



the LOOKOUT

Voice of the **NATIONAL BOATING FEDERATION**

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Johnnie Owen, Editor

Coastal Marine Spatial Planning:

The National Ocean Council has invited stakeholders, including NBF, to a public workshop on Coastal and Marine Spatial Planning (CMSP), to be held in Washington, DC on June 21, at the U.S. Dep't of the Interior. The workshop is based on Executive Order 13547 from President Obama in 2009, to take a new approach to stewardship of the oceans, coasts and Great Lakes.

To engage the public in implementing CMSP, the workshop participants will learn about CMSP and help shape its use in coordinating the often competing use of our waters such as national security, energy and economic security and conservation. While no mention of recreational boating was indicated, we want to ensure "Spatial Planning" includes the boating community as well as the many other interests.

At the invitation of the National Oceans Council, I attended the Coastal and Marine Spatial Planning (CMSP) Workshop on 21 June at the Dept of the Interior in Washington DC. There were over 500 in attendance and 200 more through a webinar. The purpose of the workshop was to bring together Federal, State, public and regional representatives to develop an understanding of the CMSP process, build a community of CMSP users and consider future steps for regional implementation. The Workshop was also used to gather public feedback toward implementing "a National Policy for the stewardship of the Ocean, our Coasts and the Great Lakes (National Ocean Policy), as established by Executive Order 13547, under President Obama." Following the opening remarks and various panel sessions, a question and answer period was provided for. I pointed out that

with 14 million registered boats, and 60 million participants recreational boating is a significant contributor to our GDP and that full consideration should be given to boating in any oceans policy planning.

To facilitate ocean planning, Dr. John Oliver, USCG, indicated there will be nine regional ocean areas. To create their plans, a Regional Planning Body will be established in each region. They will hold meetings and from that create a final CMS plan and then submit it to the National Ocean Policy. At the Workshop conclusion Andy Lipsky, the Ocean Policy Advisor, indicated all questions and answers will be provided in the Workshop summary which is now in preparation. This will be provided at www.whitehouse.gov/ocean and then go to Workshop and find play back.

Earl Waesche – ewaesche@comcast.net
Legislative Director

The Executive Committee of the National Boating Federation will hold its semi-annual meeting at the Boy Scouts of America headquarters in Dallas, TX on October 8, 2011.

Readers are invited to suggest agenda items for this meeting to the NBF President at poppe.dfx@sbcglobal.net

Visit our website
<http://www.n-b-f.org>

**MARINER'S SAFETY ENDANGERED
WHEN VHF RADIO DISTRESS ALERTS
BY DIGITAL SELECTIVE CALLING
(DSC)
LACK LOCATION AND
IDENTIFICATION INFORMATION**

As the Coast Guard's new marine radio network Rescue 21 becomes operational throughout the U.S., rescue centers can now receive instant distress alerts from commonly used DSC-capable VHF marine radios. However, approximately 90% of VHF DSC distress alerts received by the Coast Guard do not contain position information, and approximately 60% do not contain a registered identity. The Coast Guard cannot effectively respond to a DSC distress alert sent from such a radio.

This means that search and rescue efforts may normally be suspended when:

- no communications with the distressed vessel can be established,
- no further information or means of contacting the vessel can be obtained from other sources, and
- no position information is known.

HELP US HELP YOU

FIRST Obtain a Maritime Mobile Installation Identity (MMSI) and enter it into your radio. MMSI numbers

are issued by the Federal Communications Commission if your vessel otherwise requires a station license, or BOATUS, (<http://www.boatus.com/mmsi>), Sea Tow (<http://www.seatow.com/mmsi>), or the U.S. Power Squadrons (<http://www.usps.org/php/mmsi>). Ensure any information originally provided is updated as changes occur. FCC regulations require that DSC-equipped radios "use MMSIs assigned by the Commission or its designees" (47 CFR 80.103(b)).

THEN Interconnect your radio to a GPS receiver using a two-wire NMEA 0183 interface on all DSC-equipped marine radios and on most GPS receivers. Instructions should be provided in the radio and GPS operators manual. Further information is provided and will be routinely updated in

<http://www.navcen.uscg.gov/?pageName=mtDsc>.

Developed by the Spectrum Management and Telecommunications Policy Division (CG-652), United States Coast Guard Headquarters, Washington, DC. Questions should be directed to Mr. Russell Levin at (202) 475 3555 or Russell.S.Levin@uscg.mil.

The next Annual meeting of the National Boating Federation is scheduled for April 28, 2012 in Chicago. Details will follow.

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PNT-Positioning, Navigation, and Timing - recommendation to FCC re LightSquared

The National Coordination Office for Space-Based Positioning, Navigation, and Timing (PNT) posted the letter and report sent on its behalf to the Federal Communications Commission (FCC) reporting the results of the assessment of LightSquared Terrestrial Broadband System Effects on GPS Receivers and GPS-dependent applications.

The assessment shows that implementing the LightSquared planned deployment for terrestrial operations poses a significant potential for harmful interference to Global Positioning System (GPS) services. LightSquared has now proposed a modification to its planned deployment. It is recommended that the FCC continue to withhold authorization for LightSquared to commence commercial operations until all the available test data can be analyzed and all valid concerns have been resolved. (7/6/11).

This is a big deal!

The original LightSquared proposal had the capability to severely degrade the GPS system throughout the United States and coastal waters. The FCC should adopt the PNT recommendations and require LightSquared to clearly demonstrate non-interference with GPS and related applications prior to implementation.

USCG - inflatable personal flotation devices

The US Coast Guard is withdrawing its direct final rule regarding inflatable personal flotation devices (PFDs). The direct final rule would have harmonized structural and performance standards for inflatable PFDs with current voluntary industry consensus standards. An adverse comment was received. Therefore, the Coast Guard will issue a notice of proposed rulemaking on this topic. 76 Fed. Reg. 56294.

NMMA Supports Access to Public Lands

NMMA and its partners have signed a letter in strong support of the Making Public Lands Public Act (S. 901), introduced by Congressional Sportsmen's Caucus leaders, Senator Jon Tester (D-MT) and Senator Risch (R-ID) which would require the Secretaries of Agriculture and Interior to direct 1.5% or \$10 million annually, whichever is greater, of the total Land and Water Conservation Fund budgets for projects that secure recreational public access to existing federal lands through easements, rights-of-way, or fee title acquisitions from willing sellers. This will improve access to hundreds of thousands of acres of federal land annually for hunting, fishing and other recreational purposes. Contact **Jim Currie** at **202-737-9760** or **jcurrie@nmma.org** for more information.

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Mail To: National Boating Federation
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Donation \$ _____

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

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

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HOMELAND SECURITY AND THE RECREATIONAL BOATER

by Margot Brown, Executive Director

2011 Northern California Maritime Homeland Security Information Sharing Seminar, held at Sector San Francisco on Yerba Buena Island, was interesting, informative, but lacking incentive for recreational boater participation.

In fact, the National Boating Federation was the only boater organization represented.

Presentations included LT. Amanda Ramassini, representing Sector S.F., followed by the U.S. Army 902nd Military Intelligence Group, the U.S. Navy Sealift Command and the Northern California Regional Intelligence Center. The latter paraphrased the well-known but underused America's Waterway Watch.

I was able to recommend that a new and more urgent version of America's Waterway Watch be conceived and publicized; a few sections of the U.S. have done wondrous work with this program, but it has fallen by the wayside, or was never sufficiently promoted in most coastal areas.

It is of interest that a national conference, titled "Small Vessel Security Threats" will be held in San Francisco shortly. The National Boating Federation has been asked to participate in the panel tentatively titled "Engaging the Recreational Boating Community". I look forward to this opportunity.

A full report of this meeting will be in the next issue of LOOKOUT.

NBF Position on Gray Water Discharge

NBF has stated its position on gray discharge in a formal letter to the EPA. In the letter we stated our support of the development of Best Management Practices (BMP), but that they "should be reasonable, practicable and economically viable" and further that "such BMP shall be based on hard scientific evidence which demonstrates that such BMP improve the water quality of our oceans, lakes and rivers". We will participate in the future public input sessions when they are scheduled.

Nautical Lingo

The Steamboat Captain brought his son along on a short cruise upriver to show him what he does for a living. All the kid wanted to do was steer the boat. Insisting that his father taught him enough to handle the job he asked the pilot to let him take the helm.

"Okay", said the pilot, "but you must pass a small test first.

If I asked you to turn to the left, what nautical term should I use?" "Turn to Port", said the boy. "Correct", said the pilot.

"If I wanted you to turn the boat to the right, what direction would that be?" "Starboard", said boy grinning from ear to ear. "Good for you", said the pilot.

"And straight?" asked the pilot. The boy quickly replied, "Without ice."