



the LOOKOUT

Voice of the **NATIONAL BOATING FEDERATION**
P.O. Box 4111, Annapolis, Maryland 21403-4111



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Johnnie Owen, Editor

President's Message: Allow Me to Introduce Myself

Greetings from Tom Dogan, your new National Boating Federation President. I hail from the Lake Michigan Yachting Association, having recently completed serving as Commodore for four years. I worked my way up through the ranks of the National Boating Federation, serving as delegate to the NBF for the LMYA, then serving as Secretary of the NBF, moving up to the Vice-President position, and then ascending to the President's position at the October NBF Executive Committee Meeting held in Kennewick, Washington. I succeed Marlene Barrington, who was serving as President Pro Tem due to the sad

passing of our former President Philip Arms. I am a "lifer" in the boating world, and have enjoyed this sport for forty-six years, boating primarily on Lake Michigan for most of those years. Recently I completed a boat journey from Fort Lauderdale, Florida to Michigan City, Indiana, following the Eastern U.S. seaboard to New York City, the Hudson River to the Erie Canal, to Lake Ontario to the Welland Canal, and through the Great Lakes to Michigan City. I am extremely proud to assume the helm of the National Boating Federation, and hope to continue the strong traditions of service to the American boater established by my predecessors.



FRONT ROW, left to right

Vice President Fred Poppe, Chicago Yachting Association
President Tom Dogan, Lake Michigan Yachting Association
Legislative Director Earl Waesche, Chesapeake Bay Yacht Club Association

BACK ROW, left to right

Immediate Past President Marlene Barrington, Northwest Boating Council

Director Joe Orth, Potomac River Yacht Club Association
Secretary David Kutz, Recreational Boaters of Washington
Treasurer Everette Tucker, Coast guard Auxiliary Association
Director Bob Williams, Pennsylvania Boating Association
NOT PICTURED

Director Jimmie Homburg, Sea Scouts, BSA
Executive Director John Onacila, Greater Cleveland Boating Association

MAYDAY = S.O.S.

A MAYDAY could save a life.

A HOAX MAYDAY could cost a life.

Remember!

MAYDAY is an international distress code word
MAYDAY = grave and immediate danger

- Owners/operators should advise children that the radio is not a toy, and should be used for emergencies only.
- Do not hail the Coast Guard on channel 16 to conduct radio checks. Radio checks should be conducted on channel 9. **The Coast Guard monitors VHF 16 for distress calls 24 hours a day.**

It is *essential* to **cancel** your MAYDAY call if it is made in error or you determine that an emergency no longer exists.
You will not get in trouble for doing this.

It will save the Coast Guard valuable time and resources and it may *save someone else's life!*

It is a violation of state and federal law to communicate false distress signals to the Coast Guard. This includes inappropriate mayday calls or otherwise hailing the Coast Guard when no actual emergency exists.

HOAX MAYDAY calls and false distress calls can result in six years in prison and you may be liable for the substantial costs the Coast Guard incurs as a result of any search efforts.



MAYDAY ON CH. 16 = 911

Harbor
Safety
Committee
of the San Francisco Bay Region
Mandated by the California Oil Spill
Prevention and Response Act of 1990



United States Coast Guard
Department of Homeland Security
USCG Sector San Francisco
1 Yerba Buena Island
San Francisco, CA 94130
Emergency: 415-555-2103
Non-Emergency: 415-399-3547

PLEASE CUT OUT AND POST

Grants Not Available for AIS Purchases

We were unsuccessful in obtaining Federal grants through the Wallop/Breaux program toward purchase of AIS systems for recreational boats. The main reason for this is we had no real estimates of the number of boat owners who would purchase these units or its total cost. Those who do extensive cruising and have AIS units have praised its value.

Future of LORAN-C

The USCG has issued a Programmatic Environmental Impact Statement (PEIS) on the continuation of the LORAN-C Program. As everyone knows the CG has tried many times to end Loran operations even after spending millions to upgrade all stations nationwide. Given the President's elimination of funding for LORAN in his budget and the Coast Guard's determination to discontinue its operation, the future of LORAN looks bleak.

Hearing on budgets for maritime agencies

The House Committee on Transportation and Infrastructure issued a notice stating that, on May 13, the Subcommittee on Coast Guard and Maritime Transportation will conduct a hearing on the FY 2010 budget requests of the Coast Guard, the Maritime Administration (MARAD), and the Federal Maritime Commission (FMC).

Coalition Group Opposes Ethanol Increase

As reported in *Trade Only* a broad coalition of interest groups, including the National Marine Manufacturers Association, has begun work to oppose EPA efforts to increase ethanol levels in gasoline. The coalition has stated that the decision to increase levels to 15 or 20 percent should be based only on unbiased science to determine the effect on motor vehicle and marine engines. Further complicating this is the huge increase in ethanol production by the year 2020 required in the Energy bill passed last year. All boatmen should have either heard or read of the harm ethanol can do to marine engines.

Citing the National Marine Manufacturers Association, the Times notes that 12 million boat engines would be affected by the higher ethanol blend.

NOAA & USCG – improved ocean current data

The National Oceanic and Atmospheric Administration (NOAA) issued a news release stating that a new set of ocean observing data that enhances the ability to track probable paths of victims and drifting survivor craft should improve search and rescue (SAR) efforts along the US coast. The Integrated Ocean Observing System (IOOS) is a joint effort of NOAA, the Mid-Atlantic Coastal Ocean Observing Regional Association, the US Coast Guard, and the Department of Homeland Security. (5/4/09).

MEMBERSHIP APPLICATION

Mail To: NBF Secretary David Kutz
23911 Newell Lane NE
Kingston, WA 98346

Donation \$ _____

Regular - \$ 200.00 Associate - \$ 100.00 Club - \$ 50.00 Family - \$ 35.00 Individual - \$ 25.00

Name(s): _____

(Please print Clearly.) (First, Initial, Last) (List Delegate if Regular Membership and both names if Family Membership)

Organization: _____

(Optional, except for Regular, Associate, and Club Members)

Address: _____

City: _____ State: _____ Zip: _____

Work Phone: _____ Home Phone: _____

Fax: _____ E-Mail: _____

Mail this completed application and check payable to National Boating Federation to the above address.

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NATIONAL BOATING FEDERATION

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The Angling Boating Alliance

The Angling & Boating Alliance is an ad hoc coalition of national recreational boating, angling, outdoor recreation organizations, conservation groups, and state boating safety and natural resources agencies committed to the sustainable future of the Sportfish Restoration & Boating Trust Fund (“Trust Fund”). The Alliance has reached consensus agreement on reauthorization priorities and statutory changes to ensure the Trust Fund’s continued vitality and success as a “user pays, user benefits” program. The National Boating Federation participated in all Alliance deliberations.

The Sportfish Restoration and Boating Trust Fund serves as the backbone for conservation funding in the United States - a uniquely American System of Conservation Funding - and is a critical funding pool for a diverse set of important state and national recreational fishing and boating programs, including recreational boating safety, fisheries management, habitat conservation, vessel pump-out stations, water and boating access infrastructure programs, aquatic resource education programs, and angler and boater outreach, among others. Funding for the Trust Fund is attained through a “user tax” system, in which excise taxes on fishing tackle and equipment, motorboat fuel, and import duties on recreational boats and fishing equipment are collected for the various Sportfish Restoration programs operating under the Dingell-Johnson Sportfish Restoration Act (16 U.S.C. 777). These combined excise taxes and duties on the boating and fishing communities generate nearly \$700 million.

NTSB – report on Cosco *Busan* casualty

The National Transportation Safety Board (NTSB) issued the 161-page report of its investigation of the allision of the containership *Cosco Busan* with the Delta Tower of the San Francisco-Oakland Bay Bridge on November 7, 2007. The allision created a 212-foot long by 10-foot high gash in the forward port side of the ship, allowing the discharge of about 53,500 gallons of fuel oil. Total monetary damages were estimated to be \$2.1 million for the ship, \$1.5 million for the bridge, and more than \$70 million for environmental cleanup. The probable cause of the casualty was the failure to safely navigate the vessel in restricted visibility as a result of: (1) the pilot’s degraded cognitive performance from his use of impairing prescription medications; (2) the absence of a comprehensive pre-departure master/pilot exchange and a lack of effective communication between the pilot and the master during the accident voyage; and (3) the master’s ineffective oversight of the pilot’s performance and the vessel’s progress. Contributing to the accident was the failure of the ship manager to adequately train its crewmembers before the accident voyage, which included a failure to ensure that the crew understood and complied with the company’s safety management system. Also contributing to the accident was the US Coast Guard’s failure to provide adequate medical oversight of the pilot in view of the medical and medication information that the pilot had reported to the Coast Guard.