



DEPARTMENT OF HOMELAND SECURITY

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WebWatch

Division 8, 5NR

October 2010

A. SHIFTING SANDBARS IN GREAT EGG INLET KEEP BOATERS ON EDGE

U.S. Coast Guard Newsbreak & Blogsum

The buildup of sand at the mouth of the Great Egg Harbor Bay has created tricky and potentially dangerous boating conditions this summer. Also, big swells from recent coastal storms have made navigating one of southern New Jersey's most popular bays even trickier. And worse: the channel markers — the stationary signs that tell boaters where deep water is supposed to be — are inadvertently luring boaters into dangerously shallow waters.

The Coast Guard is aware but has not acted yet to relocate the navigational aids due to rough weather. That leaves boaters to fend for themselves until a safe route is marked. And some boaters believe there is no reliable deepwater course and that only dredging can solve the safety issue.

John Ryan, owner of Towboat U.S., said big boats have to worry about running aground, while even small boats have to be wary of capsizing in the waves. He saw a 25-foot sport-fishing boat that flipped two Sundays ago when waves from Hurricane Danielle churned up the inlet. Nobody was injured. And when a boater on a personal watercraft tried to help by taking a tow line to another boat that had run aground in shallow water, his craft rolled and tumbled in the water, Ryan said.

On the surface, New Jersey's inlets seem like consistent bodies of water, but beneath the surface they are constantly shifting, Ryan said. "The inlet is definitely changing — and dramatically," Ryan said. "The whole thing changes almost every time we go out there." Ryan said dredging for Ocean City's beach-replenishment project in the spring could be to blame for the latest shoals.

The U.S. Coast Guard said its navigational unit is aware of the problem and will be going out when weather conditions calm down to take soundings of the inlet to identify where the new channel should be remarked. But boaters said the agency should act with greater urgency. "I don't think you can rely on Mother Nature to solve this problem," Philadelphia attorney Perry de Marco said. De Marco sails a 36-foot boat in the Great Egg Harbor Bay when he comes to his summer home in Margate. Taking the inlet now is scary, even for an experienced sailor, he said. "I've navigated this inlet my whole life," he said. "Halfway in, it was so treacherous that I almost decided to go back out because it would be safer. Fortunately, I made it in safely."



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He took a small powerboat on the water last weekend to try to map out a safe route on his global-positioning satellite. But he crisscrossed the inlet without finding one. "What about inexperienced boaters who get lured into the channel and don't know about this problem?" he asked. "They need to take action to dredge this channel and make it safe."

The bay is home to thousands of boats from marinas and lagoons across Upper and Egg Harbor townships, Ocean City, Ventnor, Longport and Somers Point. Several sailboats were damaged this summer on the unforgiving sandbars, including Stanley and Tricia Fleishman's 42-foot sailboat *Delphinis*, which they moor at Seaview Harbor Marina in Egg Harbor Township. They have been navigating the inlet for 35 years. On Aug. 8, they were taking a friend out to the ocean to spread a relative's ashes when their boat nearly capsized. It ran aground in the middle of the navigation channel. "We came crashing down very hard. It was unnerving and unsettling," Tricia Fleishman said. "We were very lucky." The impact damaged the boat's rudder. The couple is more careful about planning their voyages now, she said. "We are prisoners of the tides at the moment. We will not go in or out at low tide," she said.

B. U.S. COAST GUARD SURVEYS GREAT EGG HARBOR INLET TO PINPOINT NAVIGATIONAL PROBLEMS

U.S. Coast Guard Newsbreak & Blogsum

The U.S. Coast Guard on Tuesday surveyed the Great Egg Harbor Inlet to see firsthand the hazardous navigational hazards that have plagued recreational boaters all summer.

Several charter boat captains accompanied the agency on its patrol. Egg Harbor Township Mayor James J. "Sonny" McCullough and Mike O'Neill, Captain of Stray Cat Charters, identified channel markers that need to be moved. They departed at low tide and used depth finders to chart a new route with an average water depth of 22 feet. The channel they found was 9 feet, 4 inches at its shallow point and more than 28 feet at its deepest, O'Neill said. "We're going to shift the channel markers," said O'Neill, who operates his business out of the busy Seaview Harbor Marina in Egg Harbor Township.

"It looks like the channel has moved to where it was in the 1970s," he said. The Great Egg Harbor Bay is one of the busiest bays in New Jersey for recreational boating. Boaters have complained all summer about treacherous conditions caused by submerged sandbars in the marked channel. Several boats were damaged or capsized while traversing the inlet and ran aground or got swamped in surging waves. Boat-towing companies reported several calls caused by boaters running afoul of sandbars. "If you follow the channel markers the way they're set up now, it will put you in danger,"



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McCullough said. "The entire channel has shifted north." He has been a lifelong boater in southern New Jersey and once owned his own charter-fishing boat called the Miss Margate. The Coast Guard's navigation unit could not be reached for comment Tuesday.

O'Neill said the Coast Guard indicated it will move the markers later this year. In the meantime, O'Neill said he does not think striped fishermen will have much trouble this fall. "Striper guys know what they're doing. It's the people who don't transit the inlet very often, like the sailboats," he said. "You can't rely on the markers on these inlets. It says so on all the navigational charts. They're just aids to navigation. You have to use common sense and watch for whitewater and foam." Boaters blamed the inlet's shift on last year's beach-replenishment project in Ocean City. McCullough said beach projects should harvest sand from navigational channels to accomplish two goals.

"If you're going to do a beach-replenishment from Ocean City, that's all well and good. But why not take the sand from one of the inlets where we need work?" he said.

C. NJ MARINE FISHERIES COUNCIL ENDORSES NEW FUNDING IDEAS

Jim Hutchinson, Jr Recreational Fishing Alliance (NJ)

When the New Jersey Marine Fisheries Council met in Galloway Township this past Thursday night, funding options for the state's Bureau of Marine Fisheries took center stage.

After rather contentious debate amongst Council members with input from the public, the governing body voted to conditionally endorse legislation that would create a state conservation lottery to provide funding for the state's natural resources, including marine fisheries. The Council also supported the creation of a dedicated Striped Bass License Plate, so long as both options provided funding directed to the Director of the Division of Fish & Wildlife to be utilized by the Bureau of Marine Fisheries.

The Council also voted to endorse the idea of a Saltwater Fishing License, although as noted by Council members, there is no legislation currently in play which would implement a marine license in New Jersey, and some council discussion on Thursday said that a poorly written license bill could ultimately be worse for anglers than other options.

As reported in last Friday's Asbury Park Press, both license supporters and opponents at the Council meeting are in agreement that New Jersey shortchanges its fisheries programs to sometimes dangerous levels. The money that comes from seafood and recreational fishing puts New Jersey in the top tier of East Coast fishing states, right



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behind leaders like Massachusetts and North Carolina, but industry advocates complain the Legislature always fails to spend enough money to manage those resources.

Despite National Marine Fisheries Service (NMFS) reported revenues of \$100 million in sales tax revenue (on \$1.6 billion in gross sales) generated by recreational fishing in the state of New Jersey, the FY 2011 budget appropriates only \$600,000 to the Bureau, with additional funding coming in the form of federal Wallop-Breaux funding derived from a 10% federal excise tax on fishing equipment sold in the state.

According to Capt. Adam Nowalsky, Chairman of the Recreational Fishing Alliance's New Jersey chapter (RFA-NJ), no one would like to see the marine fisheries of New Jersey properly funded more than the saltwater fishermen. "The saltwater license, however, has no existing legislation attached, and it's not as fully developed as the conservation lottery and the license plate initiatives that have both Senate and Assembly sponsors and cosponsors in Trenton," Nowalsky said.

Senate Resolution SCR93, sponsored by Sen. Jeff Van Drew, and Assembly Resolution ACR119, sponsored by Assemblyman Nelson Albano, propose making Constitutional amendments that would authorize the creation of a state lottery to fund conservation programs, including the state's marine fisheries. Nowalsky cited a 2002 study by Southwick Associates as saying that a conservation lottery in conjunction with specialized license plates could generate tens of millions of dollars for state fisheries and natural resources.

"Marine Fisheries has been fighting for years for the funding to do their job in support of New Jersey's anglers," Nowalsky said, adding "If the state's unwilling to allocate more of the fishing community's direct taxes back toward the marine resources, then we believe a constitutionally protected revenue stream through a lottery makes the most sense right now."

Also discussed at length on Thursday was a formal procedure for public comment during future Council meetings. A document outlining the Council's new guidelines for public comment was formally requested by the RFA-NJ after the July Council meeting, when it was stated by the Council Chairman that the public would not be allowed to ask questions at Council meetings.

The Council's new guidelines would actually restrict the ability of the public to question the council and staff on issues prior to comment, and appears to have been written specifically to restrict dialogue between the public and staff state employees. After debate, the Council approved the new changes by an 8-2 vote.

"This is a clear violation of the spirit and intent of the Administrative Procedures Act," said Jim Donofrio, Executive Director of the RFA. Donofrio said the Administrative



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Procedures Act or APA governs the way in which administrative agencies may propose and establish regulations and sets up a process for review.

"Purely by advancing such rules without public comment is in itself a clear violation of the APA, which was implemented specifically to open up public discourse on regulation and to allow public participation in the process of rule-making," Donofrio said. "In one breath our Council votes to charge the public in order to access our public resources, and then minutes later they vote to take away the public's ability to participate in the political process." Donofrio said the RFA would be consulting with both their legislative and legal staff regarding the Council's new guidelines for public participation.

The Council also decided to hold a special meeting in April each year to set that year's recreational regulations, including size, season and bag limits. Typically this takes place in March, but the change, initiated by a change in Atlantic States Marine Fisheries Commission schedule, will allow for this usually well attended meeting to be held in a more centralized location with a larger seating capacity than the usual meeting place of the Council.

D. GPS System Software Integration Assessment

U.S. Coast Guard Newsbreak & Blogsum

Mariners are advised that over the course of the next several weeks, the Air Force will conduct an integration assessment of the current GPS Software Baseline. There are no planned GPS Satellite outages for this activity, and the broadcast navigation signal will remain IS-GPS-200 compliant. Mariners who experience GPS anomalies should contact the Coast Guard Navigation Center as soon as possible.

E. Auxiliary Training Program Changes and Updates

CHDIRAUX

1. Auxiliary Trident Program Qualifications (effective immediately): ALCOAST 192/10 (Marine Safety Insignia), dated 16 April 2010, provided updated guidance for the entitlement of the Coast Guard Marine Safety (Trident) insignia. These changes also apply to the Auxiliary Trident insignia. Permanent entitlement for wear has been updated to require five years of sustained activity and support at a marine safety field unit. Auxiliarists who have already earned marine safety insignia and those who have achieved temporary-awaiting-permanent status, under the four-year requirement do not have to meet this five-year requirement.



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2. The New Introduction to Marine Safety and Environmental Protection (IMSEP) Course dated September 14, 2010 replaces the July 2002 IMSEP course (effective immediately): The associated test will be available October 1, 2010. The Initial Indoctrination to Marine Safety Course (IIMS) is no longer required as a prerequisite to the new course when the new course is taken

3. Boat Crew Qualification Program (BCQP) Currency Maintenance (effective 01 January 2011): In clarification of maintenance hours for Personal Watercraft Operator (PWO), coxswain, and boat crew member, Auxiliarists are required to perform at least 12 currency maintenance hours per calendar year after being qualified as a boat crew member. If an Auxiliarist is a PWO and boat crew member, then at least 18 annual currency maintenance hours must be performed, with at least 12 of those hours performed as PWO AND at least six hours as boat crew member. If an Auxiliarist is a coxswain and PWO, then at least 18 annual currency maintenance hours must be performed, with at least 12 of those hours in any combination as coxswain or boat crew member, AND at least six hours as PWO. BCQP currency maintenance requirements are summarized as follows:
 - Boat Crew Member only At least 12 hours/year

 - Coxswain only At least 12 hours/year (all hours may be performed in any combination as Coxswain or Boat Crew Member)

 - Coxswain and PWO At least 12 hours/year in any combination as Coxswain or Boat Crew, AND at least 6 hours/year as PWO

 - PWO only At least 12 hours/year PWO and Boat Crew Member At least 12 hours/year as PWO AND at least 6 hours/year as Boat Crew Member

4. Air Observer Medical Screening (effective immediately): In order to increase overall program safety and standardize medical requirements, all Auxiliary air observers are required to meet the same medical screening requirements as Auxiliary air crewmen. Air observer medical screening is now included as a task for qualification and currency maintenance purposes, and it must be completed prior to performing any swim task. Qualified air observers and trainees must meet this medical screening requirement by 01 January 2011. Proof of medical screening already performed in 2009 and 2010 is acceptable to initially meet this

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requirement. The new Flight Crew Medical Screening document AV-10-1 dated 16 SEP 10 and ANSC 7042A revised 05/2010 updates all flight crew medical requirements. The direction and form use is effective immediately.

5. AUXOP Program (effective 01 January 2011):

- a. The AUXOP program will be revised to consist of core, leadership, and elective credit elements in order to give variety to Auxiliarists, increase practical AUXOP relevance to Coast Guard missions, and better assist the Coast Guard to fulfill needed skill sets. Under the new program, Auxiliarists will be required to successfully complete a minimum of seven (7) credits from three categories of courses detailed in items (a)-(c) below to receive the AUXOP qualification. This revision will give Auxiliarists more choices to meet program requirements, allow the pursuit of preferred focus areas, and apply credit for ICS training and expertise.

(1) The three required core courses, each worth one credit, shall be:

- (a) Auxiliary Weather Specialty Course (AUXWEA).
- (b) Auxiliary Seamanship Specialty Course (AUXSEA)
- (c) Auxiliary Communications Specialty Course (AUXCOM)*.

* Updated Auxiliary Communications Specialty Course (AUXCOM) (effective immediately): This updated course is now available from the Auxiliary National Supply Center (ANSC). It has been reviewed, approved, and promulgated under signature of the Chief Director of Auxiliary (CG-542), and it now replaces the previously numbered Coast Guard course publication. Auxiliarists who have already begun the previous AUXCOM version have until December 31, 2010 to successfully complete that course for credit.

(2) Auxiliarists will be required to complete one of the following leadership courses, worth one credit (AUXOP credit will not be applied for more than one course from this category). These courses include:

- (a) Auxiliary Leadership and Management (AUXLAMs).
- (b) Auxiliary Mid-Level Officers Course (AMLOC)
- (c) Auxiliary District Captain Course (Formerly RCO Course).
- (d) Flotilla Leadership Course (FLC) – this includes online and classroom versions.
- (e) Auxiliary Senior Officers Course (ASOC).



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- (3) Auxiliarists will be required to complete their AUXOP credits by completing a combination of the following elective courses, totaling three or more credits:
- (a) Auxiliary Search Coordination and Execution Specialty Course (AUXSC&E) (the Auxiliary Navigation Specialty Course (AUXNAV) is a pre-requisite for AUXSC&E) - 2 credits.
 - (b) Auxiliary Navigation Specialty Course (AUXNAV) – 2 credits.
 - (c) Introduction to Marine Safety - 2 credits.
 - (d) Auxiliary Patrol Specialty Course (AUXPAT) – 1 credit
 - (e) Auxiliary Aids-to-Navigation (ATON) and Chart Updating C- School (AUX-06) - 1 credit.
 - (f) Coast Guard Incident Command System (ICS) 300 & 400 (ICS 210 cannot be used as a substitution) –1 credit.
 - (g) Auxiliary Air Coordinator C-school (AUX-15) – 1 credit.
 - (h) Specialty ICS courses count as one credit for completion of the in-class course and one credit for the completion of the PQS for a possible two credits. If an in-class course is not available, then PQS must be completed for credit. Specialty ICS courses include:
 - 1. ICS 346 (Situation Unit Leader).
 - 2. ICS 347 (Demobilization Unit Leader).
 - 3. ICS 248 (Resources Unit Leader).
 - 4. ICS 430 (Operations Section Chief).
 - 5. ICS 440 (Planning Section Chief).
 - 6. ICS 351 (Finance Section Chief).
- (4) The previously canceled Auxiliary Search-and-Rescue Specialty Course (AUXSAR) and Auxiliary Administration Specialty Course (AUXMIN) shall be acceptable if already completed. They shall be worth 1 credit each and may be used on a one-for-one basis in lieu of course options listed in 5.a.(3) above.
- b. Additional elective courses may be added by CG-5421 in the future.
- c. If AUXDATA is not modified to reflect these AUXOP program changes by the implementation date, then AUXOP program completion will have to be manually tracked. Primary responsibility for tracking personal training and successful course completions rests with the Auxiliarist.



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- d. No time limit shall apply to successful completion of AUXOP eligibility requirements.
- e. Provisions of section 11.A.12 of the Coast Guard Auxiliary Manual that deal with the Auxiliary Specialty Ribbon shall be modified as follows:

"This recognition is presented to an Auxiliarist who has successfully completed any AUXOP course. Auxiliarists add 3/16-inch bronze or silver stars to show successful completion of additional courses which move them closer to achievement of the AUXOP device. AUXOP designation recognizes the successful completion of all AUXOP requirements, and entitles the Auxiliarist to wear the AUXOP device. Once the device is earned, the Specialty Ribbon shall be removed."

6. Mandated Training: New mandated training course requirements for all Auxiliarists are still being developed. CG-5421 is working on putting all of these courses on a CD/DVD available from ANSC. Completion of this project is not expected until early 2011. The following new mandated training course and frequency requirements will be placed in effect at that time:
 - a. Required to be performed by all Auxiliarists during their first year of enrollment and then once every five years thereafter:
 - (1) Suicide Prevention.
 - (2) Security Education & Training Awareness.
 - (3) Privacy Awareness.
 - (4) Prevention of Sexual Harassment*.
 - (5) Sexual Assault Prevention.
 - (6) Human Relations Awareness.

* Prevention of Sexual Harassment (POSH) (effective immediately): This course has been developed by the Defense Equal Opportunity Management Institute (DEOMI). It has been reviewed and approved for Auxiliary use by the Chief Director of Auxiliary (CG-542). It now replaces prior Sexual Harassment Prevention (SHP) training materials, and a corresponding AUXDATA field for completion entry is available. The course is only available on DVD from ANSC. It should be reviewed by the planned facilitator before presentation because it requires a nominal degree of audience preparation (e.g. - having pen/paper ready for pre/post quizzes) and it is designed for discussions throughout its presentation.

- b. Required to be performed only once by all Auxiliarists (new members during their first year of enrollment):

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- (1) Ethics Training.
- (2) Influenza Training

7. The purpose of this list is to keep Auxiliarists as well as all other interested parties breast of current developments, policies, manuals, etc. All information contained herein and linked is OFFICIAL policy and information.

F. WHERE THE HECK ARE WE? - A BRIEF HISTORY OF PILOTING ERRORS

By Bob Adriance

It's a question that goes back to the beginning, when man first strapped a couple of logs together and ventured tentatively onto the open water. At some point, when the shore disappeared over the horizon, when the fog set in, or when the sun went down, the question, "*Where the heck are we?*" first popped into his hairy head.



Over the centuries, man has devised many ingenious solutions to help answer this vexing question. The sun, stars, and a mysterious piece of metal suspended in a bowl of liquid all proved to be helpful. Crude charts were drawn that could give at least a vague picture of the coastline and surrounding waters. Although skippers still got lost—Columbus never did find the Spice Islands—the art of navigation was at least headed in the right direction, so to speak.

Time marches on. When a modern skipper ventures out onto the open water there are lights, bells, and whistles constantly blinking, clanging, tooting and bleeping to indicate channels and warn of shoals. There are detailed charts, compasses, and various electronic gadgets—depth sounders and GPS chart plotters—that can give him or her ready access to depth and position. Radar can “see” through the thickest fog and darkest night to locate buoys and warn of approaching danger.

So has the question, "*Where the heck are we?*" finally passed into maritime history? The answer, alas is no, at least not for everybody. The photos show here, taken from the

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BoatUS claim files, are a reminder that a chart, compass, radar, GPS, etc. won't do you any good if they aren't consulted routinely. It seems that the best protection against an untimely mishap is still a concerned skipper.

G. SHIPMATES 7: SAFETY – DON'T LET YOUR GUARD DOWN

ADM Bob Papp, Commandant

1. For the first time in a decade, the number of Coast Guard operational fatalities has exceeded our off-duty fatalities. To stem the tide of future mishaps, I am announcing expansion of the Alantarea "don't let your guard down" initiative service-wide. The initiative will reinforce our need to be ever-vigilant, both on the job and off. It will demand every member's direct engagement. I have asked RADM Mark Tedesco, the director of health, safety, and work-life, and the Coast Guard's chief safety officer, to spearhead our efforts. Additional details regarding the campaign will be released within the month.
2. Shipmates, as you are all undoubtedly aware, 2010 has been a year in which our operating tempo and the nation's demand for our services has necessitated multiple "all hands on deck" evolutions. You have distinguished yourselves, the Coast Guard, and the nation through your selfless service not only in response to the Haitian earthquake and the Deepwater Horizon oil spill, but also in your accomplishment of our myriad day-to-day missions. It is indeed an honor to serve alongside each of you. Along with pride in our successes has also come a concern for the safety of our people, both on and off duty. While we have had numerous recent successes, unfortunately, this year, our shipmates have also experienced tragic loss of life and serious injury on and off duty.
3. Safety is a 24/7 duty and state of mind. We as an organization must continue to place safety at a premium. We will execute all missions the right way, the safe way, every time. We will extend this ethos beyond our places of work to our off-duty time.
4. Promotion of safety both on-duty and off is in keeping with my guiding principles of honoring our profession and respecting our shipmates. Safety requires leadership, accountability, and situational awareness for both yourself and others. While on duty, we often operate in an inherently dangerous environment. Despite our best efforts, mishaps sometimes occur. Mishaps also occur off-duty, when our shipmates might not be exercising the same vigilance as they demonstrate while on the job.

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5. There is no higher compliment than to be called a shipmate and no better goal than being a good one. Being a good shipmate means holding yourself and others accountable and being someone who can be counted upon when the alarm sounds. Safety is the responsibility of every member of the Coast Guard family. Don't let your guard down - be a good shipmate: when in doubt, err on the side of safety and speak up when you see something wrong.

6. Stand a taut watch...Semper Paratus.

H. HONORING AMERICA'S VETERANS

LT Connie Braesch



Coast Guard Commandant Adm. Robert J. Papp, Jr. speaks to a group of more than 100 Veterans at a recognition luncheon today as part of the Honor Flight Program that began in May of 2005. (U.S. Coast Guard photo by Telfair H. Brown, Sr.)

“Today provides us the opportunity to reflect upon and honor your service – as well as the service of those who gave the ultimate sacrifice. You defended our freedoms, and protected our ideals. We must never forget – and never let our children forget that freedom is not free.” – Coast Guard Commandant, Admiral Bob Papp



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Yesterday, Adm. Papp visited with the more than 100 World War II veterans and their escorts from Central Florida who visited the nation's capital on the Volusia Honor Air Flight.

The Honor Flight Network – a federal nonprofit organization that transports America's veterans from all over the nation to Washington, D.C., – brings our war heroes to visit memorials dedicated in honor of their service and sacrifices. Many, if not all, of the veterans who visit the memorials are doing so for the first time and may have never had an opportunity if not for the Honor Flight program.

“Since America felt it was important to build a memorial to the service and the ultimate sacrifice of her veterans, the Honor Flight Network believes it's equally important that they actually get to visit and experience THEIR memorial.”

This is the philosophy behind the Honor Flight Network's service, which is provided free to our veterans. What started in May 2005 with the transport of 12 veterans on six small planes has transitioned into commercial airline carriers transporting 17,832 veterans in 2009.



The World War II veterans on the Volusia Honor Air Flight visited the National World War II Memorial along with other national landmarks including lunch in the Montpelier Room at the Library of Congress.

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“On behalf of the men and woman currently serving in the armed forces, thank you. Now it’s our duty – our responsibility to safely pass along your story – and continue in your footsteps defending our freedom,” said Papp.

Also participating in yesterday’s welcoming ceremony was Mrs. Patricia Mica, wife of Congressman John Mica (R-7th/FL); Congresswoman Susanne Kosmas (D-24th/FL); and Congressman Steven Buyer (R-4th/IN). Mrs. Mica is also the sponsor of CGC Alligator, out of St. Petersburg, Fla.

I. PUTTING A BOAT AWAY FOR THE WINTER? WHAT YOU NEED TO KNOW ABOUT E-10 GAS

D. Scott Croft, BoatUS

Boaters and anglers will soon be putting away their boats for the season. But before they do, Boat Owners Association of The United States ([BoatUS](#)) has some tips learned from fuel industry insiders on how to store a boat with E-10 gasoline (containing 10% ethanol) over the winter.

1. *The Octane issue:* Over long winter storage periods, E-10 gasoline loses octane at about the same rate as non-ethanol gasoline. So leaving the gas tank mostly empty — and then refilling in the spring in the hopes of “refreshing” the fuel to regain any octane loss — is not necessary. However, a nearly empty gas tank introduces another problem: the strong possibility of phase separation.

Ethanol (an alcohol) attracts water. It also absorbs water — about 10 times more than regular gasoline. When ethanol can no longer absorb the water, it will “phase separate” from the gasoline. Should phase separation occur, the (water soaked) ethanol will settle to the bottom of the tank, which is where the engine’s fuel system pick-up is located.

The problem with leaving a tank mostly empty is that it increases the tank’s “lung capacity” to breath in moist air (water) through the vent. If the tank is mostly empty over the winter, there will also be less E-10 gas in the tank to absorb the moisture. This combination of more water and less absorption greatly increases the chances of phase separation. Adding fresh gasoline in the spring would not remedy the problem — the phase-separated ethanol would remain separated at the bottom of the tank.

2. *The Water Separator issue:* Any moisture in a tank will be readily absorbed by the ethanol. E-10 can hold up to 1/2 percent of water by volume and up to that concentration the water molecules will dissolve in the gasoline forming a soluble



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mixture that will pass through a water separator and burn harmlessly in your engine.

The only time water will collect in a tank and not be absorbed is if phase separation has occurred, and by then it will be too late. A water separator is not a solution to the phase separation problem.

3. *The Fuel Additive issue:* Fuel additives are good for many reasons and should be used when laying up a boat for winter, but no additive will stand up to a good-sized slug of water. And once too much water has entered the tank and the gas has begun to phase separate, no additive will return the fuel to its original state. The only solution to phase-separated gas is to have a professional drain the tank and start anew.

The best advice for storing E-10 in your boat's gas tank over winter:

Keep the tank nearly full. This greatly reduces the volume of moist air that can enter the tank via the fuel tank vent when temperatures fluctuate in the fall and spring. With any fuel, an antioxidant will help keep it fresh during lay-up. Finally, never plug up a fuel tank vent — it creates pressure that could cause dangerous leaks in the fuel system.

J. RESCUE 21 CONTINUES TO REVOLUTIONIZE SAR

LTJG Stephanie Young

Position? Nature of distress? Description of the vessel? Number of people on board? Are people wearing their life jackets?

These are the first five things a Coast Guard watchstander will ask when you make a distress call. Watchstanders call this data, “the big 5,” as they are vital pieces of information needed during a search and rescue case.

A vessel's position is the most crucial piece of information but sometimes the hardest to determine. Yesterday, ending a two year phase-in period, Coast Guard Sector Baltimore formally accepted Rescue 21, a new tool to help watchstanders determine a distressed mariner's position.

Rescue 21 is already covering more than 35,000 miles of coastline in the United States and, as of yesterday, officially includes the coasts of Maryland, Virginia, Washington, D.C., and the upper Chesapeake Bay.



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Rescue 21 put to the test

Recent search and rescue cases in the area exhibit how valuable Rescue 21's advanced capabilities can be. On July 25, watchstanders at Sector Baltimore put Rescue 21 to the test as they responded to 37 distinct distress calls, resulting in more than 77 people assisted or rescued – all in only a two-hour period. An unexpected powerful storm suddenly erupted in Chesapeake Bay on a calm summer day, producing wind gusts and volatile sea conditions and catching mariners off guard. Mayday calls began pouring in to the Sector Baltimore command center. Using information gained from Rescue 21, watchstanders were able to determine locations of the distressed mariners and launch Coast Guard assets from six different small boat stations to respond to the calls for help. Chief Lawrence Beatty, an Operations Specialist at Sector Baltimore, was first introduced to Rescue 21 eight years ago as part of a test bed, when the technology initially launched. Beatty is very familiar with the benefits Rescue 21 provides command center watchstanders.

“Right off the bat, a watchstander has a visual display so you are not only hearing the transmission but you are also seeing which towers are picking it up and in which direction,” said Beatty. “The towers are strategically placed so multiple towers can pick up and triangulate to where that mariner is.” In a sense, Rescue 21's direction-finding capabilities, as well as its increased range, allows command centers to better “hear” the call. For a mariner in a dire situation, reaching for a handheld radio and calling “Mayday” over marine radio channel 16 may be their only chance for getting help. Even with just that single call over the radio, Rescue 21 can help watchstanders piece together the information they need, specifically a position, to send response resources to the mariner's aid.

Radio or cell phone?

At a time when boaters have become over reliant on cell phones, Rescue 21 drives home the value of carrying a radio on your boat. “Mariners who are reliant on their cell phones because they have a signal get that false sense of security,” said Beatty. “While we can get a rough area of where you are with your cell, we can find a more specific triangulated position with a marine radio.” Incompatibility with Rescue 21 is not the only limitation of cell phone communications on the water. Inconsistent cellular coverage, limited battery life and no direct link to Coast Guard rescuers are a few others.

VHF channel 16, the International hailing and distress frequency, is the best and quickest way to reach emergency resources. Not only are Coast Guard rescuers listening to channel 16, but so are most other mariners. Instead of a one-to-one call on a cell phone, the VHF radio provides a one-to-many call... because sometimes the closest assistance is another boater nearby. Boaters and others who recreate on or near the water should always carry a VHF marine band radio and use channel 16 – no exceptions!



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Rescue 21 will continue to be installed throughout the country greatly enhancing the Coast Guard's mission execution and effectiveness.

K. SILVER ANCIENT MARINER

RDML Vincent B. Atkins, Assistant Commandant For Capability

1. BMCM Steven B. Hearn relieved EMCM Richard S. Vobornik as the Silver (Enlisted) Ancient Mariner on 26 August 2010 during ceremonies held at TRACEN Yorktown. BMCM Hearn is the current Officer In Charge of *USCGC KANKAKEE*, a Master Cutterman Certificate Recipient and the tenth Silver Ancient Mariner since the inception of the program in 1978. He has over 22 years afloat.
2. The title of Silver Ancient Mariner is awarded to the active duty enlisted member who best personifies the dedication and professionalism of the Coast Guard while also having the earliest date of qualification for a permanent cutterman's pin and a minimum of 10 years sea service.
3. Hearn, a Portsmouth-native, is the son of retired Coast Guard Cmdr. John R. Hearn Jr., who was the fourth Gold Ancient Mariner from July 1, 1985 to April 30, 1987. The Hearn's are the first father and son to have both been awarded the Ancient Mariner title.

L. NATIONAL INCIDENT COMMAND (NIC) TRANSITION

RADM Brian Salerno, Deputy Commandant For Operations,
and ADM Thad Allen, USCG (RET)

1. As of 01 Oct, the National Incident Commander, Adm Thad Allen, USCG (Ret), and the National Incident Command Staff for the Deepwater Horizon Response has stood down.
2. Following the declaration of Deepwater Horizon as a spill of national significance, Admiral Allen, USCG (Ret) was designated as the National Incident Commander by Secretary Napolitano. As National Incident Commander, Admiral Allen served as the public face of the response, provided strategic priorities and objectives as well as operational level direction to ensure unity of effort in a whole of government response.
3. On 19 Sep, completion of the relief well and successful bottom kill operations fully mitigated the threat of any further discharge from the Macondo 252 well in

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to the Gulf of Mexico. We subsequently began the transition from a national level effort to a traditional regional oil spill response framework. The Unified Area Command (UAC), led by RADM Zukunft as Federal On-Scene Coordinator, will continue ongoing oil spill response efforts across the Gulf Coast region. The UAC, which will report to the Lantarea Commander, is co-located in New Orleans with the newly established Gulf Coast Incident Management Team (GC IMT), a consolidation of the Unified Incident Command Posts from throughout the region.

4. As the NIC stands down, many of the previous NIC functions have either ceased, have or will transition back to CGHQ program elements COMDT (CG-82, CG-094, CG-5, DCO-I) or will be assumed by the UAC and GC IMT. Additionally, a Deepwater Horizon Action Office will be temporarily created within CGHQ to act as the post-response coordination and strategy focal point. The office will ensure a unified Coast Guard approach to post-Deepwater Horizon policy and synchronization with other government agencies as lessons learned and investigations drive new legislation and policies. The office can be reached at hqs-dg-1st-cg-dwhao-sp@uscg.mil

M. ANNOUNCEMENT OF COAST GUARD FOUNDATION AWARDS RECIPIENTS FOR 2010

Mr. Curtis B. Odom, Director of Personnel Management

1. The Commandant has selected the following Coast Guard unit and members for recognition at the 30TH Annual Coast Guard Foundation "Salute To The Coast Guard" Awards Ceremony. The ceremony will be held in New York City, 5 October 2010.
2. Coast Guard Air Station Elizabeth City crew of CG 6034 (Lt Anthony Dewinter, Lt Thomas Huntley, Ast1 Edwin Hannah, and Aet2 Brandon Critchfield) is recognized for their exceptional performance and heroic actions in rescuing three crew members of the S/V Element Quest located 350 miles east-southeast offshore of Elizabeth City on 6 November 2009. Prior to departure, the pilots interfaced with D5 and the Naval 3rd Fleet Command to coordinate a surface asset to serve as a refueling platform due to the S/V being well outside the MH-60S range. After refueling and embarking a flight surgeon from the USS Eisenhower, CG 6034 arrived on scene and in heavy seas, high winds, with heavy rains, and zero illumination, the crew successfully hoisted three crewmembers, one severely injured.

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3. US Coast Guard personnel are recognized for their exceptional meritorious service from 12 January through 4 February 2010 while providing humanitarian aid and disaster relief to the people of Haiti following the devastating earthquake in support of operation unified response. Coast Guard members saved lives, supported national strategic objectives, and displayed selfless dedication to helping others. Many members were called upon to execute missions for which they had little training or experience. The following twelve members will represent the various Coast Guard Communities involved in the search, rescue, and recovery efforts:
 - (a) LCDR John McClain, DOG, Ballston, VA
 - (b) LT William Friday, Coast Guard Air Station Clearwater
 - (c) Mr. Carl Hatfield, Maritime Trans. System Recovery Unit, Vicksburg, MS
 - (d) Mr. Ryan C. Bank, District 9 Western, Flotilla 39-6
 - (e) AMT1 Jeremy L. Tuttle, Hitron Jacksonville, FL
 - (f) BM1 Michael A. Miller, PSU 307, Clearwater, FL
 - (g) HS1 Elias Gomez, *USCGC MOHAWK*
 - (h) AST2 Justin Munk, Coast Guard Air Station Clearwater
 - (i) EM3 Paul C. Clifford, NESU Portsmouth
 - (j) ET3 Carlton Randall Jr., *USCGC TAHOMA*
 - (k) PA3 Sabrina Elgammal, District Seven Staff
 - (l) FN Nathan D. Singer, *USCGC MOHAWK*

4. Commanding officers are commended for their efforts in submitting nominations for this prestigious award. Please pass my congratulations to all nominees for their outstanding contributions.
 - (a) MKC Mack A. Gassan, *USCGC LIBERTY*
 - (b) AET1 Bradford G. Young, AST2 Mitchell A. Latta, and AST3 Gabriel P. Humphrey, Air Station Los Angeles
 - (c) *USCGC MOHAWK*
 - (d) *USCGC TAHOMA*
 - (e) *USCGC VALIANT*
 - (f) Crew of CG 6514, Air Station Northbend
 - (g) CREW OF CG 6517, Air Station Atlantic City
 - (h) CREW OF CG 6518, Hitron Jacksonville
 - (i) CREW OF CG RESCUE 1706, Air Station Barbers Point
 - (j) CREW OF CG RESCUE 1718, Air Station Sacramento



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N. ELECTION OF NEW DISTRICT 5NR OFFICERS

COMO Nicholas Kerigan conducted the D5NR elections on Friday, September 10 at the D5NR Fall Conference. The following individuals compose the newly elected bridge for 2011:

DCO - Harold T. Robinson
DCOS - Kenneth Brown, Sr.
D-CAPT-C - Robert F. Roetz
D-CAPT-E - Eugene J. Morris
D-CAPT-W - Kevin "KC" Murphy