCO) identified the fact that many service members do not realize that sexual assault is a problem in our Service. As of 12 September, the SAPR Program has received a total of 177 reports of sexual assault in FY-13. The final FY-13 statistics are expected to be prepared next month for the annual report to Congress.
3. SAPR Summit: On 16 and 17 September, the Commandant hosted a Summit to provide sexual assault prevention and response training, frame the problem of sexual assault in the CG, receive interactive feedback from audience participants, and demonstrate leaderships commitment to addressing the issue of sexual assault in the CG. One hundred and sixty members attended from a diverse cross-section of the organization. More information including the agenda, the Commandants remarks, presentations, and questions can be found on the SAPR Program Portal page at <https://cgportal2.uscg.mil/units/dcms/sapr/>. The All Hands Blog posts covering both days of the Summit can be found at:

<http://allhands.coastguard.dodlive.mil/2013/09/17/one-team-one-fight-sexual-assault-prevention-and-response-summit/>,

and

<http://allhands.coastguard.dodlive.mil/2013/09/18/no-bystanders-sexual-assault-prevention-and-response-summit/>.

4. Junior Council Report: In late June, the Commandant commissioned a subset of his Leadership, Excellence, and Diversity (LEAD) Council to collect input from the demographic most likely to be impacted by sexual assault within the Coast Guard, those 25 years old or younger. From 15 July to 28 August, 10 focus groups were conducted across the Coast Guard to (1) determine a list of potential contributing factors of sexual assault under the categories of policy, procedures, people, and environment and (2) allow for individual completion of the statement..."If the Coast Guard could do only one thing to eliminate sexual assault from within its ranks, it should...". This report was signed by the Commandant on 07 October. The full report can be found on the SAPR Program Portal page at <https://cgportal2.uscg.mil/units/dcms/sapr/> in the Junior Council Focus Groups folder.



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5. Sexual Assault Prevention Council (SAPC) Decisions:

- a. Resources: On 16 August, the Vice Commandant signed a decision memo to resource SAPR-related programs in the SAPR Program Office (CG-1112), Legal (CG-094), Coast Guard Investigative Service (CGIS), and Public Affairs (CG-092), with 5.8 million dollars in annual funding and an additional 32 military and civilian positions.
- b. Public Affairs Guidance: In August the Coast Guard implemented a communication strategy designed to more proactively communicate about how our Service handles sexual assault cases in the military justice system. The communications strategy encourages a proactive posture for the release of information, by the convening authority, about military justice cases involving charges of sexual assault. News releases may be found at www.uscgnews.com. The recently launched ALL HANDS Blog, found at <http://allhands.coastguard.dodlive.mil/> also features posts about the issue of sexual assault in the Coast Guard which can be found under the Core Values section. The SAPR MCO Public Affairs Officer is a member of each of the SAPC standing subcommittees, providing guidance and developing products to keep our workforce and other audiences informed and aware of our efforts.
- c. Prevention and Advocacy Subcommittee Updates:
 - 1) Victim Advocate (VA) training: We have suspended VA Training for the next few months to implement a more robust screening process for newly selected VAs.
 - 2) Audit of VAs and Sexual Assault Response Coordinators (SARC): All designated VAs and SARCs have undergone a background investigation to determine their suitability to continue to serve in their current roles. More stringent VA qualifications and screening criteria are also being developed to ensure the most appropriate Coast Guard members are serving as VAs.
 - 3) Unit Indoctrination - All COs/OICs shall discuss SAPR with all incoming unit personnel, using the talking points and wallet card template available in the Command Toolkit on the SAPR Program website at <http://www.uscg.mil/sapr>.
 - 4) Mandated Training Audit: The SAPR MCO is tracking the completion rates for SAPR mandated training as it is a measured activity under the SAPR POAM. (Action Item 38, "Enforce mandated training to ensure that Coast Guard personnel have completed SAPR training within the prescribed time frame.") Overall, SAPR mandated training stands at 91.8 percent, which is an improvement since July when it stood at 90 percent overall. A guide for running a CGBI report on Mandated Training is available in the Command Toolkit on the SAPR Program website.



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d. Investigation and Accountability Subcommittee Updates:

- 1) Special Victims Counsel (SVC): As described in ALCOAST 299/13, the SVC program is established and an SVC will be assigned upon request by an eligible victim. SVCs are active duty judge advocates that have also been trained and designated as Victim Advocates (VA) and will provide legal assistance to victims in a confidential VA relationship throughout the investigation and any related proceedings.
- 2) Special Victim Investigations Training: CGIS agents and judge advocates nationwide have obtained advanced training on investigating sexual assault cases. This ongoing training will enhance sexual assault investigations and coordination between CGIS and prosecutors.

e. Assessment Subcommittee Updates:

- 1) Survey Analysis: An in-depth look at existing Coast Guard survey data is being conducted to highlight command climate and gender relations issues. Results will help direct future SAPR Program efforts. The survey analysis includes adding more questions to existing surveys rather than developing additional surveys for the workforce.
 - 2) VA Competency Codes: Updates are being made in Direct Access to ensure over 800 trained VAs have the competency code correctly assigned.
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. ANNUAL ENVIRONMENTAL LIABILITIES SITE ASSESSMENT

RADM Ronald J. Rabago, Assistant Commandant for Engineering and Logistics,

A. Policy on Management of Environmental Liabilities, COMDTINST 5090.11 (Series)

B. Environmental Liabilities Process Guide

1. The Chief Financial Officers Act of 1990 requires the Coast Guard to record and track Environmental Liabilities, conditions which may require the expenditure of future resources for remediation of environmental contamination. All units responsible for management of real property shall participate in the ELSA program.
2. Policy on Management of Environmental Liabilities, COMDTINST 5090.11 (Series) assigns COMDT (CG-4) as the Key Process Owner of the EL process. This requirement includes a formal program of DUE CARE to ensure that all Coast Guard assets are



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periodically surveyed to discover any previously unknown Environmental Liabilities. The Environmental Liabilities Site Assessment (ELSA) as described in Environmental Liabilities Process Guide is an important part of the Coast Guards DUE CARE process for Environmental Liabilities.

3. The 2013 ELSA will be conducted from 21 October to 1 November 2013.
4. Procedure:
 - a. Go to the 2013 ELSA Sharepoint site at <https://cglink.uscg.mil/ea9b1ceb>
 - b. Check the document UNITS REQUIRED TO COMPLETE ELSA. All units that are required to perform an ELSA are listed. Units not on the list are not required to perform an ELSA. Units that have had a recent Environmental Compliance Evaluation (ECE) are not required to conduct an ELSA this year and do not appear on the list.
 - c. If an ELSA is needed, read the document ELSA READMEFIRST 091213. Follow the instructions to complete the ELSA.
5. If the ELSA discovers conditions that may create an immediate environmental problem, notify your servicing Civil Engineering Environmental Branch (CEU) or the SILC Environmental Management Division. Contact information is available on the ELSA Sharepoint site.
6. ELSA packages should be uploaded to the ELSA Sharepoint site no later than COB 2 November 2013.

F. ASSISTANT COMMANDANT FOR HUMAN RESOURCES (CG-1) REORGANIZATION

RADM D. A. Neptun, Assistant Commandant for Human Resources

1. Several offices within the Assistant Commandant for Human Resources (CG-1) are now reorganized as follows:
 - a. Personnel Management Directorate (CG-12) is changed to Civilian Human Resources, Diversity, and Leadership Directorate (CG-12).
 - b. Office of Diversity (CG-12B) is changed to Office of Diversity and Inclusion (CG-12B).
 - c. The Office of Leadership (CG-133) is now aligned under COMDT (CG-12) and changed to the Office of Leadership (CG-12C).
 - d. Reserve Directorate (CG-13) is changed to Reserve and Military Personnel Directorate (CG-13).



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- e. Office of Military Personnel (CG-122) and subordinate subdivisions are realigned under COMDT (CG-13) as COMDT (CG-133). Former divisions are subsequently changed to COMDTs (CG-1331), (CG-1332), (CG-1333). There is no change to the original organizational titles or functions.
 - f. Future Force Project Division (CG-1B1) absorbs the functions of Capability Development Division (CG-1B2).
2. These changes are effective immediately. The new organization chart and functional statements may be found at: <http://www.uscg.mil/hr/default.asp>.

G. EQUAL OPPORTUNITY (EO) AND ANTI-DISCRIMINATION/ANTI-HARASSMENT POLICY STATEMENTS

ADM Bob Papp, Commandant

1. The Coast Guard is committed to ensuring that all personnel, whether serving as an active duty, Reserve, civilian member or Auxiliary volunteer, can work and advance in a workplace of respect and dignity in which his or her talents are nurtured and applied toward the accomplishment of Coast Guard missions.
2. This ALCOAST reaffirms my dedication to this goal via the release of updated policy statements for Equal Opportunity (EO) and Anti-Discrimination/Anti-Harassment with minor changes. Specifically, my Anti-Discrimination/Anti-Harassment policy statement has been changed in two ways:
 - a. To include the website address for the Civil Rights Directorate for rapid access to more comprehensive guidance on reporting and responding to incidents of unlawful discrimination and harassment, and
 - b. To specify sexual orientation and genetic information as additional bases for prohibited discrimination.
3. My Equal Opportunity policy statement has been changed to include sexual orientation and genetic information as additional bases for prohibited discrimination.
4. All Commanders, Commanding Officers, Officers in Charge, Assistant Commandants and Directors of Staffs shall ensure the proper posting and dissemination of these policy statements. Commands may access the Equal Opportunity Policy Statement and the Anti-Discrimination and Anti-Harassment policy statements at www.uscg.mil/seniorleadership/policy.asp. Additional emphases as to my direction, particularly regarding the role of leaders fostering a climate of respect, can be found in both Shipmates 3 & 19 messages at <http://www.uscg.mil/seniorleadership/messages.asp>. Posting the policy statements is required, and I expect that leaders actions will reflect the



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content of the statements by fostering a climate in which disrespectful attitudes and actions are handled in a timely, proactive and productive manner that takes into account protections against retaliation for those involved.

5. Commands are encouraged to contact their zone civil rights service providers for assistance and guidance regarding all equal opportunity and anti-discrimination/anti-harassment matters. A listing of zone civil rights service providers can be found at: www.uscg.mil/hq/cg00/cg00h/serviceproviders.asp.
6. We must continue to uphold our core values of Honor, Respect and Devotion to Duty which underlie our excellence in mission execution, good order and discipline, and morale. Maintaining workplaces that are free from harassment and discrimination is essential to our readiness and to ensure we remain, *Semper Paratus*, Always Ready.

H. MILITARY FAMILY MONTH

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

1. During Military Family Month we celebrate the exceptional service, strength, and dedication of our military families, whose commitment to our nation, our service, and our members is unparalleled. Our active duty and reserve members are very successful at meeting mission requirements thanks in large part to the strong support they receive from their families. Without family support at home, individual performance, morale, and mission execution would suffer.
2. Throughout November, commanding officers and officers-in-charge are strongly encouraged to take time to thank unit members and their families for their unwavering devotion to duty. One way to convey gratitude is to create a culture of support, by ensuring that families are made aware of and are encouraged to take advantage of the many individual and family support programs that are available to them, including chaplains, morale, well-being, and recreation (MWR) programs, Coast Guard Mutual Assistance (CGMA), housing, and Health, Safety and Work-Life programs.
3. The Health, Safety and Work-Life Mobile app contains information about the many quality of life resources available for Coast Guard military and civilian personnel, family members, and retirees. The app is available for iOS and Android smartphones. Download information is available at www.uscg.mil/ombudsman.
4. I thank each of you for your faithful service to your families, your communities, the Coast Guard, and the nation. I also thank your families for their selfless sacrifice and support. Together we ensure that the Coast Guard is "*Semper Paratus*."



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I. NATIONAL ADOPTION MONTH

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

1. November is National Adoption Month, a time to raise awareness about the urgent need for adoption families for children and youth in foster care. This year's theme, Partnering for Permanency, builds on the social media focus from last year but emphasizes the partnerships necessary to create permanency. It provides resources to help public information officers, adoption professionals, adoptive families, and youth to create permanent connections for over 100,000 children and youth in foster care waiting for permanent families. For children and youth, permanent connections are people who are there when they need them, that they can count on for assistance and support. Please explore www.childwelfare.gov/adoption/nam/ and <http://adoptuskids.org> to find resources for professionals, prospective adoptive parents, and youth.
2. If you are interested in creating a permanent connection with a child in need of a family, the Coast Guard has several programs that can help.
 - a. The Coast Guard offers an adoption reimbursement program, detailed in A. REIMBURSEMENT OF ADOPTION EXPENSES, COMDTINST 1754.9 (SERIES), that provides financial reimbursement assistance to adoptive families. Coast Guard active duty members and reservists on active duty for at least 180 consecutive days are eligible for reimbursement of up to 2,000 dollars per child per year and a maximum of 5,000 dollars in any calendar year. In addition, Coast Guard members may be able to take a tax credit for qualifying expenses paid to adopt an eligible child. To learn more, contact your tax advisor for more information regarding adoption tax credits. To access information on the Coast Guard adoption reimbursement program, please visit <http://www.uscg.mil/worklife>, click on "Family Support" and then "Adoption Reimbursement". You can also access information about other work-life family support programs on this website.
 - b. The CG SUPRT program is available to assist Coast Guard personnel and their families with adoption resources. CG SUPRT provides confidential professional counseling, education, and referral services on a range of issues such as personal financial management, health coaching, education and career development, relationships, and legal matters. Please visit www.CGSUPRT.com or call 1-855-CG SUPRT (1-855-247-8778) for more information.
 - c. Coast Guard Mutual Assistance (CGMA) offers two types of assistance directly related to the legal adoption of a child: an interest free loan up to 6,000 dollars for qualified expenses relating to the adoption, and a grant not to exceed 1,000 dollars for



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the cost of a home study fee. Please visit the website:
www.cgmahq.org/Assistance/Programs/adp.html for more information.

J. SOLICITATION FOR THE TRACEN CAPE MAY (TCCM) RECRUIT COMPANY MENTOR PROGRAM

RDML S. A. Buschman, Commander, Force Readiness Command

1. This MSG solicits CY-14 applications for the TCCM Recruit Company Mentor program. Company Mentors visit TCCM to meet with their Recruit Company at three points during the eight week program (Week 2, Week 5, and Graduation). We encourage a diverse and robust pool of candidates to apply in order to increase recruit exposure to top-performing Officer and Enlisted leaders, and provide the highest level of support and guidance to our newest Coast Guard members. Last year, TCCM received an overwhelming response to solicitation, due to the number of available companies; we could not select every applicant. We encourage those members who were not selected to re-apply this year.
2. Mentor Application Requirements:
 - a. Enlisted: E-7 and above.
 - b. Officers: CWO2-CWO4, O-3 and above.
 - c. The following Coast Guard-wide award winners will be reserved a mentor spot for each calendar year: EPOY, Munro, McShan, Jarvis, and Witherspoon award winners.
 - d. Operational units may also apply to mentor a company with members of the command representing the unit at the normally scheduled mentor visits.
 - e. TCCM anticipates 40 companies convening in CY-14.
 - f. Funding for travel is the responsibility of the member. To defray the cost of travel, TCCM has quarters available at no cost for all mentor visits and on board dining is available for all meals.
3. The application submission deadline is 15Nov13. All qualified applicants will be considered by a selection board. All applicants will be notified of their status via e-mail NLT 20Dec13.
4. During the selection process, priority will be given to senior Enlisted and those Officers with prior enlisted experience, but this should not deter Officers with no prior enlisted experience from applying. The program objective is to provide recruits contact with members that have experienced the same challenges and opportunities that they will soon face and afford them the opportunity to ask relevant questions relating to these issues.



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5. More information and a link to the most current application and Mentor Guide can be found at: <http://www.uscg.mil/hq/capemay/activeduty/recruitcompmentors.asp>.

K. 2013 ADMIRAL OF THE OCEAN SEA (AOTOS) HONORED SEAFARERS AWARD RDML P.J. Brown, Assistant Commandant for Response Policy

1. This ALCOAST announces the selection of the 2013 AOTOS Honored Seafarers Award. This award is bestowed annually by the United Seaman's Service (USS) to recognize heroism of American Seafarers who have risked their lives to save others.
2. The USS has selected Aviation Survival Technician Third Class Omar Alba of CG Air Station Kodiak, AK, for the 2013 award.
 - a. Petty Officer Alba is recognized for his heroic efforts on 12Nov12 while serving as a rescue swimmer aboard CG Rescue Helicopter 6544 deployed aboard *CGC Sherman*. Rescue 6544 launched to aid *M/V Polar Wind* which had grounded on Ukolnoi Island, AK in the midst of a severe winter storm.
 - b. Rescue 6544 arrived on scene and quickly located the tug *Polar Wind* aground in close proximity to a 200-foot cliff. The vessel was battered violently by breaking 10-foot surf while pilots struggled to maintain position as the helicopter was buffeted by wind gusts in excess of 40 knots and downdrafts. Petty Officer Alba deployed to the vessel without hesitation, quickly assessed the condition of its five crewmembers and prepared them for immediate extraction. He then accompanied three crewmembers to the aircraft via a rescue strop to expedite their rescue. Unfortunately, Rescue 6544 was forced to depart the scene due to fuel constraints prior to extracting the remaining two crewmembers.
 - c. In the interim, conditions on scene deteriorated rapidly with 20-foot waves pounding the tug on the rocky shore. Despite the danger to himself, Petty Officer Alba volunteered to remain on the stricken vessel with its two remaining crewmembers to ensure their safety while awaiting rescue.
 - d. Rescue 6003 arrived on scene 45 minutes later, just as Petty Officer Alba was preparing *Polar Wind's* last two crewmembers to abandon ship. Petty Officer Alba was then repeatedly dragged from one side of the icy vessel to the other as he struggled to control the trail line while extracting the last two crewmembers.
 - e. Petty Officer Alba exhibited remarkable courage, exceptional professionalism, and exemplary devotion to duty throughout this rescue. His competence, courage and



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- commitment to the safety of others reflect great credit upon himself and CG Air Station Kodiak and are in keeping with the highest traditions of the United States Coast Guard.
3. Although there were several inspirational nominations forwarded for the 2013 AOTOS Award, selection was limited to one. Nonetheless, all of the nominees exhibited great competence and courage and brought credit to the service. Their performance honors our professional and the life-saving heritage. AOTOS award nominees include:
 - a. AST2 Michael Salter, CG Air Station Clearwater, FL for his role in the rescue of seven survivors of the *M/V Seaprobe*.
 - b. CG Rescue 6606 crewmembers LT Zack Fuentes, LT Craig Holliehead, AST2 Josh Mros, and AST2 Jerrod Keller, CG Air Station Miami, FL for the medical evacuation of a crewmember suffering cardiac arrest aboard *S/V Twilight Rodeo II*.
 - c. CG-45677 crewmembers BM2 Garrett Dailey, BM2 Scott Dymacek, BM2 Zach Poveda, MK2 Graham Smith, SN Jeremy Brown, and AN Patrick McGinnis, CG Boat Station Cape May, NJ for the medical evacuation of a severely injured crewmember aboard *M/V Suez Rajan*.
 - d. *M/V Gay Head* Captain Raymond Oliver AND CREW OF NANTUCKET, MA FOR THE RESCUE OF THREE SURVIVORS OF THE F/V FULL CIRCLE.
 - e. BM2 Anton Lesovsky, CG Boat Station Lake Worth Inlet, FL for the rescue of two survivors of a capsized 17-foot pleasure craft.
 - f. CG Rescue 6004 crewmembers LT Adam Davenport, LT Bryan Hoyt, AST2 Michael Heximer, AET3 Joseph Ivy, and HS2 Darcy McGrail, CG Air Station Cape Cod, MA for the medical evacuation of a severely injured crewmember aboard *F/V Ocean Prowler*.
 - g. AST2 Christopher Watson, CG Air Station Elizabeth City, NC for the rescue of two survivors from the disabled *S/V Andante II*.
 4. AST3 Alba will be recognized at a ceremony hosted by the USS at the Sheraton New York Times Square Hotel, New York, NY ON 15NOV13.
 5. Congratulations to AST3 Alba, CG Air Station Kodiak and all of the AOTOS Award Nominees for a job well done.



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L. HOW TO BLOCK A BOAT-TIPS TO SAFELY BLOCK UP A BOAT FOR STORAGE.

Kevin Falvey, Boating Magazine

Whether you do it yourself or not, it's essential for you to know the proper way to block up a boat for storage. Placing a boat on blocks can be dangerous to you and damaging to the boat, if done wrong. If you own a trailerable boat, or have access to a roller trailer, the following tips gleaned from American Boat and Yacht Council guidelines and boatyard pros should prove helpful.

Select a firm, level piece of ground. Back the rig into place and let out a few feet of winch cable. Now get out and push the boat back off the trailer until it reaches the balance point — the point where a little weight at the transom would cause it to tip aft and slide off the trailer were it not for the winch cable.

Next, stack masonry blocks — ABYC scorns cinder blocks — beneath the transom corners and under the keel aft. ABYC recommends that a pad of plywood be used beneath blocks on soft ground and that blocks stacked higher than two tiers be cribbed (adjacent tiers stacked perpendicularly). The stack's height should not exceed 1 1/2 times its base's length or width, whichever is shorter. Use a piece of wood as a pad between the stack and your boat.

Now have a helper tip the transom onto the blocks as you gingerly pull forward until the boat is supported by the trailer forward and the blocks aft. Stack blocks along the keel and aft of the stem to a height that allows the cockpit to drain. Pull the trailer out from under.

You're not done. ABYC recommends a minimum two sets of keel blocks per boat. Place these, and adjust athwartship trim, with more blocks and wood shims — or for convenience, use adjustable jack stands. The boat's manufacturer may be able to supply you with the preferred location of the blocks. If not, identify areas where bulkheads are installed and place them there to help distribute the load. Minimum keel block sizes recommended by ABYC are 4 inches by 18 inches for boats shorter than 30 feet (length overall) and 6 inches by 18 inches for boats to 40 feet long. Twelve-by-12-inch blocks are acceptable for any boat.

If you consider DIY boat blocking, remember that even a small boat is heavy enough to kill you should it fall. Be careful, and call in a pro if you have any doubts. The intent of this article is to relate how it's done, as well as to disseminate safe practice information for winter boat storage.

- **Minimum Width and Length of Keel Blocking**
In all cases, 12-by-12-inch blocks are acceptable. Use wood blocks; barrels and cinder blocks should not be used for keel blocking.



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M. SOCIETY OF ACCREDITED MARINE SURVEYORS ELECTS 2014 BOARD MEMBERS

Boating Magazine

The Society of Accredited Marine Surveyors, Inc. held its Annual Conference and Continuing Education Symposium in San Diego, California, at the Bahia Resort Hotel, on October 16th, 17th, and 18th, 2013. SAMS" is a 1,000+ member international organization dedicated to enhancing the profession of marine surveying through communication, cooperation and education. Members must abide by a code of ethics and participate in a program of continuing education. AMS® members are surveyors who have accumulated time in the profession and have demonstrated the technical skills necessary for designation as Accredited Marine Surveyors. Surveyor Associates are practicing surveyors who are working toward receiving their AMS® designation. Affiliate members are non-surveying individuals and/or businesses providing products or services to the marine industry.

October 16th through October 18th were dedicated to a formal education program which was open to both members and other interested parties involved in the maritime industry. Saturday, October 19th was dedicated to the organization's Annual Membership Meeting, Regional Caucuses and a Board of Directors Meeting. The following officers were elected to serve during 2014:

President: Stuart J. McLea, AMS® of Halifax, Nova Scotia, Canada
Executive Vice President: Lloyd Kittredge, AMS® of Chesterton, IN
Secretary/Treasurer: Paul Logue, AMS® of Scituate, MA
Vice President - Meetings/Conventions: Robert V. Horvath, AMS® of Chagrin Falls, OH
Vice President - Membership: George J. (Jim) Sepel, AMS® of Juneau, AK
Vice President - Education: Kenneth Weinbrecht, AMS® of Long Island, NY
Vice President - Testing: Kristoffer A. Diel, AMS® of Lafayette, LA
Vice President - Public Relations: Bill Trenkle, AMS® of San Diego, CA

In addition to the members listed above, the organization's Board of Directors includes:

Joseph B. Lobley, AMS® - Immediate Past President

For additional information regarding the Society of Accredited Marine Surveyors®, Inc., please visit our website: www.marinesurvey.org.



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N. HOW TO REDUCE THE RISK OF FIRES ONBOARD YOUR BOAT

Sea Tow Foundation

Fires are among the more dangerous, yet preventable, accidents that can occur onboard a boat. For that reason, the nonprofit Sea Tow Foundation, in conjunction with Sea Tow Services International – the nation’s leading marine assistance provider – offers boaters these important fire prevention tips.

Fast action combined with a cool head are critical in fighting boat fires, as they can spread rapidly. Following these procedures not only can help boaters prevent a fire, or contain it if one breaks out, but also could help them save lives.

The Sea Tow Foundation’s Boat Fire Prevention Tips:

- Ensure you have the proper size and type of marine fire extinguishers on board. Depending on the size of your boat, you may need more than one fire extinguisher. The U.S. Coast Guard has this information in its Federal Requirements brochure, which is available online at www.uscgboating.org.
- Mount the fire extinguishers in readily accessible locations so that you can get to them in an emergency.
- Inspect your fire extinguishers regularly to make sure they are fully charged and have not expired. If you have a fixed firefighting system, have it inspected and/or serviced according to manufacturer recommendations or at least annually.
- Most boat fires are caused by fueling or electrical issues:

Before fueling, have all passengers leave the boat and shut off all flames (stoves, ovens, grills, etc.). Close all windows, doors and openings to prevent fumes from entering the boat.

While fueling, keep the nozzle in contact with the tank to prevent sparks and do not overfill the tank, so the fuel has room to expand. Wipe up any spills and dispose of the rags.

- Never smoke while fueling!
- After fueling, open all the windows, doors and openings and run the exhaust blower for four minutes.



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- Before starting the engine, perform a “sniff” test of the bilge and engine compartment. If you smell gas, continue to use the blower until all of the fumes are gone.
- To prevent electrical issues, frequently inspect the electrical connections. Also, inspect any shore power connection lines that you may be using before plugging them into your boat. If any wires are frayed or you see sparks, immediately shut off the power source and get the issue repaired before using it again.
- Be cautious when using heaters in enclosed spaces, especially when unattended.

How to deal with a fire if one does break out:

- Make sure that everyone on your boat is wearing a life jacket in case they have to jump overboard.
- If possible, position the boat so that the fire is downwind and have all passengers move upwind, away from the fire
- NEVER use water on a gasoline, oil, or grease fire as it may cause the fire to spread. Additionally, water should not be used on electrical fires due to risk of electrical shock
- Get your fire extinguisher ready to use. Use the PASS method.

Pull pin
Aim at the base of the fire.
Squeeze handle
Sweep from side to side.

- Call for help on your VHF Radio or cell phone. Prepare to abandon ship.

O. NOAA ANNOUNCES END OF TRADITIONAL PAPER NAUTICAL CHARTS

Boating Magazine

NOAA's Office of Coast Survey, which creates and maintains the nation's suite of over a thousand nautical charts of U.S. coastal waters, today announced major changes ahead for mariners and others who use nautical charts. Starting April 13, 2014 the federal government will no longer print traditional lithographic (paper) nautical charts, but will continue to provide other forms of nautical charts, including print on demand charts and versions for electronic charting systems.



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"Like most other mariners, I grew up on NOAA lithographic charts and have used them for years," said Rear Admiral Gerd Glang, director of NOAA's Office of Coast Survey. "We know that changing chart formats and availability will be a difficult change for some mariners who love their traditional paper charts, but we're still going to provide other forms of our official charts."

Since 1862, those lithographic nautical charts -- available in marine shops and other stores -- have been printed by the U.S. government and sold to the public by commercial vendors. The decision to stop production is based on several factors, including the declining demand for lithographic charts, the increasing use of digital and electronic charts, and federal budget realities.

"With the end of traditional paper charts, our primary concern continues to be making sure that boaters, fishing vessels, and commercial mariners have access to the most accurate, up-to-date nautical chart in a format that works well for them," said Capt. Shep Smith, chief of Coast Survey's Marine Chart Division. "Fortunately, advancements in computing and mobile technologies give us many more options than was possible years ago."

NOAA will continue to create and maintain other forms of nautical charts, including the increasingly popular Print on Demand (POD) charts, updated paper charts available from NOAA-certified printers. NOAA electronic navigational charts (NOAA ENC®) and raster navigational charts (NOAA RNC®), used in a variety of electronic charting systems, are also updated weekly and are available for free download from the Coast Survey website. NOAA will also announce a new product: full-scale PDF (Portable Digital Format) nautical charts, available for free download on a trial basis at <http://nauticalcharts.noaa.gov/pdfcharts>.

The world of navigation is benefiting from advances in technology, Smith said. He said that NOAA will consult with chart users and private businesses about the future of U.S. navigation, especially exploring the use of NOAA charts as the basis for new products.

"Customers frequently ask us for special printed features, such as waterproof charts, special papers, or chart books containing additional information," he explained. "We are investigating new opportunities for companies to fill these market niches, using the most up-to-date information directly from NOAA."

NOAA's Office of Coast Survey is the nation's nautical chartmaker. Originally formed by President Thomas Jefferson in 1807, Coast Survey updates charts, surveys the coastal seafloor, responds to maritime emergencies, and searches for underwater obstructions that pose a danger to navigation. Follow Coast Survey on Twitter @nauticalcharts, and check out the NOAA Coast Survey blog at <http://noacoastsurvey.wordpress.com> for more in depth coverage of surveying and charting.



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NOAA-certified Print-on-Demand partners will continue to sell up-to-date paper nautical charts.

P. THE EFFECTS OF HURRICANE SANDY, ONE YEAR LATER

Heather Steinberger, Boating Magazine

Today marks the one year anniversary of when Hurricane Sandy formed last October and it still looms large in collective memory. Not only did it kill 285 people in seven countries as it roared out of the Caribbean and northward along the U.S. East Coast, it took a sharp, almost unheard-of left turn and slammed in to the Jersey Shore, pushing a 14-foot storm surge into New York Harbor during a full-moon high tide.

Gadi Zofi, operations manager and spill supervisor for Ken's Marine Service in Bayonne, New Jersey, had a front-row seat for that historic night. A marine salvage operator, he recalls the effects that Hurricane Sandy had on our lives, and our boats. A year later, the 53-year-old Israeli salvage expert and his team are still working hard on cleanup efforts in the worst hit areas. Despite a lifetime on the water, Zofi says the monster storm was his first experience with a hurricane.

"It was quite an experience," he says, "to see that eye come ashore and to see how it pushed all that water into Long Island Sound and the Jersey Shore. The docks floated over the pilings, and the surge tore the moorings apart." To save their fleet of approximately 30 work boats, the Ken's Marine Service team put steel pipes through the spuds on a barge. They rafted all the boats together off that barge, so the entire group would ride up and down in the surge. "We were up all night, but by the next morning, we were ready for calls," Zofi recalls. "We didn't lose any boats or equipment."

- **Five Tips For Storm Coverage**

One particular memory stands out. On the morning of the storm, Ken's Marine got a call from a yacht club in Bayonne, where a large Hatteras was dragging its mooring. It was full of fuel, so a crash into the rocks was a major concern. At that point, the wind had already reached 50 to 60 miles per hour. "We took an inflatable out there, because they're low and stick to the water," Zofi says. "We got on board and took the boat off the mooring." The boat was too big to take into the local yacht club, so Zofi's team drove around the peninsula from Bayonne into the Hudson River's Upper Bay, heading for the Liberty Landing Marina.

"The U.S. Coast Guard had raised conditions from X-ray to Zulu, which are hurricane conditions," Zofi remembers. "There was no vessel movement in the harbor, and there we



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were, driving around on a pleasure boat!” Unfortunately, the boat couldn’t make it under a closed railroad bridge, so the team’s last resort was a nearby municipal marina — which reported that it had no room. They went in anyway.

“The police came down, and the chief said, get the boat out of here or get arrested,” Zofi says. “That’s the only time I’ve ever had handcuffs on! But it was temporary. The mayor’s office made arrangements, and the boat survived with minimal damage.”

In the months after the hurricane, Ken’s Marine Service kept busy picking up heating oil that floated off houses and cleaning up heavily damaged areas in the Rockaways, at Breezy Point, in Jamaica Bay, at the Statue of Liberty, at Ellis Island and at Liberty State Park. They also spent time defueling boats. Many were put onto barges and sent to a staging area on Staten Island, where some were collected and others left derelict. Still others were defueled and put right back into the sea.

“There’s a lot involved to make a boat stable and keep it afloat,” Zofi notes. “And there are still boats and ships out there that need to be dealt with. We had maybe 20 boats in Jamaica Bay alone.”

- **Hurricane Prep Lessons From Hurricane Sandy**

When the next hurricane does make a beeline the Northeast, however, take the appropriate precautions. And that includes insurance. As a final note, Zofi cautions owners to avoid undervaluing their boats, even if that means higher insurance rates. “Insure your boat for what it’s really worth,” he advises. “Don’t cut yourself short.”

Q. WHY YOU SHOULD WINTERIZE YOUR ENGINE

Bill Grannis, Boating Magazine

At this time of year practically every boating publication has an article about how to winterize your boat and engine for storage. It is also known as winter lay-up in some areas of the country. Most of the stories explain and illustrate a step by step process for winterizing but often do not detail what could occur if the procedures are ignored or not followed correctly.

Fuel stabilization over the several months of non-use has to be a priority. Today's ethanol enhanced gasoline (E-10) is very susceptible to moisture as it will absorb any condensation on the inside surfaces of the fuel tank that forms when large temperature changes occur. In hot weather gasoline can absorb up to 0.5% water but as it gets colder, the moisture in suspension will cause the ethanol to un-bond with the gasoline and will form an ethanol-



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water combination which is more corrosive than ethanol alone. This new mixture is heavier than gasoline and settles to the bottom where it proceeds to eat away at aluminum tanks starting at the welded seams. It can also strip the anodizing off the sides of the tank. Come springtime the carburetors or fuel injection system may accumulate the particles of aluminum oxide which looks like white sludge. The same scenario happens to the gasoline inside of the engine and that affects the internal metal, plastic, and rubber parts of your motor's fuel system.

That is only half the story, gasoline also decomposes over time and oxidizes, forming gummy deposits that can harden and smell like varnish. This is where a quality fuel stabilizer comes in, its ingredients slow the decomposition of gasoline and retard – but not prevent – the phase separation of ethanol and water. In addition most stabilizers contain anti-corrosive additives to minimize rusting of steel parts and the freezing up of expensive electric fuel pumps.

1. Top Winterizing Tips

With the popularity of 4-stroke engines over the past decade, protecting a motor with fogging oil is more important than ever because of the many steel and cast iron parts used in their construction. There are always valves open to the atmosphere where moisture in the air condenses on the finely machined metal parts during temperature changes and causes rust and pits. Unlike the old traditional carbureted 2-strokes whose components normally have an oily residue, the 4-stroke steel and iron parts are subject to corrosion damage, more so in salt water areas. Valves, rings, and cylinder sleeves are the most prone to rust and in some motor designs, a stuck valve can be hit by a piston causing expensive damage when the engine rotates when starting. Rust buildup on the cast iron bores gets scraped away by the piston rings as the engine starts removing small bits of metal that changes the clearances between the pistons and cylinders each time it happens. Problems such as lower compression, poor idle, and/or increased oil consumption with high increases of hydrocarbon emissions are possible as cylinder and ring wear occurs.

2. Winterization Cheat Sheet

Cooling systems require a good flushing out before storage. Any salt buildup or even sand or mud deposits hold moisture which could cause galvanic corrosion inside an aluminum cylinder block in the presence of a dissimilar metal such as a brass thermostat. Often in neglected engines pitted areas in the block are visible that might eventually form pinholes, spraying water over the powerhead when they break through.

3. Winter Boat Protection

It is best that batteries be removed from the boat, kept charged up, and protected from the weather. A fully charged lead-acid battery will not freeze but self-discharges over time, more so when connected to an engine. A battery discharged 50% freezes around -10°F and a dead battery may freeze solid at a relatively mild 20°F. Freezing frequently ruins a



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battery by distorting the plates, breaking internal connections, or possibly cracking the battery case allowing the acid to leak out when it thaws.

To avoid these potential problems a concerned boat owner should ensure that his or her rig is thoroughly winterized to protect it and to avoid unexpected repairs that could show up the following spring when the boat is put in the water.

R. 6 FALL BOATING SAFETY TIPS - THE END OF SUMMER DOESN'T MEAN THE END OF FUN FAMILY BOATING & FISHING!

Sea Tow Foundation

Autumn's arrival doesn't mean the boating and fishing season has to come to an end. Quite the contrary! Most anglers will tell you that some of the year's best fishing occurs in the fall, and boaters agree that leaf-peeping while slowly cruising through calm, mirror-like waters takes on an almost ethereal quality.

However, the arrival of fall's shorter days and colder temperatures does require boaters to take some extra precautions in order to ensure a safe and enjoyable outing for all. With this in mind, the Sea Tow Foundation, a nonprofit organization created to promote boating safety, offers the following six tips for boaters and anglers who go out on the water this fall.

1. Update your charts. Local aids to navigation like channel markers and buoys placed by local authorities may be pulled as early as October in some areas. With autumn's shorter days, you also may wind up cruising home after dark, making even familiar landmarks hard to spot. Make sure your charts – electronic and paper – are up to date so you can use them to navigate instead of visual aids.
2. Check nav lights and flares. Make sure that your boat's navigation lights are in working order and your emergency flares are not past their expiration date. Carry a couple of waterproof flashlights onboard to help you unload passengers and gear at the dock or boat ramp after dark, and be sure to stock spare batteries.
3. Make sure your VHF is working. During the fall, the waterways are less crowded. While this is peaceful, it also means that if you run into a problem, you might not see another boater. You can use your VHF radio to call for help even in spots where your cell phone has no signal. Use Sea Tow's free Automated Radio Check system to ensure the radio is working properly – to find the right VHF channel for your area, visit www.seatow.com/boating-safety/automated-radio-checks.



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4. Gas up before you go. With fewer boats on the water, some fuel docks may close early during the fall season. Don't assume you can fill up at your destination for the return trip home.
5. Wear a life jacket. In the autumn, as water temperatures start to fall, boaters who accidentally fall overboard run an increased risk of hypothermia. While children under 13 must wear a life jacket when the boat is underway by law, it's a good idea for adults to wear them, too – especially at night. Purchase life jackets with lights attached so rescuers can find you in the water. Make sure they fit over your bulky “fall layers” – jackets, sweatshirts, etc. If you don't have a life jacket, you can borrow a life jacket for free from one of the 160+ Sea Tow Foundation life jacket loaner stations. Find one near you at www.boatingsafety.com.
6. Keep a “weather eye”. Autumn storms can approach swiftly, and often seem more menacing than summer rain showers. If you have a smartphone, download the Sea Tow App at www.seatow.com/app. Boaters can use this free app to get up-to-date weather forecasts, as well as tides and navigation information. It also lets you call for help with the swipe of a finger.

S. TOP 5 REASONS TO WEAR A LIFEJACKET - SAFETY ORGANIZATION URGES ACTION

National Safe Boating Council

The North American Safe Boating Campaign reminds boaters of the importance of boating safety and always wearing a life jacket.

There is one simple strategy that saves lives during recreational boating and that is wearing a life jacket. Yet, according to the U.S. Coast Guard, 85 percent of drowning victims in recreational boating accidents were not wearing a life jacket in 2012.

“There's no excuse not to wear a life jacket,” said Virgil Chambers, executive director of the National Safe Boating Council, a lead organization for the campaign. “You can still have fun on the water while wearing a life jacket and boating responsibly.”

Just ask Richard VanDermark, an experienced boater and a navigation officer in Orange County, New York. VanDermark recalls the day he went tubing with his family in 2011 when he slipped while helping his grandson onto the boat, hitting his head and falling into the water. Thanks to wearing his life jacket, his son-in-law quickly pulled him out of the water and performed CPR.



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“There is no doubt in my mind that my life jacket saved my life. No matter how good a swimmer you are, you never know what will happen when you’re boating,” said VanDermark. “Always wear your life jacket.”

“Wear It!” identifies the top 5 excuses not to wear a life jacket.

1. “I have life jackets on board.” Having life jackets on board the vessel is not enough. Accidents happen too fast to put on a stowed life jacket.
2. “I’m a strong swimmer.” Even a strong swimmer needs to wear a life jacket. During an emergency, clothing can become heavy or waterlogged while in the water.
3. “It’s too hot and doesn’t look cool.” Old-fashioned, bulky orange life jackets have been replaced with new styles, like inflatable life jackets that may resemble a pair of suspenders or a belt pack. These are much cooler in the warmer weather.
4. “It gets in the way.” There are life jacket styles available for any recreational water activity – fishing, water sports, hunting, paddling and more. There are even styles for pets!
5. “Nothing is going to happen to me.” Face it, accidents happen. Boating can be a fun, safe and enjoyable activity, but when the “Wear It!” message is ignored, the consequences can be grim.

The North American Safe Boating Campaign is produced under a grant from the Sports Fish Restoration and Boating Trust Fund, administered by the U.S. Coast Guard. It unites the efforts of a wide variety of boating safety advocates, including the National Association of State Boating Law Administrators, Canadian Safe Boating Council and many members of the National Safe Boating Council.

Follow the campaign on Twitter at www.twitter.com/boatingcampaign and Like at www.facebook.com/SafeBoatCampaign. Share your boating story at www.SafeBoatingCampaign.com.

T. NMMA SUPPORTS USCG EFFORT TO STREAMLINE LIFE JACKET LABELING AND STANDARDS

National Marine Manufacturers Association

NMMA has submitted comments supporting United States Coast Guard (USCG) efforts to remove references to life jacket type codes in carriage and labeling of USCG approved Personal



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Flotation Devices (PFDs.) These type codes were unique to the U.S. and often proved confusing to consumers and a barrier to trade for manufacturers internationally. Removing the type codes will facilitate future industry consensus for PFD labeling that will be easier to understand by consumers and move toward international harmonization. NMMA will continue to update readers on this process as it progresses.

U. E15 and the Renewable Fuel Standard – Issue Brief

BoatUS

1. Background

In 2005 Congress passed the Renewable Fuel Standard (RFS), setting mandatory levels of renewable fuel that must be blended into domestically used gasoline each year. As originally written, there were several different renewable fuels (including ethanol) which would fulfill the mandate, however corn-based ethanol is still the only fuel produced in quantity in the U.S. As gasoline usage has dropped in the U.S. in the last few years, there are fewer gallons of gas to blend with the mandated amount of ethanol, causing a “Blend Wall.” Additionally the RFS requires higher levels of renewable fuels to be blended each year. In order to comply with the growing mandate, in 2010 the EPA approved the use of gasoline containing up to 15% ethanol (E15) for some engines – cars and light trucks 2001 and newer. E15 is now available in Illinois, Iowa, Kansas, Nebraska, North Carolina, North Dakota, South Dakota, Michigan and Wisconsin.

2. Issue

Currently there is not a single marine engine warrantied for E15. Marine engine tests run by the National Renewable Energy Laboratories and the Department of Energy in October 2011 on four new 2 and 4 stroke engines showed that significant temperature increases occurred using E15, as well as piston damage, misfiring, cracked valves and deterioration of gaskets. With the potential to have both E10 and E15 in local fuel pumps, boaters are at a greater risk of misfueling and voiding the warranty, as well as contributing to the poor health of their engine.

3. Status

Several federal bills have been introduced in Congress that reform the RFS and limit the amount of ethanol required to be blended into our gas. This year there were also bills introduced in Florida, Maine, New Hampshire and Oregon to waive the RFS mandate to some degree or ban the use of ethanol outright.



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4. Current Federal Legislation

S. 3428, The RFS Flexibility Act, sponsored by Sen. Ben Cardin (D-MD) seeks to link the corn ethanol production mandate in the RFS to the amount of available U.S. corn supplies.

H.R. 875, sponsored by Rep Jim Sensenbrenner (R-WI). This measure requires the EPA to contract with the National Academy of Sciences to assess the scientific and technical research on the implications of the use of E15 or higher ethanol blends compared to E10 or E0. Until this study is concluded, the EPA waiver permitting E15 to the marketplace would be null and void. The bill also defines what engines the study must investigate – which includes marine engines – and what negative effects E15 would have on pipes, hoses, and storage tanks.

Representative Bob Goodlatte (R-VA) has introduced both a measure seeking the repeal of the RFS and one looking to reform it. H.R. 3097, The RFS Reform Act, co-sponsored by Jim Costa (D-CA), Steve Womack (R-AR), and Peter Welch (D-VT), is supported by a wide array of groups, including meat and poultry producers as well as environmental groups. It would eliminate the corn-based ethanol requirements and cap the amount of ethanol that can be blended into conventional gasoline to 10 percent. Also, it would require the EPA to set cellulosic biofuel mandates to match actual available levels.

The second measure H.R. 3098 is called the Renewable Fuel Standard Elimination Act and does just that – it eliminates the standard and all fuel blending requirements all together.

5. BoatU.S. Position

BoatU.S. has long recognized that one of the primary goals of renewable fuels is to help decrease our reliance on foreign fuels and could become a key part of America's energy solution. The introduction of E10 into now >90% of the nation's gasoline has not been an easy one for many boat owners who have experienced clogged fuel filters, unreliable engines and sometimes totally ruined engines due to ethanol's solvent and hydrophilic characteristics. While many boaters have learned to live with E10, introducing higher levels of ethanol in U.S. gasoline raises serious concerns for the dependability and durability of millions of existing expensive marine engines. E15 was approved to be used in the marketplace in 2011, however, there are no marine engines in existence designed to run on this fuel. With this fuel now available in pumps offering multiple fuel choices, a boater could easily use the fuel in error and find themselves literally adrift, after their boat engine fails. As a result of the potential for significant mechanical breakdowns from E15 and resulting consequences for human safety, BoatU.S. is seeking a reform for the RFS, to eliminate the current mandates requiring more volume of ethanol in our gas until research proves that higher levels of ethanol (E15) or alternative renewable fuels are safe



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for marine engines. Until then, we will work to insure that gasoline sold in the U.S. is a reliable fuel for our boats.