



the LOOKOUT

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



Volume XXXIX No.3

August 2009

Johnnie Owen, Editor

THE WHITE HOUSE

Office of the Press Secretary

For Immediate Release

MEMORANDUM FOR THE HEADS OF EXECUTIVE DEPARTMENTS AND AGENCIES

SUBJECT: NATIONAL POLICY FOR THE OCEANS, OUR COASTS, AND THE GREAT LAKES

The oceans, our coasts, and the Great Lakes provide jobs, food, energy resources, ecological services, recreation, and tourism opportunities, and play critical roles in our Nation's transportation, economy, and trade, as well as the global mobility of our Armed Forces and the maintenance of international peace and security. We have a stewardship responsibility to maintain healthy, resilient, and sustainable oceans, coasts, and Great Lakes resources for the benefit of this and future generations. Yet, the oceans, coasts, and Great Lakes are subject to substantial pressures and face significant environmental challenges. Challenges include water pollution and degraded coastal water quality caused by industrial and commercial activities both onshore and offshore, habitat loss, fishing impacts, invasive species, disease, rising sea levels, and ocean acidification. Oceans both influence and are affected by climate change. They not only affect climate processes but they are also under stress from the impacts of climate change.

Renewable energy, shipping, and aquaculture are also expected to place growing demands on ocean and Great Lakes resources. These resources therefore require protection through the numerous Federal, State, and local authorities with responsibility and jurisdiction over the oceans, coasts, and Great Lakes. To succeed in protecting the oceans, coasts, and Great Lakes, the United States needs to act within a unifying framework under a clear national policy, including a comprehensive, ecosystem-based framework for the long term conservation and use of our resources.

In order to better meet our Nation's stewardship responsibilities for the oceans, coasts, and Great Lakes, there is established an Interagency Ocean Policy Task Force (Task Force), to be led by the Chair of the Council on Environmental Quality. The Task Force shall be composed of senior policy-level officials from the executive departments, agencies, and offices represented on the Committee on Ocean Policy established by section 3 of Executive Order 13366 of

December 17, 2004. This Task Force is not meant to duplicate that structure, but rather is intended to be a temporary entity with the following responsibilities:

1. Within 90 days from the date of this memorandum, the Task Force shall develop recommendations that include:

a. A national policy that ensures the protection, maintenance, and restoration of the health of ocean, coastal, and Great Lakes ecosystems and resources, enhances the sustainability of ocean and coastal economies, preserves our maritime heritage, provides for adaptive management to enhance our understanding of and capacity to respond to climate change, and is coordinated with our national security and foreign policy interests. The recommendations should prioritize upholding our stewardship responsibilities and ensuring accountability for all of our actions affecting ocean, coastal, and Great Lakes resources, and be consistent with international law, including customary international law as reflected in the 1982 United Nations Convention on the Law of the Sea.

b. A United States framework for policy coordination of efforts to improve stewardship of the oceans, our coasts, and the Great Lakes. The Task Force should review the Federal Government's existing policy coordination framework to ensure integration and collaboration across jurisdictional lines in meeting the objectives of a national policy for the oceans, our coasts, and the Great Lakes. This will include coordination with the work of the National Security Council and Homeland Security Council as they formulate and coordinate policy involving national and homeland security, including maritime security. The framework should also address specific recommendations to improve coordination and collaboration among Federal, State, tribal, and local authorities, including regional governance structures.

c. An implementation strategy that identifies and prioritizes a set of objectives the United States should pursue to meet the objectives of a national policy for the oceans, our coasts, and the Great Lakes.

2. Within 180 days from the date of this memorandum, the Task Force shall develop, with appropriate public input, a recommended framework for effective coastal and marine spatial planning. This framework should be a comprehensive, integrated, ecosystem-based approach that addresses conservation, economic activity, user conflict, and sustainable use of ocean, coastal, and Great Lakes resources consistent with international law, including customary international law as reflected in the 1982 United Nations Convention on the Law of the Sea.

3. The Task Force shall terminate upon the completion of its duties.

The Task Force's recommendations and frameworks should be cost effective and improve coordination across Federal agencies.

This memorandum covers matters involving the oceans, the Great Lakes, the coasts of the United States (including its territories and possessions), and related seabed, subsoil, and living and non-living resources. This memorandum is not intended to, and does not, create any right or benefit, substantive or procedural, enforceable at law or in equity by any party against the United States, its departments, agencies, or entities, its officers, employees, or agents, or any other person. Nothing in this memorandum shall be construed to impair or otherwise affect the functions of the Director of the Office of Management and Budget relating to budgetary, administrative, regulatory, and legislative proposals. The Chair of the Council on Environmental Quality is hereby authorized and directed to publish this memorandum in the *Federal Register*.

BARACKOBAMA

From: Allen, Thad Admiral
Sent: Monday, August 03, 2009 5:30 PM
Subject: Commandant's All-Hands: Coast Guard Day 2009

To the Men and Women of the U.S. Coast Guard:

This message to you is longer than normal, but I urge you to take some time to read this and reflect on our past and future.

Coast Guard Day provides a wonderful opportunity to reflect on the parallels between historical events and our current activities. The concept of a "Coast Guard" is a unique product of the American Revolution - a blend of previous naval and customs functions that had never been assigned to a single entity. Two-hundred and nineteen years ago, Alexander Hamilton created a modest service to collect revenue to sustain our fledgling Nation. Envisioning the need for a more robust federal maritime presence, he directed the first Revenue Cutter captains to ensure the safety of life at sea, preserve our maritime sovereignty, and facilitate maritime commerce while treating their countrymen with respect. He also foresaw the need for risk management and flexibility to meet emerging demands.

A brilliant visionary, Hamilton knew change was coming. Today, the nations of this world are coming to understand the relevance, value, and indispensability of a maritime presence capable of exerting and insuring national sovereignty. While larger nations have a requirement to project naval sea power, most nations are (or should be) concerned with the depletion of living marine resources, the safe and secure development of offshore oil and gas industries, illegal migration, drug and other contraband trafficking, and the use of the global commons for piracy or to further extremist ideologies through sea-based terrorist and criminal activities. We exist today because this was understood for the first time two centuries ago by the First Guardian.

Our path to the present has at times been difficult. Throughout our history, the Coast Guard has undergone significant organizational changes driven by vital national interests that have

altered and expanded our missions. Each change brought anxiety, uncertainty, and a level of apprehension. Change is never easy. As we navigate through our current challenges, we should remember that even before they were officially promulgated, our enduring values - honor, respect, and devotion to duty - held the Service together through previous modernization and recapitalization efforts, as well as shifts in our safety, security and stewardship missions. We are wise to learn from our proud history as we build a powerful future.

Modernization isn't a new idea. When Ellsworth Bertholf became Captain-Commandant of the Revenue Cutter Service in 1911, he faced a Presidential commission which recommended splintering the Service because it was too multi-functional. Bertholf successfully countered that a multi-mission agency would achieve greater efficiencies and then went a step further to embrace the Secretary of Treasury's recommendation to merge with the Life-Saving Service. Combining the military cuttermen with the civilian lifesavers was a daunting task rife with skepticism. Two vastly different cultures had to unite for a common purpose. Our predecessors made it work, and in 1915 the modern Coast Guard was born.

Our current challenge to recapitalize is not new either. Captain Alexander Fraser, the first military Commandant of the Revenue Marine in the 1840s, pushed the fleet to transition from wood hulled sailing vessels to iron steamers. Fraser's initiative put the Revenue Marine at the forefront of federal efforts to develop steam propulsion and eventually led to a recapitalized and more-efficient Service. Likewise, our first surfmen used oars to muscle their way through storms right up to the 20th century. It wasn't until 1899 when Revenue Marine Lieutenant C. H. McClellan designed the first motor lifeboat. A true skunk-works project - it was a 2-cylinder, 12 horsepower engine with twin reversible propellers - but it worked, and the lessons learned contributed to the development of the famous 36-foot motor

lifeboat. Acquisition, construction, and integration of capital assets are difficult tasks, but with each innovation we increase our ability to protect, defend, and save.

Protecting the maritime public is at the heart of our safety mission. After multiple steamship disasters, the federal government created the U.S. Steamboat Inspection Service in 1838, formally acknowledging the need for a federal marine safety role. Highlighting just how complex and vital this mission area was to our economy and war-efforts, President Roosevelt signed Executive Order 9083 in 1942. For the first time in history, all of the federal government's marine safety functions were consolidated under one, multi-mission organization; the U.S. Coast Guard. Conceived in peace but consecrated during war, our marine safety mission reflected the Nation's constant need to protect lives and property.

The Coast Guard traces its national security and defense roots back to 1790. During the Quasi-War with France, the Revenue Marine cutters were the only war ships able to defend our maritime sovereignty prior to the reestablishment of the Navy. This role reemerged in World War I following the horrific explosion at Black Tom Island, a munitions depot in New York Harbor. German saboteurs were suspected because Black Tom Island was a vital transfer station for Allied weapons destined for the battlefields of France. Through the Espionage Act of 1917, Congress empowered the Coast Guard to prevent sabotage on merchant shipping and cargo, eventually leading to the creation of our Captain of the Port Authority. Each forged during conflict, our safety and security missions have remained intertwined - stronger and more effective in concert than they are alone.

As Guardians, we are stewards of the marine environment. After Alaska was acquired in 1867, the Revenue Cutter LINCOLN was dispatched to police this new frontier. Private enterprises quickly discovered Alaska's treasure trove of natural resources and it was only the Revenue Marine that protected the vast salmon stocks, seal population, and indigenous people from exploitation. Following the tragic EXXON VALDEZ oil spill in 1990, Congress passed the Oil Protection Act (OPA 90) issuing one of the biggest legislative mandates in Coast Guard history. While broad in scope and impact, OPA 90 reaffirmed and strengthened the Coast Guard's existing stewardship mission that had been in place since the LINCOLN plied Prince William Sound.

As you can see, our current challenges have strong historical roots. On this Coast Guard Day, we stand at another inflection point in our proud Service history. Our predecessors made course corrections amidst tumultuous circumstances but they never lost touch with Alexander Hamilton's charge and their values. Each time, we maintained a true heading and emerged stronger and better positioned to meet new demands. As Hamilton envisioned, a Guardian Ethos remains fixed in our organizational DNA, providing the strength, support and structure to guide our efforts. Our proud history stabilizes the Service so we can build a powerful future as America's Maritime Guardian.

Thank you for your tremendous dedication to the Coast Guard and the Nation. We are writing our history each day and each of you has a hand on the pen.

Admiral T. W. Allen
Commandant, U.S. Coast Guard

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MEMORANDUM TO White House Council on Environmental Quality

From: National Boating Federation

Subject: National Policy for the Oceans, Our Coasts, and the Great Lakes

The National Boating Federation (NBF) welcomes the opportunity to comment on the President's memorandum establishing specific oceans policy, the governance thereof and the long-term conservation, protection and use of these valuable resources. We are well aware of the importance of the oceans to our economy through shipping and trade, our transportation and the many recreational opportunities available on our oceans and lakes. For these reasons, a sound ocean policy, as directed in the President's memo, is in the best interests of the boating community and the Nation as a whole. Our only concern is that final determinations be based on scientific fact and on direct input and participation from affected interest groups.

Public Access to our Waterways

All have heard how public access to our waterways has become more limited on all our coastlines. Whether through a municipality taking a waterfront property through a declaration of Eminent Domain or a developer purchasing a public marine facility and constructing condominiums, less and less access is available to the boating public. If we are truly going to have a national policy and improved stewardship of our coasts and the Great Lakes, "for the benefit of this and future generations," as stated by the President, the final recommendations must include a method for preserving and protecting the ever more limited public access to our waterways.

Maritime Security

Given the attacks on the USS Cole in the Gulf of Aden, the attack at Mumbai and the pirate attacks off the coast of Somalia, a coordinated Federal Government policy of maritime security

is of utmost importance. While these attacks occurred overseas, it is reasonable, if not probable, that attacks of this nature, or worse, could occur on one of our coast lines. For this reason, the acts which empower the United States Coast Guard and other agencies having a major or minor role in maritime coastal security and port security, should not be subverted but, in fact, enhanced under the newly promulgated oceans policy.

Boating Support to Fish and Wildlife Conservation

NBF members, currently two million, are strong supporters of the Sports Fish Restoration and Boating Trust Fund (Wallop/Breaux), which is now up for reauthorization. Funds are derived from motorboat fuel taxes and excise taxes on fishing equipment which net around \$700 million per year, resulting in a user pay/user benefit program. The funds are used for the Coastal Wetlands Restoration program, the Clean Vessel Act Pump Out program, Boating Infrastructure Grant program, Boating Safety programs and Sports Fish Restoration. As can be seen, the boating and fishing communities are major contributors to marine conservation in the US. We believe these programs would not be inconsistent if they were considered along with other recommendations in formulating the National Policy for Oceans.

Finally, we appreciate the opportunity to speak to the Interagency Task Force on Ocean Policy. We realize the preparation and implementation of such an important and far-reaching policy will not be easy. If there is any way we can provide further assistance as the policy formulation continues please let us know.

Earl M. Waesche, Legislative Director

The Executive Committee of the National Boating Federation will meet on October 9, 2009. Please forward any items for consideration by the Committee to N.B.F. President Thomas M. Dogan at TOMDOGAN@DOGANLAW.COM