David W. Braun
862 Islay
San Luis Obispo CA 93401

Owner/Operator private 35’ pleasure sailing vessel of US registry operating in the eastern pacific. From SE Alaska to Mainland Mexico and out 150 nm.

I use the following in this order of importance:
1. USCG HF radio weatherfax broadcasts: This is the mainstay of my weather information. It is always used in trip planning and on longer legs, it is consulted frequently mid-trip.
2. USCG VHF NOAA Weather Radio: Used primarily to keep abreast of developing situation near-shore when I don’t need to be so rigorous as keeping a fax schedule and interpreting faxes. It is easy to use so it is frequently used. It is not very available in the twisty channels behind Vancouver Island, but then, that’s Canada isn’t it?
3. Satellite radio GRIB files: The jury is still out on this one. It requires a lot of high tech equipment, but it is very easy and seems to have decent correlation to the real-world weather

Yes, but only as a confirmation for what I am seeing in the faxes. I have gotten pretty good at interpreting the faxes for the eastern pacific. If I were to travel to new waters such as the Caribbean, I would double check my predictions against your forecasts until I felt there was a significant degree of correlation.

If you are asking if I get weatherfaxes, the answer is Yes. I use these heavily for 72 hours prior to a projected departure. I make approximately 8 such departures a year. They are the most important tool that I use by a couple orders of magnitude. They are the only source of information that I have consistent access to mid-trip.

If you are asking if I use the weatherfax service to get fax pages of textual information that is a written word digest and interpretation of the weatherfaxes, then the answer is “rarely”

I never use SITOR

I would have to resort to GRIB files. I have never determined who compiles these files and what the raw data source is from which they are compiled. As such, I do not trust them. They are much easier to use in a functional way, but they do not lend themselves to forecast the way a fax does. They also fail the test of being available world-wide due to spotty satellite coverage. The idea that a satellite is directly overhead and that a very simple and rugged receiver can be used to collect the information is attractive because HF rigs are not as easy to use in a functional way, but they do not lend themselves to forecast the way a fax does. They also fail the test of being available world-wide due to spotty satellite coverage. The idea that a satellite is directly overhead and that a very simple and rugged receiver can be used to collect the information is attractive because HF rigs are not as easy to use in a functional way, but they do not lend themselves to forecast the way a fax does. They also fail the test of being available world-wide due to spotty satellite coverage. The idea that a satellite is directly overhead and that a very simple and rugged receiver can be used to collect the information is attractive because HF rigs are not as easy to use in a functional way, but they do not lend themselves to forecast the way a fax does. They also fail the test of being available world-wide due to spotty satellite coverage. The idea that a satellite is directly overhead and that a very simple and rugged receiver can be used to collect the information is attractive because HF rigs are not as easy to use in a functional way, but they do not lend themselves to forecast the way a fax does. They also fail the test of being available world-wide due to spotty satellite coverage. The idea that a satellite is directly overhead and that a very simple and rugged receiver can be used to collect the information is attractive because HF rigs are not as easy to use in a functional way, but they do not lend themselves to forecast the way a fax does. They also fail the test of being available world-wide due to spotty satellite coverage. The idea that a satellite is directly overhead and that a very simple and rugged receiver can be used to collect the information is attractive because HF rigs are not as easy to use in a functional way, but they do not lend themselves to forecast the way a fax does. They also fail the test of being available world-wide due to spotty satellite coverage. The idea that a satellite is directly overhead and that a very simple and rugged receiver can be used to collect the information is attractive because HF rigs are not as easy to use in a functional way, but they do not lend themselves to forecast the way a fax does. They also fail the test of being available world-wide due to spotty satellite coverage. The idea that a satellite is directly overhead and that a very simple and rugged receiver can be used to collect the information is attractive because HF rigs...
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<tr>
<td>5</td>
<td>Dave A. Kall</td>
<td>5157 Silent Loop, Suite 314, NPR FL 34652</td>
<td>“The HFWX broadcasts are essential for the safety of my boat and crew.”</td>
<td>I believe it is penny wise and pound foolish to consider discontinuing the service. What you might save daily will be offset by the expense of additional searches.</td>
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<td>6</td>
<td>Charles A. Freeman</td>
<td>29 Morse Road, Lebanon NH 03766-2325</td>
<td>I am a private sailing yacht captain who has spent six years cruising. The USCG HF Weatherfax products are my primary source of weather information, especially offshore. I occasionally can receive voice transmissions over amateur frequencies, but “a picture is worth a thousand words”… In the Caribbean, other weather sources are spotty and unreliable. HF is the only long-distance communications means I have and can afford … and the fax transmissions far and away provide the mainstay of my weather awareness.</td>
<td>Thus far my major cruising grounds have been the Caribbean and Atlantic offshore waters. In two years my family and I intend to cross the Atlantic to Europe and begin a circumnavigation.</td>
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<tr>
<td>7</td>
<td>Francisco Celedon</td>
<td>8412 N.W. 61st Place, Parkland FL 33067</td>
<td>Licensed Captain 100 gross, 55’ yacht, 45’ cruising sailboat</td>
<td>NOAA Weather Radio, USCG HF radio broadcasts, NAVTEX.</td>
<td>Yes. As a backup when other methods not available. About 3 times per year.</td>
<td>Yes Almost every month. Convenient but not critical.</td>
<td>No Not sure. This is my backup system not the primary method.</td>
</tr>
<tr>
<td>8</td>
<td>Wayne R. Beardshley</td>
<td>1923 S.E. 32nd Terrace, Cape Coral FL 33904</td>
<td>HF voice and WFX are both crucial sources of weather information for small to mid-size vessels that are either not equipped for satellite communications, or need HF radio as a backup to satellite communications. Literally thousands of vessels fall into this category - fishing, pleasure, and commercial. Those of us who routinely go offshore beyond VHF range need HF voice and WFX services on HF radio to ensure the safety of our vessels, family and crew.</td>
<td>Yes. As a backup when other methods not available. About 3 times per year.</td>
<td>While we are able to receive some weather information new via HF based e-mail, I do not consider this to be sufficient on its own. Especially on small boats, sophisticated electronic systems can be troublesome, and the ability to receive weather fax and voice transmissions on a second radio</td>
<td>Please do not take these services away, as they provide important safety information to the recreational and commercial small boat operators on the high seas. Especially as we move into a period of less predictable and</td>
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<td>9</td>
<td>Thomas A. Unruh</td>
<td>1313 West Broadway, Newton KS 67114</td>
<td>…as we have been sailing our small boat offshore and crossing oceans. In particular, weather fax and voice transmissions have been very important to us…</td>
<td>I am very concerned about the possible loss of weather information via HF radio transmission…</td>
<td>While we are able to receive some weather information new via HF based e-mail, I do not consider this to be sufficient on its own. Especially on small boats, sophisticated electronic systems can be troublesome, and the ability to receive weather fax and voice transmissions on a second radio</td>
<td>Please do not take these services away, as they provide important safety information to the recreational and commercial small boat operators on the high seas. Especially as we move into a period of less predictable and</td>
<td>…as we have been sailing offshore and crossing oceans.</td>
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It is absolutely essential that the USCG continue to maintain and broadcast weather reports and forecasts via HF radio in the form of radiofax, voice and SITOR. There is no other way for most small vessels to obtain weather to safely navigate on the high seas. Satellite weather information in its present state is inferior to the USCG broadcasts and requires additional expensive equipment not suitable for small boats and is also presently available only in limited areas close to the continental United States. I know because I have just purchased the Sirius system and it does not begin to compare to the USCG weather fax reports that I print out every day when navigating on the high seas.

The HF broadcasts are indispensable for vessels transiting the High Seas. It is the only dependable way for a mariner to receive broadcasts and warnings. Do not leave us IN THE DARK by doing away with this vital service. Every ship has had to upgrade their equipment to GMDSS standards. The USCG should follow suit and upgrade their equipment.

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receiver gives us useful and affordable redundancy should our laptop or sideband radio malfunction. more intense weather events, good forecast information in a variety of formats via HF radio is a critical public service.

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We use the HF weather fax service occasionally. It is very helpful and the best source for accurate weather forecasts, including the important sea state and wind conditions with approaching fronts. Unfortunately, the equipment is expensive and not very forgiving in a smaller vessel’s tight interior quarters.

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We do not use SITOR. We would use computer generated weather information and NOAA VHF radio.

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Not very much.

3 - 100 N (Great Lakes and inland waters).
additional expensive equipment not suitable for small boats and is also presently available only in limited areas close to the continental United States. I know because I have a sat phone system to attempt to get the info from the web and it is inconsistent at best and does not begin to compare to the USCG WeatherFax reports that I save daily when navigating on the high seas.

Chuck Baier  
P.O. Box 622  
Kemah TX 77565  
As a licensed Captain and Skipper of my own pleasure vessel...
We use RadioFax daily, but it is sometimes the only available source of such information. I travel offshore Central California. Since such information will remain available through costly private services, such as Sirius satellite, the notion of eliminating HF radio information services appears to be a de facto effort to privatize such services.

Patrick L. Maslen
411 Walnut Street
PMB 2797
Green Cove Spring FL 32043

We sail a 37’ sail boat... I use the USCG HF weather transmissions every day. HF radio is our only link.

We need the HF weather products daily to avoid bad weather. We definitely would have been in some bad situations if we have not had this service!!

Patrick Maslen
411 Walnut Street
PMB 2797
Green Cove Spring FL 32043

I am an offshore sailor... and I use the HF weather transmissions every day to know if sea state conditions are safe.

Ed Kukla
22542 Benjamin
St. Cloud MI 48081

I listen to the HF voice weather forecasts as well as the fax weather broadcasts. I find them very useful and in fact critical to my safe cruising. We do not use professional weather routers and rely on these broadcasts to get the latest offshore weather.

Please do not shut down the HF weather reporting service. There are many places along the coast where vhf weather reporting is poor to non existent and sailing offshore, even a short distance will put you out of range of any shore side vhf line of sight station. plan on doing more search and rescue as a replacement when you cut off use RadioFax daily, but it is sometimes the only available source of such information. I travel offshore Central California. Since such information will remain available through costly private services, such as Sirius satellite, the notion of eliminating HF radio information services appears to be a de facto effort to privatize such services.

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22
Wayne Moody, & Diane Moody
10990 Bobcat Lane
Arroyo Grande CA 93420
I am a commercial fisherman and Captain of a 53' vessel.
I primarily use Radiofax for the weather, supplemented with VHF and the HF broadcasts when out of VHF range, which is about 60% of the time.
Yes, I use HF radio voice broadcasts. When the Radiofax picture calls for poor weather, I listen to the voice broadcasts to get more information. This happens about 15-20 days during the fishing season. These are then very important to our safety.
Yes, this is my primary means for watching the weather when out of VHF broadcast range. I use the Radiofax pictures constantly while fishing and they are the most important source for watching the weather.
No, I don't use SITOR.
I don't know what other sources I would use getting the weather forecasts. Probably none at this time.
YES. My wife and I spend about 160 days on the Pacific Ocean each year. Our safety depends on the most up to date information possible. It seems foolish that the USCG requires us to have thousands of dollars in safety equipment and do monthly drills to prepare for an emergency, and they are considering cutting off a service that is critical to our safety.
We fish the entire west coast (Mexico into Canada) and generally out to 250 miles seaward but, sometimes as far as 1200 mile.

23
Aaron J. Norlund
6412 Hamlet Drive
Englewood FL 34224
We've been tuning into HF broadcasts, both voice and RadioFax, for many years and continue to do so daily. I feel it is an important part of maritime safety around the US, not only for citizens, but peoples traveling to and from the States, not to mention professional maritime industries. Many organizations and people depend on the USCG's HF broadcast system for their safe travel.
I believe it is in the best interest of all involved with the maritime community that the shortwave radio broadcasts continue.

24
Jeffrey Keeton
I believe we should shut down the HF weather system. Satellite weather fax systems are more common, cheaper, and more reliable than HF radio. Perhaps we could use the money to install more weather buoys that can be accessed from the Internet.

25
James D. Jacoby
P.O. Box 397
Issaquah WA 98027
The weather reports and warnings, and even more so the weather fax transmissions, are absolutely critical to the safety of offshore sailors like myself.
I read with dismay of the proposal to eliminate HF weather broadcasts. Please reconsider.

26
NOT COMMENT FILE
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NOT COMMENT FILE

27
Johnny F. Blizzard
2109 W US Highway 90
Suite 170-240
Lake City FL 32055
Please continue to broadcast weather reports, weather fax, voice and SITOR on HF radio. This is often the main access to weather for many mariners, myself included.
In fact, lives saved by your broadcasts can't be quantified, but I believe it represents many more than the Coast Guard physically rescues. There is really no commercial or private substitute for this service, and I find it a real benefit. This is one area our tax dollars are really well spent.

28
Larry J Kern
P.O. Box 67
Schoharie NY 12157
I think it would be a dis-service to all the boaters that use this service to discontinue it. It is a very reliable service for both pleasure and small commercial craft. I would not want to depend on a
What would happen if they decide to discontinue their service? This is a very important tool for small craft, and very necessary for their safety.

I feel that many cruising boaters definitely need the weather services provided by the USCG and these services should be continued for boater safety.

It is absolutely essential that the USCG continue to maintain and broadcast weather reports and forecasts via HF radio in the form of radio fax, voice and SITOR. There is no other way for most small ships to obtain weather to ful as their interpretation of s. Satellite weather information in its present state is inferior to the USCG broadcasts and requires additional expensive equipment not suitable for small boats and is also presently available only in limited areas close to the continental united states. Perhaps technology will allow a shift to other sources over time...but that time Has not yet arrived.

Regarding the continuation of weather broadcasts on providing high frequency (HF) radio broadcasts of weather forecasts and warnings. I use and prefer to continue to have 24 broadcasts via voice as an ongoing service.

Regarding the USCG, Cone, and Satcom Weather information, in its present state is inferior to the USCG broadcasts and requires additional expensive equipment. There is no other way for most small ships to obtain weather information to fulfill as their interpretation of s. Satellite weather information in its present state is inferior to the USCG broadcasts and requires additional expensive equipment not suitable for small boats and is also presently available only in limited areas close to the continental united states. Perhaps technology will allow a shift to other sources over time...but that time has not yet arrived.

Commercial weather broadcasts available to us (except GRIB files, which I find to be of lesser value) are very expensive and prohibitive to many who are cruising (either retired, like us, or on sabbatical leave or fixed income). I urge you not to discontinue this VITAL service until a viable replacement using HF Radio is available.

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Immediate area. It adds an invaluable sense of situational awareness. Capital equipment aboard my vessel, and $300 in annual service charges at a minimum. Various satellite based email or direct weather services. The capital costs for these services are very high, and likely to be outside of my budget of sometime, in addition the ongoing operational costs are not within the range of most amateur mariners.

I rely on the current USCG broadcasts for adverse weather alerts… offshore passage from New York to U.S. Virgin Islands and return (several times each year). All offshore sailors have been taught to rely on USCG alerts as accurate, current and authoritative. To eliminate this service would greatly increase incidents of mariners caught unaware in life threatening weather conditions.

I use the RadioFax, voice and SITOR as my preferred weather service. I do not rely on one service and also use cruisers nets, VHF weather reports when in range, and passing boats weather reports. I can't rely on these resources unless I can tie them all together and verify them with wefax (radiofax), and voice sea reports. When I am on a long passage I use SITOR to keep up with sudden changes, and to verify the wefax and voice weather reports. I try not to rely on less than two sources for weather. It gets down right dangerous to rely on only one source for weather since all weather reports are interpreted. I feel this would require pleasure cruisers to be more risky in their weather decisions due to less weather resources available. I feel these risks will translate into more rescues farther from shore. Dismantling the HF weather system would cause terrible problems for most small ships. We have no other way to receive weather faxes, and Satellite is just not up to par and is far too expensive. Please reconsider.

I implore you not to discontinue the HF Weather Broadcasts and warnings. We rely on this service as our primary and only means of obtaining vital weather information when out of range of VHF or Internet communications. This plan, if implemented, will impact thousands of cruisers like ourselves who can't afford the commercial options available and rely on the USCG to provide basic safety information to US citizens and others traveling the high seas.
39  John Zekas MD  
3509 Farland Road  
Cleveland OH 44118  
I utilize both RadioFax and voice reports while sailing offshore.  
I do not use simplex teletype.  
I would miss services 1 & 2 if they were discontinued.  
I will be using these services again for the next 2 weeks while sailing from USVI to Newport, RI.  
Hopefully the equipment can be upgraded to modern, serviceable equipment.

40  Catherine Lallians  
P.O. Box 553  
Oyster Bay NY 11771  
I do not use simplex teletype. I would miss services 1 & 2 if they were discontinued.  
I do not use simplex teletype. I would miss services 1 & 2 if they were discontinued.  
I am very concerned about the US Coast Guard's intention to stop providing high frequency (HF) radio broadcast weather forecasts and warnings to offshore sailors. This is a VITAL, life-saving service and should NOT be discontinued.

41  Tommy Germany  
1940 Claudina Avenue  
Los Angeles CA 90016  
I am concerned that you want to stop your HF radio weather forecasts and warnings. I find this information especially useful and I urge you to reconsider this decision.

42  Daniel K. Rothermel  
20 Glenbrook Drive  
Reading PA 19607  
I use HF weather broadcasts continually and consider them an important safety item before I depart port and when I am underway.  
To discontinue them, in my view, would create a potentially unsafe condition for me, my crew and my boat.  
I hope a way can be found to continue this valuable service to the boating public.

43  Cheryl E. Morvillo  
411 El Toro Lane  
Webster TX 77598  
Recreational vessels offshore and out of VHF range depend on HF weather reports for safe passages. To discontinue this service would increase the risk for recreational boaters. Without good weather information, more boaters would need to rely on the assistance of the USCG.

44  Alen D. Ahern  
135 Wall Street  
Redeington Shores FL 33708  
HF weather service is an essential tool for safety at sea. It is proactive and cost effective life safety mitigation that is used by thousands of boaters with HF inexpensive receivers not just those with a ship's radio license or HAM license. Discontinuing this service will result in an increase in deaths and rescue expenses. HF weather service keeps your swimmers out of dangerous waters.

45  John F. Reed  
18 Vespa Lane  
Nashua NH 03064  
I rely on both the weather fax and the voice broadcasts for my information.  
I sail in the Caribbean during the winter months…  
The subject broadcasts are vital to the safety of marine traffic worldwide who sail in areas where VHF forecasts are not available. HF radio is the most cost effective way of delivering this information to the widest group of vessels. While large commercial vessels could afford satellite internet links it is not cost effective to smaller craft. In addition, HF radio has, in my experience, given better reliability that the more expensive and complex satellite based systems. Implementation of a system similar to commercial satellite radio would be more expensive than upgrading the current HF.
Lee Walker
1935 South Peninsula Drive
Daytona Beach FL 32118

I believe having accurate weather information available through NOAA and the Coast Guard is an essential service as important as national defense. It safeguards the citizens of this country. I understand the useful life of HF weatherfax has been reached and that is should be phased out, but I believe it has to be replaced. Small antenna satellite weather is already available commercially, but many people who should have that service won’t spend the money to get it, and its availability is limited to the coastal waters of the US. A global satellite weather broadcast of NOAA charts should replace the current offerings as soon as possible.

Ralph B. Richardson
7245 Elderberry Street
Pringfield OR 97478

As a cruising sailor, I very much rely upon the HF Radio weather products that the Coast Guard provides. Because this is such a critical element to safety at sea, I encourage you to continue to provide these services.

Michael A. Church
3000 130th Avenue NE
Bellevue WA 98005

Primary sources for marine weather forecasts are HF broadcasts from KOJ Kodiak HF Fax HF voice, KWL38 Kodiak HF Voice (National Weather Service), NMC Point Reyes HF Fax HF voice. Secondary sources VHF Voice and FTP Email. This is the primary source of weather forecasts in Western Alaskan waters and would require that all vessels operating in remote the waters of Alaska and the Pacific would have to convert to Satellite communications.

Roland J. Guyette,
Charterboat Captain
26 Ironstone Street
Millville MA 01529

The USCG HF broadcasts are very useful to Mariners in remote waters. Their elimination would significantly increase costs to all users.

Jeffry Sweetland
4607 Mount Vernon Boulevard
Hamburg NY 14075

I strongly feel that the weather broadcasts must continue for the safety and well being of all boaters.

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<td>52</td>
<td>Gary Schwarzman</td>
<td>I urge these services be continued at any cost... while making transits between the eastern coast of the US, Bermuda, and the Caribbean. This is a valuable service that is crucial to vessel safety, and for which there is no cost-effective alternative. I urge you to continue the service.</td>
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<td>53</td>
<td>Christian Bucher</td>
<td>In response to removal of HF weather fax service transmission via HF radio. I use this service and do not wish to see it eliminated.</td>
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<td>55</td>
<td>Anonymous</td>
<td>Charles Seitz Tannersville, PA 18372 I urge you to continue the service. I am certain the USCG will be inundated with reasonable comments expressing a need to continue its High Frequency radio services. I am not satisfied with the reason for discontinuing the services. Why does the USCG have such difficulties keeping the equipment working? In lieu of discontinuance, may I suggest the USCG publish a Request For Proposal to modernize the facilities. The required equipments, by modern technological standards, are not complex and I'm sure America retains the core expertise required to solve your problems.</td>
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<td>56</td>
<td>Dena S. Suffin</td>
<td>I urge these services be continued at any cost... while making transits between the eastern coast of the US, Bermuda, and the Caribbean. This is a valuable service that is crucial to vessel safety, and for which there is no cost-effective alternative. I urge you to continue the service.</td>
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<td>57</td>
<td>David Dow</td>
<td>As a recreational boater... these forecasts are a vital tool in ensuring that my passengers and I are safe. I would like to express my concern that the US Coast Guard intends to cease transmissions of weather forecasts and warnings. I hope that these transmissions continue to be available for all boaters in the future.</td>
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<td>58</td>
<td>Dan L. Wolford</td>
<td>In planning a fishing trip I obtain weather forecast information from shoreside internet sources, but once on the water I rely on the HF weather broadcasts. Consequently I use the Coast Guard HF broadcasts nearly every trip – once or twice a month – to get updates as the day progresses. While on the water I do not see a credible alternative to the HF broadcasts for small boat recreational fishermen like me. The HF radios are inexpensive, and most recreational fishermen will have one, if only a hand-held unit, on board. I do not use either the radiofax or the simplex teletype – I don’t have the equipment on board. These radios [hand-held] are our lifeline for emergency use, and keeping up to date on the weather is one critical aspect of that lifeline. Should these broadcasts no longer be available I believe it would have a significant adverse affect on my safety while at sea. Being unable to get reliable updates would expose small boat operators (like me) to unforeseen changes in the weather and sea. Typically I travel up to 25 miles off shore, and up to 25 miles along the Northern California (SF area) coast. Conditions can change rapidly on the water, and operating at these distances requires transit times of a few hours – which require that I have reliable and up to date weather information. Consequently I urge that these HF broadcasts be continued.</td>
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<td>I use HF voice weather broadcasts routinely… while making transits between the eastern coast of the US, Bermuda, and the Caribbean. This is a valuable service that is crucial to vessel safety, and for which there is no cost-effective alternative. I urge you to continue the service.</td>
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<td>In response to removal of HF weather fax service transmission via HF radio. I use this service and do not wish to see it eliminated.</td>
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<td>Charles Seitz Tannersville, PA 18372 I urge you to continue the service. I am certain the USCG will be inundated with reasonable comments expressing a need to continue its High Frequency radio services. I am not satisfied with the reason for discontinuing the services. Why does the USCG have such difficulties keeping the equipment working? In lieu of discontinuance, may I suggest the USCG publish a Request For Proposal to modernize the facilities. The required equipments, by modern technological standards, are not complex and I'm sure America retains the core expertise required to solve your problems.</td>
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<td>As a recreational boater... these forecasts are a vital tool in ensuring that my passengers and I are safe. I would like to express my concern that the US Coast Guard intends to cease transmissions of weather forecasts and warnings. I hope that these transmissions continue to be available for all boaters in the future.</td>
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<td>In planning a fishing trip I obtain weather forecast information from shoreside internet sources, but once on the water I rely on the HF weather broadcasts. Consequently I use the Coast Guard HF broadcasts nearly every trip – once or twice a month – to get updates as the day progresses. While on the water I do not see a credible alternative to the HF broadcasts for small boat recreational fishermen like me. The HF radios are inexpensive, and most recreational fishermen will have one, if only a hand-held unit, on board. I do not use either the radiofax or the simplex teletype – I don’t have the equipment on board. These radios [hand-held] are our lifeline for emergency use, and keeping up to date on the weather is one critical aspect of that lifeline. Should these broadcasts no longer be available I believe it would have a significant adverse affect on my safety while at sea. Being unable to get reliable updates would expose small boat operators (like me) to unforeseen changes in the weather and sea. Typically I travel up to 25 miles off shore, and up to 25 miles along the Northern California (SF area) coast. Conditions can change rapidly on the water, and operating at these distances requires transit times of a few hours – which require that I have reliable and up to date weather information. Consequently I urge that these HF broadcasts be continued.</td>
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conditions, which could put our small boats in real danger. This is particularly true as we travel further and further from shore, or from a safe port.

High Frequency (HF) Radio Broadcasts of Marine Weather Forecasts and Warnings save lives. The cost in lives lost and rescue expenses will surely be more costly than the required upgrades to continue this vital service.

As a Captain of overseas merchant ship… Although we have weather computer, but the bigger scale of USCG weather chart still useful when doing analysis, and the different data resource can leading very important decision when the weather condition are in distinct condition. It is very very important to mariners that we need receiving the weather facsimile charts everyday. This is a traditional way for all the mariners to collect the weather data on the sea.

I have made significant use of the HF Fax transmissions from Pt Reyes station during the last three to four years for weather information… It has also been useful on coastal US passages where the VHF does not give long range forecasts. I urge you to retain the HF Fax broadcasts for several more years. It would be difficult and/or expensive to replace this system for long passages outside of US waters, and the system is vital for forecasting weather during a passage. I urge you to retain the HF Fax broadcasts for several more years. It would be difficult and/or expensive to replace this system for long passages outside of US waters, and the system is vital for forecasting weather during a passage.

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It would be difficult and/or expensive to replace this system for long passages outside of US waters, and the system is vital for forecasting weather during a passage.

I am the owner/operator of a 33' cruising sailboat. The primary sources for weather forecasts on my vessel are USCG HF broadcasts, USCG HF Radiofax, and NOAA Weather Radio. I use USCG HF Weather forecasts whenever traveling offshore out of the immediate range of NOAA broadcasts. During voyages of this type, forecasts are monitored twice daily as a minimum. USCG HF Radiofax broadcasts are used. For any offshore voyage these are accessed daily during the voyage and also are monitored for a week or more before the voyage begins to understand the current weather pattern. These broadcasts are even more important than the voice broadcasts to experienced mariners because they allow the mariner to understand the details and broader weather patterns out side of his immediate area. It adds an invaluable sense of situational awareness. SITOR broadcasts are not used on my vessel. It is not entirely clear to me at this time which alternative source of information would be most appropriate and cost effective for me to use while away from the coast, but the choices that I am aware of are: Weather Forecasts and Weather Maps by HF Radio Email. This option is intrinsically limited because HF Radio email is a slow and somewhat unreliable means of communication. In addition, it would require the installation of about $1000 of additional capital equipment aboard my vessel, and $300 in annual service charges at a minimum. Various satellite-based email or direct weather services. The capital costs for these services are very high, and likely to be outside of my budget of sometime, in addition the ongoing operational costs are not within the range of most amateur mariners. The loss of HF Marine Weather Broadcasts will result in extensive additional costs to the operation of my vessel. They are a reliable and complete source of information that is not easily replaced. It is likely that I will be undertaking voyages with a less complete set of weather information than is available to me today, and thereby increasing the risk to my vessel.

I am the owner/operator of a 33' cruising sailboat. The primary sources for weather forecasts on my vessel are USCG HF broadcasts, USCG HF Radiofax, and NOAA Weather Radio. I use USCG HF Weather forecasts whenever traveling offshore out of the immediate range of NOAA broadcasts. During voyages of this type, forecasts are monitored twice daily as a minimum. USCG HF Radiofax broadcasts are used. For any offshore voyage these are accessed daily during the voyage and also are monitored for a week or more before the voyage begins to understand the current weather pattern. These broadcasts are even more important than the voice broadcasts to experienced mariners because they allow the mariner to understand the details and broader weather patterns out side of his immediate area. It adds an invaluable sense of situational awareness. SITOR broadcasts are not used on my vessel. It is not entirely clear to me at this time which alternative source of information would be most appropriate and cost effective for me to use while away from the coast, but the choices that I am aware of are: Weather Forecasts and Weather Maps by HF Radio Email. This option is intrinsically limited because HF Radio email is a slow and somewhat unreliable means of communication. In addition, it would require the installation of about $1000 of additional capital equipment aboard my vessel, and $300 in annual service charges at a minimum. Various satellite-based email or direct weather services. The capital costs for these services are very high, and likely to be outside of my budget of sometime, in addition the ongoing operational costs are not within the range of most amateur mariners. The loss of HF Marine Weather Broadcasts will result in extensive additional costs to the operation of my vessel. They are a reliable and complete source of information that is not easily replaced. It is likely that I will be undertaking voyages with a less complete set of weather information than is available to me today, and thereby increasing the risk to my vessel.

Operation area for my vessel is the high seas on the Atlantic coast.
Michael Osman
5327 Sweetwater Drive
West River MD 20778

Please do not discontinue USCG weather broadcasts.

Marti E. Brown
P.O. 500441
Marathon FL 33050

I live on my 31’ sailboat…

I am the past Vice Commodore of the HAM Waterway Radio and Cruising Club Net.

I am the author of several books. One of relevance to this issue is titled, Marine SSB Radio For “Idi Yachts.”

…I provide seminars to enlighten boaters on how to gather their weather information from the SSB radio broadcast by the USCG.

Without these products my safety at sea would be greatly compromised.

…when I take my boat from the Florida Keys to the Bahamas.

I urge you to continue funding the USCG so that they may continue to broadcast the Offshore and High Seas voice weather forecasts, the Weather Fax products and SITOR.

This service is essential for safety of life at sea.

I am the past Vice Commodore of the HAM Waterway Radio and Cruising Club Net. After hurricane Katrina I spoke with many boaters as they scrambled to find offshore weather forecasts and weather faxes when NMN in New Orleans was damaged and down for repairs. With the temporary loss of NMN, those at sea had to work “in the blind” without weather.

I would venture to say that 99% of them did not have and could not afford an expensive satellite system. Thankfully, USCG NMN picked up and broadcast these forecasts and we were able to temporarily direct offshore cruisers to this source for their weather information.

Satellite systems are expensive and not affordable for the recreational offshore cruiser.

These systems can be unreliable as well. Globalstar, a company that provides satellite phone and internet access, has recently developed some severe difficulty with their satellites causing havoc for the people that elected to purchase and use a satellite phone.
instead of a SSB radio for their weather.
In 1999 hurricane Floyd hit the Abacos where I was located with my boat. Before the hurricane I used the weather products broadcast by the USCG to plan and prepare my boat. After the hurricane hit there was no internet, no electricity, no TV and no news. The only way to receive weather was through the SSB from the USCG’s broadcasts. Thanks to these broadcasts I was able to receive information about Tropical Storm Harvey that was headed right over my location. Many US citizens on land and on boats were making repairs after Floyd. Thanks to the USCG and their ability to broadcast the weather reports, I was able to alert people in the area to the danger with this tropical storm. This information allowed me and other US citizens to secure our boats and those on land in houses to finish their makeshift roof repairs before the next tropical onslaught. In 2004 I downloaded many Weather Fax/SITOR products and listened to the Offshore forecasts to assist me in planning for hurricanes Frances and Jeane that hit the Abacos that year. Had these forecasts not been broadcast by the USCG, I would not have had the information that I needed to prepare for these hurricanes as well.

During the summer of 2005 Hurricane Wilma threatened to visit the Florida Keys where I live part of the year when I’m not in the Bahamas. When the hurricane stalled over the Yucatan peninsula I downloaded a 24 hour sea state forecast that was broadcast by the USCG. The forecast showed me that the storm surge would be a tremendous threat to the Florida Keys. I called all of my friends that lived on the Bay side of the Keys and urged them to seek safety off island or on the Atlantic side as the surge was sure to be bad. Thanks to the USCG transmission of this graphic forecast I was able to show and convince all of my friends to move to safety. A picture is truly worth a thousand words. Wilma hit the Keys and we indeed had an eight to ten foot surge on the Florida Bay side. Luckily no deaths from drowning occurred. A few surge related injuries were seen at the Fishermens hospital ER in Marathon, FL where I work as a
nurse. After hurricane Wilma we had a short lapse of power as the electric company struggled to get the damaged lines back up and functioning. I was able to download the weather products broadcasted by the USCG from my SSB radio to get information as to whether or not we had anything else coming our way after Wilma. Otherwise we would’ve been totally in the dark!

Peter R. Worch
41/93 Philip Lane
Leonardtown MD 20650

I use the Voice weather broadcasts and will use the SITOR in future boating trips.

I typically am “off-shore”, 25-200 nm out… and would have no other source for weather information unless I install some type of satellite weather receiver system. Please don’t discontinue the broadcasts.”

Richard W. York,
Private Individual
3 Crooked Lane
Rowayton CT 06853

Those of us on small boats (46”)… frequently have no other sources for weather information.

As the US is responsible for MetArea IV, you (we citizens) do have the data, but we sailors cannot receive it other than by HF.

I’m relatively imperative that the Coast Guard or NOAA continue HF broadcasts of its Offshore and High Seas weather.

Mike Dawson
I operate sailing vessels between 60’-125’ in length…

HF weather forecasts are a primary source of obtaining weather information by both voice and radiofax.

Eliminating HF broadcast would make it quite difficult to obtain reliable weather information.

Our un-inspected classed vessels…  operate without the reception of GMDSS capability and rely on HF Radio facsimile and HF voice weather warnings and weather forecast. Due to the operational limits of VHF broadcast the HF broadcast are intrinsic parts of their safety net in planning and routing during their voyage.

Our fleet has invested in the equipment necessary to receive these broadcasts and would be hampered if they were not available.

David P. Ridge
1102 South West Massachusetts Street
Seattle WA 98134

Our un-inspected classed vessels… operate without the reception of GMDSS capability and rely on HF Radio facsimile and HF voice weather warnings and weather forecast. Due to the operational limits of VHF broadcast the HF broadcast are intrinsic parts of their safety net in planning and routing during their voyage.

Alternatives to the voice and radiofax transmissions can be quite costly, and many other vessels that I am personally aware of rely on these broadcasts heavily.

John Lewis
632 Chapman Street
San Jose CA 95126

I am a private sailing yacht captain… I receive these transmissions through HF radio while at sea.

The vessel that I am employed on operates in both offshore and high seas capacities, between US East Coast, Caribbean and occasionally beyond. The VHF weather forecasts are not adequate for my purposes. The Coast guard transmission of the national weather service products are an extremely valuable tool in the safe navigation of my boat.

I have taken courses on the use of the coast guard provided 500mb charts and use them frequently to identify weather windows for safe passages.

I take courses on the use of the coast guard provided 500mb charts and use them frequently to identify weather windows for safe passages.

Most of the transmissions by other
| 74 | Joseph I. Barry  
411 Walnut Street  
Green Cove Springs FL 32043 | The weather fax service was an essential part of our route planning. | We are just completing our 35,000 mile circumnavigation of the globe. | countries are focused on the commercial fishing interests of those countries and do not meet my needs as well as the coast guard transmissions. |
| 75 | Pamela T. Richards  
411 Walnut Street, #2228  
Green Cove Springs FL 32043 | We are full time cruisers... and depend on this service for safe passagemaking when out of range of VHF or internet weather forecasts. | I urge you to continue the HF weather forecasting service. | Unless the USCG organization wants more business saving people, then don’t cut this service! We have particular complaint about the Hawaii group. On the weekend, faxes are put in wrong side up or worse a fax from 2 days before. Please keep the HF weather service. |
| 76 | Chuck S. Snyder  
1740 Harbor Place  
South Pasadena FL 33707 | I am writing to voice support for the continuation of USCG weather broadcasts on the HF radio band. These broadcasts are currently in the format of radio facsimile, voice, and simplex teletype over radio (SITOR). This is the type of service that government does well, and given the ever volatile nature of weather events these days, up-to-date weather information and forecasting is necessary to save lives. I have been impressed on several occasions with the efficiency of the USCG (in particular their documentation center), and am confident that they will roll out new technology to continue this vital service in a cost effective manner. I for one have no problems paying taxes for a service this critical to maritime interests. | Many thousands of people around the United States that participate in the fishing and transportation industries rely on the crucial data that your department has supplied to us. Because of this information we are able to plan our trips and voyages according to weather conditions, and in many cases we are able to avoid weather that might otherwise spell disaster for some of our smaller vessels. We would hope that your current antiquated systems could be updated with newer state of the art electronics that would make it easier for you in your job of weather forecasting. A lot of people don’t realize how many of us depend on these weather broadcasts, as we are out at sea and not generally visible to the public eye, but we are here and often times rely on these broadcasts for our safety. | Many thousands of people around the United States that participate in the fishing and transportation industries rely on the crucial data that your department has supplied to us. Because of this information we are able to plan our trips and voyages according to weather conditions, and in many cases we are able to avoid weather that might otherwise spell disaster for some of our smaller vessels. We would hope that your current antiquated systems could be updated with newer state of the art electronics that would make it easier for you in your job of weather forecasting. A lot of people don’t realize how many of us depend on these weather broadcasts, as we are out at sea and not generally visible to the public eye, but we are here and often times rely on these broadcasts for our safety. |
William & Diane
411 Walnut St #2465
Green Cove Springs FL 32043

My wife and I are full time cruisers on the sailing vessel "Columbine", USCG 656667. The USCG HF broadcasts are often the "only" means available to us to receive weather reports and these broadcasts are the only broadcasts that provide us the detail necessary to make accurate weather routing decisions. We utilize them on a daily basis.

I have never used the SITOR but have effectively used RTTY in European waters as a primary source of weather. I use NOAA weatherfax broadcasts when in range. USCG voice over HF broadcasts do not depend on the functionality of the Internet, Immarsat, or my Immarsat. All I need functioning to receive them is my SSB receiver and PC.

In short the loss of these HF weather broadcasts would significantly degrade our ability to make sound weather decisions and therefore the safety of our vessel and crew. We often travel outside US waters... ...and are unable to receive CO VHF radio broadcasts. Internet access is unavailable 90% of the time we are traveling. Commercial weather information broadcasts are often difficult to receive, broadcast times are erratic, and in-depth weather information is very, very expensive for the private citizen.

Thomas W. Diekmann
7187 Deerfoot Point Circle 1
Unit 1
Jacksonville, FL 32256

We're cruisers. We use the HF radio, Navtex.

Our vessel is one of hundreds which cruise Atlantic and Caribbean waters… and are unable to receive CO VHF radio broadcasts. Internet access is unavailable 90% of the time we are traveling. Commercial weather information broadcasts are often difficult to receive, broadcast times are erratic, and in-depth weather information is very, very expensive for the private citizen.

Anthony A. Bullard
827 Lytton Avenue
Stan Honey
Green Cove Springs FL 32043

We're also going to start utilizing them on a daily basis. The alternatives are extremely expensive!!

The present fee for other weather sources is exorbitant and frequently requires Internet connection. Obviously if out of VHF range, not on Internet unless have extremely expensive satellite equipment.

Geoffrey G. Burgess
83981

I primarily use NAVTEX as a primary source for receiving offshore weather. I use NMN and NMC phone and radiosat products to supplement the NAVTEX. I use NOAA weatherfax broadcasts when in range. USCG voice over HF radio broadcasts do not depend on the functionality of the Internet, Immarsat, or my Immarsat. All I need functioning to receive them is my SSB receiver and PC.

In short the loss of these HF weather broadcasts would significantly degrade our ability to make sound weather decisions and therefore the safety of our vessel and crew. We often travel outside US waters... ...and are unable to receive CO VHF radio broadcasts. Internet access is unavailable 90% of the time we are traveling. Commercial weather information broadcasts are often difficult to receive, broadcast times are erratic, and in-depth weather information is very, very expensive for the private citizen.

Jeff P. Braun
106 Olivia Street
St. Augustine FL 32084

I use these weather broadcasts every day, in fact I depend on them.

The present fee for other weather sources is exorbitant and frequently requires Internet connection. Obviously if out of VHF range, not on Internet unless have extremely expensive satellite equipment.

Honey Navigation
827 Lytton Avenue
Palo Alto CA 94301

I’m a navigator on transoceanic yacht races, such as the Volvo (aroundtheworld) Ocean Race, Transpacifique Race, Bermuda Race, Transatlantic Race etc. I navigate on boats that range from 40 foot shops to 125 foot catamarans.

The USCG HF broadcasts are often the "only" means available to us to receive weather reports and these broadcasts are the only broadcasts that provide us the detail necessary to make accurate weather routing decisions. We utilize them on a daily basis.

I use NOAA weatherfax broadcasts when in range. USCG voice over HF radio broadcasts do not depend on the functionality of the Internet, Immarsat, or my Immarsat. All I need functioning to receive them is my SSB receiver and PC.

In short the loss of these HF weather broadcasts would significantly degrade our ability to make sound weather decisions and therefore the safety of our vessel and crew. We often travel outside US waters... ...and are unable to receive CO VHF radio broadcasts. Internet access is unavailable 90% of the time we are traveling. Commercial weather information broadcasts are often difficult to receive, broadcast times are erratic, and in-depth weather information is very, very expensive for the private citizen.

High Seas, transoceanic passages, in all regions Pacific, Atlantic, Hawaiian waters, Gulf.
<table>
<thead>
<tr>
<th>86</th>
<th>Hempstead Navigation Service, LLC</th>
</tr>
</thead>
</table>
|     | Robert L. Hempstead
|     | M/V KITTIWAKE
|     | 296 Wm. Reynolds Road
|     | P.O. Box 123
|     | Exeter RI 02822

| Hempstead Navigation Service, LLC operates a business conducting vessel sea trials and worldwide vessel delivery. Additionally, we operate a training vessel, T/V KITTIWAKE. In all these operations we depend heavily on HF voice and fax weather broadcasts, as our operations are generally beyond VHF range, and we do not have access to Inmarsat or other satellite weather sources. Discontinuance of HF weather service would deprive us of a weather forecast source that is essential to our safe operations. We have invested in software and modems to deliver HF fax weather to on board computers. |

<table>
<thead>
<tr>
<th>87</th>
<th>Louis Glenn</th>
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<tbody>
<tr>
<td></td>
<td>The USCG HF Weatherfax products are my primary source of weather information as it is for most of the cruising family vessels. We have become dependent on this service for our safety.</td>
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</table>

| The service of the USCG HF weather broadcasts and weather fax is vital to small boat owners, like ourselves, when venturing offshore out of range of VHF broadcasts. This is the only means to gather weather information for small boats, since we are unable to equip our boats with satellite receivers. We have been using this service for over 20 years. The loss of this service would be directly detrimental to the safety of many boaters. It was this service that prevented us from voyaging directly into the path of Hurricane Andrew in 1992. |

| The commercial weather vendors do not satisfy the needs of individuals. |

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<thead>
<tr>
<th>88</th>
<th>Joseph T. Milcarek</th>
</tr>
</thead>
</table>
|     | 361 Quakertown Road
|     | Flemington NJ 08822 |

| Small boat owners, like ourselves, We feel the service of the HF weather broadcasts and weather fax is vital to small boat owners, like ourselves, when venturing offshore out of range of VHF broadcasts. This is the only means to gather weather information for small boats, since we are unable to equip our boats with satellite receivers. We have been using this service for over 20 years. The loss of this service would be directly detrimental to the safety of many boaters. It was this service that prevented us from voyaging directly into the path of Hurricane Andrew in 1992. |

| Please take this into consideration when making your decisions, as the safety of all must be accounted for. Thank you for your time and consideration. |
20 years

Craig W. Lovett
Woburn Road Woburn

I have lived aboard in the Caribbean for 17 years… and receive or listen to weather transmissions and fax transmissions on a daily basis. There is really no alternative, as local forecasting is limited and of dubious reliability. USCG weather fax and HF weather transmissions are absolutely invaluable to all boating interests in the Caribbean area. The charts with forecast wind and sea conditions, and tropical storm warnings and predictions are an essential source of information especially during the hurricane season. Withdrawing this service would endanger the lives of mariners everywhere.

Roberto Mancin
FL

… and the weatherfax and Navtex information received by HF-SSB are extremely important to me to make the appropriate decisions, especially during hurricane season. Even though there are other means to get the same information, such as via a SatPhone Data communication, the reliability of the weatherfax and Navtex information is much better than the SatPhone Data. Besides that point, most sailors (recreational) cannot afford a sat Phone and the cost of receiving data and so many of us rely on the SSB for our weather reports. I frequently sail the Eastern Coast of the US… Thank you for your support to these invaluable services.

William Roussel

I use the HF radio weather services… The only alternative is satellite internet service, which is quite expensive to both install and maintain.” I use the HF radio weather services and advocate that they continue to be supported. These services are vital to the safety of vessels that cruise both offshore and in coastal waters. Even in areas where VHF radio service is available, the HF services provide much more comprehensive weather information.

AGC Maritime, Inc.
Tony Carey
1260 Hillsle Road Pasadena MD 21122

I own a Blue Water delivery company. …HF comms/wx fax, even if only in the receive mode over a HF rx'er is a critical safety feature that cannot be turned off. During my trans-At's and other blue water deliveries… Handling this over to the commercial sector will force sailors sometimes to go without and the potential ensuing rescue efforts are not worth the dollars invested on this end.

Erwin F Puch
3701 Saint Valentine Way
Orlando FL 32811

“I live on a 37’ sailboat 9 months of the year…” “… and depend on HF radio for weather Info. This is most important safety gear on my Boat.” …in the Caribbean…” …making passages up or down the east coast to and from the Bahamas or Caribbean islands. I request that the weather voice and fax broadcast system be kept operational. There is virtually no other system available to us when we are making passages up or down the east coast to and from the Bahamas or Caribbean islands.

Douglas R. Hansen
2951 Marina Bay Drive Suite #130-412
League City TX 77573

We use this service on nearly a daily basis when making offshore passages. This amounts to approximately 20 days per year that we obtain weather fax and listen to the high seas forecast. …making passages up or down the east coast to and from the Bahamas or Caribbean islands. I used New Zealand’s HF Weather FAX to Samoa and then Hawai’i’s from there. The quality was excellent and very useful as. Please keep up the service or something similar. It is really needed for safe offshore operations.

Lawrence D. Rick
P.O. Box 210322
Auke Bay AK 99821

I tracked cyclone movements. I have satellite communications available. However, I found the HF weather FAX charts preferred for my needs. Last fall I completed a passage from New Zealand to Hawaii.
James J. Luciani 
NOAA 
PMO 
NOAA/NWS 
110 Main Street, Suite201 
South Amboy NJ 08879 
(Submitter’s Representative) 

I would like to comment on behalf of a small number of ships (5-7, mostly Fruit Juice Tankers) that are in any VOS fleet. These ships have no e-mail capability and must rely on the HF Fax and TELEX for all their weather information. They often comment on how grateful they are for the quality of the information and ease of access.

William J. Taylor 
160 12th Place, South East 
Vero Beach FL 32962 

As a USCG licensed captain and mariner, I use the HF system in addition to all other sources of information relating to weather. No one system should ever be used exclusively. Therefore, I strongly disagree with discontinuing the HF weather service.

Thomas Evans 
1335 Merrion Park Lane 
Morrisville NC 27560 

If the HF weather broadcasts prevent 1 boat from having to be rescued, it's worth it. Compare the costs of continuing the broadcasts compared to the costs of a search and rescue operation. Not to mention the possible lost of life. If the HF weather broadcasts prevent 1 boat from having to be rescued, it's worth it. Compare the costs of continuing the broadcasts compared to the costs of a search and rescue operation. Not to mention the possible lost of life.

Stephan G. Affolter 
Chäppelismattstrasse 4 
Oensingen Switzerland 

Our yacht does not have any other means of receiving a weather forecast, such as from the Internet, and the VHF weather forecast can only be received (WX channel) when close to a corresponding coast, not shadowed by any hills or mountains. Therefore we would appreciate very much if you would continue providing your services of the HF Radio Broadcasts of Marine Weather Forecasts and Warnings. We would like to take the opportunity to thank you for all the very helpful services you have provided so far and are still providing to this date. There are certainly a lot of people out there who rely on them.

Steve Shaffer 
1813 Clement Ave. 
Apt 24 
Alameda CA 94501 

I suppose the USCG could at their expense equip every US flagged vessel with SatC but I suspect that's more expensive than continuing the service a nowhere near as good at conveying the forecast and current situation. I fear the institutional memory of the Coast guard is very short lived. Let me remind you that the USCG took over HF Marine Weather from NOAA and the Navy after a very quick cost benefit analysis. How many SAR missions would need to be mounted before the cost exceeds that of new HF equipment? I suspect they could be counted on one hand. HF fax continues to be used by smaller commercial fishing and boat operators not to mention hundreds if not thousands of long distance recreational sailors. Until there is a viable alternative HF FAX must remain operational. I fear the institutional memory of the Coast guard is very short lived. Let me remind you that the USCG took over HF Marine Weather from NOAA and the Navy after a very quick cost benefit analysis. How many SAR missions would need to be mounted before the cost exceeds that of new HF equipment? I suspect they could be counted on one hand. HF fax continues to be used by smaller commercial fishing and boat operators not to mention hundreds if not thousands of long distance recreational sailors. Until there is a viable alternative HF FAX must remain operational.

Thomas R. Hamilton 
3759 Reed Road 
Yale OR 97918 

I have a sailboat which I cruise… and I very much rely on the HF radio broadcasts for the weather. Please continue the broadcasts.

John and Melodye Pompa 
1532 Marion St NW 
Washington DC 20001 

We are owners, captain and crew of a private cruising/sailing yacht. We are owners, captain and crew of a private cruising/sailing yacht. We are owners, captain and crew of a private cruising/sailing yacht. Weather nets on the SSB. We are reluctant to rely solely on these broadcasts because mistakes are not uncommon when the person reading the weather err. We are in the east Caribbean, between the Virgin Island and Grenada. Most of our time is spent south of 13 degrees north. The U.S. Coast Guard weather...
Our lives would be at risk. Broadcasts are the only reliable weather available to us.

Yes. They are important. I record them and then can listen again and again.

Yes, we have a fax machine tied to our SSB radio. We consult the faxes frequently when on trips.

Yes, I could no longer get the broadcasts or weather faxes and would have to resort to a method as in #6 above. I truly hope you don't plan to rely on any type of satellite broadcast for weather reports. One good solar flare/event and all your satellites are toast. Additionally we travel in channels in rugged terrain sometimes and the VHF broadcasts are useless there. The MF and HF broadcasts come through just fine depending on the time of day.

In addition someone at NOAA or the Coast Guard decided about 10 years ago to cut the power of the VHF transmitters in half to save money, what a stupid thing to do. The signal quality used to be far superior than what it is now.

My opinion:
- The USCG weatherfax is essential.
- The USCG spoken weather broadcast is essential.
- The Sitor broadcasts can be discontinued. The only replacement for the first two services would be to download the same information from the Internet by other means like satellite or “pactor over shortwave radio”. However, these services are not made available by the USCG and one can not rely on voluntary initiatives for safe navigation.

Thousands of private American boats in the Caribbean depend on the service. Please don't cut it off.

... the Caribbean...

There is no other cost effective way of getting this vital information.

... the Pacific coast of North and Central America. These forecasts are very important to safe navigation and I hope you will continue them in the future.

Many mariners, including me, depend on weather broadcasts on HF frequencies, eg weatherfax. This service is important and should continue.
Steve H. Rittenberg  
92672 Madison Rd  
Astoria OR 97103  
I have owned and operated a west coast offshore commercial albacore tuna vessel for the past 25 years. I have access to satellite and fax weather broadcasts and rarely use the HF weather forecasts. Although I don't use them often, there are many smaller vessels and offshore yachts that depend on these broadcasts. I feel many of these vessels that depend on the HF broadcasts would be put in life threatening situations by stopping the transmissions. I must weigh the cost of these HF weather broadcasts against the coast of possibly putting lives at risk.

Don M. Hesselman  
211 Gordon Street  
Beaufort NC 28516  
I am the owner and captain of a 42’ sailboat… I obtain my weather from USCG HF weather faxes, VHF and other HF weather broadcasts. I use the USCG HF voice transmissions somewhat…but rely heavily on the weather fax broadcasts to download to a PC for review and interpretation. I do not use SITOR. If HF broadcasts are terminated I would probably subscribe to XM weather at a substantial personal cost to me for service and equipment. I would also rely on other HF broadcasts but these are not government funded and could end at any time. I sail in the SE US to the Bahamas, from 0-200nm offshore. Please continue transmitting weather fax signals.

George Jones  
261 King Phillip Trail  
East Boothbay ME 04544  
I wholeheartedly support the continued broadcasts in all modes of weather and warnings. These are vital for marine safety for individual cruisers which is the only group I am familiar with. Many individuals use these reports to advise others through nets. Please continue the service.

Charles A. Smelt  
Tyrrel Bay Yacht Haulout  
Hillsborough Carriacou Grenada West Indies  
…sailors in the Caribbean… May I say, any reduction in their frequency would seriously affect many life saving decisions made at sea on relatively cheap SSB portable receivers that we deliver crew take with us on passages throughout the N Atlantic. It would also be a disaster for all the cruising yachtsmen and women who are totally reliant on NMNNMG forecasts for their safety. I was informed of your request for information regarding the use we, sailors in the Caribbean, have for your excellent forecasts on SSB via NMNNMG by listening to the Caribbean weather net on 3855 kHz. He wanted us to could loose some or all of this service. Further, as I have experienced not only Hurricanes Ivan and Emily here in Carriacou but Luis, Bertha and George in St Maarten and Hugo in Antigua , among others , I must point out that following a disaster such as these were, there will be ONLY your transmissions available till the land lines and generating stations are back up and operating to warn us of further threats. I am reminded of Marilyn a week after Luis had devastated us in St Maarten/ St Martin, dipping a mere 45 miles South before smashing into St Thomas, without anyone, without SSB receivers, being any the wiser. Please insure funding is raised for the continuation of this invaluable weather forecasting resource. I was informed of your request for information regarding the use we, sailors in the Caribbean, have for your excellent forecasts on SSB via NMNNMG by listening to the Caribbean weather net on 3855 kHz. He wanted us to could loose some or all of this service. Further, as I have experienced not only Hurricanes Ivan and Emily here in Carriacou but Luis, Bertha and George in St Maarten and Hugo in Antigua , among others , I must point out that following a disaster such as these were, there will be ONLY your transmissions available till the land lines and generating stations are back up and operating to warn us of further threats. I am reminded of Marilyn a week after Luis had devastated us in St Maarten/ St Martin, dipping a mere 45 miles South before smashing into St Thomas, without anyone, without SSB receivers, being any the wiser. Please insure funding is raised for the continuation of this invaluable weather forecasting resource.

Roy C. Peterson  
411 Walnut Street, #3692  
Green Cove Springs FL 32043-3443  
My wife and I are full time cruisers on our 42’ sailboat We do not have a satphone or access to internet unless tied to a dock. When underway or anchored out we totally rely on the HF for providing long range weather forecasts. The ability to receive the 24/48/72 hour fax gives us enough information to make sound decisions for the safe passage of our boat. Please do not stop transmitting this essential safety information.
117  Philip DiNuovo & Leslie Linkkila
c/o Joan McDermott
646 Osborn Road
Port Angeles WA 98362
We are a USCG documented sailing vessel in year 4 of an open ended international voyage.
HF radio radiofacsimile transmissions of weather data are one of the most important sources we have for weather. We use the service daily when planning a passage and sometimes more than once per day while on passage. These transmissions are also downloaded and shared amongst the fleet, many of whom do not have such weatherfax capabilities.
Without HF radio weather our safety would be eroded.

118  Edward H. Hancock
1107 Malilly Run Rd
Saint Helena Island SC 29920
Owner Operator of 50' sailing catamaran outfitted for long distance/term cruising.
Coast Guard weather broadcast VHF, SSB, and HF. The VHF is only viable when we are coastally; both SSB and HF serve to provide us the best and only reliable coverage when we are offshore.
Yes! The HF and SSB weather broadcast are essential to our ability to safely travel offshore. We spend about 70% of our time away from the coastal areas, this negates the VHF options. Because of cost and reliability other forms of communication are not as effective, reliable, or timely. Without the timely availability of HF/SSB weather broadcast by the Coast Guard our travel would be less safe.
Yes! The HF and SSB weather broadcast are essential because it allows an automated method of receiving current and future forecasts. This data can then be used together to allow the skipper to know how to manage his course, not just for the moment but also to plan for other expected weather events. Again, without this resource the availability to manage weather events would decrease and the safety of the ship would suffer.
Fax broadcast are essential because it allows an automated method of receiving current and future forecasts. This data can then be used together to allow the skipper to know how to manage his course, not just for the moment but also to plan for other expected weather events. Without the timely availability of HF/SSB weather broadcast by the Coast Guard our travel would be less safe.
Fax broadcast are essential because it allows an automated method of receiving current and future forecasts. This data can then be used together to allow the skipper to know how to manage his course, not just for the moment but also to plan for other expected weather events. Again, without this resource the availability to manage weather events would decrease and the safety of the ship would suffer.
No
Unknown at this time because the service provided by the Coast Guard has fully met our needs.
Yes! First it would require the selection of a different weather source. This may require both increased equipment cost, questions as to accuracy and reliability, and cost to receive the service. Each of these factors would could negatively effect the safety of our non coastal cruising.
Yes! First it would require the selection of a different weather source. This may require both increased equipment cost, questions as to accuracy and reliability, and cost to receive the service. Each of these factors would could negatively effect the safety of our non coastal cruising.

119  Johnathan Ishmael
3455 44th Ave, S.W.
Seattle WA 98116
As a professional mariner for ten years on vessels up 25 meters…
… I routinely use HF weather forecast. Offshore I use all weather forecast equipment available and would consider the absence of that service as significant.
Aside from the obvious cost to upgrade to increasingly more common satellite communication, it removes a layer of redundancy which provides another option of communication in the event one system becomes disabled.

120  Joseph Mauffray
2721 29th Street
San Diego CA 92104
Continuation of the HF Marine Weather and Warnings is critical to the safety of small craft traveling over waters not covered by VHF radio. Tropical Storms and Hurricanes will claim many more lives if this service is stopped. I understand the cost of this service: I had to modify my rigging for use as an antenna, purchase a marine transceiver, and pay to have it installed. The major reason for the $4000 investment was to receive the Coast Guard HF Weather Warnings and Forecasts. Keeping this service going will reduce the number of future rescue operations the Coast Guard would have to make because with out the warnings more sailors will be
caught in hazardous weather conditions. I think just the operating cost of one Coast Guard helicopter for 10 hours would cover the cost of renewing the transmitters for the HF Service. Please keep this service functioning.

Stephen Tarrant  
Sea Education Association  
P.O. Box 6  
Woods Hole MA 02543  
I am a ship captain for Sea Education Association. I take college students to sea for 6 week trips... I use the HF weather faxes daily for route planning and consider them critical data for the safety of ship and crew.

John J. Catuna  
355 Lake Arthur Dr  
Port Arthur TX 77642  
HF radio forecast is the only weather forecast source many boaters have offshore beyond VHF range. I have used it regularly when on longer open ocean trips out hundreds of miles from shore. We cannot continue to eliminate the tried and true sources of information available to mariners without increasing the risks they may encounter without this information.

Piotr P. Okonski  
6457 193rd Place N.E.  
Redmond WA 98052  
I am recreational 36' sail vessel owner. My primary sources of obtaining marine weather are USCG HF radio broadcasts, USCG medium frequency (MF) Radio Broadcasts, USCG VHF radio broadcasts, NOAA Weather Radio, NAVTEX. I am using Coast Guard HF radio voice broadcasts to receive marine weather forecasts daily on my voyage trips in addition to the other sources mentioned above (if available).

Gregory T. Shea  
411 Walnut Street Apt 2308  
Green Cove Springs FL 32043  
We are sailors... The wx faxes are our primary weather tool all over the world. I often go boating out of both Monterey Bay and San Francisco Bay. I do not need to explain what loss of USCG marine weather means to my an my family crossing safety.

Thomas R. Hart  
650 Tiffany Drive  
Hollister CA 95023  
I am a recreation boat owner in Northern California. I have a marine band radio and I often listen to the voice broadcast version of the USGS Marine Radio Broadcasts. I find the information these broadcasts to be always useful, timely and always very relevant and needed information for anyone going out on the bays and coastal waters in Northern California. This is both a commentary and a reply in response to the US Coast Guard's inquiry into how much of the marine and maritime community listens to and uses the Coast Guard's Marine Radiophoto HF Weather Broadcasts, informational broadcasts that the USCG does in conjunction with NOAA and the US Weather Service in order to get the latest weather information and if necessary weather warnings out to the marine and maritime community. Personally, I find the system to be valuable and useful and definitely worth keeping active and preserving. I encourage the USCG to please keep this system going and please ask Congress for whatever funds necessary to both repair and upgrade this system. This system has over the years saved so many lives and kept so many mariners both safe and aware of current weather conditions. The system's
I have many years experience as a NMFS Fisheries Observer on vessels fishing great distances offshore. I also have a USCG 100 Ton Near Coastal Master license.

The USCG High Frequency weather reports are an indispensable aid to vessel safety. The cost to rescue those who would be left unprepared for inclement weather likely outweigh the cost of replacing the equipment used to provide this valuable service.

The Marine radiofax service has been instrumental in avoiding bad weather and unsafe fishing conditions on numerous occasions. This service is especially important for people who do not understand spoken English well but can read the radiofax. Even I have a hard time understanding the spoken radio transmissions at times. The computerized voice and speed of speaking could be improved. Please do not disrupt the high frequency weather broadcasts. They save lives and make for safe passages.

I am recreational 36’ sail vessel owner. Currently I own Hunter 36 sailboat classify as high seas vessel...

I am using Coast Guard HF radio voice broadcasts to receive marine weather forecasts daily on my voyage trips in addition to the other sources mentioned above (if available). Above statement applies at the sometime to Coast Guard HF radiofax broadcasts in the same way. I do not have and due to the cost not planning in next future used alternative to USCG HF weather forecast systems. I do not need to explain what loss of USCG marine weather means to my an my family crossing safety...

As a delivery captain I am at sea 10 months a year sailing new boats… These boats don’t have satellite comm. For me and many like me and our crews it is essential that HF broadcasts continue.

In respond to your public announcement regarding comments for the recapitalizing of the voice and radio-facsimile high frequency (HF) equipment broadcast, we believed that it is one of the great help for us (mariners). The valuable info that we need in our passage plan still rely here mostly.

Although there are other options available to mariners these days, they are expensive, not reliable, and not commonly present on “small” recreational boats.

While commercial vessels may have ready access to the other sources, the average cruising boat does not. Every boater I have met cruising the Caribbean relies on the HF forecasts, even if they...
131  Robert W. Peterson  
WFOA  
12910 Llagas Ave  
San Martin CA 95046  
In the late season we have always relied heavily upon the HF charts from either Pt. Reyes or Hawaii.  
Being aboard a small vessel, real-time satellite communications are not reliable outside the margin of continental satellite radio and high seas satellite telephone communication is far too expensive. I have just purchased software to convert HF radio weather fax transmissions to computer files. These are far better than the printed fax charts."

132  Linda M. Woods  
P.O. Box 784567  
Winter Garden FL 34778  
In the late season we have always relied heavily upon the HF charts from either Pt. Reyes or Hawaii. Being aboard a small vessel, real-time satellite communications are not reliable outside the margin of continental satellite radio and high seas satellite telephone communication is far too expensive. I have just purchased software to convert HF radio weather fax transmissions to computer files. These are far better than the printed fax charts."

134  Roger M. Cooper  
Cooper Group Ltd.  
175 Moonlight Drive  
Melbourne Beach FL 32951  
I am Coast Licensed Captain, own a 41’ sailboat, do deliveries of boats.  
My primary sources for weather are hf, mhf broadcasts, NOAA, and Navtex on offshore passages approximately 6 times a year.  
I do use hf radiofax broadcasts and they are very useful.  
I use SITOR about half the time.  
Please continue to broadcast the HF Radio weather broadcasts and weather fax information. Although there are frequently other resources available to boats in port; often, when under passage, the HF Radio information is the only information available that is timely and accurate. Many mariners, myself included, still rely on these HF radio broadcasts on a daily basis for our weather forecasting requirements.

135  Adam M. Hammer  
28 Valencia Street  
PVB FL 32082  
I use the HF wx transmissions via voice on a regular basis as do many mariners…  
"… and I object to the cancellation of this broadcast."

136  Corey & Linda Bernabucci  
10 Pickerel Drive  
Colchester CT 06415  
We own a 43 ft trawler powerboat.  
Over the past two years, we have relied upon the availability of HF Weather Forecasts (voice aired in weather fax) via our single side band (SSB) to help us assess the weather conditions and make safe decisions regarding

Without USCG HF Weather there are few reliable options available:  
1. Commercial sources (weather routers) only broadcast on the SSB once per day, generally in the morning when propagation is best  
2. Satellite communications are

Discontinuing the broadcast of marine weather forecasts and warnings would seriously impact the ability of a smaller offshore cruising vessel to make safe decisions regarding weather. It...

We encourage you to strongly consider the ramifications and secondary costs associated with discontinuing these broadcasts. The money saved in not having to upgrade the equipment would be far outweighed by the risks to human safety.
expensive and unreliable. We purchased a Globalstar satellite phone as an additional weather resource option when SSB propagation was poor or if we had problems with our SSB hardware. In reality, low earth orbiting satellites do not provide full coverage and has turned out to be unreliable and inconsistent due to their inability to obtain and hold a signal.

3. Internet weather tools are generally unavailable while underway unless a $20,000+ system has been purchased and installed.

4. VHF weather forecasts and warnings are generally not available beyond 25-50 miles offshore. When outside VHF range there are no other official weather forecasts available other than High Frequency through the SSB.

137
Jay Ditchfield
18 Chapel Lane
Appleton Thorn
Warrington Cheshire
WA4 4RZ
As a professional Yacht Delivery Captain…
I myself rely on these communications as both my preferred and most trusted source of weather information, particularly during hurricane season, and regard the accuracy of this vital information as quite probably the best and most consistent anywhere in the world.

The removal of this service would be to remove the last failsafe for any mariner requiring detailed weather information, in the event of total loss of other comm. sources, when the use of a simple portable SW radio receiver is carried on board any vessel as a back-up.

I would strongly oppose any withdrawal of the HF High seas broadcasts. These broadcasts are of tremendous importance to any small vessel crossing the Atlantic (and other oceans), that may not have, or may not be prudent to have, on board other methods of communication such as satellite comms, that would need to be in place of a simple HF SW receiver.

138
Scott M. McWhinney
SV Double Tap
2307 N.W. Hoyt St. Apt 403
Portland OR 97210
I can only note that getting here at all was made possible in part to the Coast Guard HF broadcasts and fax transmissions. I rely most heavily on the Coast Guard HF broadcasts…

At present for many of us who travel across the oceans and seas over longer distances there is no reasonable alternative to the information available from the Coast Guard HF broadcasts.

In loss would certainly increase the risk of sailing offshore and increase the demands for rescue and assistance from vessels put at greater risk due to the loss of this source of information vital to good decision making offshore.

Despite the existence of a number of other subscription or pay as you go weather services, of whom I’ve used several over the years, I continue to rely on the information propagated thru the Coast Guard HF broadcasts and faxes. The source material for these broadcasts is also used as a source for almost all of the other available private services. While their interpretation is not always in agreement with that put forth via the HF broadcasts, in my experience the Coast Guard information is at least as accurate in actual reality if not more so than the private services I have used. More importantly for me the HF broadcasts are more readily available when I need them most, offshore at sea. Until a more reliable, affordable and accurate
source for this vital information becomes available I will continue to rely most heavily on the Coast Guard HF broadcasts for the decisions I make on my course management while on passages offshore where accurate information may mean the difference between a successful passage and one which could otherwise become very difficult if not dangerous or deadly.

Many other sailors I’ve come across in my travels also rely on the available HF broadcasts from the Coast Guard in addition to any other sources they may use. In every case the HF broadcast information, once the decision to go has been made, is vital to safe decision making for most everyone who sails offshore. I would not be where I am today without the availability of the USCG HF weather information.

Even when as now, my passages will be 80 miles or less to my destination I utilize the HF broadcasts to insure I sail away from not into trouble.

Keep up the good work, those of us who sail beyond the 100 fathom line are always in your debt.

139  Rob Macfarlane
2099 Grand Street
Alameda CA 94501
Owner/Operator of 45 foot cruising/racing sailboat. Also on Board of Directors for the Singlehanded Sailing Society, based in San Francisco, California.

Offshore (>50 miles):
USCG HF radio
broadcast, HF-internet GRIB file download
Nearshore (<50 miles):
VHF voice weather broadcast, USCG HF radio broadcast, Onshore, prior to departure: internet-based weatherfax download

No. Yes. During a passage, I tune in the radiofax broadcasts twice-daily. The information contained in the broadcast is critical to my route planning and safety. In 2006 I was offshore from June 24 to August 5, and downloaded 16 radio fax images daily. The radiofax information is my primary weather forecast source, the GRIB files obtained offshore are used in conjunction with weatherfax to help me interpret the weatherfax image. VHF radio broadcast is not available from the high seas.

I would either have to do without, or to purchase and operate a Satellite communications connection to obtain the NOAA weatherfax images; expensive to purchase and operate. Without the weatherfax image, the safety of my vessel and crew is reduced, passage times will be extended, the risk of a SAR request increases.

No. HF radio sailmail GRIB file download. Inexpensive, of moderate usefulness. Satellite downloads of weatherfax images (e.g., Iridium telephone connection to internet to download the images currently broadcast by USCG radiofax).

Expensive, extremely valuable.

No. HF radio sailmail GRIB file download. Inexpensive, of moderate usefulness. Satellite downloads of weatherfax images (e.g., Iridium telephone connection to internet to download the images currently broadcast by USCG radiofax). Expensive, extremely valuable.

I would either have to do without, or to purchase and operate a Satellite communications connection to obtain the NOAA weatherfax images; expensive to purchase and operate. Without the weatherfax image, the safety of my vessel and crew is reduced, passage times will be extended, the risk of a SAR request increases.

Primarily within 200 miles of shore, in Northern California. I also sail on two month trips from San Francisco to Hawaii and return, in the summer months.

I have submitted a prior comment regarding the USCG Weatherfax broadcasts. In addition, here are responses for the specific questions asked in the Request for Comments.

141  Richard C. Joyce
241 Moore Street
Princeton NJ 08540

The HF radiofax service is my primary, and often only, source of weather information when operating offshore

Discontinuing service will put lives at risk. I believe that it will be far more cost effective to continue service rather than to force each vessel to install and maintain ~$10,000 worth of equipment.

142  Sosa & Associates
Joaquin A. Sosa
531 SW 10th Avenue
Fort Lauderdale FL 33312

These forecasts are used by mariners, with a program that translate them into actual tracking of storms while one is at sea and has no other method of communications other than HF radio. It would be dangerous for those mariners not to have availability of such publications as
We are a family with two kids who live aboard our 46 feet sailing vessel “Tradewind”. In the last 4 years we made over 20,000 miles crossing the Atlantic and the Pacific. Currently we are in New Zealand preparing to leave within a few weeks to Indonesia.

Our primary sources for obtaining marine weather forecasts are weatherfaxes. During our stay on the Atlantic Ocean and the Caribbean Sea we used the Boston faxes every day. Getting closer to New Zealand we had to change to the New Zealand weatherfax which are a lot less. We specifically missed the wind/wave charts which were so useful in the Caribbean.

Furthermore we receive weather information through the normal Cruising nets. Just for an overview we obtain GRIB files using the sailmail network. Our experiences with the accuracy of the GRIB files are not that good. We do receive other weather forecasts from regional weather information centers using Sailmail.

Yes, we do try to obtain weather forecasts on a daily basis. They are the basis of our decisions as far as the weather is concerned. If there is any doubt or conflicting information we trust the weather faxes. They are highly critical to our safety and operation at sea.

No.

* Weather forecasts from the cruising nets. The costs are similar. The usefulness of the information will be a lot less if the people who give these weather forecasts (mostly yachts themselves) do not have the Coast Guard HF information anymore.

* GRIB files from Sailmail. Basically a useless source of information if it is the only thing you have. We don’t like to make our decisions on the basis of GRIB files only. As far as costs are concerned this is a more expensive option with the Pactor modem and the Sailmail subscription.

* Other email information using Sailmail. Quite often really good info. Sometimes difficult to judge on the accuracy. By the time you get to know the accuracy you start using the next station. As far as costs are concerned see above.

It would definitely affect us. If we could choose we would like to extend your services to other parts of the world as well. So far Europe has been pretty well covered by the German and the UK broadcasts. Atlantic and Caribbean are fine but the southwestern Pacific is not that well covered. The NZ Metservice only transmit a limited number of charts and they have a very strange transmission schedule due to (probably) a limited number of transmitters.

Furthermore I think that reliability is a big issue. For listening to your voice forecasts I only need a little SSB receiver which operates on batteries (we have one as backup). A piece of wire to connect it to a stay is always on board. It is simple so reliable. I have a simple cable to connect it to my laptop. In that way I can also receive weatherfaxes. All other options are more complicated; require more (working!) equipment and more power. Although the sailmail system has proved really reliable over the last few years it is still a computer system. I have not been able to receive email every day I wanted that. Receiving weather faxes was always possible, they weren’t always as sharp as I would like but normally readable.

We are sailing the high seas on our circumnavigation.

I am a recreational sailor. My only source for offshore weather is navtex and single side band radio. I am dependent on high frequency high seas weather broadcasts.

One thing to consider is the possible increased expense to us gov't due to increased need for high seas rescue operations, if recreational boaters can not get good weather info.
<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Statement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Geoff Lerner</td>
<td>Heather Road Ellington CT 06029</td>
<td>I have been to sea for more than 40 years…</td>
</tr>
<tr>
<td></td>
<td></td>
<td>The safety of many individuals depends upon reliable weather charts supplied for many years by the NOAA and USCG in form of HF voice, fax and text transmissions. I have been to sea for more than 40 years from experience can attest to their essential nature. To allow this vital information to be placed in the hands of purely commercial enterprises (e.g. SIRIUS radio) whose sole responsibility is to their share-holders would violate one of the basic principals of our democracy - the Government is for the people and is to provide for their safety. I am ever hopeful your team will continue this essential service; thus providing a measure of safety to inherent dangers at sea faced by all persons in large and small craft, military, pleasure and commercial.</td>
</tr>
<tr>
<td>Stanley M. Nicholas</td>
<td>16231 Spring Garden St. John VI 00830</td>
<td>We sail our 44 foot sailboat…</td>
</tr>
<tr>
<td></td>
<td></td>
<td>We rely on both voice and weatherfax weather reports. While in port, it is sometimes possible to get current information via wireless internet connections, but these connections are not reliable. When offshore, the HF broadcasts are the only reliable alternative, and it is while offshore that we need accurate weather information the most. All other sources seem to interpret the source information that you provide.</td>
</tr>
<tr>
<td>Karl S. Coplan</td>
<td>37 Van Houten Fields West Nyack NY 10994-2501</td>
<td>I am the owner/operator of a 58 foot cruising sailboat.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>My primary sources of obtaining weather information while offshore are the HF Weather Facsimile broadcasts from Boston, MA and New Orleans, LA. To a lesser extent, I rely on other HF weather facsimile stations (Northwood UK and Halfac, NS), and Navtex transmissions, and on the free weather routing service provided by Southbound II (Herb Hilgenberg). I rely on the HF Voice weather transmissions as a backup system in case the computers used to decode weather facsimiles should fail. When in operating in coastal US areas, I also rely on NOAA VHF.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>While operating offshore, I do not usually listen to HF voice transmissions, and monitor them maybe once every two weeks. This is an essential backup to facsimile transmissions, however. While operating offshore, I receive NOAA HF Weather Facsimile transmissions at least three times every day. These weather charts are the single most important and essential source of weather information for our vessel while operating offshore, and are more important than all of the other sources put together. I do not believe I could safely operate my vessel offshore without this information. I do not use SITOR broadcasts. I do not know how I would replace HF marine weather facsimile broadcasts if they were discontinued. The only possible alternative I am aware of for obtaining comparable information would be a satellite receiver. This alternative would cost thousands of dollars in equipment, and thousands more dollars in subscription and airtime fees. And in my experience, the satellite telephone – even Iridium – is LESS reliable than the HF weather facsimile broadcasts. The information provided would not be any more useful. The loss of HF Weather broadcasts would seriously affect the safety of the operation of my sailboat, since we would no longer have accurate and timely weather maps and forecasts, returning us to the nineteenth century sailing technologies of watching the barometer and the clouds and hoping for the best. My vessel operates offshore and on the high seas. We have just returned last week from a round trip transatlantic from New York to Spain and back, during which time we received and relied on NOAA HF Weather facsimiles every day we were underway at sea.</td>
</tr>
</tbody>
</table>
transmissions and cellular internet.

148  Stephanie Los
2182 N.W. Tilia Trail
Stuart FL 34994
This comment is in regards to the coast guard providing continual support of weather forecast broadcasts via high frequency radio. As cruisers currently in the pacific ocean, we find the facsimiles extremely important!! We rely on them for our safety so we urge the coast guard to continue with its service!!

149  E. J. Jones
2182 N.W. Tilia Trail
Stuart FL 34994
I use your weather fax and weather voice transmissions on my SSR… for the east Florida and Caribbean area. While at sea they are invaluable. Hope they can continue or be replaced by some other system for mariners.

150  Casey J. Jones
88005 Overseas Highway 9
PMB 541
Islamorada FL 33036
I am a cruising sailor… and rely solely on the HF weather fax signals transmitted by the Coast Guard for my weather prediction… The loss of this service would greatly put lives at risk. If we are to be a world class nation, we should provide world class service. Please retain these weather services.

151  Anonymous

152  Patrick W. Hitchinson
1751 SE Canora Rd
Port Saint Lucie FL 34952
Owner/operator of a 40' sailing catamaran
When off shore or in Bahama/Caribbean, my primary source is HF radio broadcasts. When coastal, weather is received mainly by VHF radio. When on shore preparing for a voyage, weather is obtained via the internet for radiofax, HF radio, and coastal broadcasts. I do not have a radiofax receiver. I access radiofax from the internet. They are very useful as their interpretation of weather is sometimes different from the HF radio broadcast. I would miss the ability to hear the weather updated during the day. With four broadcast a day, I know I can get another in a few hours if there is transmission interference. Seeing the radiofax along with the broadcast allows me to get the “big picture” better than I can from the synopsis.

153  George R. Huffman
Stopping the HF marine weather broadcasts would be manslaughter. Stopping the broadcasts will kill people. It’s not a matter of if, but rather a matter of how many. The program is also more than cost effective. It helps prudent mariners monitor the situation and find safe haven from storms or take appropriate preparatory actions in the very least. The alternative will be many more SAR missions at a vastly higher cost to tax payers. Instead of stopping HF marine weather broadcasts, there should be serious consideration given to expanding the coverage and improving the products and timeliness of delivery.
I am the Master of the APL President Polk, a 965 foot, 54502 gross tons operating in the north Pacific vessel. The alternative to HF fax would be obtaining the same wind/wave forecasts through satellite phone modem which is very costly; the XM and Sirius services are good but costly and do not work when outside the footprint of their satellite beams.

We have used SITOR but found it to be much less informative than the radiofax wind/wave forecasts.

The HF radiofax wind/wave forecast is the primary and ONLY way we plan our passages when offshore; it is VERY critical to our safety; we use it once a day.

In the winter, they provide the most accurate, local, and up to date weather info. I will say they are not as up to date weather info.

Yes. I use Marine radiofax from these sites are informative than the radiofax forecasts; however, if there was an equipment failure then I most certainly would not know what information would be supplied.

Vessel receives weather maps from HF broadcasts, written weather from Inmarsat C teletype, Navtex, NOAA Voice, and 2 private company computer model weather map forecast programs. Yes, we receive NWS weather from USCG over 159 MHz. I strongly oppose any reduction of HF radio broadcasts. These were invaluable to us as we sailed NW from the Marquesas last November and a topical low developed into hurricane Sergio. Knowing its position was critical to our safety. Get the hell out of Iraq, save some lives and have some money for things that actually benefit Americans!

Yes, we receive USCG HF Voice broadcasts when I am transmitting Alaskan waters. In the winter, they provide the most accurate, local, and up to date weather info. I will say they are not as critical as to the other services mentioned in question 2. But if you are in a storm, any information obtained can be critical.

Yes, I use USCG HF Voice broadcasts. I am not familiar with the costs of alternative sources. The loss of HF weather broadcasts would have a serious effect on all vessels. The loss of forecasting could have a serious negative impact on the environment, lives of Mariners, contribute to hazards of navigation (floating containers lost in bad weather), and contribute to the loss of cargo.

The HF radiofax from NMC and NOJ broadcasts from these sites are EXTREMELY critical to the safe operation of my vessel, especially during the winter months. In fact, the service from NMC is somewhat inadequate, the frequencies and scheduling do not give good reception over a large range of distance once the vessel is west of about 150°W longitude and consideration.

Yes. I use Marine radiofax constantly. I consider the weather maps combined with the teletype broadcasts to be my most important and reliable weather forecasting tools available to me. I strongly oppose any reduction of HF weather broadcasts. These were invaluable to us as we sailed NW from the Marquesas last November and a topical low developed into hurricane Sergio. Knowing its position was critical to our safety. Get the hell out of Iraq, save some lives and have some money for things that actually benefit Americans!

We have used SITOR but found it to be much less informative than the radiofax wind/wave forecasts.

Yes, we receive NWS weather from USCG over Imarusat C teletype. This information is critical in safely monitoring the weather. I consider the USCG Marine weather broadcasts to be the most important tool I have when it comes to safely routing my vessel across the ocean. It gives me the most up to date weather information available.

I am the Master of the APL President Polk, a 965 foot, 54502 gross tons operating in the north Pacific vessel. The alternative to HF fax would be obtaining the same wind/wave forecasts through satellite phone modem which is very costly; the XM and Sirius services are good but costly and do not work when outside the footprint of their satellite beams.

We have used SITOR but found it to be much less informative than the radiofax wind/wave forecasts.

The HF radiofax wind/wave forecast is the primary and ONLY way we plan our passages when offshore; it is VERY critical to our safety; we use it once a day.

In the winter, they provide the most accurate, local, and up to date weather info. I will say they are not as up to date weather info.

Yes. I use Marine radiofax from these sites are informative than the radiofax forecasts; however, if there was an equipment failure then I most certainly would not know what information would be supplied.

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William H. Meredith
108 Aero Vista Lane
Kingsland TX 78639

Between 1990 and 1996 I worked on a commercial fishing vessel in the Western Pacific. The HF weather fax info was a daily read and quite essential. Even when the info became available over INMARSAT email, the INMARSAT equipment on the boat didn’t always work. The old reliable HF fax receiver always did work. I think it is a big mistake to put the HF weather services (or any other HF services) out to pasture. The reliability and “just in case” factors are too great to ignore. I think it is a big mistake to put the HF weather services (or any other HF services) out to pasture. The reliability and “just in case” factors are too great to ignore.

Anonymous Submitter

As an American Merchant mariner in the Coastwise trade… I can say unreservedly that we rely heavily and exclusively upon HF weather data (excepting SITOR) to prepare and plan for weather.

Don J. Ferguson
1006 Misty Water Lane
San Antonio TX 78258

If you want to do something about the marine weather forecasts my suggestion would be to expand them. To cut the broadcast would put numerous lives in danger. There are a whole lot of us that listen to and download your forecasts almost daily. While we are offshore we most surely cannot access the Weather Channel. A lot of us have procured HF receivers for the sole purpose of monitoring the weather forecast. Both the fax and the audio broadcasts are extremely important.

Bill Woodruffe
1556 Ryder Street
Brooklyn NY 11234

As owner/operator of a 41’ sailboat… sailing offshore in the North Atlantic.

I recommend the continued HF weather broadcasts. They are not easily duplicated and are relied upon for safe passage. I recommend the continued HF weather broadcasts. They are not easily duplicated and are relied upon for safe passage.

Iris Scheibl
S/V Windwalker
Palm Beach Gardens FL 33418

As cruising sailors on a 40’ vessel we often go offshore, outside of VHF range. HF weather and warning broadcasts are vital to our safety - in deciding whether conditions permit our passage and while on passage. Our SSB radio is an integral part of our safety equipment. We, and most sailors we know, rely upon HF communications as our primary vehicle for weather and contacts – satellite phone, even when offshore, outside of VHF range. Without HF broadcasts, you will find that MANY more vessels will find themselves in trouble due to weather conditions at sea. And it is the Coast Guard that will be receiving the calls for rescue. I'm sure one could calculate a tradeoff between how many additional rescues/year would surpass the purported savings of cutting off HF broadcasts. With risk to manpower and equipment, it may be easy to show that continued broadcasts actually save money.
available on smaller vessels, is an emergency backup for voice contact and less so for internet access.

As an owner of a sailboat that sails international waters out of reach of VHF.

With respect to the continuance of HF weather reports, both audio and Fax should continue to be broadcast. I would think that the incidence of SAR would increase, and more lost of life would occur if these broadcasts would be discontinued. I think that the broadcast continue to be extremely useful.

As prior commenter's have pointed out, under existing conditions, there are whole classes of mariners, both commercial and recreational, for whom HF Wx broadcasts are the only available source of information.

Beyond that, parallel sources available to some (e.g., commercial satellite) are all depending on the continued functionality of complex infrastructure. In times of distress, this infrastructure could well fail, leaving HF radio as the last remaining long-distance communications link. If the existing HF systems and procedures were dismantled, reconstituting them as a result of exigent necessity would be, if possible at all, unacceptably delayed.

Wholly apart from the Wx data conveyed (or any given user's need for that specific data on any specific day), the existing daily broadcast system provides an inexpensive and effective way for prudent operators to monitor the continuing functionality of on-board HF equipment that will be needed on the next beyond-VHF-range voyage.

4. It ain't broke; please don't tinker.

I am an owner/operator of a 58 foot long range cruising powerboat. Primary sources of weather information are USCG HF broadcasts, NOAA VHF broadcasts, XM WXWorx, and Amateur radio weather sources. We use USCG HF broadcasts daily when out of range or when other sources are unavailable which frequently occurs. We use USCG HF FAX broadcasts less frequently but consider it a valuable source of weather information. We do not utilize SITOR broadcasts. Of the alternatives, amateur is the most dependable and XM WXWorx is useful when within range. Satellite communication weather sources are too expensive for most non-commercial operators. The loss of USCG HF voice broadcasts in particular and FAX broadcasts would be devastating. While they may not be used daily, they are a valuable tool in the quest of weather information especially in the S Atlantic hurricane season. We normally operate coastal and offshore in the SE US and Bahamas. Weather information wise, the Bahamas might as well not exist.

The NOAA weather and fax information are critical to all mariners. Although weather information may sometimes be available from other sources, especially when we are moored in a populated area, the majority of
During the summer I have relied heavily upon the USCG HF weather fax service satellite images for thunderstorm and hurricane information.

I would use the Internet to access weather information while at sea, however, the Internet is not officially part of the weather distribution system and a small pleasure boat cannot cost effectively access the Internet when away from a dock. I look forward to the day when low cost and reliable graphic weather information is available for all vessels traveling the west coast at least down to the Panama Canal. The present commercially available systems are ridiculously over priced and cover only the interior U.S. Some pilots that fly to Baja California have told me they would like to be able to use the commercial services but cannot because the services are cost prohibitive and cover only the interior U.S.

I live in Mexico and sail the waters of Mexico West. The service has been marginal and is archaic. The images are often non-readable because of severe atmospheric interference, are upside down, are of the wrong time, or have bars running through areas of interest. These problems make it difficult to animate the images for additional information whereas the images from the Internet align perfectly every time. I have requested a more automated system, possibly piggybacking on the GPS system that could provide weather image broadcasts in a form that does not require a large antenna system or expensive radios. The National Weather Service responded, to my surprise, that there were no plans for satellite broadcasts of the marine weather. At a higher frequency with a broader bandwidth and using current image compression technology, a great deal more information could be disseminated in a shorter time frame than via the current HF radios. Data could be repeated or updated more often. The transmitted data format should also be published in public domain format so anyone could write a routine to access the data.

I thank the USCG for the service they provide and I understand they are handicapped. However, please relieve the USCG of the ridiculous situation and provide a better alternative.

I own a sailboat that I sail often off shore. …

My No. 1 way of receiving weather information is via NOAA/USCG HF broadcasts.

I particularly rely on FAX broadcasts. The weather fax charts are a critical way of getting reliable and timely weather information that is essential for small sailboats.

… (next month, for instance, I will be crossing the Atlantic). Please continue the transmission of HF weather forecasts, especially weather faxes. It’s an excellent use of my tax dollars.

Because all government vessels use satellite coms. All mariners don’t have this. Work on getting better communication not cutting it off.
Steven E. Sears (Captain)  
Crowley Liner Services  
Master of Ocean Going Tugs, Towing 730’ Ro/Re Barges for Crowley Maritime. (23 years).  
YES, I receive HF voice broadcasts twice daily and make my routing decisions based on the predicted forecasts. I feel these decisions are critical for the SAFETY of our Vessel and CREW.  
YES, I receive HF Radiofax broadcasts twice daily as well, and make my routing decisions based on the predicted forecasts. I rely on the wind and wave height faxes for accuracy of rough sea conditions. I feel these decisions are critical for the SAFETY of our Vessel & CREW.  
NO.  
That would be a company decision.  
YES. Very much so! We rely heavily on Coast Guard Weather Forecasts for our present operations.  
HF Wx Fax stations N W Boston and NMN New Orleans (especially hurricane season) HF Voice Wx broadcasts on NMN New Orleans and NMN Chesapeake. Navtex Stations Miami, Boston, Chesapeake, New Orleans, San Juan NWS VHF Wx broadcasts all over, San Juan. And any within range up and down the East Coast. Occasionally we access the NWS ftp server via “ftp null” request for text ONLY. Graphics are not practical. It is important to have redundant sources. Equipment fails and weather conditions sometime cause one to be better than another. The Wx Fax is most important because you have no other practical way to get the charts.

Ray T. Adams (Captain),  
Master of MV Sea Breeze  
216 Canal Place  
P.O. Box 800  
LaRose LA 70373  
My position in the maritime community is that of master of the uninspected, ocean going towing vessel MV Sea Breeze (1 98gt).  
My primary source for obtaining marine weather forecasts is USCG HF/MF/VHF radio broadcasts, NOAA Weather Radio and NAVTEX.  
Coast Guard HF radio voice broadcasts are vital as a backup for NAVTEX and HF radiofax when outside of VHF range.  
Coast Guard HF radiofax broadcasts are my primary means of obtaining weather information. They are a critical to the safe operation of the vessel and are used on a daily basis.  
We are not fitted with HF SITOR because of our status as an uninspected vessel (198gt) documented with a Coastwise Registry.  
The only alternate source of weather information outside of VHF range would be provided by a costly and complex Inmarsat installation, which is not technically feasible for smaller vessels.  
HF radiofax and voice service is our only cost effective source of weather and safety information while operating outside of VHF range. We regard this service as critical to the safe operation of our vessel.  
Our vessel is presently operating offshore (25-200nm seaward). Presently we are engaged in tug/barge container transport, servicing Jacksonville FL and San Juan PR.  
For the cruising community, both internationally and American, it is very important to have access to weatherfax broadcast, voicemail etc. This will make cruising safer and will save the coastguard work to rescue operations of badly prepared cruisers. We are using your facilities very often.

Rob V. Eichelsheim  
Abraham Kuyperweg 8  
Dordrecht NL 3317kd  
My position in the maritime community is that of master of the uninspected, ocean going towing vessel MV Sea Breeze (1 98gt).  
My primary source for obtaining marine weather forecasts is USCG HF/MF/VHF radio broadcasts, NOAA Weather Radio and NAVTEX.  
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Our vessel is presently operating offshore (25-200nm seaward). Presently we are engaged in tug/barge container transport, servicing Jacksonville FL and San Juan PR.  
I frequently transit the offshore waters of the west coast of Washington and British Columbia. I am in favor of continuing the HF. I do not have the equipment (or knowledge of its use) on-board for this.  
I do not have the equipment (or knowledge of its use) on-board for this.  
I am in favor of continuing the weather broadcasts on Marine HF, … and find this service valuable.  
We have been sailing in the Atlantic, Caribbean and now the So. Pacific. Radio Faxes are a very important part of our daily weather analysis to keep our sail boat in safe conditions. We will be in need of them for at least 10 more years.

William W. Crew  
4227 East Main Street  
#218  
Ventura CA 93003  
My position in the maritime community is that of master of the uninspected, ocean going towing vessel MV Sea Breeze (1 98gt).  
My primary source for obtaining marine weather forecasts is USCG HF/MF/VHF radio broadcasts, NOAA Weather Radio and NAVTEX.  
Coast Guard HF radio voice broadcasts are vital as a backup for NAVTEX and HF radiofax when outside of VHF range.  
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Fred C. Cumninisky  
634 Orange Court  
Rockledge FL 32955  
Owner/master of a 7-5 “pocket yacht” sailboat.  
USCG HF radio broadcasts, USCG very high frequency, (VHF) radio broadcasts, NOAA Weather Radio, NAVTEX, shore-side Internet, radio/television.  
Yes, when offshore and out of direct line-of-sight of land-based VHF/UHF sources which can not be received at that distance this is critical to the safe operation of my vessel for immediate weather  
Yes, when offshore and out of direct line-of-sight of land-based VHF/UHF sources which can not be received at that distance this is critical to the safe operation of my vessel for passage planning to avoid rough seas.  
No, I do not have the equipment (or knowledge of its use) on-board for this.  
There are a couple of civilian sources of SSB/voice weather reports that I can receive, but they are broadcast at the whim and schedule of the individuals involved in producing them. Since they are amateurs and depend on other amateurs on  
See answer to #8 – in addition, I would feel less secure when venturing out of sight of land or extended voyages if these services were missing and since my vessel is too small to  
Both coastal and offshore (primarily island-hopping) in Florida, the Caribbean and Gulf of Mexico.
<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Boat Details</th>
<th>Weather Sources</th>
<th>Observations and Conclusions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mike Bidwell</td>
<td>24 Raintree Lane</td>
<td>32 foot sailboat</td>
<td>I own and sail a 32 foot sailboat.</td>
<td>I depend on the weather fax charts that I receive from you. I have no other weather provider of comparable quality and scope. Your charts showing the next 2 or 3 days are the best weather forecasting that I have found.</td>
</tr>
<tr>
<td>Andrew B. Evans</td>
<td>2452 Eastgate Place</td>
<td>42 foot vessel.</td>
<td>Owner and skipper of 42' vessels.</td>
<td>I feel that any safety at sea would be significantly reduced if you stop your HF broadcast of weather charts.</td>
</tr>
<tr>
<td>Carole Heller</td>
<td>141 Twin Lanes Road</td>
<td>100 ton sailboat</td>
<td>I use NOAA HF radio broadcasts.</td>
<td>We sail the east coast of the US from Maine to Florida and we sail the Atlantic and Caribbean between the US east coast and South America.</td>
</tr>
<tr>
<td>John E. Ladde</td>
<td>67 Hamilton Street</td>
<td>52 foot vessel.</td>
<td>I own owner operator of a 38 foot private sailboat.</td>
<td>Yes again. The information is very critical to the safety of my vessel and the people on board. They are also very critical.</td>
</tr>
</tbody>
</table>

**Weather Sources:**
- **Shore:** Internet based weather reports, NOAA VHF radio broadcasts, Shore: internet based forecasts.
- **Offshore:** USCG HF radio broadcasts (voice and fax), Internet email (via HF Satcom) of NOAA weather reports, Coastal: USCG VHF radio broadcasts.
- **Sailmail** of NOAA HF broadcasts (voice and fax).

**Observations and Conclusions:**
- It would reduce my ability to get reliable weather forecasts when sailing offshore. None of the commercial services work offshore in the Pacific, and other sources of weather forecasts are much more complex to set up and maintain.
- I use IMARSAT but most have SSB. At the least I can get voice weather. Some boats can download weather faxes. I think it would be a disadvantage to the non-commercial vessels to discontinue this service.
- I have no other weather provider of comparable quality and scope. Your charts showing the next 2 or 3 days are the best weather forecasting that I have found.
184  David A. Duer  
31 Brandywine Road  
Stamford CT 06905  
I am a private yacht owner…  
USCG HF weather forecasts are a necessary service. I am a private yacht owner and find that the service is invaluable when in the planning stages or during cruising.

185  Rick Batchelor  

The thought of less effective weather broadcasts is unthinkable to me. Should we take the same approach to our skies and private aviation? Let’s think of the costs of rescue, recovery due to our baby being thrown out with the bath water.

186  Michael Yorke  
8 St. John Place  
Port Washington NY 11050  
I am a recreational sailor who sails offshore.  
I am a frequent user of the first two methods [radio facsimile, HF voice] of the above described services and find them essential to voyage planning and safe conduct of the voyages themselves.  
My vessel is equipped with HF radio as a primary means of receiving weather information.  
This comment is with regard to the need to for the USCG to continue providing weather forecasts and warnings via HF radio broadcasts in each of three forms: (1) radiofacsimile; (2)voice; and (3) simplex teletype over radio (SITOR). While understanding the difficulties that may be experienced by the USCG in maintaining the current infrastructure, I would urge the USCG to continue providing the services and to upgrade and maintain the infrastructure as appropriate. I believe that this is a safety at sea issue, the importance of which outweighs the cost to the USCG and the US taxpayer.

187  Kevin L. Hughes  
PMB-365  
88005 Overseas Highway, #9  
Islamorada FL 33036  
I am a live aboard on a cruising sailboat traveling the Bahamas & Caribbean. I also teach sailing, certifying students with ASA credentials and work as a yacht delivery captain.  
My primary sources for obtaining marine weather forecasts are USCG HF radio broadcasts, USCG medium frequency (MF) Radio Broadcasts, USCG very high frequency (VHF) radio broadcasts, NOAA Weather Radio, & shore-side Internet  
I use Coast Guard HF radio voice broadcasts to receive marine weather forecasts on a regular basis. They are my PRIMARY source when delivering, as these vessels do not usually have the equipment that I carry on my own vessel. I would not be exaggerating when stating these Coast Guard HF radio voice forecasts have saved my vessel and my life in the past with appropriate severe weather developments not obvious from my position.  
I use Coast Guard HF radiofacsimile broadcasts to receive marine weather forecasts on a regular basis when the equipment is available and at times they are the only reliable information at hand.  
I would not have the equipment readily available to receive alternative sources of marine weather forecasts if Coast Guard HF broadcasts were no longer available, nor could I afford the access to these services.  
The loss of Coast Guard HF marine weather broadcasts would greatly affect my daily life, placing my vessel, my crew and my life in jeopardy at times of severe weather.  
My own vessel operates at distances greater than 100nm seaward and the deliveries I perform sometimes cross oceans.

188  John R. Hennekamp  
1336 White Bluffs Street  
Richland WA 99352  
... and depended heavily on the USCG for SSB (HF) weather forecasts and warnings both in voice and SITOR.  
I cruised the South-East US coast and Bahamas for 5 years (1999 - 2004).

189  Michael D. Rosner  
2509 Walnut Street, #411  
Green Cove Springs FL 32043  
I am a full time cruising sailor…  
... in the Caribbean Sea.  
Without question the USCG needs to continue HF Radio Broadcast, both voice and Fac. ... and although I do get Text documents via my Pactor, such as Atlantic Discussion and AMZ 086, there have been multiple times when the servers are not operating.
I am the owner and operator of a 35’ cruising sailboat and typically sail with a crew of two. I depend on daily reception of USCG MF/HF, SITOR and WEFAX weather information. Yes, I use USCG MF/HF on a nearly daily basis for weather information. Obtaining short-wave weather information is of critical importance to the safe navigation of my boat. Yes, I use MF/HF WEFAX charts on a nearly daily basis (principally New Orleans, some times Boston). Obtaining WEFAX charts over short wave radio is of critical importance to the safe navigation of my boat. Yes, I try to obtain SITOR (incl. NAVTEX) weather information when I am within range of a station (principally Miami and Puerto Rico). Obtaining SITOR printouts as often as possible is of critical importance to the safe navigation of my boat. The only alternatives available would be to contract with a private weather forecasting service - an expense beyond my ability to pay. Consequently there is no viable alternative and safety of my boat would be jeopardized for lack of critical weather information. Satellite service is impractical aboard my boat for lack of available electrical power, space or antenna stability at sea. The prime use of this information is to ensure the safe operation of my boat. I frequently travel in excess of 200 nautical miles off shore. I am strongly opposed to reducing or eliminating MF/HF transmission of weather information currently available by voice, FAX and SITOR. I depend on receiving and comparing weather information in each of these forms to better enable me to fully understand the coming weather. These are my principle sources of daily weather information and they are essential to the safety of my boat while off shore.

Our primary sources on the vessels are: USCG HF voice broadcasts, USCG HF voice broadcasts, NWS VHF Weather broadcasts, C/SafetyNet and SITOR on a few A3 equipped vessels. Yes. Nearly all of our EC and Gulf Coast vessels use these broadcasts daily. They use the voice broadcasts from VA as well as the broadcasts over the frequencies used for weather fax transmitted via email (text only). We use Inmarsat C/SafetyNet and SITOR and a few A3 equipped vessels. Yes. All of our East Coast and Gulf Coast vessels make every effort to receive most of the products for every broadcast. I know that Crowley Petroleum (on both coasts), and Crowley Marine Services (in the Pacific Northwest and Alaska) use the HF radiofax broadcasts extensively. This is the most critical broadcast. This broadcast is the only way we have to receive the graphical weather charts in a usable quantity on many of our vessels. The radiofax broadcast is the only way we have to receive a satellite photo at all. We rarely use SITOR, and on a very limited basis. We have only a few vessels GMDSS equipped. However, we use SITOR when they fail. At least with Voice SITOR we can be sure you know computers are wonderful machines when they work but useless and very difficult to repair for the intended user when they fail. At least with Voice SITOR weather forecasts is available daily.

Normally I go months at a time without internet so without Fax data I have no access to that graphic information. Also many sailors unfortunately only carry a World Band Receiver onboard and have no access to text weather, receiving only the robot voice weather forecasts. We still carry a simple receiver, as with it, a computer and a microwave fax can be easily downloaded. As I am sure you know computers are wonderful machines when they work but useless and very difficult to repair. We are forced to wait for the intended user when they fail. At least with Voice SITOR weather forecasts is available daily. It provides valuable input into decision to depart and could save lives and potential rescue attempt. Please do not discontinue this valuable service.

I am an employee of Crowley. I am responsible for the communications and navigation equipment for our fleet of twenty-two sea-going tugs operating in the Pacific Northwest and Alaska (incl. NAVTEX) weather broadcasts daily. They use the voice broadcasts from VA as well as the broadcasts over the frequencies used for weather fax transmitted via email (text only). We use Inmarsat C/SafetyNet and SITOR and a few A3 equipped vessels. Yes. Nearly all of our EC and Gulf Coast vessels use these broadcasts daily. They use the voice broadcasts from VA as well as the broadcasts over the frequencies used for weather fax transmitted via email (text only). We use Inmarsat C/SafetyNet and SITOR across the West Atlantic, US west coast and Gulf of Mexico areas of tug and barge operations.

These are my principle sources of daily weather information. Satellite service is impractical aboard my boat for lack of available electrical power, space or antenna stability at sea. The prime use of this information is to ensure the safe operation of my boat. I frequently travel in excess of 200 nautical miles off shore. I am strongly opposed to reducing or eliminating MF/HF transmission of weather information currently available by voice, FAX and SITOR. I depend on receiving and comparing weather information in each of these forms to better enable me to fully understand the coming weather. These are my principle sources of daily weather information and they are essential to the safety of my boat while off shore.
Marine), but they do not provide comprehensive coverage of our entire service area, and also are cost prohibitive.

expect SITOR to be a good complementary source for SafetyNet, and it is a requirement for sea area A4. Multiple delivery methods also mitigate the inevitable loss of a particular delivery method by equipment failure. Having multiple delivery methods increase the probability that mariners will get the critical information they need. This argument remains even if affordable broadband Internet were available. I simply can’t emphasize enough how important some of these broadcasts are, the most important one being the HF radiofax.

The termination of the USCG broadcasts will have an enormous economic impact on the already beleaguered operators of smaller vessels. The operational economics for communications is entirely different for a fleet of small vessels than for a single larger one. Whatever we do, we have a cost multiplier of twenty-two whereas a larger ship has a unity multiplier as well as a wider margin. We understand that these broadcast services will end when broadband at sea is affordable. From our perspective, there is no indication that will happen anytime soon. Both hardware costs and communications tariffs for high-speed data remain out of reach.

We cannot always pass on these costs to our customers. Sometimes the result is that some operators will not be able to survive. The termination of these broadcasts alone may not be enough to drive some operators out of business, but it surely is another straw on the camel’s back. We have had numerous costly regulations placed upon us in recent years. AIS carriage, SSAS, security plans, notice of arrivals, security inspections, IS/MARPOL, and environmental just to name a few. Near future requirements will be ECDIS, LRIT, and vessel inspections for formerly un-inspected vessels. We may be required to modify other equipment as well. One of these is bound to be the last straw for some operators out there. I would like to suggest to the USCG that they take a private sector approach to funding these broadcast services. User fees are simply not practical for this type of service, so why not take a lesson from broadcasters everywhere – support through
Advertising is a proven way to fund broadcasts that are free to the public. If the services could be self-supporting, all of us would win. Congress might be more willing to fund the transmitter upgrades if they could see the service raising enough revenue to pay back the capital investment over time. With weather fax, perhaps you could place a small banner ad after the start signal but before the picture. Many of the charts have a majority of white space in this area anyway, and such an ad might only add a minute or two to the transmission time without using a lot of extra paper. Your broadcast start test pattern could contain several ads or even a larger ad and still fulfill the function of a test pattern. Many mariners own their own recreational vessels, so this would be a captive audience for many manufacturers of a variety of goods and services. This also might be a good place for shipping companies to advertise job openings, possibly increasing your audience. Voice broadcasts can run ordinary commercials like AM radio, as well as targeted ads for mariners. Like broadcasters did in the golden days of radio the stations could begin each broadcast something like this: “This high seas broadcast brought to you by Acme Fishing Lures, what every fisherman needs”. Likewise, SITOR could begin with text ads much like newspaper classifieds. You could post advertisements, job openings, boats for sale, etc. The USCG broadcast services, especially the radiofax, are extremely valuable, and need to be maintained at least for another five years until affordable high speed Internet at sea is available. All of us out here really appreciate the work the USCG does in this area, and recognize the contribution it makes to our safety. It is our hope and the hope of our mariners that you maintain at least the HF radiofax services, and voice broadcasts between weather chart transmissions.

W. L. Price
14506 SW 15th Avenue
Newberry FL 32669

I utilize both the voice and radiofax services for up to date marine weather forecast on my private vessel via HAM SSB… throughout the Caribbean basin, Bahamas and the Gulf of Mexico as do thousands of other cruisers. Please do not discontinue these services.
I am the owner and operator of a Challenger 35 Ketch cruising sailboat. I have lived aboard the vessel continuously since 1989.

My primary sources for obtaining marine weather forecasts are USCG HF radio broadcasts and, when I am in an area where it is available shoreside, NOAA internet site information. I use Coast Guard HF radio voice broadcasts to receive marine weather forecasts daily, year round. During hurricane season I listen twice daily or more often if a storm is active or forming in my area. These broadcasts are critical to our safety and operations as they provide information on expected storm conditions not readily available from other sources listed in my response to Question 2.

I use Coast Guard HF radiofax broadcasts to receive marine weather forecasts daily year round and twice daily when under way or during hurricane season. The information is critical to my ability to plan operations, and thus our safety. Like the voice broadcasts in (3) above, it is available no matter where my vessel may be located.

Due to its limited range, I rarely use Coast Guard HF radio Simplex Teltype over Radio (STOR) (also known as Narrow Band Direct printing (NBDP)) to receive marine weather forecasts. It is very convenient, and I would use it more often if it were reliably available.

The loss of USCG marine weather broadcasts would have a devastating effect on my ability to safely operate my vessel in the Caribbean during hurricane season. The information provided in these broadcasts is critical and generally unavailable from any other source in the remote areas where we operate.

There is a continuing clear and vital need for VHF, radiofax, HF, and similar weather broadcasts from NOAA and NWS well into the foreseeable future. The alternatives are not reliable or widely available. The mariners of the world or most definitely of US origin rely on the accuracy and availability of NWS forecasts on a daily basis to make decisions for ocean travel and our safety is of prime concern to us as we undertake these voyages. I appreciate that the USCG is under-funded for their many missions and support their efforts to upgrade and improve... or at the very least continue... these vital weather transmissions.

The loss of Coast Guard HF marine weather broadcasts would have a devastating effect on my ability to safely operate my vessel in the Caribbean during hurricane season. The information provided in these broadcasts is critical and generally unavailable from any other source in the remote areas where we operate.

We primarily operate offshore in the Caribbean, but we spend most of our time anchored in remote areas far from internet connections.
Richard Przybylek  
P.O. Box 504  
Seabeck WA 98380

I strongly support the continuance of this service. As a cruising sailor, this service is invaluable for the safety at sea. If you don't pay for it here, it may end up costing more as a result of rescues at sea or the loss of life.

Raymond Zimmerman  
P.O. Box 187  
28 Lewis Road  
Georgetown ME 04548

I want to add my support to the Coast Guard to upgrade their weather broadcasting equipment. I use the weather broadcasts every time I'm on the water. Our coastal water in Maine can change very quickly and this service is invaluable.

Chris McKesson  
PMB 244  
2916 Bucklin Hill Rd NW  
Silverdale WA 98383

We RELY on USCG HF weather facsimile (WeFax) broadcasts for our safety of life. We routinely receive USCG HF WeFax and use them to make vital planning and navigation decisions. This is the ONLY form of meteorology we can receive on the high seas. When we are coastal we can receive NOAA weather radio on VHF-FM, but this information is short-duration and very region specific. USCG WeFax is the ONLY form of multi-day/broad-region meteorology we can receive when underway. Discontinuance of USCG HF weather broadcasts will endanger our lives.

Jeffrey L Williams  
Licensed captain, 100 tons.  
Owners, sailing yacht.  
Charter boat captain.  
Primary source for marine weather forecasts - USCG HF broadcasts. Secondary - email.


Yes. Daily while underway. Crucial for safe operation. Most important source of information.

No. Voice broadcasts could be replaced by text file distribution via email however the timeliness may not be as good. Also, special notices and warnings may be overlooked. Radiofax charts are more difficult to obtain without satellite communications. If USCG HF broadcasts are discontinued, the recreational “cruising community” segment will be impacted. Costs of other HF systems (ham and commercial) are higher. Equipment and operation costs of satellite systems are significantly higher and may be inaccessible to the bulk of this community.

Ross Watson  
1 Langdale Road  
Newtown Square PA 19073

I own and operate a 35' converted lobster boat on the Chesapeake Bay and have taken a 39' sloop from Marsh Harbour, Abacos to SW Harbor, ME, and sometimes 200+ nm offshore.

On the Chesapeake, my wife and I exclusively rely on NOAA, sometimes erroneously. In October 2005 we had a fine forecast: winds less than 10 kts, wave height 1' or less. We passed under the Key bridge at about 0800, heading for Worton Creek, MD. 30 minutes later, we were in pea soup fog. Visibility less than 100'. We slowed to idle speed. 4
knots turned on our running lights and went below so that we could use our ancient radar. At no point was there ANY mention from NOAA of the fog. Our travel time from the inner harbor to our slip is normally 2 hours, this time it was 6+. If we had known in advance that the area was socked in, we would have waited until NOAA announced that it had burned off. Generally speaking, it's been good and it would be a big mistake to shut it down.

Our esteemed (former) senator; Rick Santorum felt that it would be swell to privatize the weather service.

If you think this is so expensive, why don’t you invite ham radio operators to get involved? Some kind of private contracting arrangement would increase service and much less cost.

I urge USCG to continue the high frequency marine weather forecasts. As a passage making sailor they are an invaluable boat saving, and life saving, tool.

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<table>
<thead>
<tr>
<th>Name</th>
<th>Role/Location</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gail Turluck</td>
<td>One Design sailboat racer and big boat sailboat helmsperson.</td>
<td>Not yet, but it doesn’t mean it is a source I would not use when I get to sailing in the ocean in big boats.</td>
</tr>
<tr>
<td>Angela L. Hunter</td>
<td>Being of an ever increasing population of cruising vessels exploring the oceans of the world…</td>
<td>I anticipate an increase in weather related mishaps and tragedies, as cruising boats blunder through areas of extreme weather that they are not aware of.</td>
</tr>
<tr>
<td>John O’Cull</td>
<td></td>
<td>The weather forecasting by NOAA is a safety issue. One instance a few years ago reminds me of the value in the NOAA weather forecast. My wife and I listened to a local Savannah forecast and NOAA. Both stations predicted scattered thunderstorms. We departed St Catherine’s Sound well before 0800 one early June day on a 30’ Watkins Sailing Vessel destined for St. Augustine. The moon was full and we were expecting a comfortable cruise except for a possible thunderstorm or two. We were motor sailing there was little wind. Then, atmospheric conditions changed. That afternoon, a squall line formed that produced severe thunderstorms just west of I-95, moving east with possible severe weather outbreaks. Mind you, the local broadcast was not available offshore. NOAA said tornados may form. Later in the day the clouds formed overland. NOAA Weather alerted me to severe weather moving east at 40kts, with a possible water spout moving.</td>
</tr>
<tr>
<td>Captain Michael L. Allen, USCG, 50gt, Master</td>
<td></td>
<td>The weather forecasting by NOAA is a safety issue. One instance a few years ago reminds me of the value in the NOAA weather forecast. My wife and I listened to a local Savannah forecast and NOAA. Both stations predicted scattered thunderstorms. We departed St Catherine’s Sound well before 0800 one early June day on a 30’ Watkins Sailing Vessel destined for St. Augustine. The moon was full and we were expecting a comfortable cruise except for a possible thunderstorm or two. We were motor sailing there was little wind. Then, atmospheric conditions changed. That afternoon, a squall line formed that produced severe thunderstorms just west of I-95, moving east with possible severe weather outbreaks. Mind you, the local broadcast was not available offshore. NOAA said tornados may form. Later in the day the clouds formed overland. NOAA Weather alerted me to severe weather moving east at 40kts, with a possible water spout moving.</td>
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towards my location. I, reduced sail to bare poles, secured the boat, located foul weather gear, and notified a marina of my location and heading using VHF. The first thunderstorm was the worst by far. We ran into three more storms before the squall line moved east of our track around midnight. Winds in the first storm picked-up rapidly, it started raining, the waves increased from nothing to 4 - 6 feet. Foam was being blown off the wave tops; 3/4 inch hail was blowing sideways. I estimate winds of 45-50 with gust to 60 for about an hour. Without the severe weather notification, which provided me with information so that I could prepare my wife and boat, the outcome may have been somewhat worse than just spending a miserable night off shore. Please do not suspend operation of public weather forecast. My life may have depended on the severe weather forecast that day.

214  Larry S. Clark
3435 61st Avenue, S.W.
Seattle WA 98116
Yacht owner/yacht delivery
Local VHF/ planning or offshore HF Fax
Yes, critical to safety of vessel and crew
Yes, twice daily, 3 is secondary offshore, 4 is primary.
No
I would have to acquire satellite capability. Expense high both initially and in use. Usefulness would be less due to cost and dependability on private networks and services. Also less due to reliability of forecast data. Weather fax has found to be reliable and very useful.
Yes, I would not have access other forecast sources offshore.
Primarily 0-25, bi-annually more than 200 miles.
West coast NA to Hawaii.
Primary area is Northwest Coast US, Canada.
Please continue support of HF weather fax. They are my primary means of receiving weather information when offshore or local cruising.

215  Joe Buck
433 Via Anita
Redondo Beach CA 90277
… sailing on sailboats on long distance ocean voyages and races.
I use these maps to obtain comprehensive weather information when…
I ask that you continue to broadcast weather maps via HF facsimile.

216  David V. Myers
21 Peachtree Memorial Dr NW, Apt 14
Atlanta GA 30309
…relying on wind and voice offshore reports, sometimes having Winlink (amateur radio pacnet) aboard:
Winlink and such are only reliable at night and early morning for long distance reception, when you can always tune in the fax or wait for voice wx.
In truth, Winlink and such are only reliable at night and early morning for long distance reception, when you can always tune in the fax or wait for voice wx.
I have read many of the comments pleading for a good replacement to the aging USCG transmitters. I am in full agreement with finding a good alternative, if not simply replacing the units with new equipment. Please reconsider phasing it out. There are a lot of us out here, sailing long distances and need available and accurate wx info.

217  Peter M. Barton
3192 Matecumbe Key Rd
Punta Gorda FL 33955
I am a cruiser…
… and use the HP broadcasts every day. They are very important!
… and need the HP Radiofax to obtain weather data… Also am obtaining Weatherfax everyday…
The present fee for other weather sources is exorbitant and frequently requires internet connection. Obviously if out of VHF range, not on Internet unless have extremely expensive satellite equipment.
George A. Game  
138 Cadle Glen Crest  
Kanata Ontario K2L 3H1  
Canada

I own a 36 ft sailing boat and have been cruising in the Caribbean for the last 7 years. …and extensively and exclusively use the HF Voice and Radio Fax systems. Most of the places that we are at the only source of weather is the HF radio. After hurricanes it is often the only source for MONTHS.

We arrived in the Med via the Red Sea in 507 after crossing the Pacific & Indian Oceans. Prior to this trip we sailed extensively along the Washington and British Columbia, Canada coasts. We use weather broadcasts & faxes to plan our coastal and offshore passages.

Our primary source for weather information varies with our location. While in parts of the Pacific & off the USA west coast we primarily used USCG HF & VHF radio broadcasts & NOAA Weather Radio. We received National Weather Service (NWS) weather faxes via SSB supplemented with grib files received via SSB email. When we could not access voice broadcasts we received text high seas or met area forecasts via Sailmail or Winlink email services. When in Australia and New Zealand service areas we utilized their HF voice fax broadcasts. Our 1st choice, always, is to use HIHF & VHF broadcasts & faxes wherever available.

We recently purchased a NAVTEX unit but have not resolved problems with signal strength so get incomplete broadcasts of limited usefulness. We have no TV. We access internet weather information when we can in port but it is not always reliably available in the places we visit. Internet access is not available to us once we leave port.

At present, due to our location in the Med, we do not use USCG HF voice broadcasts. If we were in a location where such broadcasts could be received we would use them on a daily basis to passage plan & while on passage. We did receive the HF broadcasts in the Pacific, New Zealand & Australia offer similar HF marine weather broadcasts – we listened to them daily as we find this type of broadcast is the most reliable to receive & has the most current weather information. We planned on using USCG HF marine weather broadcasts when we return to the USA, sailing the USA east coast (off shore & coastal) & the Caribbean as well as on our passage back up the west coast. Again, this would be on a daily basis. Especially for the off-shore sailor, receipt of regularly scheduled HF voice weather forecasts & warnings are very critical to safe sailing. The USCG broadcasts are the only operational source of USA weather available to off-shore sailors. While we have some ability to interpret weather fax we are known for stable weather areas so we do not use the NWS analysis far surpasses our efforts. Being able to tune the radio to a regularly scheduled voice broadcast is a very simple & effective way to receive NWS information – it is easy to work into your daily schedule.

Within USCG served areas none of these alternate sources is as superior as the USCG voice and/or fax broadcast. Our Navtex cost $760 US.

Weather Radio. We tune to all 3 marine weather broadcasts & NOAA Weather Radio. We supplement with grib files received via email. We’ve limited our email requests to grib & text weather given the propagation & bandwidth issues discussed above. Trying to get weather in this fashion can easily eat up an hour of your time for each time you try to connect. As previously indicated by the time you receive the forecast you can often outdated. We don’t want to put ourselves in jeopardy no matter how much current you want. We have no need for text forecasts or faxes via SSB email. This is difficult to rate as the only source of weather we received their faxes. When we entered the NZ & Australian service areas we received their faxes several times a day while on passage & in preparation for passage. It took us 21 days to cross from Darwin to Marquesas & during that time we regularly received faxed faxes. When we entered the NZ & Australian service areas we received their faxes several times daily. We would use USCG faxes when we return to the USA just as we used them in the Pacific. It is difficult to rate whether broadcasts or faxes are more critical – both are important tools. I rate those as more critical than any of the other means at our disposal because of their reliability, frequency of broadcast and ease of access.

We certainly have sailed in areas not covered by any official broadcast that multiple users can obtain the same information at the same time to prepare for an approaching system, altering course to avoid heavy weather. We don’t want to put ourselves in jeopardy necessarily but do want to have to put ourselves in jeopardy. We’ve had to explore other weather receiving options as travels took us beyond the USCG service area. Other than the HIHF broadcasts and faxes offered by Australia and New Zealand we have not found any to be of the same quality or quantity of use as those of the USCG. Listening to a scheduled HF voice broadcast is a quick and easy way for off shore sailors (especially those who are short handed) to get weather. We would have to spend more time on the computer/SSB trying to connect to get weather information. This is difficult to rate as the only source of weather we received their faxes. When we entered the NZ & Australian service areas we received their faxes. We’ve had to explore other weather receiving options as travels took us beyond the USCG service area. We spent many miles in coastal sailing there. Since 2002 a great deal of time has been spent offshore & high seas. We still have the Atlantic to cross to reach the US east coast where we will do a combination of coastal & offshore. Once back in the Pacific, our trip back to Washington State would be a combination of coastal, off shore & high seas.

We've limited our email requests to grib & text weather given the propagation & bandwidth issues discussed above. Trying to get weather in this fashion can easily eat up an hour of your time for each time you try to connect. As previously indicated by the time you receive the forecast you can often outdated. We don’t want to put ourselves in jeopardy. We’ve had to explore other weather receiving options as travels took us beyond the USCG service area. Other than the HIHF broadcasts and faxes offered by Australia and New Zealand we have not found any to be of the same quality or quantity of use as those of the USCG. Listening to a scheduled HF voice broadcast is a quick and easy way for off shore sailors (especially those who are short handed) to get weather. We would have to spend more time on the computer/SSB trying to connect to get weather information. This is difficult to rate as the only source of weather we received their faxes. When we entered the NZ & Australian service areas we received their faxes. We’ve had to explore other weather receiving options as travels took us beyond the USCG service area. 
delivery problems – radio propagation is such that it is not always possible to connect (e.g., to send your weather request & reconnect to receive it), you are in fierce competition with other users for the same connections (limited stations & bandwidth) & the forecast is often outdated by the time you receive it. Downloading via SSB can be painfully slow & the entire process much more time & energy consuming that listening to a simple broadcast. These delivery systems also rely on the internet for distribution which, I understand, is not supported by the NWS. Having access to complete and accurate weather warnings & forecasts is very critical to our safe sailing – it allows us to plan & act proactively rather than to be caught unaware & have to react. We will continue to access shore side internet broadcast information when it is available but we have no internet access once we leave port. Many recreational sailors go home at night & easily access the internet from home. We, offshore sailors, often are fortunate to find an internet café in a town we are anchored near or better still, available in a marina. But that is not always the case & there likely are areas along the US coast that have no internet cafes. Passages can last several days to weeks. Weather changes, making it important to have access to offshore broadcasts so you can prepare and/or make alternate passage plans. It is also wise to not rely on any method to receive weather information – the information is critical enough that you should have back up systems to obtain it.

Users could access at the same time via having multiple users try to queue up for SSB email or fax or text forecasts. An example is our experience transiting the Red Sea – no fax or broadcasts were available. Grib's & Buoyweather were options available. But, radio propagation was often difficult & it was often impossible to connect with the 1 Saimail station in the area. When you could connect it was a frequent occurrence to be “stepped on” by another user who either could not hear you or didn’t stop to listen. Disconnections without receipt of your email were frequent. Download speeds were exceedingly slow. We would continue to seek shore side internet information where it is available although I understand internet-based information is not considered operational by NWS. Since this type of information is not available once we cast off it has a limited “shelf life”. If weather for a passage was surprisingly critical, we would consider hiring a professional routing service. This would be expensive for us & frustrating as they likely would use the information put out by our NWS but which would be unavailable to offshore passage makers if broadcasts ceased. The best information source is a voice broadcast in conjunction with a weather fax – it is reliable, well informed, concise & easily accessed. Grib's can be used to help fill in the blanks. If broadcast sources are not available then we fall back to SSB email requests for fax/text forecasts. Try to queue up for SSB email alternately sources, as the weatherfax and forecasts we currently receive has worked well. If the weather services discontinue, we would seek out other sources, but would be concerned about cost and reliability. I have not researched alternative sources, as the weatherfax and forecasts currently receive has worked well. Offshore, oftentimes the only weather information we can get is via the SSB. The HF radiofax transmissions are important, as is the availability of any offshore weather.

220 Jerry A. Reynolds 1916 Pike Place #12-143 Seattle WA 98101 I am the captain of a 40 foot cruising sailboat, Seattle WA 98101. We get weather information primarily from weatherfax, SSB forecasts via Sailmail, internet weather resources (when in port), VHF radio, and from port officials. This information is often shared with other

We have used HF radio voice forecasts. They are not used as often as weatherfax and printed e-mail forecasts.

We use radiofax information frequently. It is often the best source of information for predicting weather and planning routes.

We don't use SITOR. But we receive daily government weather forecasts and GRIB files via our SSB HF radio e-mail service, Sailmail.

If the weather services discontinue, we would seek out other sources, but would be concerned about cost and reliability. I have not researched alternative sources, as the weatherfax and forecasts currently receive has worked well.

Offshore, oftentimes the only weather information we can get is via the SSB. The HF radiofax transmissions are important, as is the availability of any offshore weather.

We do extensive coastal cruising and are often offshore for long passages. Currently, we are preparing to leave for the south Pacific, where

Thank you for the opportunity to comment. The Coast Guard does a great job, and it is comforting to see them around the world as we travel.
boaters, especially on the popular cruising routes in the south Pacific and tropics.

Information. Loss of these services would put boaters at greater risk, unless other information sources could be found. Weatherfax and NOAA reports are critical for routing.

After reading many of the other comments, some additional issues have occurred to me. Therefore, I would like to add to my original comment number USCG-2007-27656-192.

While many Americans seem to have forgotten we are in a generation-long war, the USCG remains well aware of the threats we face. In addition to the Al Qaeda threat, we have threats from hostile nation states such as Iran, Syria, and North Korea. North Korea is on the verge of owning advanced missile technology, which they may sell to others. Communist China has been testing anti-satellite weapons technology for quite some time.

The Congress and the USCG have decided that the LORAN system needs to continue, but also needs to be advanced to current navigation standards. I presume this in large part to the vulnerability of the GPS system to jamming and attack. I would maintain that this same logic applies to communications satellites as well. We would be extremely unwise to place all of our communications in satellites alone that can neither be readily defended nor quickly replaced. If we are to maintain essential commercial operational continuity during an attack, we should keep our HF communications options open, including weather broadcasting. Keeping HF available as an alternative, like upgrading the LORAN system, may also serve to deter an attack.

Loss of HF Spectrum

Other services are asking for more of the maritime HF spectrum. There are international pressures for the maritime services to give up some of that spectrum. The less we use the HF spectrum, the greater the chance we will lose it in the WRC negotiations.

Bandwidth

One of the others commenting, suggested that using HF transmission of the weather was better for society than having all the users get their own weather over the Internet. His was a brilliant point, which I would like to endorse and extend. There is constant contention over...
Bandwidth usage since it is a limited resource. Bandwidth efficiency is of prime concern as we try to squeeze more and more intelligence into the spectrum. It makes little sense to have hundreds of thousands of users occupy bandwidth fetching from the bottom up, when the information can be disseminated to them on a only few channels. I also wonder what affect all those users would have on the NWS servers storing the radiofax images and the high seas, offshore, and coastal forecasts if everyone went to the Internet. I doubt this will happen. I fear many will just make do with less weather information—a dangerous situation.

Question
Has the USCG considered decentralizing the transmissions? Rather than using a few large, expensive, high power transmitters with large antenna farms, would it be viable to use many smaller, inexpensive, transmitters with yagi antennas pointed down shipping lanes and toward popular cruising areas? These transmitters could be geographically spread out essentially as broom closets in existing USCG facilities. You would then have the option of using all of the frequency bands, to cover the target service areas. Would this approach work? Perhaps a combination of the two with services allocated for best performance of the entire system.

ShipCom LLC Comment USCG-2007-27656-72
I would like to encourage the USCG to enter into exploratory discussions with ShipCom LLC to determine if their partnering offer is a possible solution to maintaining the broadcasts. This could be a first step to eventual privatization of the transmissions. I would like to emphasize to a number of those whose comments expressed serious concern about privatizing the weather that neither the USCG, nor any of the comments I have seen, appear to be advocating privatizing the weather information. I am suggesting semi-privatizing the transmissions only. The source of the data itself would still be the NWS.

222
Capitola Yacht Club
Robert Moffat Allan
310 McCormick Avenue
Capitola CA 95010

I am a professional mariner under sail, with 200,000 ocean miles experience... My position is a yacht delivery captain... On voyages, we receive weather fax maps primarily over HF and MF frequency SSB radio receiver. We also receive maps useful in planning. We also receive information via SITOR packet, and consider this valuable in map interpretation. We would be at great disadvantage if these maps are discontinued, especially as hurricane frequency, and location of high and low pressure.

I highly support continuing weather faxsimile with all its current benefits. Your weather maps add immensely to our safety and peace of mind.

Question
Our area of travel is both coastal and the high seas, and includes the North Pacific Ocean from Mexico to
<table>
<thead>
<tr>
<th>ID</th>
<th>Full Name</th>
<th>Address</th>
<th>Email Address</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>223</td>
<td>Philip Fantasia</td>
<td>48 Mill Street</td>
<td></td>
<td>over the internet. These maps are critical to planning, safety, and speed. We regularly receive your maps 2 -3 times/day.systems may be changing due to global warming and climate change. Hawaii to Alaska. Please continue weather fax. Of all the things government does that is of positive service to its citizens, weather fax ranks very high in my book.</td>
</tr>
<tr>
<td>224</td>
<td>William Barrows</td>
<td></td>
<td></td>
<td>Please be advised that these transmissions (HF broadcasts) are useful, cost effective, and enhance safety at sea. Most if not all alternatives are internet reliant or contingent upon private sector transmissions. The next best alternative to the maritime community is forcing every single boat that goes offshore to buy expensive satellite gear is not a viable alternative (to us).</td>
</tr>
<tr>
<td>225</td>
<td>Michael L. Aubry</td>
<td>1223 Creek Woods Cir</td>
<td></td>
<td>These maps are critical to planning, safety, and speed. We regularly receive your maps 2 -3 times/day.systems may be changing due to global warming and climate change. Hawaii to Alaska. Please continue weather fax. Of all the things government does that is of positive service to its citizens, weather fax ranks very high in my book.</td>
</tr>
<tr>
<td>226</td>
<td>James L. Meahl, 2nd Mate</td>
<td>2828 Colony Lake East Dr</td>
<td></td>
<td>Please be advised that these transmissions (HF broadcasts) are useful, cost effective, and enhance safety at sea. Most if not all alternatives are internet reliant or contingent upon private sector transmissions. The next best alternative to the maritime community is forcing every single boat that goes offshore to buy expensive satellite gear is not a viable alternative (to us).</td>
</tr>
<tr>
<td>227</td>
<td>William A. Thomason</td>
<td>P.O. Box 845</td>
<td></td>
<td>Please be advised that these transmissions (HF broadcasts) are useful, cost effective, and enhance safety at sea. Most if not all alternatives are internet reliant or contingent upon private sector transmissions. The next best alternative to the maritime community is forcing every single boat that goes offshore to buy expensive satellite gear is not a viable alternative (to us).</td>
</tr>
</tbody>
</table>

In response to the question raised by the USCG about whether to keep HF weather radio broadcasting going or not, I would ask that how can you not keep it. The ability for a seasoned or non seasoned mariner to tune in and get the latest update is crucial, especially in times of need. The problem that you face is that you'll never know when or if it saves a life. Weather radio should stay.

Many vessels today leave vhf range & these HF broadcasts are the only source of current safety & weather info.

In response to the question raised by the USCG about whether to keep HF weather radio broadcasting going or not, I would ask that how can you not keep it. The ability for a seasoned or non seasoned mariner to tune in and get the latest update is crucial, especially in times of need. The problem that you face is that you'll never know when or if it saves a life. Weather radio should stay.

I monitor the Weather forecast radio broadcasts continually when I am on the water and also listen to it at home when bad weather is in the area.

Coast Guard HF radio voice broadcasts are vital as a backup for NAVTEX and HF radiofax when outside of VHF range.

Coast Guard HF radiofax broadcasts are my primary means of obtaining weather information. They are critical to the safe operation of the vessel and are used on a daily basis.

Coast Guard HF radiofax broadcasts are my primary source for obtaining marine weather forecasts is USCG HF/MBVHF radio broadcasts, NOAA weather radio and NAVTEX.

We are not fitted with HF/FITOR because of our status as an un-inspected vessel (198gt) documented with a Coastwise Registry.

The only alternate source of weather information outside of VHF range would be provided by a costly and complex Inmarsat installation, which is not technically feasible for smaller vessels.

It is my primary source of Weather information when away from larger cities and vital for use while planning and running for short term passages as well as planning for day movements.

Though this information is readily available via the Internet, access to the Internet is only possible in larger cities. Internet access while in remote locations improbable and other not possible. Ironically, it is in just such locations that gaining weather information is of the highest value as when in larger cities there are other weather information sources available (e.g. TV and local radio as well as pope!).

I strongly encourage USCG to continue this service, modernizing equipment using low cost computers and continue to provide this vital service. Impact of its removal will be increased risk to myself, my vessel and crew as well as others in my like situation. My reasons for this is: It provides a vital service to protect the safety, it is a way of providing information for which there is no ready alternative given the wide range of operations of vessels such as myself.
228  Thomas E. Milhous  
2 Atlantis Cove  
Brigantine NJ 08203 
I am a user of the HF voice  
weather forecasting service and  
wish the service to continue.

229  Jim G. Hontoria  
302 West 87 Street  
New York NY 10024 
For sailors there is no simple/  
reasonable priced alternative to  
SSB when away from internet  
access and without satellite access.  
For me, there is no substitute for  
the Boston SSB weather  
transmissions when sailing  
offshore the East coast.  
This is a public service that  
contributes immensely to the  
safety at sea and I urge you to  
continue it.

230  Robert S. Dinion  
8058 East Caret Bay  
St. Thomas USVI 00802 
I am a USCG OUPV  
Captain. Along with my  
own vessel a 42' sailboat I  
do various charters and  
delivers of various  
vessels throughout the  
Caribbean and the  
Atlantic basin.  
There is absolutely NO  
substitute for the HF  
facsimile and voice  
forecasts. Once you are  
more than 100nm or so  
from a US possession they  
are the only weather  
information that can be  
received without installing  
thousands of dollars of  
equipment for a complete  
HF system along with  
subscription to some  
service and often the  
propagation is so bad  
these can not be received.  
Mariners can receive the  
weather facsimile with a  
simple wire antenna and  
receiver that is simple and  
can be installed in  
minutes. And they  
ALWAYS come through  
on one frequency or  
another.  
Many friends and other  
Captains who may not make  
a comment here use it  
everyday as their primary  
source of weather info. I use  
it everyday for 10 days to 3  
weeks at a time several times  
a year. Please lives and boats  
will be lost if this system is  
shutdown.  
NAVTEX is close but has too  
many dead areas, no graphics or  
satellite pics (These cannot go  
away) and the forecast agencies  
are nationalistic.  
For single trips and vessels doing  
occasional offshore passages it is  
the only way to go. What does a  
search cost? If anything make the  
system more available with newer  
modern longer range forecasts.

231  Robert S. Dinion  
8058 East Caret Bay  
St. Thomas USVI 00802  
Duplicate of above.  
Duplicate of above.  
Duplicate of above.  
Duplicate of above.  
Duplicate of above.  
Duplicate of above.  
Duplicate of above.  
Duplicate of above.  
Duplicate of above.  
Duplicate of above.  
Duplicate of above.  
Duplicate of above.  
Duplicate of above.

232  Thomas J. Vander Salm  
33 Chestnut Street  
Salem MA 01970  
I have assessed and weighed the  
alternatives means of obtaining  
weather information; they all  
come up short compared to  
forecasts available over the SSB  
radio and fed through a  
computer program (Xaxero for  
us). The HF broadcasts are  
invaluable. The alternatives are  
fancy but expensive and not  
within my sailing budget.  
The HF broadcasts are invaluable  
and necessary for our safety.

233  Devin G. Taylor  
6507 Debbie Lane  
St Petersburg FL 33707  
Although I am a recent  
user of HF weather data  
and a recent radio Ham, I  
have already completed  
two offshore trips on a  
small vessel and HF radio  
was the only method of  
receiving valuable  
weather data in both voice  
and radiofacsimile format.  
I feel up to date weather data is  
extremely important to vessel  
safety and I implore you to  
continue this service as matter of  
safety at sea.
We are owner/operators of the recreational/commercial sailing vessel (SV) Jule III which has been in service for over 10 years. We are both licensed for 50 ton vessels. While most of our work is offshore recreational operation, we perform engineering in communications for the maritime environment.

We rely on NOAA related products, and foreign country weather products where required. The receiving media includes most of the sources identified in the docket. However, we have found that the HF sources are the most dependable. We have a Globalstar system but their satellite constellation has degraded to such an extent that it is now useless. We use the Winlink (www.winlink.org) to get weather information but it is occasionally not available for days at a time. We use NOAA weather radio but it does not provide sufficient coverage to 'read' next day's weather on an offshore basis and it is useless for offshore and high seas use.

Yes. Whenever we are out of range of Internet sources (right now, cell phone), we use the HF voice broadcasts (e.g., NNM). We often use a tape recorder to store the information. When power and propagation support it, we also use Winlink.

Yes. Whenever we are out of range of Internet sources (right now, cell phone), we use the HF voice broadcasts (e.g., NNM). We often use a tape recorder to store the information. When power and propagation support it, we also use Winlink.

No.

As mentioned above, we use Winlink. However, Winlink may not be as timely and has demonstrated a several day outage in late December 2006 or early January 2007. Our other offshore medium source was Globalstar but our perceived performance is no longer adequate for either voice or data. Without HF weather for offshore deployments, we may, at times, have no alternatives.

For inland waters, we use cell phone Internet and NOAA weather radio. We do not use HF radio for inland water weather.

Yes. See answer to (b) above.

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Advanced Research Corporation
Robert E. Todd
9201 Old Courthouse Rd
Vienna VA 22182

We are owner/operators of the recreational/commercial sailing vessel M/V Sea Breeze (198grt.) Discontinuing Coast Guard going towing vessel M/V Sea Breeze. Having been amazed and angered by the forces behind the proposed request for comments identified in the docket. This paper is in response to request for comments identified in reference. The submitter strongly encourages the continuation of HF weather services, especially voice and weather fax. Though there are other sources for this information, they may not be as reliable nor universal as HF radio.

No.

I have used Coast Guard HF radio broadcasts and NOAA Weather radio to receive marine weather forecasts. There is no alternative source for marine weather forecasts.

I have used Coast Guard HF radio broadcasts to receive marine weather forecasts. The Coast Guard HF radio broadcasts are critical to the small boat operator for safety when out of range of normal line-of-sight radio transmissions in the higher frequency spectrum (UHF). Obviously access to the internet is not possible at sea on smaller vessels.

I do not use SITOR/NBDP.

When en-route on the high seas, safety would be adversely affected from the loss of Coast Guard HF marine weather broadcasts. NOAA weather radio is only good when close to the coast.

Our vessel is presently operating offshore (25-200nm seaward). Presently we are engaged in a tug/barge container transport service. Jacksonville, FL, and San Juan, PR.

236

Brent Hensley
P.O. Box 104
Bradenton Beach FL

My position in the maritime community is as a wheelhouse officer on the un-inspected, ocean-going towing vessel M/V Sea Breeze (198grt.)

Coast Guard HF radio voice broadcasts are critical to the safe-operation of the vessel and are used on a daily basis.

Coast Guard HF radio voice broadcasts are critical as a backup for NAVTEX and HF radiofax when outside of VHF range.

We are not fitted with HF SITOR because of our status as an un-inspected vessel (198grt) documented with a Coastwise Registry. The only alternate source of weather information is obtained from the USCG HF radio broadcasts. This vessel is our only cost effective source of weather and safety information.

HF radiofax and voice service is our only cost effective source of weather and safety information. Our vessel is presently operating offshore (25-200nm seaward). Presently we are engaged in a tug/barge container transport service. Jacksonville, FL, and San Juan, PR.

Same as Previous Sea Breeze wheelhouse officer answers.

237

Harry F. Pattison
1970 Columbia Street
Eugene OR 97403

Our vessel is presently operating offshore (25-200nm seaward).

Discontinuing Coast Guard weather broadcasts on HF radio would have serious consequences. I have invested heavily in HF equipment for my vessel and utilize the service of both voice and fax weather forecasts to make informed decisions while at sea.

238

Necip Aley
18 Wood End Lane
Bristolville NY 10708

I am navigator and captain of fishing, delivery and pleasure vessels. These include commercial and pleasure vessels.

Yes. Offshore it is one of the most useful and reliable way of obtaining information. I use it about fifteen times (fifteen passages and many)

Yes. With somewhat more frequency than as above in question (3)

For offshore use I would have to hire a professional routing service. This would not be financially practical for long fishing trips.

Yes. It would potentially expose me, my crew and the vessel to unnecessary danger.

Coastal and seaward 20% Offshore 30% High seas 50% North-west to mid

We, who depend on HF offshore FAX for our living and safety are amazed and angered by the forces who want to eliminate this service.
NAVTEX. Occasionally offshore a vessel may offer Internet connection to download GRIB files. However, I check the GRIB files against the HF-FAX and many a time I have noticed significant discrepancies. GRIB does not show delineation of the fronts and is not good near shore. Also importantly sea state and dominant wave direction is not available in most GRIB files. Other non GRIB information is not compressed and is almost impossible to download without huge expense and in short period.

days of listening in each) a year while offshore. I consider it critical to the safety of each mission. On many occasions it made me reconsider and change the routing of the vessel to avoid survival conditions that were developing ahead (sudden deep fast moving low pressure out of nowhere).

I would rate the alternative as;
(a) Costly and wasteful.
(b) Useful since it is prepared by professionals.

Atlantic is the geo-areas.

We need this service regarding our safety while offshore. Without this information, there will be unnecessary loss of property and death. It is a clear responsibility of the Government to provide this information and prevent potential disasters. Given the recent huge infusion of money to USCG (which we proudly love) we wonder at the cost being an issue. While there are other means of getting weather information, those are not reliable or available offshore. USCG broadcasts are currently the ONLY operational and reliable means of getting weather information while offshore. The existing system is the most efficient use of budgetary dollars to reach large numbers of dependent users simultaneously. Whatever it costs, it needs to be continued. The alternative is too costly by far. This is the opinion of substantial group of commercial and pleasure vessel users who depend on this existing service.

I believe that HF weather broadcasts serve a very useful role in helping boaters stay safe on the high seas. By keeping boaters safe, you reduce the chance that the Coast Guard will need to rescue people because of weather problems. This saves money and allows them to help other and protect our borders.

Please update the equipment for HF weather transmission. It seems that you should be able to find a couple hundred thousand in the budget for the three main transmission stations. It has saved countless lives on many occasions, including mine a one point. Offshore mariners have little choice but HF for weather. If it were to be replaced by a more advanced, inexpensive system, bring it on but don't let Lockheed or MM manage the project! If you need help designing a low cost system, let the public sailing community help. I'm sure Gordon West can show you how to hook up a fax machine to an HF radio for less than $5,000.

I am in favor of the U.S. Coast Guard investing in an infrastructure upgrade of their HF weather broadcasting equipment.
I submit that the continued broadcast of weather forecasts and warnings via HF radio is vital to the safe navigation of vessels at sea and in near coastal waters where VHF is either not available or unreadable and the vessel is not equipped with a satellite receiver to obtain this information via the internet as is the case with many smaller vessels.

As a long-time captain in the North Pacific oil trade I can attest to the importance and frequent use of both of these systems to my operations. I also converse with mariners in other trades, i.e. fishing, freight and standard towing and these weather services are widely used by them to assure the safe navigation of their vessels. To those that are not familiar with North Pacific and Alaska operations, during the winter months it is absolutely imperative that mariners have frequent and reliable weather information in order to plan passages and deal with daily weather challenges. Not only is this information invaluable to general operations, it is literally life saving in its importance to safe voyage planning. There are places offshore and in remote areas of Alaska where various forms of communications are unpredictable. HF and Fax are almost always available and invaluable.

The maritime industry may be poorly understood by many lawmakers and may be off the budgetary radar of many in positions of responsibility but it is an important player in our domestic and foreign trade network and requires support sufficient to maintain the safety of our operations. HF and Fax are an important part of this safety network.
Fred W. Fussell  
2873 Panorama Drive  
Sautee GA 30571  
The loss of HF weather forecasts would be awful. It must be continued.

Leeicia Price  
14506 SW 15th Avenue  
Newberry FL 32669  
I rely on Coast Guard weather in voice and fax form for my personal safety at sea. Please make whatever upgrades are needed to continue this important weather source that is essential to public safety at sea.

Keri Fahrbach  
215 Rio Villa Drive  
Punta Gorda FL 33950  
Do not stop the broadcasts...they are a safety issue with boaters and as such part of the USCG duties to perform.

Gretchen Kuhn  
3649 Copano Drive  
Rockport TX 78382  
Please retain your weather forecasts. They are the only affordable option for most of us sailors. Other options not only involve cost, but they have power requirements that create difficulties on my small sailboat.

Sirius Maritime  
Robert Dorn  
309 South Cloverdale St  
Suite D-21  
Seattle WA 98333  
Our primary sources for obtaining marine weather forecasts are NAVTEX, USCG HF radio broadcasts, USCG HF weather fax broadcasts, and NOAA weather radio. Yes. They are particularly critical to operations in Alaska, and at times are the only weather information accessible to our mariners on the vessels.

Yes. They are again, particularly critical to our operations in Alaska waters, and are the only source of raw weather data from which our mariners can make their own analysis of the weather using surface pressure charts, etc. In many cases, the broadcast weather and warnings, do not tell the whole picture with what is happening with in the weather.

Yes. We have no thoroughly analyzed the alternatives to HF broadcasts. Our vessels do not have internet access so cannot access information via the web. The cost of hardware for internet access is $10,000 to $30,000 per vessel and service subscriptions are prohibitively expensive for our vessels. We are able to transmit some information via our e-mail system, but this has to be accomplished manually from the office and could not be done in a timely manner. In years past, some informal radio operators have offered weather forecasts and broadcasts on HF radio in areas where the USCG coverage was not effective, such as “Peggy” out of Kodiak, AK, but I am not aware of any other types of broadcasts in any other areas.

Curt Scott  
2525 Laguna  
Fort Lauderdale FL 33316  
I use the HF weather service daily and for more than 30 years. Obviously I will continue to use this service over the SSB radio, and do not want it discontinued.

Roy F Greenwald  
23 Myopia Road  
Winchester MA 01890  
As a private user of the radiofaximile broadcasts, I would like to state that these are an indispensable resource that cannot be replaced by other reasonable public or private means. When one is sailing offshore for extended durations (e.g. East Coast to Bermuda, Canada and/or beyond) the HF broadcasts are the only means of seeing developing weather patterns. Without these broadcasts, sailors will be unable to predict approaching dangerous conditions, and to avoid them. It is
While sailing, which I do on a nearly full time basis… I find the SSB weather broadcasts (offshore) critical, for safe sail planning. I do not use SITOR radio and especially SITOR teletype over Radio to receive broadcasts. Instead of cutting out weather services up and running. With the increased Hurricane activity along the coastal areas recently it is important to keep all weather services up and running. Instead of cutting out weather sources I feel that more should be done. Tropical storms and all weather events can develop and change so quickly we need to maintain every possible means available to keep the public safe.

We would have to find an alternative source of weather information which would mean buying new equipment. Furthermore recently installed SSB and weatherfax equipment would be obsolete and would have to be retired at significant cost.

Yes the loss of HF weather broadcasts would affect marine operations and radiofax is considered to be equally critical to operations and safety as other sources of weather information such as VHF. We use HF radiofax broadcasts every day of operations and radiofax is considered to be equally critical to VHF broadcasts in remote regions of the Gulf of Alaska offshore. My primary sources of weather information are from NOM weather radio and Coast Guard HF radio voice and especially Coast Guard HF radiofax broadcasts. I have SW radio and computers dedicated to receiving HF radiofax broadcasts while onshore and offshore. I use internet while onshore to view HF radiofax weather charts. While offshore I switch between New Orleans and Boston stations depending on the weather.

Understand a request for comments must be made, but this service is so widely used it is beyond comprehension that the marine population could be put at risk for lack of timely broadcasts of weather information. Commercial and private enterprises use and share the broadcast information when HF propagation causes degraded signals. The service must not stop. The friendly voice of "Mechanical Mike" must continue. It is my understanding that the military also uses weather broadcasts. Keep it.

The loss of Coast Guard HF marine weather broadcasts would be a terrible loss to the many sailors and captains that still use this service. I check my radiofax computer every morning to see the development of tropical storms and check wind and wave conditions. The friendly voice of "Mechanical Mike" must continue. It is my understanding that the military also uses weather broadcasts. Keep it.

I would like to see these broadcasts become continuous, rather than the scheduled 6-hourly broadcasts.

We obtain weather broadcasts from VHF, SSB, Navtex and radiofax. In some areas of operation in Alaska HF radio is the only source of weather information. We use HF weather broadcasts in Alaska and those broadcasts are considered essential for safe operation of the vessels. HF broadcasts are equally critical to VHF broadcasts in remote regions of the Gulf of Alaska offshore.

My position in the maritime community is captain (50 ton) for PCS Phosphate, Aurora, NC. I operate a 32 passenger vessel and also own/operate of a 26' sailboat used for charters. My primary sources of weather sources are from NOM weather radio and Coast Guard HF radio voice and especially Coast Guard HF radiofax broadcasts. I have SW radio and computers dedicated to receiving HF radiofax broadcasts while onshore and offshore. I use internet while onshore to view HF radiofax weather charts. While offshore I switch between New Orleans and Boston stations depending on the weather.

Radiofax is very critical to the safety of my operation and I depend on it continuously everyday. I do not use SITOR radio broadcasts.

We respectfully request that the USCG continue to operate its HF weather stations for voice, Navtex and radiofax weather information.

Keep it.
258  David Steadie  
9773 Canyon Walk  
Avenue  
Las Vegas NV 89117  
Owner/Operator of 30 Foot  
Sailing Vessel  
Crew of  
offshore sailing races  
Sailed California to Hawaii  
(2100 nm)  

---

259  Robert E. Briggs  
804 Acalanes Road  
Lafayette CA 94549  

---

260  Mark H. Seymour  
11 Bridgewater  
Buildings  
Castle Cary  
Somerset UK BA7 7DU  

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No reasonable alternative exists that replaces this service. Equipping small craft with necessary equipment and subscription services to receive satellite/internet weather would be cost prohibitive and therefore contribute to a loss of safety at sea for private and commercial mariners.
service is particularly good as it is one of the few providers of not only graphic wind/wave information but also large area synoptic charts from which one can gain a picture of the developing weather situation and thus plan and route long passages, particularly trans-Atlantic in my case.

then subscribe to a weather providing service at additional cost and furthermore have to pay a ‘By the second’ rate every time the service was used. The very fact that the HF service is free enables the user to receive timely and regular updates rather than be selective owing to user cost. This has to be a significant contribution to safety at sea. The information available commercially is no better than that currently available from the USCG as it probably users the same sources. The downside however is that a third party has interpreted the synoptic information to provide a forecast rather than the end user being provided with the raw data from which he can draw his or her own conclusions as is the situation at present.

major capital investment that I can ill afford, I would be left with selective area text forecast from which a big picture can not be built.

Weatherfax service is particularly good as it is one of the few providers of not only graphic wind/wave information but also large area synoptic charts from which one can gain a picture of the developing situation and plan long passages. The Weatherfax system is also free, something that is close to the heart of many blue water cruisers!

There is a larger issue at stake here. It is not until one starts blue water cruising that one realizes the benefit of the SSB. It not just a reliable and excellent source of weather information, as anyone who has listened to Herb at Southbound II or Chris Parker in the Caribbean would agree, but also a valuable safety tool for yachts passage-making in company yet outside mutual VHF range.

There are also the numerous safety and social ‘chat nets’ that enable cruisers to keep in touch and provide a wealth of other general cruising information. Weather and safety information is of course available by other means and in a few years time, no doubt, those offshore will be surfing the internet via a satellite for a fraction of what it costs today. In the meantime however the SSB remains one of the most important bits of kit on a cruising boat; a fact that is borne out annually by Yachting World’s ARC review. It concerns me therefore that the loss of the weatherfax service may cause boat owners to overlook SSB and opt for the Sat Phone/Sat Comms approach, a decision that they may come to regret.

Mark H. Seymour
11 Bridgewater Buildings
Castle Cary
Somerset UK BA7 7DU

Stephen P. Carlman
923 East 13th Avenue
Vancouver BC V5T 2L7

I am the owner/operator of a 42ft. cruising sailboat cruising on the coasts of North America and the Caribbean.

As such I keep a constant eye on the weather. A small sailboat, however, has limited resources but I am fortunate to own a SSB radio through which I regularly receive the Coast Guard’s weather faxes. When at sea or in remote areas these faxes are vital to making decisions on when to travel. At sea I also regularly use NAVTEX. Combined, these two sources give a pretty good picture of the current weather.

I rarely use the USCG voice transmissions on HF primarily because they are not frequent enough and the information is transmitted far too quickly often under poor reception conditions. But, it should be noted that although I may not be able to receive these transmissions, others can and the information is often passed on through the informal networks which serve cruising sailors along the coasts. This is also true for all other Coast Guard transmissions.

As noted above I am a frequent user of Radiofax transmissions and believe that safety at sea for cruising sailors would be seriously impaired should those transmissions be stopped.

Although Coast Guard weather transmissions are not the only source of information for cruising sailors, collectively these transmissions make up a considerable portion of the information that keeps sailors safe at sea.

Stephen P. Carlman
Allen F. Rauth
80105 Overseas Highway 9-356
Islamorada FL 33036

My position in the maritime community is that of owner/operator of a 48′ cruising powerboat. I, along with my wife, live aboard our trawler “Sylvia K” and are currently cruising in the southern Caribbean Sea. We have both been living this life style since 1996 when we began cruising the eastern coastline from Florida to Maine, the Bahamas, and the Gulf of Mexico. We came down the island chain in 2000 and have been cruising these waters since then. We are on the boat an average of 9-10 months at a time. Being away from the United States and therefore out of range of the NOAA VHF weather radio, our primary sources for obtaining marine weather forecasts include: (1) the USCG HF radio broadcasts which we listen to on an almost daily basis; (2) downloaded USCG HF weatherfiles which we do 4 to 5 times a week; (3) copies of a wind prediction grib file via a commercial email provider; and (4) a commercial service that relies on Internet which we understand is not part of the NWS operational data system thus if the Internet is down, no weather data is coming to us. Note that these commercial broadcasts are only given one time a day and therefore we have only one chance to hear them or receive their faxes. Yes, we listen to the USCG HF voice broadcast to receive marine weather forecasts on an almost daily basis. Receiving these broadcasts is the simplest possible link we have to obtain weather data from the weather service. Most of the time we are at locations that have no Internet service or it is not obtainable easily (i.e. have to find an Internet Café to check weather). While making an extended passage we are able to connect to the USCG broadcasts and determine if we are in the path of upcoming storms requiring us to find a safe harbor.

Yes, we download the USCG HF weatherfiles 4-5 times a week so we are aware of upcoming weather conditions. As we prepare to make a passage we download the weatherfiles daily. These documents help us in our passage planning so we are not caught unaware of upcoming adverse weather conditions consequently providing us with a safer passage.

No we do not download the Simplex Teletype because reception in the Caribbean is very poor. As we listen to the voice broadcasts we write down the information as it is given.

Yes, we download the USCG HF weatherfiles 4-5 times a week so we are aware of upcoming weather conditions. As we prepare to make a passage we download the weatherfiles daily. These documents help us in our passage planning so we are not caught unaware of upcoming adverse weather conditions consequently providing us with a safer passage.

No we do not download the Simplex Teletype because reception in the Caribbean is very poor. As we listen to the voice broadcasts we write down the information as it is given.

We do subscribe to a commercial service but it is: (a) quite expensive ($175 per year) and (b) they are sometimes unreadable at our location) 2) they are only on once a day and if missed no weather is available, and (3) they are sometimes off the air for 2-3 days at a time resulting in no weather information. We also receive a gift file showing wind forecasts for our specified area via a commercial email service provider. These gift files do not show the detail that we receive from the downloaded weatherfiles from the USCG.

The loss of the USCG HF broadcasts would greatly reduce if not eliminate our ability to obtain accurate weather forecasts. There are times when we are unable to read the broadcasts from the commercial weather provider we subscribe to and the USCG HF broadcasts are the only weather forecasts we get. Not having accurate weather forecasts could put us in harms way.

We currently are in the southern Caribbean Sea and make passages which puts up in the offshore (25-200 nm seaward) category. The passages can be anywhere from 5 to 6 hours to up to 2 days depending on our destination. Weather is the No. 1 factor we consider before making these passages. Being able to have current, accurate weather information is critical to us. We listen for days in advance of our departure to determine the weather pattern. Losing the USCG HF broadcasts would put us at risk.

Jutta Richter
Birkemstrasse 8
Gammertshausen Germany
D-91224

We are owner and operators of our 35′ sailing vessel on which we are traveling since 9 years. During the last six years we were “in the reach of CG HF weather forecast areas” from the Caribbean through Puerto Rico and the Bahamas along the US East Coast, some years in the Great Lakes and along the Canadian Maritimes and the new England Coast.

Our primary sources of weather forecast depend, of course, on the area we are traveling near shore and inland we listen to the (better) local forecasts on VHF/MF. But to get an overview of the weather systems we ALWAYS look to the surface analysis and the satellite image for the area we are in. Receiving this radiofaxcharts is since years a daily routine on our boat.

Yes, we use CG HF radio voice forecasts. Again, depending on the area we are traveling (out of reach of VHF/MF on offshore passages, for tropical storm areas), we use it more often. Outside the reach of VHF, so e.g. all the Bahamas and Caribbean islands, this is an important source of spoken forecast, especially for all those which do not have the equipment to receive other sources like radiofax or NAVTEX.

Yes, we use CG HF radiofax forecasts. Again, depending on the area we receive it nearly daily and it is a VERY IMPORTANT source for our safe travels.

Yes we tried CG HF STOR, but use it very seldom because of all other available forecast sources. Again depending on the area we use many other sources of forecast.

We listen and check in to different SSB and HAM radio nets with weather information which is often a mix of the official NOAA weather and also from other countries official weather stations, gift files, all other sources from the Internet and longtime knowledge to interpret the situation. We also receive -NAVTEX which is OK for "outside passages" and all the navigational warnings. (free to receive at specific time/short enough information) -GRIB files, which are only different computer models and not “a real existing situation”. (free to receive/not enough information) -all forecasts listed in the Windlink-catalog, but for sure this would be too much for all the HF-e-mail-Providers, if

For us it would be a great loss if you would stop CG HF marine weather broadcast! We are used to receive as much information about the weather as we can and from this information we decide what is the safest place to sail or to go.

We don’t have a primarily sailing area because we are traveling far distances: at the moment we are in the "North Atlantic and the Caribbean".

We would appreciate if all spoken forecasts and warnings would be spoken in a SLOW speed. Sometimes we have to understand and write down the information, especially positions and areas. Many of the operators seem to get the message "as fast as possible" on the air, without thinking of somebody has to listen to it and write it also down (foreign language)? Perhaps they should write it down too.
everybody has to download all the weather charts and texts, so more restrictions are to expect (most free to receive/good information) -direct satellite image of passing weather satellites, which gives no forecast, only a real time situation (free to receive at specific times/no forecast)

267 Benjamin Smith
Honolulu HI
I am the owner/operator of a 30’ cruising sailboat
Primary marine weather is via HF weatherfax when offshore; VHF when inshore
I do not use HF voice broadcasts
For both offshore and inshore use, I use HF radiofax for marine weather. In many locations this is the sole means of gaining outside weather information, which is necessary for the safety of my vessel and crew.
I do not use SITOR or NBDP
I use HF radiofax, I would likely pursue the use of satellite phone with computer interface. This alternative would require the purchase of approx. $5000 worth of equipment, and would incur usage charges by the minute, and may be vulnerable to weather conditions.
Loss of HF would require purchase of costly new equipment
My vessel typically operates within 200 miles from shore; with less frequent passages between Hawaii and Mainland US, Mexico and Canada.

268 Mary C. Foxworthy
411 Walnut Street #3701
Green Cove Springs FL 32043
We are full-time cruisers on a 43 ft sailboat.
As private individuals on a small boat, the USCG weather radio is our primary source of weather information when we are at sea or traveling via the ICW. We cannot afford the satellite systems that would provide another source of weather data. When in a marina, we do have internet access to get directly to NOAA data, but still the specific information given by the USCG broadcasts is the kind of succinct and specific information we need regarding wind and wave activity.
We use the HF radio voice broadcasts multiple times each day when we are in transit.
We hope to use the HF radiofax in the future.
The cost of available satellite systems is presently outside of our ability to pay.
Loss of CG HF marine weather broadcasts would make travel for us and most private boats infinitely more dangerous. Our transit plans and routes are 100% dependent on accurate weather analysis. Sailors and their boats are lost most often because they didn’t get or didn’t heed USCG weather transmissions. Costs of alternatives are prohibitively expensive.
Our operating range has been New England to Texas; 20 - 80 nm offshore (weather permitting) or on the Atlantic ICW and the Gulf of Mexico.

270 Thomas F. Galley
26 Mohegan Lane
Amiton CT 06231
I use this information daily in planning my offshore and high seas passages. Please do not drop this valuable service that is a most reliable weather service and safety service.

271 Grant K. Grove
5510 Bentley Avenue
Las Vegas NV 89145
We rely on the weather fax information for our safety and travel plans. We are often out of range for normal voice weather information and even though there are services that can provide weather information, none of them are as reliable as the NOAAP克斯 faxes.
I use this information daily in planning my offshore and high seas passages. Please do not drop this valuable service that is a most reliable weather service and safety service.

272 Antonio Cordeiro
4 Pleasant View Avenue
Mattapoisett MA 02739
… 2 and 3 day fishing trips. HF weather broadcasts are critical. On numerous occasions we have returned to port due to updated weather warnings.
A satellite phone is not an option for most of us, the cost to purchase & to operate is way beyond the budget of most of us. The internet is not available
This service is a critical safety issue that must not go away! Small boat owners need this service.

273 Barbara J. Cucksey
46 Turtle Creek
Oakland CA 94605
We operate a private 48 ft sailing catamaran, US registered…
The USCG weather broadcasts are vital for us as well as thousands of other cruisers. The broadcasts & weatherfax
We are sailing the Caribbean and Atlantic Ocean.
I use this information daily in planning my offshore and high seas passages. Please do not stop this service. Weather is the one factor that we rely with our lives on for dependable and factual information.

274 Mary C. Foxworthy
411 Walnut Street #3701
Green Cove Springs FL 32043
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we are presently in the Southern Caribbean.
It is absolutely necessary for the weather service to continue whatever the cost. More money would be spent by the USCG rescuing boats in ugly weather
are often the only reliable weather info. Available to us, crucial to our ability to make informed decisions when planning our next move.

unless we're in a Marina or anchored close to a WiFi signal & often the service is unreliable as well as costly. Where else could we obtain weather info? There are a number of weather gurus broadcasting on various SSB channels right now. But their source of info. is also the USCG so where does that leave us all?

Private sector sailing and power yachts all over the world rely on the daily use of High Frequency Weather Broadcasts. It is essential to navigation of any change of location. Many vessels have installed expensive HF radio and related modems, printers, etc. for the main reason for receiving weather fax or voice broadcasts.

If the system is outdated and needs to be replaced, please consider building and testing the "new" system while the existing system is still functioning. When my wife and I are planning to move to another location, we rely on the use of HF weather fax and voice broadcasts to plan when to move safely.

I strongly urge the Coast Guard to overhaul and have the system to continue to provide this valuable service. Specifically, I suggest that the Department of Homeland Security make funds available to the Coast Guard to overhaul and update the system. My rational is that maintaining the system will lessen the need for search and rescue missions which divert resources from other important Coast Guard missions.

In summary I would like to say that maintaining the system will have a major impact on safety at sea. The loss of this service would have a major impact on the several thousand US Citizens who live and sail their private power boats and sailboat in the off shore waters of the United States, Gulf of Mexico, Caribbean Sea, Atlantic Ocean and Pacific Ocean.

I strongly urge the USCG so where does that leave us all?

I support all methods of alerting the public for weather and hazard especially the HF radio broadcasts. Mariners and the likes scan HF for info and updates.

I have never been able to use Inmarsat equipment and the cost of their service is very high. Pursuant to your New Orleans broadcasting on various SSB number of weather gurus, and PYEB11 charts for longer trips as in from the Northern Caribbean to the South Pacific. These two charts are the primary source of reliable weather information. We receive these each morning to monitor the Caribbean weather, paying special attention to the PYEA11 and PYEB11 charts for long term tracking of tropical waves in the summer and fall months. These two charts are the best tool for watching for developing tropical storms far ahead of them being reported on the PWEK11 charts. When sailing on long passages as from the Northern Caribbean to the Southern Caribbean to the South Pacific. These two charts are the primary source of reliable weather information. We receive these each morning to monitor the Caribbean weather, paying special attention to the PYEA11 and PYEB11 charts for long term tracking of tropical waves in the summer and fall months. These two charts are the best tool for watching for developing tropical storms far ahead of them being reported on the PWEK11 charts.

I have looked into some of the alternatives and have rejected them as far too costly, too spotty in coverage, or just too complicated to maintain in a small boat.

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I am the operator of a 40’ cruising catamaran. I live aboard 6 months a year cruising catamaran. I live in Southern Caribbean and when sailing in the Offshore Islands of Venezuela, we receive at least two Weather Fax broadcasts daily from your New Orleans station. These are our source of weather information when sailing and are thus very important to us. The text part of the broadcast is almost always (98% of the time) completely useless. By the time this gets scanned and a little radio interference mixed in, the text is never readable. I would suggest dropping this part of your transmission.

Islands of the Caribbean.

I am the owner/operator of a 42’ sailing yacht. My primary sources of weather information while at sea are HF radio broadcasts, VHF radio, NOAA weather and Navtex.

I do not use HF fax as such… therefore the loss of the HF marine would affect me and I would have to use less reliable methods of obtaining weather information. I do not use SITOR. I do not have an alternative to radiofax broadcasts as such…

My primary sources of weather information are the USCG HF broadcasts, then weather faxes on the NOAA web site via WIFI when available (20% of the time) and I use these in conjunction with other methods of weather forecasts. I use radiofax broadcasts on a daily basis while at sea.

I do not use SITOR!

I do not use Coast Guard HF voice broadcasts. However I do make extensive use Coast Guard HF radiofax broadcasts. The radiofax broadcasts are extremely important to me and I use these in conjunction with other methods of weather forecasts. I use radiofax broadcasts on a daily basis while at sea.

We have friends who have just completed their trip across the South Pacific, which we will do next year. Their only reliable weather information came from you Hawaii transmissions. If that service were to stop, sailing the South Pacific would become impracticable.

I need these systems to be supported by the government.

To us.
are not sailors. 

Dick Dumas

I have used all HF signals, charts and photos for over ten years while in southern Baja MX as my most valuable and against hurricanes and up to date info.

Myrl Fisk

I listen to NMN everyday from Nov 1 to May 1 at least twice a day… and NMN’s weather is the only reliable weather sea forecast I can get on HF radio.

Julio F. MacWilliams

I am a frequent user of HF radiofax, voice broadcasts, and SITOR teletype weather information. I get all three at least twice a day through my marine SSB radio whenever I am doing sailboat deliveries, cruising, and racing up and down the California coast.

Donald D. Carson

I personally use the HF Fax system on a daily basis, and find it to be invaluable.

Richard A. Nelson

We are owners/operators of a private cruising/sailing vessel (43 Ft) and have not experienced a need for an alternative source of weather info. We are not sailors.

sea, the HF faxes make me change or not my initial course.

of 4 shut down before I could download one NOAA web fax page)

It is only when I was in a marina or in an anchorage with bars having a WiFi access, that I could get the NOAA faxes. But this represents only 20% of my cruising time in the Caribbean.

I cannot imagine what the whole boating community of many hundreds of cruisers from the US in the same position as myself would do without this service – many thanks and pls cont the outstanding work and service.

I stay at least 50 miles away from shore routinely to avoid being caught with a lee shore.

Please keep the voice broadcasts available. Some days there are commercial or Ham broadcasts available, but NMN is always available.

Please keep the 3 shortwave radio accessible weather services, radiofax, voice, and SITOR, up and running. Those of us who navigate keeping a distance from the coast need them in order to keep ourselves, crew, and passenger safe.

The USCG HF Weather Broadcasts are of great importance to Mariners. They are still utilized by nearly all ocean going vessels. The HF Fax products are the greatest importance, as they are the only source of weather information once one is well offshore. Once a vessel is out of NAVTEX range, the HF Fax and Voice broadcasts are the only other way for a vessel to get any prediction for weather.

It is also of great importance for hurricanes, as many small countries in the Caribbean use U.S. forecasts to warn their citizens.

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Ronald J. Heitzmann
11 Larsen Ave, POB 35
Glenshine Landing NY 11547

While cruising in our sailboat…

…we must depend very heavily upon both the radiofacsimile and voice weather broadcasts for safe routing while at sea. Our practice has been to download the fax and then use it to better understand the voice high seas forecast.

Yes, these are a primary source of our weather information when at sea (70% of the time). We consider them critical to our navigational decision making.

Yes. They are not always our sole primary source. However, we consider them critical. In 2006, our timer began to function erratically so we did not receive grib files or HF email. We could receive voice broadcasts. Therefore the Coast Guard forecasts became more critical in our navigation decisions, especially the high seas forecasts.

It is my understanding that the Coast Guard forecasts are the source of some of the other weather information we receive through other means, such as those broadcast on HF radio nets.

We also prefer to compare it to other published forecasts such as those promulgated by Fiji. If there is a conflict we often find the CG forecasts are more accurate.

When we have access to shoreside sources (about 30% of the time): Internet, commercial FM broadcast, ham and SSB forecasts.

When we are on passage or in remote areas: Grib files, weather fax, ham and SSB nets, Coast Guard HF radio, other government HF radio broadcasts.

Therefore the USCG reflects well on the international community must be factored in to any decision regarding the decreasing the Coast Guard delivery of weather products.

U.S. Coast Guard to continue providing international good will which includes HF weather products, in particular in times of weather emergency. The international good will must be provided by the Coast Guard reflects well on all US Citizens including cruisers, facilitating interaction with people of other nationalities.

Larsen Ave, POB 35
Glenshine Landing NY 11547

Ronald J. Heitzmann
11 Larsen Ave, POB 35
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season in Trinidad, and experienced 3 hours of 40+ knot winds from hurricane Emily. In Trinidad and Galapagos, we experienced several days of heavy swell from remote storms; boats who did not prepare for it dragged and experienced damage. alternative if we were unable to get coverage. The current broadcasts seem to be a much more efficient means of providing this information, directly from the source. The information we could get from satellite phone coverage where available would probably be as good. Other information is not as good as the Coast Guard broadcasts.

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Permit(s)</th>
<th>Primary sources used</th>
<th>Alternative sources used</th>
<th>HF radio is habitually used during?</th>
<th>HF radio is necessary when going off-shore?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Susanne W. Ames</td>
<td>PO Box 2938 Olympia WA 98507</td>
<td>Same as above</td>
<td>Same as above</td>
<td>Same as above</td>
<td>Same as above</td>
<td>Same as above</td>
</tr>
<tr>
<td>Sean M. Flaim</td>
<td>5919 Robson Road Bethesda MD 20817</td>
<td>Licensed captain 100 gross, 45' cruising sailboat NOAA VHF Weather Radio USCG HF Radio Broadcast Secondary sources include data over VHF packet radio or Winlink over SSB.</td>
<td>Yes, as one of two primary sources. It is sometimes sole source when out of range for a VHF signal. Yes, although I usually use them pre-departure and not during the trip unless inclement weather is expected. No.</td>
<td>I would be more dependent on available internet weather data, however. I would be doubtful of its reliability until it is proven as accurate as USCG or NOAA data. Cost is equivalent. Satellite communications would be significantly more expensive. Yes. HF radio is often necessary when going off-shore and out of LOS of VHF signal providers. In such situations, HF becomes the primary means of communication with regard to weather, as well as other communications.</td>
<td>No.</td>
<td>Internationally, in the North and Central Atlantic and Caribbean. Often 200+ nm off-shore</td>
</tr>
<tr>
<td>Jonathan B. Fadely</td>
<td>P.O. Box 2020 Lindale TX 75771</td>
<td>&quot;As a licensed Master in the Merchant Marine...&quot;</td>
<td>I use SITOR, SSB voice and especially WoFAX broadcasts from various USCG transmitters. On my own vessel and on over 50 percent of the vessels I deliver, the only access to NOAA weather information is via these USCG stations. I regularly travel beyond the range of VHF transmissions.</td>
<td>It would significantly increase the chances of a distress situation developing if these sources of information were to cease.</td>
<td>Yes. HF WX broadcasts should be continued. There are many maritime users who cannot economically access satellite data transmissions. If they venture into heavy weather unknowingly due to lack of access to wx forecasts, then the USCG may well be tasked with rescuing them, putting valuable USCG personnel and resources at risk, not to mention the mariners themselves. Secondly, eliminating HF broadcasts will leave middle to long distance mariners of all sectors dependent on one technology alone; satellite communications. Mechanical failure or environmental damage (as from solar flares) could jeopardize these satellites, and knock out such longer distance communications for significant periods of time. In my view it is a false economy to eliminate HF transmissions. Please keep HF wx broadcasts in all modes on line and functional.</td>
<td>I believe HF WX broadcasts should be continued. There are many maritime users who cannot economically access satellite data transmissions. If they venture into heavy weather unknowingly due to lack of access to wx forecasts, then the USCG may well be tasked with rescuing them, putting valuable USCG personnel and resources at risk, not to mention the mariners themselves. Secondly, eliminating HF broadcasts will leave middle to long distance mariners of all sectors dependent on one technology alone; satellite communications. Mechanical failure or environmental damage (as from solar flares) could jeopardize these satellites, and knock out such longer distance communications for significant periods of time. In my view it is a false economy to eliminate HF transmissions. Please keep HF wx broadcasts in all modes on line and functional.</td>
</tr>
<tr>
<td>Michael V. Colyar</td>
<td>1307 Dayton Street, S.E. Olympia WA 98501</td>
<td>I am the owner of a 10 meter private sailing vessel and, in addition, I do regular deliveries of pleasure vessels to and from foreign waters including extensive high seas passages.</td>
<td>I use SITOR, SSB voice and especially WoFAX broadcasts from various USCG transmitters. On my own vessel and on over 50 percent of the vessels I deliver, the only access to NOAA weather information is via these USCG stations. I regularly travel beyond the range of VHF transmissions.</td>
<td>It would significantly increase the chances of a distress situation developing if these sources of information were to cease.</td>
<td>I agree that the investment be made to continue this service.</td>
<td>Internationally, in the North and Central Atlantic and Caribbean. Often 200+ nm off-shore</td>
</tr>
</tbody>
</table>
Anonymous

As a sailor, cruising the Caribbean Sea, for the past three years and doing yacht deliveries from the East Coast to the Caribbean for the previous ten years...

I use the HF voice and weather fax broadcasts extensively. I plan all passages using these services, monitor the services while on passage, and as the hurricane season approaches I use these services for early warning of approaching severe weather.

Charlie Hitlin
4008 Holly Brook Drive
Apex NC 27539

I am the owner of a 32 foot cruising boat…

The HF weather broadcasts are my only source of weather information on these voyages.

If the broadcasts were discontinued, mariners who were out of VHF radio range (and without expensive satellite gear) would be left with no critical weather information. Forcing every single boat that goes offshore to buy expensive satellite gear is not a viable alternative.

David H. Heimke
703 West 21st Avenue
Anchorage AK 99503

I am a blue water sailor. I have no other means of getting weather fax or weather information (voice) than HF radio.

I cannot afford satellite.

I have used HF radio successfully for years out of SF, Hawaii, and Kodiak.

Mark E. Mahan
Box 110316
Anchorage AK 99511

… as a boat owner…

… who spends his entire summer out on the waters in Alaska…

I feel there is still a need for radio broadcast of the weather as well as current observations, as a boat owner who spends his entire summer out on the waters in Alaska, we rely on these broadcast on the boat to make safe decisions. While we are beginning to get computer operations on the vessels in some areas, it is too inconsistent to rely on when getting accurate weather information.

Charles J. Breen
804 North Central
Modesto CA 95351

Weather transmissions can be life and death information for small boats. VHF and computer received weather information is valuable but unpredictable. I have on several occasions tried to make emergency calls on VHF when only several miles off shore. On one occasion I was forced to sail to a safe docking situation over sixty miles away because I could not transmit to nearby shore services that depended on VHF. HF transmissions are a safety network that is extremely reliable. I encourage the continued transmission to protect people like myself that need a dependable weather resource in dire circumstances.

Seaworld Management & Trading, Inc.

MANAGING COMPANY OF 3 OIL TANKERS

PRIMARY SOURCES FOR OBTAINING WX:
1. INM-C
2. NOAA WX
3. NAVTEX
4. VHF
5. SHORESIDE INTERNET VIA COMPANY

USE OF USCG HF RADIO VOICE - NO
USE OF USCG HF RADIO FAX - NO
USE OF USCG NBDP - YES / SELDOM
NOAA WX, USCG MF, INM-C
NO
HIGH SEAS - MID- ATLANTIC, NEW ENGLAND, GULF OF MEXICO
My primary sources for marine weather forecasts include NOAA VHF broadcasts, USCG HF weather broadcasts, NAVTEX plus occasional use of HF radiosfax.

- **HF weather information** is used primarily when voyaging offshore beyond the range of NOAA VHF radio. My use of this service is unfortunately limited to a few times each year, however the information can be critical for navigation safety since my vessel is not equipped with an alternate means for acquiring up to date weather information when at sea other than the HF broadcasts.

- **HF radiosfax** is used infrequently since reception requires use of a computer. The voice information supplied on HF is usually sufficient for my purposes although on a voyage of long duration it would become more important. I make no use of SITOR.

- If HF weather information broadcasts were not available I would have to rely upon unofficial HF broadcast information or purchase a special receiver to access satellite transmissions. Doing so would involve considerable expense and considering the relatively limited use of the equipment would be difficult to justify. In my opinion the existing USCG HF weather broadcasts are very useful, require no additional equipment on my vessel and are a vital safety aid.

The following sources are ranked in order of importance:

1. **USCG VHF NOAA Weather Radio**: Used primarily to keep abreast of developing situation near-shore when I don’t need to be so rigorous as keeping a fax schedule and interpreting faxes. It is easy to use so I use it frequently.
2. **USCG HF radio voice**: When out of VHF range, this is the mainstay of my weather information. It is always used in trip planning and on longer voyages.
3. **NAVTEX plus occasional use of HF radiosfax**

Yes, it is my primary means for interpreting the weather faxes. It is critical to the safety of my offshore passages.

Yes, I use these exclusively 72 hours prior to my anticipated departure. They are the secondary source of information that I have consistent access to when out of VHF range.

No. I have never used SITOR.

I have briefly looked at alternative satellite systems for sources for weather. Costs for individual vessels are extremely expensive and monthly subscription costs make this approach a pricey alternative.

Yes. The safety of small vessels is significantly impacted by sea state and weather. These tools are used during trip planning as my primary assurance of a safe trip. My main tool for trip planning is HF radio voice. Mid-trip, weather fax is used to plan course adjustments or prudent evasive actions. Most importantly, only fax can do this in the same manner world-wide without interruption of service due to location.

I am responding to the reference request for comment as a private citizen owner and master of a 46 foot ketch.

**Safety** since my vessel is not equipped with an alternate safety aid. The voice information supplied on HF is usually sufficient for my purposes although on a voyage of long duration it would become more important. I make no use of SITOR. **Loss of the USCG HF weather broadcast service would deprive me of a tried and true, highly effective and easily available source of potentially critical safety information. I am opposed to loss of this valuable service.**

Weather Radio: Used primarily when voyaging offshore beyond the range of NOAA VHF radio. My use of this service is unfortunately limited to a few times each year, however the information can be critical for navigation safety since my vessel is not equipped with an alternate means for acquiring up to date weather information when at sea other than the HF broadcasts.

My primary sources for marine weather forecasts include NOAA VHF broadcasts, USCG HF weather broadcasts, NAVTEX plus occasional use of HF radiosfax.

My main tool for trip planning is HF radio voice. Mid-trip, weather fax is used to plan course adjustments or prudent evasive actions. Most importantly, only fax can do this in the same manner world-wide without interruption of service due to location.

According to information I have acquired one producer of WEFAX equipment sells approximately 3,000 units per year, with about 1/3rd sold in the US. There are some 100,000 units in the field at this time, with about 20-25% on US vessels. The information broadcast by the USCG HF weather service is often of critical importance in informing vessels at sea of both routine weather forecasts and unanticipated changes that can place vessels and mariners at risk. The warnings provided by these easily received broadcasts have without a doubt allowed vessels, especially small vessels and yachts to take evasive action to avoid operating in conditions that could have resulted in the need for outside assistance. The avoidance of only a very few USCG SAR missions in each year of the projected life of new transmission equipment will more than pay for the equipment and the personnel cost of operating the system. According to USCG data the direct hourly equipment use cost for a SAR mission can exceed $30,000. It should be noted that the development of the Rescue 21 VHF system was at least in part spurred on by the loss of the Morning Dew (and the very substantial cost to the government of that incident). Keeping the USCG’s HF weather broadcast system operating appears to be a modest investment in safety compared with the consequences of termination of the service.

Yes. The safety of small vessels is significantly impacted by sea state and weather. These tools are used during trip planning as my primary assurance of a safe trip. My main tool for trip planning is HF radio voice. Mid-trip, weather fax is used to plan course adjustments or prudent evasive actions. Most importantly, only fax can do this in the same manner world-wide without interruption of service due to location. Primarily coastal and offshore [up to 250 nm] in the western Atlantic and Caribbean between Maine and US Virgin Islands.
legs, it is consulted frequently mid-trip.

c. USCG HF radio weather fax broadcasts:
When out of VHF range, this is second method of weather information. It is always used in trip planning and on longer legs, it is consulted frequently mid-trip.

305
John M. Blankston
2349 Highland Gap Rd
Scaly Mountain NC 28775

I am the owner/operator of a 44’ sailboat.

If out of range of NOAA vhf radio, my primary source of weather information is USCG NMM station, Portsmouth, VA.

I do rely upon USCG HF radio voice broadcasts. They are used at least once daily, but more frequently if there is a threat of storms. These broadcasts are critical to the safety of my vessel and its crew.

If this service is stopped, I would have to rely upon non-professional volunteers interpreting weather data and amateur radio nets who may or may not read the weather correctly or whose signal may be unreadable. Alternatively, I would turn to SSB internet services: Sailmail, Airmail. The internet is not always reliable nor are these services. All these services are cost effective but not necessarily reliable.

The loss of this service would jeopardize the safety of my vessel and its crew. I would lose the ability to plan a safe voyage.

We operate in offshore waters from Maine to South America, west to Mexico and east to Bermuda. We also sail in Atlantic coastal waters and the Bahamas.

304
Kenneth D. Peters
15815 Buccaneer Lane
Houston TX 77082

I am the owner/operator of a 47’ sailboat…

I have been using the USCG Radiofax Weather system daily for three years. During hurricane season these weather-fax reports help us to sail away from danger. During Hurricane Ivan, the VHF and Radiofax gave us vital information that may have saved our lives. The Radiofax system is particularly helpful with our route planning. Being able to see the Surface conditions and the Wind/Wave Predictions allows us to plan the route and provides timing. Last year off of Charlestown SC, the USA Coastal Waters VHF voice forecasts and Storm Warning Alerts alerted us to a major thunderstorm and gave us the time to prepare.

We operate in offshore waters… cruising the Caribbean and Gulf of Mexico.

NO INTERNET SERVICE OR OTHER PRIVATE SOURCE PROVIDERS COULD HAVE HELPED.

Please continue and if possible expand and improve the RadioFax system and VHF Voice Systems.

305
Laurel J. Schoenbohm
P.O. Box 3105
Seward AK 99664

I think this service is vital to all sea communities! Please do not end this invaluable resource!

306
William L. Calderwood
4302 Mount Herbert Avenue
San Diego CA 92117

I am a USCG licensed Radio Officer sailing onboard a survey vessel in the Western Pacific.

Our vessel depends on HF weather and warning broadcasts even though we are equipped with Inmarsat B/C/minisat M and VSAT.

We listen daily to USCG Sector Guam 2182/2670 kHz weather and warning SSB voice broadcasts both to confirm our assessment of the weather but most importantly to receive warnings of nearby Naval exercises and weapons firings. This broadcast is the best conduit for receiving these warnings.

We monitor HF WEAFAX around the clock and depend on these printouts to track tropical storms and approaching fronts. We occasionally print the HF SITOR broadcasts but consider them a back up to similar ones received on Inmarsat C.

HF weather and warning broadcasts are vital to the safety of the ship and our 30+ crew men and women. I urge you to continue HF Weather and Warning broadcasts.
Carlos F. Valencia  
P.O. Box 383  
Forest Ranch CA 95942

I am a coastal and occasional offshore recreational sailor. I am a ham radio operator and my simple radio equipment allows me, and many fellow sailors, to receive more detailed and necessary forecasts provided through the Coast Guard radio fax transmissions. Available VHF information, in my experience, while outstanding in quality, is not sufficient and many, many recreational boaters (and commercial boaters I suspect) would lose a critical data source for planning and executing a safe voyage if this broadcast system is closed down.

I travel the California Coast from San Diego to San Francisco. I strongly urge the Coast Guard to continue and upgrade its equipment for broadcast of this critical information for mariners like me. All it takes is very inexpensive radio equipment to download the faxes that are available. Most recreational boaters who venture far offshore do not have the budgets to download this information through other systems.

As an amateur radio operator, I would wager the equipment to transmit faxes is not that sophisticated and could easily be designed and replaced by contractors able to assemble the components of such a system. Weather fax use is not to be put into the same category of defunct systems such as Loran or the Marine Beacons which provide signals for Radio Direction Finders. I also urge the Coast Guard to make a more widespread effort to get the word out regarding the need for comments. Most users of weatherfax would not have the patience to search out and use websites such as this one. The consequence, I predict, will be a very low and misrepresentative sampling of feeling about the value of the system.

I also suspect a political angle here where commercial interests with something to gain from marketing expensive systems have gotten to Home Land Security in some manner. It is folly to shift the costs of operating weather information distribution entirely to the user. The system we now have works well and is in the spirit of our government providing the benefits of high end research and development for the average, low-budget user.

Thank you for the opportunity to reply. Please let me know if more input or clarification of my comments are needed. I will pass on this website and the need for comment to the publication: Latitude 38.

David B. Goldstein  
P.O. Box 735  
Whittier AK 99693

No need to continue manual weather broadcasts...NWS rebroadcasts of NWR are now done on CG high sites.

The USCG are a huge value for voyaging yachts. The weather forecasts help us avoid and prepare for bad weather. This makes yachting and ocean crossing safer and reduces the need to continue manual weather broadcasts...NWS rebroadcasts of NWR are now done on CG high sites.

Vancouver Canada

The HF Fax broadcasts produced by the USCG are a huge value for voyaging yachts. The weather forecasts help us avoid and prepare for bad weather. This makes yachting and ocean crossing safer and reduces the need to continue manual weather broadcasts...NWS rebroadcasts of NWR are now done on CG high sites.
I am the owner/operator of a 44’ sailboat, in which our family cruises extensively. When near shore we rely on NOAA and other local weather forecasts via VHF radio, as well as NAVTEX, but offshore we rely on Coast Guard HF weather, both voice and Fax. We make regular offshore passages, and when on passage we receive HF voice forecasts and Fax on a daily basis. We do not use SITOR. These forecasts are critical to our safety and peace-of-mind. The only alternatives available to us — commercial services via satellite phone — are very expensive and involve complex and fragile computer setups.

In particular, USCG HF Fax is more valuable to me than USCG Voice broadcast. Fax provides information more specific to our current position and a better understanding of the development and movement of weather systems. HF Voice lacks specific area information, is difficult to understand, and is often presented in a poorly organized manner.

My primary sources for obtaining marine weather offshore, in the order of importance, are USCG HF Weatherfax, NOAA Wxfax by way of HF radio (Winlink), USCG HF Voice, and NOAA VHF radio when near shore.

I depend heavily on the radio broadcasts of marine weather forecasts and warnings.

The safety of small vessels is immensely impacted by sea state and weather. I use trip planning as my primary assurance of a safe trip. My main tool for trip planning is weatherfax. Mid-trip, weatherfax is used to plan course adjustments or prudent evasive actions. Many weather sources can provide the message “Don’t go out there today,” but only fax can give you the insight of which course to steer based upon your current position and the

While I am not in favor of eliminating of Loran, if the budget has to be prioritized, I would choose HF services over Loran.

Yes. The safety of small vessels is immensely impacted by sea state and weather. I use trip planning as my primary assurance of a safe trip. My main tool for trip planning is weatherfax. Mid-trip, weatherfax is used to plan course adjustments or prudent evasive actions. Many weather sources can provide the message “Don’t go out there today,” but only fax can give you the insight of which course to steer based upon your current position and the

I use the following in this order of importance:

1. USCG HF radio weatherfax broadcasts: Used daily.
2. Shoreside Internet: Used only when at anchor, and even then used to download marine fax from the noaa website.
3. HF radio cruising nets who usually receive USCG HF radio weatherfax broadcasts

We don't have an alternative source, other than trying to listen to a HF broadcast. But that is not as good as actually looking at the wind/wave charts.

We're on a tight budget and paying for satellite weather services is out of our budget.

Please continue them! I absolutely rely on this information, as do other charters. We compare opinions about the forecasts in deciding whether or not to set sail. The broader cruiser community is as reliant on your forecasts as are the charter fleets. Every cruiser net on the SSB discusses the information you provide in our daily chats. Again, PLEASE do not stop the broadcasts.
<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Weather broadcasts</th>
<th>Other Relevant Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thomas C. Jackson</td>
<td>Blaine WA 98230</td>
<td>Yes, I do use Coast Guard HF radio fax and HF voice marine weather broadcasts.</td>
<td>As indicated above, we consider HF radiofax services essential to our safety. We believe this to be the case for the majority of those cruising in yachts. Text forecasts are not an adequate substitute.</td>
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<td></td>
<td></td>
<td></td>
<td>For us there are no realistic alternative sources for weather maps if HF radio fax transmissions ceased. We would continue to use the other sources indicated in 1. We note that much smaller countries continue to operate efficient radiofax services for adjacent waters (Australia, New Zealand, Chile, South Africa). We are surprised that the USA would consider dropping such a service.</td>
</tr>
<tr>
<td>Mark P. Treat</td>
<td>Anchorage AK 99516</td>
<td>Yes, I do use Coast Guard HF radio fax and HF voice marine weather broadcasts.</td>
<td>No, I do not use SITOR. I know of no alternatives available to replace USCG HF radio fax and HF voice marine weather broadcasts. I am not able to rate (a) user cost, nor (b) usefulness of information not known to me.</td>
</tr>
<tr>
<td>Robert Minor</td>
<td>Alameda CA 94501</td>
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<tr>
<td>Pete Brown</td>
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<td>Donn Tatum</td>
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<td>Pete Hartmann</td>
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<td>No.</td>
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<tr>
<td>322</td>
<td>John A. Rega</td>
<td>1100 First Avenue West C-4</td>
<td>Bradenton FL 34205</td>
</tr>
<tr>
<td>323</td>
<td>Harold C. Schade 1</td>
<td>11703 Huebner Road</td>
<td>San Antonio TX 78230</td>
</tr>
<tr>
<td>324</td>
<td>Harold C. Schade 2</td>
<td>11703 Huebner Road</td>
<td>San Antonio TX 78230</td>
</tr>
<tr>
<td>325</td>
<td>Torie Rubin</td>
<td>27 Alexander Street</td>
<td>Alexandria VA 22314</td>
</tr>
<tr>
<td>326</td>
<td>Charles D. Osgood</td>
<td>760 Bog Road</td>
<td>Vassalboro ME 04989</td>
</tr>
<tr>
<td>327</td>
<td>Frank Nicholas</td>
<td>113 Mark Twain Drive</td>
<td>River Ridge LA 70123</td>
</tr>
<tr>
<td>328</td>
<td>John W. Oldner</td>
<td>2001 Holcombe Boulevard</td>
<td>Houston TX 77030</td>
</tr>
</tbody>
</table>
emails and satphones provide links to the web but are not as reliable as the NWS.

broadcast provides a lot of assurance to a vessel in the Atlantic Ocean. At times I travel with other boats, to a boater; everyone tunes in to the NWS broadcasts. The fact that the broadcast covers the entire East coast enables the boaters to determine the approaching weather patterns. On one occasion while sailing from the Bahamas to Maine, the 1130pm broadcast did not start. I waited 15 minutes then call the Coast Guard in Norfolk, Va. After being given a different number to call, I was place in contact with the Coast guard person responsible for the broadcast. I explained the importance of the broadcast. He stated that he would start reading the broadcast in 15 minutes since the electronic system was out of order. Hearing the young Coast Guardsman read the weather was greatly appreciated.

The continued broadcast of the weather by NOAA is critical to the safety of boaters. Please take what action is required to continue the service.

It is vital that HF weather service be continued. I use it frequently and it has saved my life.

The Globalstar satellite phone system was one alternative method I used to get weather info, but that system is now degraded to the point where it is essentially not functional.

Maintaining the HF weather reports is essential. It helps prevent mariners from being caught in unsafe sea conditions that might endanger ships and crew and lead to increased calls for emergency assistance and rescue by the Coast Guard.

My position in the maritime community is that of a live-aboard cruiser on a 37’ sailboat, the Judy Ann. I am a retired US Navy LCDR.

My comment relates to the need for the USCG to maintain and continue to operate NWS weather broadcast services. These vital services provide an official alternative to vessels at sea in the event of terrorist attacks disabling other broadcasts. It would be a mistake to reduce or modify these vital weather broadcasts on SSB HF frequencies. Please keep up the good work as we sailors depend on the USCG and your broadcasts.

To discontinue these faxes would be a major safety hazard to the cruising sailing community worldwide, and could possibly end up costing tax payers more and endangering USCG assets because of more frequent SAR cases.

I'm not sure what the radio fax budget is, but do know as a retired USCG engineer that launching a SAR case during inclement weather is expensive and dangerous. Please reconsider cancellation of the radio fax weather reports and surface analysis data. It is a very important service.
333  Retired Fisherman
Floyd R. Dieterich
25 Bayshore Drive
P.O. Box 565
Shelter Island NY 11965

I am retired and fish 12 months a year…

I use HF weather forecasts on a daily basis to stay informed. This service is important to "safe boating"… in both FL and New England.

334  Fred R. Oosting
1020 Virginia Mill Road
Sandy Ridge NC 27046

I am the captain of s/v Isle…

… presently in Guatemala.

The use of the New Orleans HF weather forecast is absolutely paramount in any situation involving sailing. We are presently in a hurricane hole called the Rio Dulce along with approx 500 other vessels that rely on the USCG weather reports. While not in port - 75% of the year, we have NO OTHER WAY OF RECEIVING ACCURATE REPORTS. Please do not shut this service down.

335  Gerald Rolfe
50 East 89th Street
Apartment 11-F
New York NY 10128

My wife and I are sailors who make ocean passages beyond the range of NOAA-NWS VHF radio broadcasts.

Our primary source of weather forecasts is NOAA-NWS. When offshore, beyond the range of VHF broadcasts, we depend on the USCG transmission of NWS data by HF voice broadcasts. Weatherfax of NWS forecasts is essential to us when offshore beyond VHF range. The graphics and specific weather data are essential to understand and forecast conditions well offshore.

A loss of the Coast Guard HF marine weather forecasts would seriously degrade our confidence in long ocean passages, as the service is THE MOST RELIABLE source of such information beyond the range of VHF. We have frequently made passages which took us hundreds of miles to seaward, beyond the range of NOAA VHF broadcasts.

336  Fred R. Oosting
1020 Virginia Mill Road
Sandy Ridge NC 27046

Same as 334

337  Walter H. Lacey
230 Daniels Hill Road
Keene NH 03431

It is of the greatest importance to continue (and improve) the high frequency radio broadcasts of high seas, offshore, marine weather as this is the only method modestly equipped vessels have of receiving this vital information.

338  Harold C. Schade
11703 Huebner Road
San Antonio TX 78250

As a full-time sailboat cruiser…

Schade 3

… in the NW Caribbean…

I would be deeply saddened if this service were discontinued. We depend on it to avoid harm's way and use it daily on our HF radio nets, especially during hurricane season. PLEASE continue this valuable service. The cost can surely be justified measured against potential injury or loss of life.

339  Charles E. Anderson
2501 West Golf Boulevard, #131
Pompano Beach FL 33064

Please do not discontinue the HF weather service. It is the only one available in many cases.

340  Anonymous

It is very important to continue broadcasting weather on SSB radio. There are many mariners whose lives depend on it.

341  Scott N. Smith
13955 Panay Way
Slip Box 23
Marina del Rey CA 90291

Please continue these services for the safety of all boaters.
Strongly protest any termination or diminishment of HF High Seas Forecast transmissions. These vital forecast sessions are critical to safety at sea and should not be diminished until or unless a less costly, more efficient, and more widely available product is put in place that is within reach of the average citizen. This is meant to include not only the cost of broadcast(s), but the cost of the equipment required to receive such information.

The service is quite valuable, works fine, and I know of no other freely available alternative. I therefore request it be continued into the indefinite future.

Without this access our passages would be more hazardous. We strongly request consideration be given to maintaining this service well into the future. Many other small boat sailors are in the same situation. Thank you for allowing us to comment.

Without this service I think there would be many more deaths on the high seas and far more expenses incurred in rescue attempts. It is unwise to put all one’s eggs in the internet basket. We need the lower cost WeatherFAX to continue our program.

HF Radio broadcasts and weather fax were a necessity for me and my crew during an Atlantic crossing, especially because we avoided an unexpected hurricane that moved across the Atlantic during this crossing by sailboat. This is a much better use of our money than the Iraq war.

They are critical to the safety of all cruising pleasure craft. Once in the Bahamas, the Bahamian Air and Sea Rescue is helpful, but the HF Weather transmissions are a vital means of receiving weather information when at offshore with a youth crew each summer. It would be irresponsible of me to take youth to sea without weather information, and we don’t have the funds to purchase internet capability, so I guess we’d have to terminate our program activity.

Thank you for the opportunity to comment on this very important PUBLIC service. Shame on Bush and his corporate cronies.

Without this service I think there would be many more deaths on the high seas and far more expenses incurred in rescue attempts. Please continue the HF Radio weather broadcasts. Thank you.

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Thank you for the opportunity to comment on this very important PUBLIC service. Shame on Bush and his corporate cronies.
hour forecasts included in the SSB HF are critical to understand wind and wave issues.

Having an electronics background, I feel the current issues involved with the NAVTEX transmissions could be resolved using a dedicated PC with an appropriate application. If not, maybe NAVTEX could be discontinued instead of ceasing all SSB HF WeatherFAX transmissions.

I personally use this service on the high seas and find it invaluable aid to my safety at sea. Many of us, myself included, do not have any other means of obtaining Fax, weather, naviex bulletins and safety messages via any other means than your service.

I urge you to continue this valuable service to the Marine Community. I again urge you to continue this service so that all Mariners (and near coastal) members of the US and indeed Worldwide community may have a safer experience on the "high seas".

I own and operate a Nordhavn 46 passage making motor yacht. I hold a USCG master's license. … I have frequently used USCG radiofax weather charts, received through a Furuno weatherfax on board. I have also accessed them through the internet when ashore. I do not use voice or SITOR weather broadcasts, but would use voice over HF SSB if the weather fax failed.

While I also have an Iridium satellite phone aboard, used for data receipt, it is more expensive and complicated. The radio fax charts appear as background, without my action. They are a very important safety at sea tool, especially to smaller vessels like mine without sophisticated and expensive weather data equipment.

I strongly urge the Coast Guard to retain the radio fax broadcasts, upgrading equipment as necessary.

Please do not discontinue the HF weather fax. I live on a boat full time and this is the way I get the weather I need. You could use this opportunity to upgrade the service.

Please do not terminate WX broadcasts on HF radio. I have used this service countless times. Termination would be a hazard.

As other means of weather reception are not available to me while sailing at sea.

In my travels from Seattle through the Panama Canal, up to Rhode Island and across the Atlantic…

In my cruising of the Caribbean, for planning and the safe conduct of my vessel through the waters from Chesapeake bay to Bermuda, the Azores, Madeira, Canary Islands
I am a yacht delivery captain with a U.S. Masters license, full time blue water (>200 miles offshore) cruising sailor and sailing instructor for Orange Coast College.

My primary source of weather while offshore is the USCG HF voice broadcasts and HF radiofacimile broadcasts of charts and satellite images and NOAA Weather Radio while inshore as well as NAVTEX for safety information. My primary shoreside weather information source is the internet via the National Weather Service Ocean Prediction Center web page. Yes, I use HF voice broadcasts daily in conjunction with HF radiofacimile broadcasts as my primary source of operational weather data offshore. They both are critically important to my safety while at sea. No HF broadcast is the only cost effective way to receive this information. The only other alternative is Internet access via satellite which is much too expensive a delivery method to be useful. If my only source of weather information offshore is internet access via satellite, I would not be able to receive weather and safety related data, severely impacting my safety. Yes, Not having weather information delivered via HF voice and radiofacimile broadcasts would seriously jeopardize my safety when offshore. If my only source of weather information offshore is internet access via satellite, I would not be able to receive weather and safety related data, with a large negative impact on the safety of my crew and vessel.

I suggest, whether or not you refit the high seas HF voice and weather fax system, that the USCG consider development of a new system based on transmission of digital information via satellite. One idea would be to consider the enhancement of the existing GPS system. The USCG or DOD could retrofit the existing constellation of GPS satellites to broadcast digital weather information to a new design of graphics- and audio-enhanced GPS receivers. This would increase the availability of free weather forecasts and observations over HF radio keeps commercial providers in check. The absence of which would enable commercial providers to increase subscription rates. Please continue to provide this service.

When underway on an offshore passage (North and South Pacific and North Atlantic) we've relied on, in this order: 1) weather fax radio broadcasts that are received by either our Furuno weatherfax or our laptop connected via HF radio, 2) HF voice weather broadcasts, 3) SITOR received on Furuno Navtex receiver, 4) maritime mobile net weather discussions over HF ham radio (we have N6LTM and N6LZL general class licenses). We have used GRIB file weather forecasts but we are only able to download these when internet access has been available in port. We do not currently have HF email or satellite-based voice/email capability.

My general operating area is the high seas in the Eastern Pacific from Tahiti to North and Central America +/- 40 degrees latitude and the high seas in the Atlantic +/- 40 degrees latitude.
360  Artur K. Schmid
18691 Decker Road
Perris CA 92570
Cap tuna of a 41 ft. cruising sailboat, 30 years on sea. Our primary source of marine weather forecasts is NOAA weather radio. Yes. We receive at least one set of charts daily, in case of disturbed weather more often. We would describe this service as our best link to reliable and intelligent weather information. In most cases weather charts are better to receive and are giving a much better look at the weather situation.

If this broadcast would no longer be available... I think we would have to find weather charts through e-mail. However, this is not a feasible alternative in that among other things it has a high energy consumption compared to a simple radio/laptop setup which could be, in an emergency, operated by their own batteries. Yes, very much. We’ve avoided many dangerous situations and made many safe passages with weather information based on the coast guard HF broadcast. Without these charts, we would have sailed directly into the path of Hurricane Iris because local forecasts, as well as the coast guard voice broadcasts were not clear about the path of this quickly moving hurricane. Based on our midnight synopsis we were able to make the right decision. Another important point, with bad weather near by, voice transmissions normally aren’t understandable, while radio fax charts, in most cases, can be read or are quickly enhanced with Photoshop or similar programs.

Offshore, occasionally high seas. We would miss your weather fax very much. For us and many of our sailing friends it is the main source on weather and our guidance for safe cruising. We would like to express our thanks for all the years we could use it. Please don’t discontinue this worthy service.

361  Thomas W. Dickmann
Sailing Vessel Precept,
18691 Decker Road
Perris CA 92570
My wife and I are the owner operators of a private sailing yacht, PRECEPT which we have owned and operated since 1987. We are equipped with a HF-SSB radio, Pactor Modem, stand alone NAVTEX and VHF radios for receiving weather and emergency communications. In Atlantic and Caribbean waters, the scheduled voice weather forecasts and the Radiofax charts provide for adequate warning of weather and sea conditions. Without them, we would not have adequate information and our boating operations would have to be within range of VHF radio. The NAVTEX system is of some benefit but is range limited.

If the USCG ceases weather faxes. Yes, During off-shore races we have used the internet for listening to when it's convenient to the skipper.) SATCOM and USCG voice and fax the vessel and it's safety. Yes! Pure unadulterated worthwhile service.

We would be stuck with SITOR communication screw-up. Because of some satellite technology problems. I never use SITOR communications. Unlike HF-SSB and RTTY, voice communications are heavily monitored for safety and boat speed. Never use SITOR for all the years we could use it. We've avoided many weather situations through our use of our onboard HF-SSB via RTTY and voice from a variety of European countries.

362  James F. Olden
Sailing Vessel Precept,
18691 Decker Road
Perris CA 92570
I am the owner/operator of an off-shore racing/cruising yacht with membership in the California Yacht Club and Performance Handicap Racing Fleet of Southern California. We cruise the Atlantic from Maine to Florida and Atlantic waters of the Mediterranean. We received excellent weather forecasts on HFSSB via RTTY and voice from a variety of European countries.

Our experience in European and Mediterranean waters is that other nations are living up to their treaty obligations. We received excellent weather forecasts on HFSSB via RTTY and voice from a variety of European countries.

0104. I think the USCG should also look at the International Treaty Obligations for the ocean zones which come under the responsibility of the United States. Our experience in European and Mediterranean waters is that other nations are living up to their treaty obligations. We received excellent weather forecasts on HFSSB via RTTY and voice from a variety of European countries.

I have sailed directly into the path of Hurricane Iris because local forecasts, as well as the coast guard voice broadcasts were not clear about the path of this quickly moving hurricane. Based on our midnight synopsis we were able to make the right decision. Another important point, with bad weather near by, voice transmissions normally aren’t understandable, while radio fax charts, in most cases, can be read or are quickly enhanced with Photoshop or similar programs.

Alternative Sources would have to be routing over SSB or Satellite communication neither are normally aren’t understandable, while radio fax charts, in most cases, can be read or are quickly enhanced with Photoshop or similar programs. I would like to express our thanks for all the years we could use it. Please don’t discontinue this worthy service.
| No need to continue USCG broadcasts of weather forecasts and warnings. Technology has advanced to the point that weather information is available 24/7 directly from the National Weather Service and also from independent sources. CG resources are being expended unnecessarily to basically rebroadcast information that is already available. Anyone who disagrees should move into the 21st century! |
| No need to continue USCG broadcasts of weather forecasts and warnings. Technology has advanced to the point that weather information is available 24/7 directly from the National Weather Service and also from independent sources. CG resources are being expended unnecessarily to basically rebroadcast information that is already available. |
| Please continue the weather broadcast for Alaska. This information is extremely vital. |
| I have recently been sailing on the newest class of cruise ships. I own a 30’ sail boat and plan on circumnavigating soon. We are linked to high-speed data satellites and have access to the many services the NWS and NOM provide on line. Therefore, we only turn on the HF weather fax periodically to test it. My last ship, “The MN Asphalt Commander” was not so hi tech. However, we did have email access and received the weather charts via the ftp mail service. Five years ago, the “M N Moku Pahu” was still using the HF service via a SSB modem hooked into our computer. The cost of satellite service is astronomically high. This will necessitate HF weather. Most of the cruising boaters I know rely on this service and to lose it will eliminate a proven and reliable method of communication. The HF transmitters and service are still located throughout the world. Their upkeep is paramount to the safety of many of the small and some of the large vessels navigating. Please continue this valuable service. And promote its’ use with our partners around the globe. |
| There really is no need to continue the USCG broadcasts of weather forecasts and warnings. Technology has advanced to the point that weather information is available 24/7 directly from the National Weather Service and also from independent sources. Radio, television and internet access is readily available across the U.S. and its adjacent near-shore waters. CG resources are being expended unnecessarily to basically rebroadcast information that is already available. |
Ken Fitzgerald
370-590-3120

Jeremy R. Hood, Seattle WA 98101
Leroy J Beeby
Helena MT 59601
John G. Mendoza
Chico CA 95928
Thomas W. Diekmann
Jacksonville FL 32256
Jeremy R. Hood,
Circle, UNIT 1
7187 Deerfoot Point
Seabrook TX 77586
45 Quadra Court
Hwy. 7177, Houseboat Point
Norfolk, VA.

As a recreational boater and a delivery captain, please allow me to comment on plans to phase out HF weather broadcasts by synthesized voice and fax. While there may come a time in the future when these broadcasts are not necessary, I believe it premature to end them now. Though commercial vessels may not use them as much I know that these broadcasts are used not only by me but by many recreational boaters and delivery captains when beyond VHF range.

Thomass W. Diekmann
Sailing Vessel Precept,
US DOC 922001
7177 Houseboat Point Circle, UNIT 1
Jacksonville FL 32256

I want to comment on plans to phase out HF weather broadcasts by synthesized voice and fax. While there may come a time in the future when these broadcasts are not necessary, I believe it premature to end them now. Though commercial vessels may not use them as much I know that these broadcasts are used not only by me but by many recreational boaters and delivery captains when beyond VHF range.

I believe it is critical that the USCG be given funding adequate to replace the present weather fax system. Many boaters utilize this service. It should not be privatized. Privatization would entail subscriptions, which many boaters would not use and possibly get themselves into trouble. This would be a drain on USCG personnel and finances by necessitating rescue of those that may not have gotten into trouble in the first place. Thank you for keeping this critical system public.

I work as an Ocean Engineer in a naval architecture and marine consulting company. My wife and I are the owner/operator of a 32 foot cruising sailboat, a Westsail 32. At the moment, USCG VHF, radiofax, internet. Currently, we are refurbishing our sailboat, we will need to avail ourselves of the USCG HF voice broadcasts in order to make decisions in piloting to our destination(s).

I use USCG HF voice and SITOR forecasts several months per year during marine construction projects. The plots provide much more information on long term scheduling for logistics than voice or SITOR forecasts. In most cases I do not have access to internet-based weather products. The expense of subscribing to privatized weather services and providing the hardware to receive internet based updates is prohibitive. These broadcasts are used not only by me but by many recreational boaters and delivery captains when beyond VHF range.

I typically use these services on trans-pacific tows and construction projects in the Aleutians.
<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>David A. Harr</td>
<td>1409 West 45th Street</td>
<td>I am a frequent user of the radio broadcasts marine weather (voice) and hope that the system will be updated and continue.</td>
</tr>
<tr>
<td>Yanti Vargin</td>
<td>P.O. Box 154, Sand Point AK 99661</td>
<td>The radio announcement is most valuable thing to us fishermen. (You can see my computer's key for the letter 'e' is bad. I will follow up with a letter.)</td>
</tr>
<tr>
<td>Randall N. Tumblin</td>
<td>220 Rainbow Drive, #12000</td>
<td>Cutting back on these broadcasts would leave me and many others with in a potentially dangerous lack of information.</td>
</tr>
<tr>
<td>Clyde E. Murphysree</td>
<td>33 Comares Avenue, 301 St. Augustine FL 32080</td>
<td>The cutbacks in navigational aids due to the common availability of GPS are something I can understand and applaud.</td>
</tr>
<tr>
<td>Jake Holshuh</td>
<td>3015 Rosaine Avenue, Long Beach CA 90808</td>
<td>I recently returned from long cruise. I and the majority of USA citizen cruisers I encounter rely nearly daily on High Frequency transmission of weather. I radio fax in particular. While it may be less important coastal USA given private sector advancements, none are reliable well offshore other than HF broadcast, which are reliable and on which many people depend. I recommend continuing the program.</td>
</tr>
</tbody>
</table>
1. USCG HF radio weatherfax broadcasts. This is the mainstay of my weather information. It is always used in trip planning and on longer legs, it is consulted frequently mid-trip.

2. USCG VHF NOAA Weather Radio. Used primarily to keep abreast of developing situation near-shore.

3. GRIB files delivered via HF email service (sailmail). This is a valuable planning tool, but it is raw data without interpretation by meteorologists, and so I tend to be cautious using it.

4. Text NOAA weather forecasts delivered via HF email service (sailmail).

- Absolutely. They are crucial to our safety at sea. They are the main way we search for and avoid dangerous weather systems.

- 1000 NM out to sea, such as during the Transpac passage, the only sources of weather info are HF radio or satellite. Immense in all its forms is too expensive, bulky and limited in capability for a small racing yacht such as ours. We would never use it.

- Internet access via satellite such as Iridium is prohibitively expensive, because per minute charges are so high and data download speeds are so slow. Furthermore, Iridium, which is the only service that covers the eastern pacific, is financially shaky and seems on the verge of being shut down all the time. It's not a viable alternative.

- Email downloads of data via HF radio is the best alternative. Currently I use SailMail to provide me with textual weather and with GRIB files. However:
  a) SailMail is an amateur organization, and there's no guarantee it will continue for any length of time.
  b) It is very low bandwidth, and users are limited to 10 minutes of access per day. That's not enough time to download weatherfaxes. Presumably, that's why SailMail doesn't provide them.

- In summary, there is no good way for us to get NOAA weather charts except by HF radiofax. I emphasize again, the NOAA weather charts provided by radiofax are crucial to safety at sea.

- Not everyone who goes to sea is a millionaire with an unlimited budget. Sure I'd like a fancy new satellite weather receiver but I can't afford one. The pictures are probably a lot prettier than what I can see with the fax but the HF voice and fax broadcasts keep me, my boat, and my crew safe for a reasonable cost to me.

- My vessel sails the Caribbean full time and I rely on radiofaxsimile, Voice and SITOR for safety. We plan on using radiofaxsimile on our sail to the South Pacific.

- Please make sure the equipment gets upgraded so we can all continue to use the system.

- My vessels operated primarily offshore, and frequently coastal, with infrequent hops in the high seas. Operation was limited to the Central Atlantic coastal regions.

- The loss of the USCG and the Department of Homeland Security cannot pony up the small amount of cash it would take to refurbish the old HF facilities or build entirely new ones, then our priorities as a nation are seriously misplaced. The cost is trivial compared to the safety and convenience it would provide for all commercial and recreational mariners. Apparently, rather than spend an entirely modest amount of money to support its user community, the Coast Guard would prefer to blow another billion or two of taxpayer cash on the failed Deepwater fast response cutter.
<table>
<thead>
<tr>
<th>No.</th>
<th>Name</th>
<th>Address</th>
<th>Message</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>383</td>
<td>Bernard P. Caires</td>
<td>P. O. Box 851 Cape Canaveral FL 32920</td>
<td>I am an active member of the United States merchant marines. It is obvious of the importance of high frequency (HF) radio broadcasts of weather forecasts and warnings are to the safe operation of my vessel. H.F. radio broadcasts of weather forecasts in its three forms makes at least one of them receivable at all times. This is vital to the decisions made in route planning and mid ocean route changes.</td>
<td>the Bahamas, Gulf of Mexico and the Caribbean. I am only one of the many who venture out to sea and those weather broadcasts are vital to every last one of us. Think long and hard about the jeopardy you will be placing me and my colleagues in by discontinuing this vital service.</td>
</tr>
<tr>
<td>384</td>
<td>Robert W. Peterson</td>
<td>12910 Llagas Ave San Martin CA 95046</td>
<td>I own and operate a small vessel (58 ft)… I and my crew have relied heavily for many years on the USCG weather fax transmissions from San Francisco and Honolulu for forecasts and conditions in the North Pacific. … and the only alternative to weather fax transmissions is prohibitively expensive.</td>
<td>We spend up to a month per trip at lat 35–45N, lon 125–160W in the albacore troll fishery. Please consider this appeal to continue this beneficial program.</td>
</tr>
<tr>
<td>385</td>
<td>Ray Vogt</td>
<td>Strait Marine 154 Kelly Avenue Sand Point, AK 99661</td>
<td>I am an offshore sailor… The proposal to discontinue HF weather transmissions via voice, radiofacsimile, and SITOR to mariners at sea is unconscionable. The reasons given for such a proposal are lame! Awaiting your favorable response.</td>
<td>Please keep the weather information broadcasting on the air. This is a fishing community and Marine Weather is an absolute necessity to our way of life. The continuous weather broadcasting allows us to determine where to place our set nets and when to be during the fishing periods. Additionally, we do quite a bit of Halibut long-lining and are fishing a shallow hulled 46 ft vessel. Thus I urgently need to know the Marine Weather prior to starting out for putting in the ground line for the day. This is so simple and possible when able to obtain Marine weather at 5:30 in the morning while planning the day. Prior to your weather broadcasting, we had to wait till 0800 hours for “Peggy” on the single side band. And, in our location here around Sand Point, I often had to shut down the electrical system, shut off the engine and drift, just so we could bring up Peggy and the weather from Kodiak. And even then one could not understand the information being given! Yes, Please do continue your fine weather forecasting operations here at Sand Point.</td>
</tr>
<tr>
<td>386</td>
<td>Patrick K. Kaines</td>
<td>As an offshore sailor…</td>
<td></td>
<td>The proposal to discontinue HF weather transmissons via voice, radiofacsimile, and SITOR to mariners at sea is unconscionable. The reasons given for such a proposal are lame!</td>
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</table>
Mariners safety at sea would very much be placed in jeopardy if these weather services were discontinued. Weather fax and voice transmissions are paramount to knowing how the weather will affect one. One rescue mission putting aircraft in the air will offset any cost savings for the next ten years.

How many HF stations are presently in use? Perhaps a half dozen. Most yachts have the necessary equipment to receive, and transmit digital data so all that is needed is the software to re-transmit weather faxes received from NOAA. Doesn't sound like a difficult task to me. Other countries in the world don't seem to have difficulty in making this type of service available for their areas.

As an offshore sailor I place great value on having reliable weather information. If you have ever been at sea with a cyclone in the area you would understand the importance of such a service.

387  Michael Franks
510 Midyette Street
Oriental NC 28571

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388  Joe B. Cook
P.O. Box 213
117 Mount Eccles Street
Cordova AK 99574

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389  Gary R. Gray
Grayarea Sailing LLC
1409 Adams Circle E
Largo FL 33771

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390  Circumnavigator’s Yacht Service
Steven Leeds
Fort Lauderdale FL

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As an offshore sailor I place great value on having reliable weather information. If you have ever been at sea with a cyclone in the area you would understand the importance of such a service.
Stephen B. Albert
250 Sky Way
 Grants Pass OR 97527
I am the owner and operator of a 38' cruising sailboat with the boat currently operating during the cruising season in the waters off the west coast of Mexico and the Sea of Cortez.

I received weather information from the following sources while cruising last year:

a) Cruiser’s nets where the shore based operator received his/her information from the Internet.
b) GRIB files over SSB with Pactor modem
c) Weather faxes over SSB from USCG
d) Mexican VHF weather broadcast. These are in Spanish and therefore not easy to interpret.
e) USCG HF radio broadcasts.
f) While in US waters USCG VHF radio broadcasts.

Yes, I use Coast Guard HF radio voice broadcasts 3 to 4 times a week depending on my cruising schedule. These forecasts are very important to the safety of my boat and others aboard as my alternative means of obtain weather forecasts depend on the internet which is not an operational system regarding weather forecasting.

Yes, I use Coast Guard radiofax broadcasts 3 to 4 times a week depending on my cruising schedule. These forecasts are very important to the safety of my boat and others aboard as my alternative means of obtain weather forecasts depend on the internet which is not an operational system regarding weather forecasting.

No.

I would consider using a weather routing service for offshore passages how ever this option is expensive and probably dependent on the router’s end on internet based services which again are not an operational system regarding weather forecasting.

Yes, without a dependable and low cost means of receiving weather forecasting the risks of offshore passage making become higher. Consider the problems of determining the proper course for avoiding a tropical storm, etc. without reliable and up-to-date information on storm location, wind speed, sea conditions, and anticipated direction and speed of the storm. I expect that any money the Coast Guard may save in not updating the necessary equipment to maintain this service will more than be spent on rescue operations.

This year my vessel operated in both coastal (0-25 nm) and offshore (25-200 nm) from British Columbia through Canadian waters to Cabo San Lucas in Mexican waters and into the Sea of Cortez.

Roy Valentine

William Good

Agreeing with 392

Agreeing with 392

Agreeing with 392

Agreeing with 392

Agreeing with 392

Agreeing with 392

Cd. Cooper, Master
S.S. Kauai

This service is probably the most useful to countewise fishermen and recreational boaters.

A picture is still worth a thousand words. The weather charts you provide via radiofaximile are your most valuable products. This service is excellent and greatly appreciated. These charts are normally obtained from your ftpmail internet site. When actually operating on the High Seas, this communications mode serves as a good backup service since most High Seas vessels have GM/DSS equipment capable of receiving these warnings and broadcasts.

Your concern with the expense of updating the radio equipment and facilities is well noted. We all must pay for these services. One suggestion you might consider is to investigate the possibility of reciprocal sharing agreements with other countries providing similar services. For example, the charts provided by Japan’s JMH radio station are similar services.

The SS Anasazi is a 40000dwt tanker. The high frequency (HF) radio broadcasts of weather forecasts and warnings are a vital part of our voyage planning while out at sea. We do not have Internet capability while out at sea, only when in port. If the high frequency (HF) radio broadcasts of weather forecasts and warnings are discontinued, the safe operation of this ship could be adversely affected. I hope that this will aid in the decision making process that will allow these broadcasts to continue.

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however, access to the internet is not always possible. The HF radio broadcast is our only backup. Therefore, we strongly urge you to continue providing the radiofacsimile service.

The fishermen use this channel all the time.
- Essential to the fishing industry.
- Major safety factor, we are saving lives with accurate weather forecasts.

Yes, I use them extensively while cruising and they are very important for my safety.

Not sure, most other means are very expensive. I.E. satellite phone, ETC

Occasionally, weatherfax is more important.

Not sure, most other means are very expensive. I.E. satellite phone, ETC

We utilize these services when sailing offshore: results daily and are a critical part of our safety and navigation tools. This is our ONLY backup in such cases and should not be abandoned under any circumstance.

Yes, I use them extensively while cruising and they are very important for my safety.

Occasionally, weatherfax is more important.

Yes, I use them extensively while cruising and they are very important for my safety.

Yes, I use them extensively while cruising and they are very important for my safety.

Satellite based and subscription services have SIGNIFICANT areas where service is NOT provided (Alaska, Hawaii, etc.) and are subject to numerous potential hazards which could effect land and sea based reception including solar flares, malfunction, etc.

HF radiofax is a very efficient way to distribute weather information. One transmission serves many users. It is a very simple way to obtain accurate weather information. Other methods such as satellite phone/internet are complicated and prone to error.

These are critical safety services that are as critical as Fire Departments on land and should be viewed as absolutely critical to the safety of mariners.

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Satellite based and subscription services have SIGNIFICANT areas where service is NOT provided (Alaska, Hawaii, etc.) and are subject to numerous potential hazards which could effect land and sea based reception including solar flares, malfunction, etc.

Please, please continue to provide this very valuable service.
Larry Muse, Radio Officer
MV Manukai / WRGD
1521 Pier C Street
Long Beach CA 90813

The SSB voice broadcasts, I almost never use. We DO still like to receive weather faxes. The ship does receive a weather routing/forecasting service from “AWT” called Bon Voyage. It works well. But having the weatherfax broadcast service provides a good back up, in case our satellite breaks down, or our email system goes down – it’s all happened in the past. The weatherfax receiver is pretty bulletproof and it’s reliable. I seldom use the SITOR broadcasts, but it’s nice to know they’re there.

James L. Hawkins
3805 Aldrich Avenue S.
Minneapolis MN 55409

My wife and I sail a 30 foot ocean going sailboat. We do not use SITOR. We would be very unhappy if the high seas voice or HF Fax broadcasts were eliminated. Currently we are sailing in Newfoundland with a goal of Labrador. We anticipate east coast sailing and an excursion into the Caribbean in the next couple of years as well as an offshore passage to Bermuda. I would expect to use the USCG high seas broadcasts extensively at this time. As you know the Canadian Coast Guard provides VHF weather updates for the region every six hours for the next 24 hours with an outlook for the following day. However, to place these forecasts in some kind of context we rely on the high seas voice broadcasts covering the north Atlantic and the radiofax broadcasts as well. We specifically like to have the 500mb chart available to help interpret any surface information we have. In addition, as soon as we become aware of a tropical depression in the Atlantic, we increase our listening schedule and track the storms ourselves. In the US, the voice broadcasts and HF fax are even more important as the weather available from NOAA on VHF is very local and oriented mainly to land based users. We will eventually install an email source on board I suppose, but even then we will likely listen to the voice broadcast for context.

Nancy J. Ordway
P.O. Box 644
Willow AK 99688

I feel the information from the USCG is more reliable then the People on the news. My family has gone by the USCG for more then 20 yrs. We won’t go out fishing or just for a ride in the boat without it.

Emmett S. Huff
15 Cattail
Woodlands TX 77381

I use this service frequently when cruising as do most if not all other cruisers I know. When on the high seas there is often no other source of up to date weather. I can only imagine how many lives have been saved. We waste a lot of money in this government on none essential programs, this is one that is used heavily, and saves lives. In foreign waters this may be the only English weather forecast available. The cruising community would be very upset if this was discontinued and we vote.
Robert J. Mielke  
16482 Somerset Lane  
Huntington Beach CA 92649  

As a recreational boater...  
We have a 50 foot cabin cruiser.  
...our family relies on HF radio weather forecasts and transmissions for safe boating.  
Our primary sources for marine weather forecasts are USCG HF radio broadcasts and facsimile broadcasts.  
These HF broadcasts are monitored at least once a week or several times a week if we are on a cruise. These broadcasts are critical to our safe boating.  
We do not use SITOR since such equipment is not readily usable or available at affordable prices.  
Radio facsimile and voice transmissions are necessary for our up-to-date boating safety since expensive satellite weather transmissions are not within our budget. While VHF marine weather forecasts are also important to us, there is no viable alternative for the facsimile weather charts which give detailed weather information including wind direction, velocity, and wave height for specific areas. VHF weather radio does not provide reliable coverage at distances beyond 25 miles at sea.  

Loss of HF weather radio and facsimile transmissions would seriously imperil our safety...  
...since we travel into Pacific waters up to 50-100 miles out to sea and down into Mexican waters past Ensenada and Puerto Vallarta where VHF transmission is impossible.

David J. Woods  
71/9 Mool  
T. Bangpao  
Kantang Trang 92110  
The USCG is a significant member of the global maritime community providing indispensable weather information for the safety of all blue water mariners. If the USCG decides to end the HF weather broadcasts, especially radiofacsimile synoptic charts, it will encourage other nations to follow suit. The global weather information system works well, please take the necessary steps to continue its operation in your area and provide an example for the rest of the world.

James L. Hawkins  
3005 Aldrich Avenue South  
Minneapolis MN 55409  

We need it for safety.

Paul L. Bennett  

I have crossed the Atlantic 8 times aboard various yachts and the only thing each trip has had in common has been the use of HF weatherfax. This service has been invaluable, allowing for safe crossings. Satellite communications would be the only alternative and are prohibitively expensive for a great many sailors. Please continue to operate this excellent service.

Terry L. Sparks  
PO. Box 1604  
747 Taylor Road  
Kalama WA 98625  

I rely heavily on the HF WFax system and have worked hard to convince other sailors to use this service and stay out of trouble. I look at WFax as the best tool available for the Cruising sailor and fisherman. While weather is available on Satellite systems they are costly and provide little other marine help. With HF you can contact other ships at sea and have long range communications with shore. I believe WFax is a great system and should be retained and promoted more by the Coast Guard. Maybe even required if you are offshore!
409  Pamela J. Rickard  
411 Walcott Avenue  
410  Richmond BC V6W 1H3  
410  Tom A. Walton  
410  9622 5th Avenue N.E.  
410  Seattle WA 98105  
410  My husband and I are full-time cruisers aboard a 42' catamaran.  
410  Our only source of weather forecasts are the USCG HF voice and weatherfax broadcasts via our SSB receiver. We purchased the SSB receiver when we first started cruising in 1998 for the purpose of obtaining the USCG weather forecasts when we are out of VHF range which is all the time now.  
410  Yes, we use the HF radio voice broadcasts to receive marine weather forecasts. Most of the time we are unable to receive the weather broadcasts made by individuals such as Eric in the Virgin Islands, Chris, or Herb in Canada. When we do we always compare their interpretations to what we hear directly from the USCG HF radio broadcast.  
410  Yes we use the HF radiofax broadcasts to receive marine weather forecasts and compare them to what we hear via the HF radio broadcast.  
410  No we do not use HF radio simplex tetatype over radio (SITOR). Alternatives for weather forecasts? If we purchased satellite communications hardware or upgraded to an SSB transceiver we would have a number of expensive alternatives for obtaining weather information. This far we have chosen not to do this due to the expense.  
410  If we lost US Coast Guard HF marine weather broadcasts we would not continue to sail, it would be too dangerous.  
410  Our cruising ground is the Caribbean Sea ranging from the Windward & Leeward Islands to Venezuela. We cruise primarily in the uninhabited Venezuelan islands.

410  G. Ashfield  
410  32043 Green Cove Springs FL  
410  411 Walnut Street, #972  
410  Absolutely invaluable. Some interpretation is very valuable in during our time cruising aboard a 42' catamaran.  
410  HF transmissions of weather are the only way I receive weather updates once I leave harbor.  
410  Other options are beyond my budget as both money and power for my small sailboat.  
410  If there was no HF weather it would be like the early days of sailing with weather when you departed and nothing until you arrived.

411  Tom A. Walton  
411  5962 5th Avenue N.E.  
411  Seattle WA 98105  
411  I am the Fulltime Master  
411  /Owner of a 37ft. Cruising Yacht. My wife and I have been cruising International Waters for many years (16yrs). We have sailed across the Pacific Ocean, Indian Ocean. We are currently cruising in the Mediterranean country of Turkey. To date we have visited over 50 different countries.  
411  We have used HF Fax WX broadcast extensively, along with Navtex and HF Grib files. Recently Internet shore based WX sites, only available via local WIFI networks. Within the Cruising community there is a great network of people communicating and sharing information. Via these networks typically 1 or 2 individuals will gather and interpret / analyse the available WEATHER information and will rebroadcast via various formal and informal VHF & HF radio Nets. This information along with your own interpretation is very valuable in during our Ocean Passages.  
411  Yes, we have used USCG HF radio WX and HF SITOR broadcasts in the past. Unfortunately we are current out of their operational area but would expect to use them once we return to the coverage area.  
411  Yes, HF WX FAX broadcasts have been a primary source of at sea weather information for us. During a offshore ocean passage we would typically receive 2-4 charts per day. In a typical year I would expect receiving 200-300 charts. HF WX FAX is a VERY user friendly, economical, reliable and timely method of supplying weather information. Because of the High cost of equipment we would not expect to have Satellite Based services.  
411  Here is what NWS has to say about the Internet: “The Internet is not part of the National Weather Service’s operational data stream and should never be relied upon as a means to obtain the latest forecast and warning data. Become familiar with and use other means such as NOAA Weather Radio to obtain the latest forecasts and warnings”.  
411  In conclusion I find it very distressing that the Coast Guard is contemplating discontinuing it’s transmission of WEATHER INFORMATION via the various radio systems. In my opinion this will cause significant reduction in the available WEATHER information for Ocean Passage making. This reduction of WEATHER information would have direct impact into the SAFETY at SEA for many small vessels that do not have huge budgets for Satellite based services.

412  Roger S. Chin  
412  411 Graybar Road  
412  Richmond BC V6W 1H3  
412  Absolutely invaluable. Some people obtain weather info via e-mail but this requires transmit power which is limited on a small boat. A few years ago I wrote to NOAA asking them to add the visible satellite photo for the northern California coast as a member of my yacht club (www.bluewatercruising.org) lost his boat there due to a storm. Our members use the HF weatherfax system all the time. Weatherfax machines have been replaced by laptop computers on small boats. I can even get my laptop to re-transmit an HF weatherfax to another boat. Would replacing the old equipment be that difficult? I think that a lack of weather information would put cruisers in harm’s way and would actually increase Coast Guard rescue costs.
So I hope you continue the HF weatherfax broadcasts.

The weather fax is my only source for obtaining weather maps off shore. Please continue the service.

I do not know of any cost-effective and reliable sources of marine weather broadcasting, and would be effectively blind to the upcoming weather forecast if the USCG broadcasts were discontinued.

I cannot speak for anywhere else in the USA, but in the eastern and central pacific the availability of receiving weatherfax while at sea is a huge boon. HF based receivers, whether using a conventional fax-type printer, or computer based, are fairly standard equipment on small yachts now. Speaking as a small-boat sailor, I would ask you to please not discontinue the excellent weatherfax broadcast system you now have in place.

There are no commercial substitute services which provide this data in the areas in which we operate.

I will further comment by adding that I am extremely alarmed at the prospect of having this highly reliable and important service terminated as it is one of the primary tools we use to insure the safety of our vessel and its crew when planning and sailing offshore. I can only postulate after many years of sailing experience in these waters that termination of such service would dramatically impact vessels ability to accurately
predict and respond to changing severe weather conditions. This would obviously result in a dramatic spike in the incidence of offshore search and rescue. The cost of such rescue operations surely would exceed any potential savings gleaned from retiring this system rather than upgrading it to meet the obvious continuing need for such services.

While the HF Weatherfax remains our primary source of data, we rely on the automated voice transmissions for confirmation of our analysis of HF Weatherfax data. As I have previously mentioned we rely heavily on these broadcasts and in areas like the Gulf of Alaska where there is significant commercial shipping and fishing presence. I reiterate that there is no commercial offering that can provide suitable replacement for these services in these areas.

I am also highly skeptical of private offerings from companies whose primary focus is broadcast information for entertainment, especially when their primary motive is always going to be profit motivated rather than the safety of mariners. The USCG’s integrity in this respect is never subject to such potential conflict.

If these services were terminated today I do not know of any comparable service offering, private or government that would effectively replace the current HF transmission services provided by the USCG. The needs of vessels transiting the high seas are unique and this system has evolved to deliver very specific information used in very specific ways by navigators.

The only current offerings that even provide a fraction of the forecast data available via the HF transmissions is a suite of offerings from providers like Sirius which cost individual mariners $1200 per annum in subscription fees whilst requiring expensive updates to marine electronics which are far more subject to failure in harsh marine environments (especially on smaller vessels) than the radio based systems in use today. These satellite based systems are also subject to interference from high solar activity, can be adversely affected by heavy seas states and extreme weather. These private commercial offerings are...
420

Tommy D. Fisher
411 Walnut Street, #703
Green Cove Springs FL 3203

I am the owner of a 42’ Cruising Sailboat.

Our primary sources for weather information is NNN… the Coast Guard Radio broadcasts and, when within range, NOAA Weather Radio.

We do not have a fax or SITOR capability

If the Coast Guard broadcasts are ended, we really would ha no viable alternative for Weather forecasts when out beyond the range of NOAA.

Our cruising is mainly in the Eastern, Southern and Western Caribbean. These forecasts are extremely valuable and a major factor in our decisions to stay put or move to another location.

421

Lisa S. Martin
8101 Peck Avenue, Unit 369
Anchorage AK 99504

As an Alaskan resident, I am able to get out on the ocean kayaking very regularly. Having just completed a 2 week trip… we used and relied on our radio forecast daily.

Our primary sources for getting immediately useful weather information is NOAA Weather Radio. Our cruising is out beyond the range of NOAA. The loss of Coast Guard HF marine weather forecasts would have a major affect upon me as it’s my primary source of info while offshore: I would have to buy additional (very expensive) electronic equipment and rely accessing the internet or calling other “ham” operators to try to find our weather forecasts.

422

Michael F. Poskozim
5345 Zenith Avenue S.
Minneapolis MN 55410

I am the owner of a 41’ Cruising Sailboat.

Our primary sources for weather information is NNN… the Coast Guard Radio broadcasts and, when within range, NOAA Weather Radio.

We do not have a fax or SITOR capability

If the Coast Guard broadcasts are ended, we really would ha no viable alternative for Weather forecasts when out beyond the range of NOAA.

Our cruising is mainly in the Eastern, Southern and Western Caribbean. These forecasts are extremely valuable and a major factor in our decisions to stay put or move to another location.

423

John Wawroznik
71 Brigham Street
Northborough MA 01532

We fish in an 18’ deep-v

HF radio is our only reasonable method of getting immediately useful weather warnings. In a small pleasure craft it is the only practical method.

I do not use Coast Guard HF radio Simplex Teletype over Radio (SITOR) (also known as Narrow Band Direct printing (NBDP)) to receive marine weather forecasts. However, even though I don’t routinely use SITOR (radio teletype) text broadcasts to get the warnings and forecasts, it is critically important because weather via email by satphone -depends on the internet which is not an operational system. The only operational systems available to me for getting warnings and forecasts are the USCG weatherfax broadcasts when cruising in the Bahamas and the Caribbean. These broadcasts are essential for our safety. Please do not discontinue them.

424

Krist A. Derrick
Valero
340 E. 2nd Street
Benicia CA 94510

I am the owner of a 41’ cruising yacht and we do coastal and (these) offshore sailing. I rely very heavily on the USCG weather forecasts.

My primary source of getting weather info is USCG HF radio Simplex Teletype over Radio (SITOR) as my NAVTEX and USCG very high frequency broadcasts (VHF) as well as my NAVTEX.

I do indeed use Coast Guard HF radio Simplex Teletype over Radio (SITOR) (also known as Narrow Band Direct printing (NBDP)) to receive marine weather forecasts. However, even though I don’t routinely use SITOR (radio teletype) text broadcasts to get the warnings and forecasts, it is critically important because weather via email by satphone -depends on the internet which is not an operational system. The only operational systems available to me for getting warnings and forecasts are the USCG weatherfax broadcasts when cruising in the Bahamas and the Caribbean. These broadcasts are essential for our safety. Please do not discontinue them.

maintained by for-profit corporations motivated solely by profit. There is no compelling deterrent which would prevent terminating such services should they prove unprofitable. These commercial offerings also leave vast areas of the United States including Alaska and the waters in and around the Hawaiian islands without coverage. This exposes a vast amount of vessel traffic to danger without adequate forecasting data.

My vessel has and does routinely operate on the high seas throughout the area of the North Pacific. I have also utilized the data in the HF transmissions while acting as navigator on sailing vessels operating in the North Atlantic.

I implore you to not only continue these HF broadcasts but to also invest in the modernization of the system in order to improve it’s long term stability and reliability.
HF-radio broadcasts. Similarly with fax charts, I can get those as graphics-image files via satphone or Winlink (dollars or time permitting), but again those depend on internet and are not considered operational by NWS.

Ulrich Holland
4100 S.W. Pine Drive
Miami FL 33143
owner/operator of 41’ cruising sailing catamaran, sailing about 3 month per year in the Caribbean
USCG HF radio broadcasts, HF FAX, NAVTEX, by email from buoyweather.com, by email grip files from saildocs.com, HF marine cruising nets.
Yes, about 1-2 times a week when I can not receive other forecasts. It’s a critical backup for safety.
Yes, 2x daily; this is very critical because it gives me the best overview about the weather (and better for judging/impact of weather at current position).
Yes, occasionally (if others sources fail).
There are no alternative for HF FAX for high seas sailors (e.g. not possible via email). Only via satellite/internet and that would be very expensive and cost/size is not suitable for medium size sailboat.
YES, strongly; NO HF FAX charts (NO good overview about the weather), No voice USCG HF radio broadcasts as backup in case other resources fail.

Tom B. Lane
5701 Mariner Drive
Tampa FL 33609
Broadcast weather is used by almost every mariner, in many cases to plan routes, deviations to routes and is in many cases, provides life-saving information. To even consider degrading this service is almost criminal in nature.

Ian Murphy
Anchorage AK 99503
Captain of 58’ Fishing vessel
Before I leave on a trip I use Land Based internet to look at the weather maps on the NOAA website. After I leave port and arrive at the fishing grounds I rely only on HF weather broadcast as I am out of range of the VHF broadcast.
I use HF voice as a primary source of weather information. It is very critical to the safe operation of my vessel and the lives aboard to be able to receive weather updates while on the fishing grounds. I would say that I listen to HF voice weather information everyday from OCT-MAY
I would have to go to a weather E-mail system that is available threw my satellite phone provider at a considerable cost as why I have yet to do it.
Yes. It would no longer be convenient to receive weather information. I would have to incur considerable expenses in order to get weather e-mailed to me threw my satellite phone provider.
Seaward and coastal, Gulf of Alaska.

James S. Bates
29 Harbour Isle Drive
West #302
Fort Pierce FL 34949
I am the owner/operator of a 50 ft. sail boat on which my wife and I cruise six months each year.
Our main source of weather information is the CGHF radio broadcast, NOAA weather radio and weather fax.
If these sources were not available I feel it would effect on our safety, and we would have to find a commercial source of weather information, the cost of these maybe beyond our budget.
When at sea we will be between 10 to 100 NM offshore, depending on conditions and destination.

Murrie J. Mills
1217 Fairfield Road
Victoria BC V8V 3B3
This is in regard to the need of HF Weather Faxes. As offshore cruisers, my wife and I feel that they are very useful and helpful on a day-to-day basis, and in some situations, can be life-saving. It would be very distressing to no longer have access to weather faxes through our laptop computer. We belong to Bluewater Cruising Association and everyone in this large group depends on HF Weather Faxes. Please re-consider your thoughts on not keeping these services available.

Cameron McLean
Bluewater Cruising Association
As the Fleet Representative of the Bluewater Cruising Association whose duty it is to help people prepare for sailing offshore…
…we listened to the voice forecasts and downloaded weather maps and satellite photos everyday. The service was invaluable.
When crossing the Pacific between Mexico, Hawaii and Vancouver in our sailing vessel…
As the Fleet Representative of the Bluewater Cruising Association whose duty it is to help people prepare for sailing offshore I urge you to continue this service. It is their main source of weather information.
<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Details</th>
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<tbody>
<tr>
<td>Howard G. Peer</td>
<td>2303 Delancy Place Philadelphia PA 19103</td>
<td>I own a 33' sailboat that I cruise upon in the Atlantic traveling as far as Newfoundland and Labrador. My primary source of weather data is VHF broadcasts and USCG HF weather broadcasts. Yes, frequently, and they are critical as they are sometimes the only service available. No, but I intend to in the future if it remains available.</td>
</tr>
<tr>
<td>Catherine M. Woods</td>
<td>18701 France Circle Anchorage AK 99516</td>
<td>We have a boat in Prince William Sound Alaska which is used for recreational as well as fishing purposes. In Alaska, fishing plays a major role in providing a food source for families. Fish caught in the summer and winter are few and the opportunities to hide from great, waters are deep, where the distances are long. Due to this, the level of boater traffic in Prince William Sound is increasing tremendously. Many of the small boats have small boats (20-24 feet) and limited boating experience, which can be challenging in a place like Prince William Sound where the distances are great, waters are deep, opportunities to hide from weather are few and the temperature of water deadly. As a long time boater in Prince William Sound (30+ years), we rely heavily on high frequency (HF) radio broadcasts of weather forecasts and warnings. It allows us to make good boating decisions which hopefully save personnel from having to risk life, limb, and equipment to rescue us or others from truly dangerous situations. While we mostly utilize the voice broadcasts to receive our weather information, larger vessels transmitting the sound and heading toward or across the gulf of Alaska do make use of Radiofax and SITOR.</td>
</tr>
<tr>
<td>Ron E. Grierson</td>
<td>San Diego CA 92103 150 West Palm Street Phoenix AZ 85082 PO Box 60784 Anchorage AK 99516 18701 France Circle Philadelphia PA 19103 2303 Delancy Place Philadelphia PA 19103</td>
<td>The availability of good weather forecasts via high frequency broadcast is the key resource available to boaters to make decisions about the wisdom and viability of traveling in the Sound. Having experienced the challenges of crossing the Gulf of Alaska in a commercial vessel during a severe change in weather pattern, I can attest to the criticality of detailed weather information as tool for good decision-making. I fervently request that these programs be continued with whatever funding is necessary to upgrade equipment. The continued availability of high frequency weather forecast broadcasting is critical to supporting boaters, and indeed is critical to sustaining the lifestyle and economy of many coastal communities. Years ago, 1972 to 1976, I served in the USCG as an AT flying out of Elizabeth City, NC. HF radio is far and away the most reliable way to communicate over long distances at sea. I don't know what you are thinking to even suggest getting rid of this service. The Coast Guard is about saving lives (You have to go out) and this service forwards that mission. To get rid of it would be counter to your mission. One of the very nice things about the USCG is that we, the public, get a real and valuable service for our expenditure. The HF service is something that should be supported.</td>
</tr>
<tr>
<td>Myri Fisk</td>
<td>180 West palm street San Diego CA 92103</td>
<td>I am a navigator and weather advisor on SV Kokopelli, a 42' sailboat, USCG #62150. We listen to HF SSB broadcasts from NMN 2-3 times per day. There are no other reliable means to obtain these products. WeFAX on our vessel is via computer and the inverter causes interference with the broadcast product. VHF broadcasts out of St. Croix do not reach into our area which is south of Antigua. Some local ham radio operators relay these weather products daily, but generally we are unable to hear them in the mornings but can hear in the afternoon. It's not as current as NMN directly. If we are near shore with an internet connection or wifi we can download these products from the web but generally we are without these facilities.</td>
</tr>
<tr>
<td>William C. Houlihan</td>
<td>150 West palm street San Diego CA 92103</td>
<td>I am in favor of continuing the transmission of weather information over HF Bands. It is imperative to the safety to me and family while at sea.</td>
</tr>
<tr>
<td>Burrard Yacht Club</td>
<td>Ron E. Grierson 35976 sanimege Place Abbotsford BC V3G 1E6</td>
<td>As an offshore cruiser in a 42-foot sailboat… I found the HF weatherfaxes absolutely unreliable. Some people obtain weather info via e-mail but this requires transmit power which is limited on a small boat. Our members use the HF weatherfaxes system all the time. Weatherfax machines have been replaced by laptop computers on small boats. I can even get my laptop to</td>
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<tr>
<td>437</td>
<td>Joe P. Stanfield</td>
<td>8409 Pickwick Lane 278</td>
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<tr>
<td>438</td>
<td>Robert E. Kane</td>
<td>3300 Powell Street Suite 327</td>
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<tr>
<td>439</td>
<td>Ann Lange</td>
<td>Bluewater Cruising Association</td>
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<tr>
<td>440</td>
<td>George McCarty</td>
<td>1302 South 22nd Street</td>
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</table>
I am a recreational user who operates in coastal and offshore waters. I use the HF system daily as my primary means of obtaining weather information. When at home I use the NOAA website for weather forecasts. I do not use HF radiofax to receive weather forecasts. There are no affordable substitutes for recreational users, and this is a vital life/safety system. The loss of this system would impact my ability to operate safely in near coastal waters. I operate typically within 25 miles of shore.

I urge you not to discontinue the HF weather broadcasts. They are an important navigation/safety asset. Many boaters make use of them and their loss would be severely felt.

We also rely on the weatherfax, we use a Furuno and buy rolls of antiquated thermal paper, and enjoy the charts with the highs and lows and forecasts...very important for old fashioned sailors like us.

In response to the concept that your Weather info transmission equipment is aging and growing obsolete, I ask, why not upgrade and continue providing safety at sea for our ever diminishing marine community? I think if you discontinue this service, why not go a few steps further and stop upgrading your other services? If we are in perilous situations, we can get on our sat phones and dial a private military force, such as Blackwater, for a rescue helicopter. And in situations where desperate victims are billed for services, who know, it may turn out to be cheaper? Please do not discontinue the broadcasting of weather info. Imagine if other countries decided to save money and stop providing weather forecasts? We rely on their broadcasts too, when visiting Europe. Thank you for your consideration and have a nice day.

I am the owner/operator of a 46' sailing vessel. I live on board (20yrs)… My primary source of weather is from the US Coast Guard Radio-Fax broadcasts (HF SSR) which are displayed on my laptop computer. I find the graphic weather charts, satellite images and text broadcasts necessary for voyage planning, en-route weather watches, and most importantly storm tracking during hurricane season. The computerized voice broadcasts are my second priority while offshore. Naturally VHF is used when available. Other sources Internet, and satellite services are not available. I do not use SITOR. …and cruise the coastal and offshore waters of the US East Coast, Gulf of Mexico and Caribbean Sea.
<table>
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<tr>
<th>Name</th>
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<tbody>
<tr>
<td>John D. Burns</td>
<td>139 Georgetown Square Royal Oak MI 48067</td>
<td>... in small sail boats. I have used the USCG radio weatherfax. I have found it to be one of the more accurate weather sources available in the areas that I have sailed in, and it is also one of the few that can be accessed without specialized and expensive (satellite) equipment.</td>
<td></td>
</tr>
<tr>
<td>Caribe Salvage, Inc.</td>
<td>Tracy G. Bowden 7010 S.W. 66 Avenue Miami FL 33143</td>
<td>I work offshore of the North coast of the Dominican Republic, along with a number of fishermen and yachtsmen. I depend on your weather forecasts religiously and have for many years. Whenever there is a weather system threatening the area, I hear all the radio activity of the people at sea discussing their weather options. As FM and cell phones don’t work there, the forecasts are our only hope. Stopping the forecasts would leave us all in a very precarious position.</td>
<td></td>
</tr>
<tr>
<td>Michael F. Fulton</td>
<td>4122 N Gunflint Trail Wasilla AK 99654</td>
<td>I depend on your weather forecasts religiously and have for many years. Whenever there is a weather system threatening the area, I hear all the radio activity of the people at sea discussing their weather options. As FM and cell phones don’t work there, the forecasts are our only hope. Stopping the forecasts would leave us all in a very precarious position.</td>
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<tr>
<td>Stephen E. Runals</td>
<td>11280 Magnolia Place Smithfield VA 23430</td>
<td>The service has been extremely valuable to us traveling by sailboat ... It depends, they can be very critical for more detailed information at short notice. When in range, they are used daily, particularly for surface analysis and prognosis charts. The significant wave and Gulf Stream charts are also very useful. I would have to look at an Inmarsat C installation which would be expensive and less useful. Not as useful because it cannot give me the charts and prognosis to make informed decisions.</td>
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<tr>
<td>Ian R. Sutherland</td>
<td>1131 Roy Road Victoria BC V8Z 2X5</td>
<td>We have not used the simplex teletype broadcasts. We primarily use Inmarsat C, but are also very reliant on HF Weather Fax and SITOR (RTTY) broadcasts. I am also doing a Transatlantic crossing in Oct 2007 on a private yacht where HF broadcasts will be our sole source of weather information. For my crossing in October 2007, they will be used daily and are crucial for my weather information, as it will be the only source onboard. We have not used the simplex teletype broadcasts.</td>
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</tr>
<tr>
<td>Euan A. McNair</td>
<td>RAF Bentley Priory The Common Stanmore Middlesex HA7 3YN</td>
<td>I am a serving Royal Navy officer who skips our adventurous Training yachts on long-distance cruises. These include Trans-Atlantic crossings and cruises in the West Indies. I also sail trans-Atlantic in private yachts. We primarily use Inmarsat C, but are also very reliant on HF Weather Fax and SITOR (RTTY) broadcasts. I am also doing a Transatlantic crossing in Oct 2007 on a private yacht where HF broadcasts will be our sole source of weather information. For my crossing in October 2007, they will be used daily and are crucial for my weather information, as it will be the only source onboard. I would have to look at an Inmarsat C installation which would be expensive and less useful. Not as useful because it cannot give me the charts and prognosis to make informed decisions.</td>
<td></td>
</tr>
<tr>
<td>Euan A. McNair</td>
<td>RAF Bentley Priory The Common Stanmore Middlesex HA7 3YN</td>
<td>Yes. It will on many occasions be my only source of weather information in a transiting yacht. Regarding the radiofax and voice broadcasts, although I am not a US citizen, I would like to request that you do not discontinue the service. These broadcasts are used by many boaters from the USA and other countries and other user groups as the most dependable and accurate, and sometimes the only, information on which to plan ocean passages for safety as well as land activities. We have been planning to use the broadcasts for information in the next few years along the coast of central America. I hope you will find a way to continue the radiofax and voice broadcasts.</td>
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If this service were to be cut then it would be the average, less well financed offshore mariner that would be the most affected.
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<tr>
<th>Name</th>
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<th>Comments</th>
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<tbody>
<tr>
<td>Arnold S. Gould</td>
<td>46 Wildwood Drive, Bedford MA 01730</td>
<td>I rely on them heavily when sailing or even considering sailing for safety reasons, and because it is by far my best source of marine weather information, especially when I am cruising and out of touch of TV transmission. I do not have any other source of weather info on board my boat. I understand that there are financial reasons for considering this, but please know that your weather information on HF is greatly appreciated. I want you to know that and without the HF NOAA broadcast, it would literally put my family and me at high risk. I know that this is a common thought amongst my fellow sailors as well. It has come to my attention that the Coast Guard is considering discontinuing the HF radio weather broadcasts. Please keep up the good work.</td>
</tr>
<tr>
<td>Royal Navy E. McNair</td>
<td>Same as 452</td>
<td>I am writing to ask you to please continue the marine weather forecast system. We boaters find this information not only useful but necessary to plan safe passages. When we are on long passages with no access to the internet we rely exclusively on radio-transmitted weather reports and weatherfax.</td>
</tr>
<tr>
<td>Marlene H. Vedery</td>
<td>7917 Sale Avenue, West Hills CA 91304</td>
<td>I am writing to ask you to please continue the marine weather forecast system. We boaters find this information not only useful but necessary to plan safe passages. When we are on long passages with no access to the internet we rely exclusively on radio-transmitted weather reports and weatherfax.</td>
</tr>
<tr>
<td>Mark L. Read</td>
<td>10015 Lamar Avenue, Overland Park KS 66207</td>
<td>I do not have stories of how this service has saved my life. There are no heroics here, nothing that would play out well on a TV drama. But I believe that is the true value of this system. It provides regularly, dependable, and accurate information for people who are trying to decide “go / no go”. It is the kind of tool that is intended to keep you out of those situations which make for good TV drama. My family and I travel in our sailboat in areas which other governments do not provide weather information, BUT we are able to get the US Coast Guard reports. We find this information extremely valuable, helpful, and necessary. We hope that you will continue this service.</td>
</tr>
<tr>
<td>Rick J. Verlin</td>
<td>2020 S.E. OSU Drive, Newport OR 97365</td>
<td>Captain of a UNOLS 190 Research Vessel. I use Radifax charts, NHPD text forecasts, Navtex, &amp; Voice broadcasts. Yes, at least I try to listen to at least one (1) voice broadcast a day. Not very critical to our operation. I try to get at least two different surface analysis, 500 mb reports, 24 hr surface forecasts, &amp; 48 hr surface forecasts. I believe that of all the ways to get weather forecasts, that the radiofax are the most critical. Yes I do, twice a day. I like to get the text messages printed out to read over as I’m looking over the radifax charts. Somewhat critical. Not sure at this point, maybe a commercial outfit, as at this time we do not have internet access while at sea. Yes very much so as it depend on all the CG HF wx broadcasts daily. Running a research vessel or any other vessel is very dependent on weather conditions. Without wx broadcasts it would be hard to plan for the different science ops for the day or week. Any where from coastal to the high seas. West Coast from Alaska down through to Mexico out to Hawaii - Guam and just about anywhere in between.</td>
</tr>
</tbody>
</table>
459  Michael J. Sharp  
PO Box 2259  
Frisco CO 80443

My wife and I are cruising… and find the HF Voice and HF wxFax to be of great use and importance in our weather decision making.

… the waters of South Central Alaska…

We have plans to continue voyaging on our sailboat and have high hopes that we will be able to continue to rely upon these two products. Please do not discontinue them.

460  John D. Burns  
139 Georgetown Square  
Royal Oak MI 48067

I regard this service to valuable to the safety of smaller vessels to be discontinued. Without the HF weatherfax transmissions the only other real option is satellite sources which require additional specialized equipment not commonly carried on small sailing vessels at present.

461  Bernard W. Petit  
#1 Belleair Beach Causeway  
Belleair Bluffs FL 34630

These Marine WX weather broadcasts are important to those who navigate small craft in the open sea who do not have an elaborate shipboard electronic installation. These broadcasts now can be received with a minimum of electronic equipment. I.e. an example a small computer lab top, tnc or Modern and a HF capable receiver. I am an Amateur Radio operator and many in the Caribbean area make use of these weather services. Please do not stop sending the information.

462  Richard L. Buehn  
329 Second Avenue  
indialantic FL 32903

Please do not discontinue HF broadcasts of weather info. This info is critical to my safety when I am boating and do not have computer access or any other means to get weather info.

463  Peter K. Colket  
PO Box 249  
108 Pleasant Street  
Oxford MD 21654-0249

I hope to see HF WeatherFax, text and voice weather reports continue. They are my only source of weather information when outside of VHF range. For taxpayers who venture offshore, your broadcasts are the only alternative to expensive commercial satellite weather systems. Thank you.

464  Patrick Gilhooly  
45-109 Hallday Place  
Kaneohe HI 96744

Please do not discontinue the weather broadcast. I find these extremely helpful when off shore.

465  Michael C. Gates  
Sebastian FL 32958

I am an employee of Crowley Liner Services sailing as Master aboard the Line Haul Tugs. Our primary sources on the vessel are: USCG HF voice broadcasts, NWS VHF Weather Radio, NAVTEX, and NWS ffp product request via email (Text only).

Yes, at least twice daily and 4 times a day if a storm is in the area. Yes. Extensively. This is the most critical broadcast. This broadcast is the only way we have to receive the graphical weather charts. The radiofax broadcast is the only way we have to receive a satellite photo at all. No, not on the East Coast Liner Service Vessels.

Most likely we would use the NWS ffp email request service to cover some text forecasts combined with reading the weather over our HF Coastal radio station. Getting all of our text weather via email would be too costly. At this time, we do not have a viable alternative to the HF radiofax broadcast of charts. There are alternatives (such as wx via XM, or Wx Channel Marine), but they do not provide comprehensive coverage of our entire service area.

The loss would be huge, mainly the HF weather fax. The safety of my vessel at sea would be compromised exponentially. The USCG SAR instances and costs may also rise at a much greater expense than some transmitters.

I operate mainly East Coast of US to Puerto Rico and the Virgin Islands. Salvage jobs take us anywhere. Existing USCG broadcasts are extremely vital for the safe operation of my vessel now and in the future. I urge you to consider the continued funding and repair of this service to the Maritime Industry.
HF/MF/VHF Radio Marine forecasts are an invaluable tool for the offshore and near shore sailor alike. In December of 2005, I was privileged to research and then prepare a presentation on this very subject to our local Chapter of the Bluewater Cruising Association. My dissertation covered all aspects of retrieval of weather related forecasts while aboard a sailing vessel. Recreational mariners typically have restrictions in the form of power consumption as well as constraints in data packet sizes using e-mail systems that render retrieval of weather fax information via e-mail useless for most. Retrieval of this type of information via HF Radio scheduled broadcasts is still the predominate means for sailors to get future predictions from modeling sources that are trustworthy. Although GRIB files are now available to sailors who have access to such services as WindLink and Sailmail, such computer data can provide only useful guidance for general wind flow. The data is not reviewed and may not be current or correct. Along shore, local effects may dominate. In addition, current models cannot provide adequate prediction for tropical systems, frontal activity or convergence zones. For hurricane/cyclone forecasts, mariners should certainly not rely on GRIB data from any source. GRIB data should be considered supplemental, and not be relied upon in lieu of professionally-generated charts or forecasts. I would be happy to forward on to you for your review, the presentation that I made to our group of sailors. Unfortunately, your system will not accept a PowerPoint file type. Should you desire a copy of this presentation, please advise on how best to forward this to you. Thank you for your consideration in this very serious matter.

I listen to HF radio weather over 200 days of the year, if there is threatening weather for daily use or if I am on vacation using the marine radio it's a lot more accurate and you get it when you need it.
Guided Discoveries is a non-profit educational company that operates several facilities in the Pacific Ocean specifically on Catalina Island and the southern California Bight. Our main sources of weather forecasts are HF voice broadcasts.

Removing this service would be virtually catastrophic. Removal of this service would be a disaster to our company and many others in Southern California. In fact, I would ask for an increased investment to try and improve and refine services already in place rather than just keeping the status quo.

In addition to our land facilities on Catalina Island, we also operate the 1560 long sailing school vessel Tole Mour. This vessel travels throughout the Southern California Bight and depends solely on HF broadcasts for its weather. This broadcast helps to protect up to 1500 students who travel with the Tole Mour every year.

The safety of our 50,000 students, which come to us from around the Western United States, depends on these broadcasts. The Southern California bight is frequently beset by a meteorological even called “Santa Anas”. These winds interrupt the normal flow of weather and can be very violent. They create a dangerous environment on a usually protected side of Catalina Island and other islands in the Bight. HF broadcasts help us to determine if Santa Ana’s are coming so that we can remove or move equipment from the ocean so that we can avoid destruction of valuable capital. Also the ferry service that brings our students to us uses these broadcasts to verify if it is safe to make the passage. Several other facilities on the Island are dependent on these broadcasts to avoid “Santa Anna” disasters. Boy Scouts @ Cherry Cove, Balboa Yacht Club @ Whites Landing, Newport Harbor Yacht Club @ Moonstone Cove, Howlands Landing, KELP @ Emerald Cove, the town of Isthmus Cove, the city of Avalon, all use this service regularly. Not to mention the countless sport fishing boats that I can vouch for in Southern California.

William S. Murdoch 3424 Lakeshore Drive Kingsport TN 37663-3370

I am the owner and operator of a 34’ sailboat. I primarily receive my weather forecasts via VHF FM. HF FAX is my secondary source which I use when VHF FM is not available and when VHF FM is available, as a supplement to VHF FM.

No. Yes. I receive HF radiofax once per day while my boat is operating. They form a useful supplement to VHF FM while I am in range of VHF FM. They (primarily the surface analysis charts) are a useful addition to the VHF FM forecast. When VHF FM is not available, the surface analysis and various forecast charts are critical.

I do not know what I would replace HF FAX with. There would be serious costs (>$2000) plus installation difficulties on a small craft such as mine with the alternatives that I am familiar with.

I believe my safety would be compromised. Coastal and Offshore: Southeast United States. I use the stations in both Boston and New Orleans.

I have found the HF Radiofax to be a useful, reliable, and inexpensive method of getting weather information. I believe they should be continued.

Paul E. Cahill 1101 Pacific Marina #109 Alameda CA 94501

I am the owner/operator of a 38 foot cruising sailboat. Like most folks, I rely on the morning news programs on commercial radio and television for daily forecasts when I’m on shore. When sailing up and down the California Coast, I tune to weather broadcasts transmitted via VHF radio. I receive weather forecasts exclusively via HF radio broadcasts when offshore.

Yes. I use it daily. Yes. I use it daily.

No. None. Sadly, there aren’t any alternatives that are within the budget of the average cruising sailboat.

Without them, I’d probably have to quit off shore cruising. I’ve sailed up and down the coast between California and Mexico. I’ve sailed to Hawaii and back. I leave for my first circumnavigation next month.

Keep up the good work. There isn’t any other reliable and affordable source of weather information on the high seas.

Tom E. Allen 14194 FM 306 Canyon Lake TX 78133

Even though I do not use them daily, these HF broadcasts are useful, cost-effective, and enhance safety at sea.
If there is no radio transmission of marine weather forecasts, how is an operator without a computer to learn of any forecasts? The local radio systems do not always broadcast them in a timely manner. I am in favor of continuation.

My husband and I have used Weather Faxes frequently... and we will rely on them when we cross to Hawaii and thence back to Canada. This information is crucial to safe voyaging. Thousands of voyagers are out there and need this information. Yes, we do use it! Please do not cut this essential service.

As a civilian mariner operating in the Gulf of Mexico... I use the facsimile and voice functions of the Coast Guard Weather service. I cannot afford satellite weather services.

I've already commented on my use of the system while sailing but would also like to comment on my use of your system during Hurricane season. Living on the water makes it very important to be able to receive the facsimile and voice reports you provide. Information contained in your transmissions is extremely useful to me the home (flooding) owner, my neighbors, and other Ham radio operators who are often employed pre/post Hurricane. Please keep this service going.

I have been sailing for 20 years... I have been sailing for 25 years and the quality and quantity of these broadcasts have been essential to the safety of my sailing. If funding can be acquired, it would be well spent to maintain this system. Especially if some nation takes out our satellites, it would be a functional backup.
<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Robert A. Burn</td>
<td>2328 Capitale Hill Crescent N.W. Calgary AB T2M 4C1</td>
<td>I am skipper of a sailboat… I use both these services several times a day on cruises lasting months. The newer systems are more complicated and much more expensive. If the HF services are discontinued, tens, possibly hundreds, of thousands of long-distance cruising sailboats will be without weather information. I am writing in support of the USCG HF Voice and Weatherfax weather services: Weatherfax is a wonderful gift from the USA to the world, almost as valuable as GPS. I sincerely hope that it will be possible to save it.</td>
</tr>
<tr>
<td>Linda Erdman</td>
<td>1315 Arborlynn Drive North Vancouver BC V7J2V6</td>
<td>We are leaving this year on an open ended sailing voyage… and voice. and I had planned on using the HF marine weather information for routing. We do not have the luxury of funding a satellite system to connect with the internet and our journey will take us out of VHF range. We are leaving this year on an open ended sailing voyage… and voice. and I had planned on using the HF marine weather information for routing.</td>
</tr>
<tr>
<td>John H. Franklin</td>
<td>883 East 5th Street Chico CA 95928</td>
<td>I am the owner/captain of a US registered 55 foot sailing catamaran Documentation number 1106674. Home port Chico, CA. My primary source for weather information while at sea is Imarsat-C/SafetyNet and USCG radiofax broadcasts which I receive over my SSB. While near shore I use VHF and NAVTEX and on shore I access the weather maps via the internet. No, while interesting I do not rely on the HF radio voice broadcasts. Yes, the Coast Guard HF radiofax broadcasts are very critical to the safety and operation of our boat while at sea. The broadcasts provide us with current information that was not available at the time we left port. In the past the Coast Guard HF radiofax broadcasts have allowed us to alter course to avoid developing hurricanes that were not forecast when we left port. In one case, without out such information we would have sailed into a hurricane. No, I do not use SITOR. My alternative source for weather while on the high seas would be the printed weather forecast broadcast over Imarsat C. Accessing the web over a satellite phone is slow and very expensive so except in the most severe conditions retrieving weather charts over a satellite phone is not an option. Loss of Coast Guard HF would remove a vital piece of information from my decision making process when trying to avoid severe weather. I operate my vessel on the high seas between Canada and South America. Most of us sailing on the high seas use ICOM SSB radios and Facsimile modems to send emails. These units cost around $3000.00. Yes. The Coast Guard HF radiofax broadcasts are an essential part of the HF Marine forecasts; specifically radarfacsimile. My primary source for weather information while at sea is Imarsat-C/SafetyNet and USCG radiofax broadcasts which I receive over my SSB. While near shore I use VHF and NAVTEX and on shore I access the weather maps via the internet. No, while interesting I do not rely on the HF radio voice broadcasts. Yes, the Coast Guard HF radiofax broadcasts are very critical to the safety and operation of our boat while at sea. The broadcasts provide us with current information that was not available at the time we left port. In the past the Coast Guard HF radiofax broadcasts have allowed us to alter course to avoid developing hurricanes that were not forecast when we left port. In one case, without out such information we would have sailed into a hurricane. No, I do not use SITOR. My alternative source for weather while on the high seas would be the printed weather forecast broadcast over Imarsat C. Accessing the web over a satellite phone is slow and very expensive so except in the most severe conditions retrieving weather charts over a satellite phone is not an option. Loss of Coast Guard HF would remove a vital piece of information from my decision making process when trying to avoid severe weather. I operate my vessel on the high seas between Canada and South America. Many of us sailing on the high seas use ICOM SSB radios and Facsimile modems to send emails. These units cost around $3000.00. With 4 stations sending on 5 frequencies you would need 20 of these radio/modems. They should cost no more than $100,000. Computers are also necessary but you already own them.</td>
</tr>
<tr>
<td>Timothy W. Fitzpatrick</td>
<td>123 Cedar Island Way Crawfordville FL 32327</td>
<td>My primary source for weather information while at sea is Imarsat-C/SafetyNet and USCG radiofax broadcasts which I receive over my SSB. While near shore I use VHF and NAVTEX and on shore I access the weather maps via the internet. No. While interesting I do not rely on the HF radio voice broadcasts. Yes, the Coast Guard HF radiofax broadcasts are very critical to the safety and operation of our boat while at sea. The broadcasts provide us with current information that was not available at the time we left port. In the past the Coast Guard HF radiofax broadcasts have allowed us to alter course to avoid developing hurricanes that were not forecast when we left port. In one case, without out such information we would have sailed into a hurricane. No. I do not use SITOR. My alternative source for weather while on the high seas would be the printed weather forecast broadcast over Imarsat C. Accessing the web over a satellite phone is slow and very expensive so except in the most severe conditions retrieving weather charts over a satellite phone is not an option. Loss of Coast Guard HF would remove a vital piece of information from my decision making process when trying to avoid severe weather. I operate my vessel on the high seas between Canada and South America. Many of us sailing on the high seas use ICOM SSB radios and Facsimile modems to send emails. These units cost around $3000.00. With 4 stations sending on 5 frequencies you would need 20 of these radio/modems. They should cost no more than $100,000. Computers are also necessary but you already own them.</td>
</tr>
<tr>
<td>Richard H. Kegum</td>
<td>5149 Galion Court New Port Richy FL 34652</td>
<td>My wife &amp; I cruise a lot… My alternative source for weather while on the high seas would be the printed weather forecast broadcast over Imarsat C. Accessing the web over a satellite phone is slow and very expensive so except in the most severe conditions retrieving weather charts over a satellite phone is not an option. Loss of Coast Guard HF would remove a vital piece of information from my decision making process when trying to avoid severe weather. I operate my vessel on the high seas between Canada and South America. Many of us sailing on the high seas use ICOM SSB radios and Facsimile modems to send emails. These units cost around $3000.00. With 4 stations sending on 5 frequencies you would need 20 of these radio/modems. They should cost no more than $100,000. Computers are also necessary but you already own them.</td>
</tr>
<tr>
<td>Nathan M. Jones</td>
<td>234 Speckels Drive Aptos CA 95003</td>
<td>I find the radio broadcasts of weather forecast info to be invaluable when I am out at sea, and I use them additionally when I am preparing to embark on the ocean. Swell and wind information are valuable to me also as a surfer, and everyone I know that surfs utilizes this service at least twice a month. I find the radio broadcasts of weather forecast info to be invaluable when I am out at sea, and I use them additionally when I am preparing to embark on the ocean. Swell and wind information are valuable to me also as a surfer, and everyone I know that surfs utilizes this service at least twice a month. I would guess that many thousands of surfers on both coasts of the US depend in part on this forecasting service, though few of them will take the time to respond in this comment period. I respectfully request that this service be continued, for the health and safety of surfers as well as the enjoyment and sport of surfers throughout the US.</td>
</tr>
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</table>

**Comments:**
- **Weatherfax and HF Services:** The commenter supports the continuation of the USCG HF Voice and Weatherfax weather services, noting their importance as a valuable gift from the USA to the world. They emphasize the critical role these services play, especially for cruising and weather avoidance.
- **Sailing Experiences:** The commenter shares personal experiences of relying on these services for both sailing and surfing, highlighting their importance to personal safety and enjoyment.
- **Request for Continuation:** Specifically requests the USCG to reconsider and continue these services, emphasizing their necessity for safe and enjoyable sailing and surfing.
486  Kenneth Weaver  
3424 Lakeshore Drive  
Kingsport TN 37663-3370  
I am the owner and operator of a 34’ sailboat,  
which I use when VHF FM is not available and when VHF FM is available, as a supplement to VHF FM.  

I primarily receive my weather forecasts via VHF FM. HF Radiofax is my secondary source which I use when VHF FM is not available and when VHF FM is available, as a supplement to VHF FM.  

Yes. I receive HF radiofax once per day while my boat is operating. They form a useful supplement to VHF FM while I am in range of VHF FM. They (primarily the surface analysis charts) are a useful addition to the VHF FM forecast. When VHF FM is not available the surface analysis and various forecast charts are critical.  

No. I do not know what I would replace HF radiofax with. There would be serious costs (~$2000) plus installation difficulties on a small craft such as mine with the alternatives that I am familiar with.  

Yes, I believe my safety would be compromised.  

Coastal and Offshore: Southeast United States. I use the stations in both Boston and New Orleans.  

I have found the HF Radiofax broadcasts to be a useful, reliable, and inexpensive method of getting weather information. I believe they should be continued.  

487  William S. Murdoch  
486  Kenneth Weaver  
1653 Lititz Pike, #259  
Kingsport TN 37663-3424 Lakeshore Drive  
24’ cruising sailboat, Western Europe. I and numerous countries in the West coasts of the United States. I have experience in Coastal, with over 15 years  

I am a recreational sailor and operator of a 34’ sailboat. I am the owner and  

bulletins via HF radio, radio broadcast, text email broadcasts, USCG HF/MF  

NOM Weather Radio, bulletin via HF radio, weather bulletin via VHF FM. They (primarily the HF radio receiver and common laptop computer with appropriate software (available online for free), I find HF radiofax/broadcasts to be equally important to my weather analysis, as they provide numerous graphical weather products that permit greater understanding of factors effecting current and future weather conditions. This information is an important tool and integral to my safety.  

YES - When outside the range of NDM and USCG VHF weather broadcast, I try to receive at least two daily regional synopsis broadcasts. I record these on cassette, for later playback and transcription as time and propagation warrant. These broadcasts are critical to my safety as they are one of the few reliable, accurate and “free” sources of weather information I can rely upon. They are available in a technologically “simple” format and do not require specialized equipment, other than an inexpensive radio receiver and basic antennae.  

YES - I frequently use radiofax broadcasts in similar circumstance as those described in Question #3, above. Again, the source is timely, accurate and cost-effective for the user. The technological requirement to receive these are relatively simple, using only a HF radio receiver and common laptop computer with appropriate software (available online for free), I find HF radiofax/broadcasts to be equally important to my weather analysis, as they provide numerous graphical weather products that permit greater understanding of factors effecting current and future weather conditions. This information is an important tool and integral to my safety.  

NO - While I have experimented with them out of technical curiosity and as a "back up" should other sources fail, I do not regularly use STOR weather products.  

I am not sure. I recognize that there are numerous commercial services available on the market; however most require annual subscriptions or pay-for- service programs for weather products. Moreover, most also require specialized equipment to receive the service and/or proprietary software, further adding to the cost-of-use and complexity (and therefore operational reliability). Finally, these services are normally “bundled” with other proprietary navigation, charting and other software functions, adding further cost, complexity and “service contract” liability to users.  

The loss of HF marine weather forecasting products would have a significant negative impact on my recreational boating. The nature of my employment is such that I am able to take extended periods of free time (3-6 weeks) a number of times during the year, most of which I choose to use sailing. Because my need for marine weather information is defined by periods of daily use, followed by periods of little or no need when I am not sailing, I find the investment into the proprietary technology required and associated user fees are neither warranted in my case, nor would they provide any measurable advantage or better “value” than those I already received through USCG HF weather products. Furthermore, the size and electrical power limitations of my vessel are such that dedicated and specialized equipment would only further burden my vessel’s capabilities. In the final analysis, loss or limitation to the availability of weather information, currently provided by USCG HF weather services would directly impact my ability to exercise SAFE and “SEAMAN-LIKE” boating.  

As described above, my recreational sailing varies dependant on time, interest and geographical location. Because my boat can be transported overland on a trailer, I can find myself indifferent regions of the country as well as bordering our territorial waters. It must remain reliable, accurate, commonly available via direct access, and easily understood by all users, regardless of utilizes, financial ability or format. I strongly appose any significant change, limitation or elimination to these services, all the better. However, “Safety At Sea” information should not be the sole realm of commercial for profit businesses whose goals and services may not best suite the needs of commercial and recreational mariners. As a final observation, I find it rather interesting that the USCG would pursue this course of action, when other US government entities have taken just the opposite track. In the case of my profession, aviation, the FAA has taken an opposing position. While there are numerous commercially available aviation weather, navigation and safety information services, the FAA specifically discourages relying solely on these unauthorized services. At the end of the day, safety of the national airspace system is the sole responsibility of the United States Government and its approved service providers (while many of whom of for-profit companies, they must provide service at no cost to all end-users and to meet specific operational standards).
In closing, I appreciate the need of the USCG to assess utilization and to modernize its infrastructure in an appropriate and cost effective manner, however, I respectfully suggest that any significant change to the existing “tried and true” service, available to all user in a reliable manner at minimal cost, is misguided and contrary to the fundamental mission of the United States Coast Guard.

Where else can I get the same weather reports without going to a commercial weather service? Which is not affordable and a bit of a joke. I am a big user of the Ham winlink system and it provides a good selection of weather info so if you going to remove anything that can not be secured on the Ham winlink system then I vote NO. If it is available by Ham then shut it down and save the money. I thank you for the finest weather service in the world and please keep up the quantity and quality.

Please reconsider and keep the HF radio on broadcasting weather and alerts.

In addition, I like the fact that my tax dollars are being returned to me in some small way, rather than all being funneled toward the vast military mess in Iraq/Afghanistan.

It is essential that the HF Radio Weather Broadcasts continue. We have an ICOM IC-M700 SSB used for the reception of essential broadcasts to make life decisions regard to weather and the sea state. Without the broadcasts and weather fax the decisions made may place life and vessel in peril. What is a life worth in contrast to the budget dollars? It should make dollars and sense to continue the program. We have been doing extensive blue water sailing for many years and count on the broadcasts. We are all in the same boat and as good citizens it is good sense to continue. It has been such bad news that NOAA had their budget cut... that's crazy. Stop senseless pork and continue what is needed and necessary. Thank you for all considerations... they are life saving.
I am the owner/operator of a 17 foot cruising sailboat. My sailing area includes the coastal and offshore waters of the East coast (including the Atlantic Intra-Coastal Waterways) from the upper Chesapeake Bay to Miami. The area includes the area out to Bermuda and South to include the eastern half of the Caribbean Sea.

My primary source of marine weather forecasts depends on where I am sailing. During planning stages, marine weather is obtained from shore side internet providers, NOAA weather radio and USCG VHF broadcasts. When I am within 48 hours of departure, marine weather information is obtained from both the internet and the combination of USCG HF/VHF radio broadcasts, commercial HF radio weather nets, and NAVTEX broadcasts. In addition, as a backup, marine weather information is obtained from amateur radio nets. Rarely is marine weather obtained from commercial/cable radio/television broadcasts.

Yes. Once outside the coverage area of NOAA and USCG VHF radio systems, both Coast Guard HF radio voice and fax broadcasts are the primary method used to receive marine weather information. Weather information is received once daily. The ability to receive Coast Guard HF radio voice broadcasts is critical to both planning and execution of my sail plans. In addition, weather charts and forecasts are obtained from NOAA’s FTP site via email, commercial HF weather nets, and amateur radio nets.

Yes. The ability to receive Coast Guard HF radiofax broadcasts is essential to the weather planning and execution of my sail plans. Without the radiofax data provided in the Coast Guard HF radio broadcasts. With the radiofax charts, one gets a better understanding of the voice broadcasts. Radiofax charts are received daily, starting 48 hours prior to departure. Coast Guard HF radiofax broadcasts are my primary means of receiving charts and satellite images when away from shoreside internet.

Yes. Coast Guard HF SITOR broadcasts are received in addition to the HF radio voice broadcasts.

If Coast Guard HF radio broadcasts were not available, I would be limited to commercial weather service and amateur radio nets. These nets do not broadcast as often nor on as many frequencies as does the Coast Guard HF systems. Receiving weather forecasts via e-mail FTP downloads from NOAA via either commercial HF or amateur HF e-mail systems are an alternative, but limited as to availability.

Without the availability of Coast Guard HF weather broadcasts, my ability to plan and execute sail plans for extended ocean passages would be critically impaired. This would require shifting to a system or systems as reliable as the Coast Guard HF radio fax systems. When I am within 200 nm of my home port, covering the eastern portion of the Caribbean Sea. I generally operate in the eastern Caribbean Sea, with occasional operations in the Bahamas, and the eastern seaboard (to include the Atlantic Inter-Coastal Waterway). Additional passages are planned for 2012 and beyond.

The loss of the Coast Guard HF radio broadcasts would be a serious loss to the cruising US and international cruising community. The loss of the Coast Guard HF radio broadcasts would impose additional costs and complexity to cruising sailboats. If forced to change to alternative communications methods, most cruisers would not have backup systems as do commercial vessels and so loss of any system would leave them in the dark. In addition, on most cruising sailboats, the addition of more electronic equipment would mean added stress on shipboard electrical systems. Most cruisers are already struggling with the extra power requirements with today’s instruments and other shipboard devices and can ill afford the added requirement of additional communications equipment.

I am very concerned with the possibility of discontinuing our weather broadcasts across VHF Radio in Prince William Sound. We use the information to determine where and if we are fishing. The weather here can change very quickly and become dangerous without much, if any, notice. These weather broadcasts, including current conditions in the Sound, are extremely valuable when we are on an overnight trip. When we are already out in the Sound, the current conditions are very important in the determination of what track we will use to get back. Please do not discontinue these broadcasts.

My use of HF voice weather information has been on annual yacht races from the East coast to Bermuda. HF voice weather requires relatively simple and inexpensive equipment as compared to weatherfax and sat phone. Computers on board small vessels are not designed for the marine environment and can frequently fail. Maintaining the voice service is used by these without the costly upgrades in electronics and adds redundancy to that receiving weather information by other means.
496  Charles E. Schaeffler  
28426 Island Drive 
Lacombe LA 70445  
My wife and I are regular users of 
the HF weather information that 
you people broadcast and would 
be very interested in seeing this 
continue. Thank you for your 
consideration.

497  Robert A. Waterhouse  
7440 Brookhaven Terrace 
Englewood FL 34224  
The USCG should upgrade and 
maintain HF capability and 
associated services. This is not a 
matter of convenience but of 
safety for all mariners.

498  Gilbert P. Figueroa  
411 Walnut Street #2080 
Green Cove Springs FL 32043  
As a full-time mariner 
living on our boat 
I depend on the NMN 
marine forecasts when all 
else fails.  
...in the Eastern 
Caribbean...

499  John S. Stavrakas  
9 Grace Drive  
Medfield MA 02052  
I use the marine radio 
weather forecast and 
internet marine forecast 
every time I go out on the 
water.  
This service is vital to the safety of the boating community.

500  Richard Monjure  
16030 Wilkinson Drive  
Clermont FL 34714  
There is a definite need to 
continue providing HF weather 
broadcasts (MSI), via radiofax, 
voice (SSB), and sitor. The US is 
required by GMDSS to provide 
these broadcasts. This information 
is vital to the safe navigation of ships at sea. 
If one method fails, there is backup. 
The U.S.C.G. complains that “The 
infrastructure necessary to provide 
these services has exceeded its 
useful life expectancy; the 
equipment is no longer 
manufactured, repairs are difficult 
to accomplish, and spare parts 
generally are not available.” This 
is no reason to stop HF broadcasts. 
New HF radio equipment for fax, 
voice, and sitor is available, and it’s inexpensive. BUY NEW 
EQUIPMENT IF NECESSARY, BUT CONTINUE YOUR MSI 
BROADCASTS.

501  Peter Amdorfer  
4414 West Marseilles Dr  
Mequon WI 53092  
My family is new to the 
boating community. We 
just obtained our first 
cruising boat and look 
forward to many years of wonderful sailing 
experience. The primary 
concern we have as new 
boaters is an overriding 
concern for safety, as we 
become more familiar with this new environment. 
As we are new to the 
boating family budget is 
also a concern. It has been 
my experience that dozens 
of Great Lakes Boats 
utilize the Iron Mike 
system, including ours. It 
was one of the first 
products I was recommended to 
me as a reliable, 
affordable system that 
adds a large measure of 
weather data from an 
unimpeachable source. 
We turn it on as soon as 
we board our boat, and 
While there have been great 
improvements in private 
systems providing similar 
data...and many of my boating 
acquaintances have them, these 
systems are very expensive and 
are too large to fit our small 
boat or budget at this time. 
Great Lakes  
Additionally, this service but 
one facet of the Coast Guards 
wonderful coverage and support of the 
recreational boating industry. In 
recent years it has been proven that the 
recreational boating 
industry has grown to over a 5 
billion dollar industry and 
growing, in the Great Lakes, 
eclipsing the commercial shipping 
industry by large margins. This 
would seem a wise time for an 
investment by the Coast Guard to 
broaden its support, and new 
equipment might allow them to 
offer a broader scope of services.
look forward to utilizing the fax service when there is any question of a weather change in the offing, when we upgrade our radio to one capable of doing so.

A dependable internet connection would require equipment costing USD$20K - 30K, and would not be practical on a 45-ft boat.

Caribbean

Please keep this essential service in place.

I'd like you to continue to provide weatherfax broadcasts. Thank you.

I rely on high frequency weather facsimile and voice broadcasts for weather information over 20 miles from shore. I request that this service be continued.

As to the HF weather broadcasts, I use them at least 4-5 times a week. The cycle is a bit long. It would be great if you could possibly move the extended forecasts to a different channel.

HF weather broadcasts are vital to the safety of boaters who go beyond the 20 mile range of the local VHF broadcasts. For example my recent trip from Bahamas to Moorehead City, NC. The HF broadcasts were useful to select a time of good weather for the 4 days we were offshore and to monitor during the trip that expected conditions had not changed. The alternative of expensive The alternative of expensive satellite gear and expensive subscriptions is not viable for the average cruiser.

I am not sure how I would obtain weather information on these vacations if I could not receive the HF broadcasts. In fact, I may be less likely to travel beyond Puerto Rico and the Virgin Islands if the HF transmissions were not available.

I take these vacations for one or two weeks each year and the information obtained from the HF weather transmissions help ensure that the trips are safe and enjoyable.

I take these vacations for one or two weeks each year and the information obtained from the HF weather transmissions help ensure that the trips are safe and enjoyable.

I am not sure how I would obtain weather information on these vacations if I could not receive the HF broadcasts. In fact, I may be less likely to travel beyond Puerto Rico and the Virgin Islands if the HF transmissions were not available.

I take these vacations for one or two weeks each year and the information obtained from the HF weather transmissions help ensure that the trips are safe and enjoyable.

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| 509 | James G. Evans 830 Anchor Drive Forked River NJ 08731 | I cruise… ... and use HF weather fax to plan safe passages. | HF Transmitter receiver to copy VOICE weather forecast and coupled to my computer HF faxes ... mainly from NAM and from Canadian coast Guards (始终保持 rely every day on the listening of weather to prepare the trip and mostly avoid troubled waters... Hurricanes, tropical waves etc...and the loss of this service will affect my safety (and I cannot afford to pay for satellite phone) and obviously on high sea u can’t copy VHF unless passing close to a ship (thank to the coast Guard patrols) so I pledge to maintain the service and I do not understand the difficulty of having repaired equipment ! You could buy new! still plenty of HF manufacturer out there and you could have the voice synthesize (like on VHF in the lake champlain area) Thank for the opportunity to comment... | ... to the Bahamas every other year... |
| 510 | Bluewater Cruising Association Charles A. Patterson 2103 - 198 Street Langley BC v2z1y8 | I just began offshore cruising for the first time recently and just learned about trip planning, being properly prepared, choosing weather windows to keep my family safe. | There is no no good long range weather information available in the Bahamas except for the HF weather forecasts. They provide forecasts for several days, show fronts, and give wind/wave strengths. It takes several days to get positioned for dangerous crossings, e.g. Gulf Stream, and the HF weather is critical for safety. | |
| 511 | Tim Allen 2207 Concord Pike #586 Wilmington DE 19803 | I am a yacht delivery captain with primary delivery routes along the US East Coast, Bahamas and the Caribbean. As a delivery captain, it is necessary to have portable equipment for obtaining weather information en route, as one cannot ensure that each vessel will have the needed equipment for... | If USCG does decide to cease these transmissions - what is recommended for sailors in small vessels as a replacement - if there is one? | |

| 509 | James G. Evans 830 Anchor Drive Forked River NJ 08731 | I cruise… ... and use HF weather fax to plan safe passages. | HF Transmitter receiver to copy VOICE weather forecast and coupled to my computer HF faxes ... mainly from NAM and from Canadian coast Guards (始终保持 rely every day on the listening of weather to prepare the trip and mostly avoid troubled waters... Hurricanes, tropical waves etc...and the loss of this service will affect my safety (and I cannot afford to pay for satellite phone) and obviously on high sea u can’t copy VHF unless passing close to a ship (thank to the coast Guard patrols) so I pledge to maintain the service and I do not understand the difficulty of having repaired equipment ! You could buy new! still plenty of HF manufacturer out there and you could have the voice synthesize (like on VHF in the lake champlain area) Thank for the opportunity to comment... | ... to the Bahamas every other year... |
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receiving weather information.

that the broadcasts are an essential preventive measure that enables mariners to remain informed of weather changes and likely saves taxpayer money through fewer dangerous rescues.

512 Debra J. Axness  
411 Walnut Street  
Green Cove Springs FL 32043

I am captain of a pleasure vessel, 30 foot cutter-rigged sailboat, transiting waters in the Atlantic and Caribbean. Currently sailing in Caribbean waters.

Primary method of weather information is from HF weather, USCG radio broadcasts; catalog text weather via email using a PC attached to HF radio; VHF weather, and Internet, where available.

I use USCG HF radio broadcast weather when underway and where other weather information is not available, for Offshore Weather and High Seas broadcast information, when underway. On longer passages, at least once a month, I use the USCG HF weather broadcasts every 4 hours to obtain weather. This is critical to our safety while underway on passages of longer than 24 hours.

I do not use SITOR weather broadcasts and don't have information about them. Other sources are the email weather text downloads from catalog weather; if our PC fails however we would not have access to them. The HF voice text is critical to passage-making weather information.

The sub weather fax is the only way I can get weather data at sea. I use the service nearly every day for planning purposes since it is the most reliable source I have. I seldom use the navtex feature but my fellow sailors report that they use it often since they can get it when the fax is not available.

513 Ray D. Truitt  
7301 Magnolia Court  
Galveston TX 77551

The ssb weather fax is the only way I can get weather data at sea. I use the service nearly every day for planning purposes since it is the most reliable source I have. I seldom use the navtex feature but my fellow sailors report that they use it often since they can get it when the fax is not available.

The sub weather fax is the only way I can get weather data at sea. I use the service nearly every day for planning purposes since it is the most reliable source I have. I seldom use the navtex feature but my fellow sailors report that they use it often since they can get it when the fax is not available.

514 Richard C. Solomon  
2640 Las Encinas Lane  
Santa Barbara CA 93105

I am the owner/operator of a 40 foot cruising sailboat.

My primary sources for obtaining marine weather forecasts are (a) from my HF radio while at sea, and (b) from the VHF radio and internet via laptop while in port or VHF radio when coastal cruising.

At sea, I access CG marine forecasts daily. They are critical to the safety of me and my crew. The other options are not available at sea (I do not have Immarsat or a satellite phone).

See response to question no. 3; the same applies to fax broadcasts.

Yes. I'd be up a creek if these invaluable broadcasts are discontinued. I'm retired and can't afford a weather router's services on a regular basis and can't afford an Immarsat system. Cruising would be adversely affected in a major way.

See response to question no. 6.
<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brian L. Christie</td>
<td>4 Driftwood</td>
<td>on emergency response resources when people run into heavy weather that might have been avoided with advance notice.</td>
</tr>
<tr>
<td>James K. Willard</td>
<td>PO Box 113233</td>
<td>Please maintain and upgrade the existing HF weather broadcast service. It is essential for safety.</td>
</tr>
<tr>
<td>Dennis Gill</td>
<td>Salishare Yacht Deliveries</td>
<td>I rely on the weather forecast for the Anchorage, Whitter and Seward area. I intend to be using my boat more frequently in the future. Please keep the automatic weather report in place.</td>
</tr>
<tr>
<td>Brian L. Fuhr</td>
<td>1289 Hudson Bay Mountain Road</td>
<td>… when sailing… We use HF broadcasts daily… From a safety perspective, we do not see an alternative for those many sailors in the area with limited budgets. We know many people in the same situation. From a safety perspective, we do not see an alternative for those many sailors in the area with limited budgets. We know many people in the same situation.</td>
</tr>
<tr>
<td>Art Bright</td>
<td>Owner/operator of 38' cruising sailboat</td>
<td>Absolutely, this is my primary and sometimes only source of weather information. In what geographic area(s) do you generally operate your vessel? I operate within coastal waters of the Eastern USA, I also travel the Caribbean.</td>
</tr>
<tr>
<td>Richard J. Johns</td>
<td>203 East Highfield Road</td>
<td>This is often the only way we have of predicting major weather events, including tropical disturbances, because of our distance from shore and being beyond VHF range. HF transmission costs must be balanced with the costs of search and rescue, loss of property and life, and lost tourism revenue.</td>
</tr>
<tr>
<td>Robert C. Van Olmen</td>
<td>Groenendijk 54</td>
<td>I still rely upon SSB radio weather forecasts, and I hope they will not be discontinued.</td>
</tr>
</tbody>
</table>

The US transmits essential weather information by HF radio for a major part of my world trip.
HF Weather reports are vital to safety. Satellite options are not readily available to small boats due to complexity of equipment and cost. Continuation of the important HF Weather Reports is much cheaper than a Search and Rescue operation both in terms of money and lives. There are many places, even within Alaska, where standard VHF weather forecasts are impossible to detect.

Robert J. Miller  
PO Box 5062  
East Hampton NY 11937

I have been sailing for over 25 years and make many trips offshore… I depend upon my single side band radio for receiving weather fax reports and the voice HF report. For boats under 50 feet with limited budgets, this is the most reliable and economical means for us to receive this information. It would be a serious safety concern if this service was discontinued. … from eastern Long Island to Maine. Also, I have made numerous north/south trips from New York/New England to the Caribbean.

William A. Yawn, III  
1107 Embassy Way  
Reno NV 89523

I am disappointed and alarmed that the government is seriously considering removing the safety features HF Weather Broadcasts. I have been at sea in serious conditions and depended on the broadcasts. When OSHA, EPA, and other agencies are making rules for more safety for the public and workers, here is the USCG creating a hazardous safety condition by removing the weather broadcasts. Removing the
527 Kent Cronkhite  
434 Spring Lakes Boulevard  
Bradenton FL 34210  
As a pleasure boater who frequently goes off-shore and operates outside regular weather broadcasts…  
…I rely greatly on weather updates from the Coastguard. This is both for planning and avoidance since I travel on a sailboat.  
Loss of the service and replacement by commercial services is not an option budget-wise.  
The loss of this service will contribute to safety issues and in fact could increase the demand for rescue service.

528 Mt. Overseas Silvermar  
Carlito C. Josue, Captain, Master  
Captain of 748' Oil Tanker Inmarsat-C/SafetyNet, NOAA Weather Radio & NAVTEX  
No  
Yes, we use the CG HF Radiofax broadcasts often sometimes daily whenever the vessel crosses the Atlantic Ocean. Compared to the other sources listed in response to Q2, this is the best source of information of marine weather forecast we got due to its more detailed presentation/diagram of the covered area.  
No  
Yes, but only with the CG HF Radiofax marine weather broadcasts as explained in Q4. It is more useful due to its more detailed presentation/diagram of the covered area not like in other sources, ie: Inmarsat-C/SafetyNet and NAVTEX that are printed in message form.

529 Gardner R. Bennett  
5630 Old Mill Road  
Alexandria VA 22309  
I am the owner/operator of a 36 foot cruising sailboat. Like many sailors, I rely on the NOAA website and other websites for daily forecasts and planning when I’m on shore. When sailing on the Chesapeake Bay and up and down the Mid-Atlantic Coast, I tune to weather broadcasts transmitted via VHF radio and the NOAA website when the Internet is available. I receive weather forecasts exclusively via HF radio broadcasts when offshore.  
Yes; Daily when offshore  
Yes; Daily when offshore  
None; Sadly, there aren’t any alternatives that are within the budget of the average cruising sailboat.  
Without these services, I would be less willing to go offshore but I would continue to sail offshore. I believe that loss of these services would increase the number of Coast Guard rescues and loss of life and vessels.  
I sail the Chesapeake Bay and near coastal from New York to the Chesapeake Bay. 1-3 times each year I sail to Bermuda approximately 650 miles offshore.  
Keep up the good work. There simply isn’t any other reliable and affordable source of weather information on the high seas.

530 Harman Harkema  
444 Brickell Avenue Place, 51-273  
Miami FL 33131  
I use weatherfax modem on my laptop computer daily when offshore to receive 24hr, 48 hr and 72 hr, wind and waves, surface, and sat picture forecast on my SSB radio, these pictures are worth a lot in terms of knowing my weather.  
Thanks for considering and please continue these broadcasts.

531 Thomas A. Teseniar  
P.O. Box 298441  
Wasilla AK 99629  
I would like to see this valuable service continued. I operate a pleasure craft in the Prince William Sound area in Alaska and rely on the broadcast to update me on local conditions to keep myself and my family safe.

532 Ernest F. Binz  
35891 South Desert Sun Drive  
Tucson AZ 85739  
IT IS ABSOLUTELY ESSENTIAL THAT THE USCG CONTINUE TO MAINTAIN AND BROADCAST WEATHER REPORTS AND FORECASTS VIA HF RADIO IN THE FORM OF RADIO FAX, VOICE AND SITOR. THERE IS NO OTHER WAY FOR MOST SMALL SHIPS TO OBTAIN WEATHER TO SAFELY
NAVIGATE ON THE HIGH SEAS. SATELLITE WEATHER INFORMATION IN ITS PRESENT STATE IS INFERIOR TO THE USCG BROADCASTS AND REQUIRES ADDITIONAL EXPENSIVE EQUIPMENT NOT SUITABLE FOR SMALL BOATS AND IS ALSO PRESENTLY AVAILABLE ONLY IN LIMITED AREAS CLOSE TO THE CONTINENTAL UNITED STATES.

My boat is now in El Salvador while I am at home for the pacific hurricane season. I rely on the USCG weather broadcasts on my cruises and hope they can be continued.

The voice transmission of weather is extremely important to me here in southeast Alaska. Given I make a living on the Gulf of Alaska, I tune in on the Coast Guard broadcast for weather at least twice a day during the fishing season and more in the off season since I am out boating and hunting on the gulf coast of Alaska. Please continue this vital service because we don't necessarily have internet access or commercial radio service in our area.

I am very concerned with USCG thinking of dropping radio fax transmission. These weather forecasts are absolutely critical for safe voyages. Having this data source allows the boating community to have safe passages. Since it's free, it allows more people to plan accordingly. If the weather data goes from free to fee base or require expensive new gear, such as satellite phone, less people will be able to afford it let alone actually use data. This will result in more rescue from the brave men and women of the USCG. USCG probably will spend more money on rescues than it would cost to replace the transmitters. Please save the data.

…for my commercial fishing occupation…
I listen at least twice a day to the forecast and this helps determine where I’ll fish and when I’ll fish. Out on the grounds of the Gulf of Alaska we do not have access to weather forecasts other than the Coast Guard broadcast.

With out this service lives and vessels could be lost.

…here in southeast Alaska.

I use the HF weather broadcasts and consider them part of a safe offshore journey. The voice and radiofacsimile please do not stop this service as satellite service is not an option to me. I believe the sport boater uses these services to help make safe offshore boating plans outside the...
<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>David K. Mills</td>
<td>3091 Hackett Avenue, Long Beach CA 90808</td>
<td>are especially useful to me. I believe the USCG should continue to make the HF weather broadcasts a part of its core mission to help provide tools for safe boating.</td>
</tr>
<tr>
<td>Kevin Myers</td>
<td>3562 Liscome Way, Concord CA 94518</td>
<td>Continuation of HF weather broadcasts is vital to the safety of sailors at sea and must be maintained.</td>
</tr>
<tr>
<td>Aubisque Catamaran Charters</td>
<td>Clifford R. Wilson, Cucumber Beach Marina, Belize City, Belize</td>
<td>I use the HF radio daily for weather information. There is no alternative available except internet, which is not available on board at sea.</td>
</tr>
<tr>
<td>Nelson Mendez Brau</td>
<td>PO Box 21491, San Juan, Puerto Rico 00931</td>
<td>HF marine weather radio broadcasts provide valuable information to a great number of people who would otherwise not be aware of adverse weather. The boating community as well as shore based interests are well served by this important service.</td>
</tr>
<tr>
<td>Phillip J. Seaman</td>
<td>2419 E Harbor Boulevard #121, Ventura CA 93001</td>
<td>I wish to submit that without the USCG HF weather broadcasts and weatherfax, I would not be able to safely transit the South Pacific.</td>
</tr>
<tr>
<td>Evan Rempel</td>
<td></td>
<td>Please spend $20 million to keep up current service.</td>
</tr>
<tr>
<td>Tom Kolits</td>
<td>2443 Fair Oaks Boulevard #198, Sacramento CA 95825</td>
<td>USCG HF radio weatherfax broadcasts: This is the primary weather information source in the Pacific. They are used for route planning and monitored daily for updates. USCG VHF NOAA Weather Radio: Used to keep abreast of developing situation near-shore when reception is available. It is easy to use so it is frequently used. Yes. As an adjunct to the weather faxes. The voice broadcasts are important for conditions that may not be on the particular charts that I am using, but may have a longer term impact. Also confirms my own forecasts. Yes. I use these heavily for 72 hours prior to a projected departure. They are the most important tool that I use by a couple orders of magnitude. They are the only source of information that I have consistent access to mid-trip. Use this when the voice broadcasts are not intelligible. The quality of the broadcast is usually such that there are too many errors and reading can be difficult. I could not afford the installation costs, user fees or power consumption of the current satellite based systems for weather information that extends off-shore and to the high seas. The alternatives are to rely on Australian broadcasts in the western Pacific and attempts to receive voice relays of US forecasts via Ham Radio. Either is very unreliable and would like jeopardize safety. In other words, the current alternatives are not viable. I am amazed that the agency whose primary intent is to keep mariners safe is now considering doing away with probably the single most important resource the average sailor has in maintaining his vessel and crew out of harms way. These broadcasts are essential and must continue. I wonder how the general public would react if the FAA announced it was doing away with weather broadcasts or ground based radar for lack of funding.</td>
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<td>ID</td>
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<td>Address</td>
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</tr>
<tr>
<td>545</td>
<td>Michael Crew</td>
<td>25 Beal Pkwy NE #210 Walton Beach FL 32548-4872</td>
</tr>
<tr>
<td>546</td>
<td>Samuel H. Milton</td>
<td>420 Elmington Ave Apt. 1321 Nashville TN 37205</td>
</tr>
<tr>
<td>547</td>
<td>Charles Dana Gibson</td>
<td>P.O. Box 638 Camden ME 04843</td>
</tr>
<tr>
<td>548</td>
<td>Wayne P. Rechlebeau</td>
<td>20 Wood Street Jefferson MA 01522</td>
</tr>
<tr>
<td>Name</td>
<td>Address</td>
<td>Text</td>
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<td>-----------------------</td>
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<td>----------------------------------------------------------------------</td>
</tr>
<tr>
<td>William A. Brown</td>
<td>167 Lynchburg Road</td>
<td>This is a needed service for mariners as well as for Emergency Service during a disaster such as a hurricane. Also the APT NOAA weather satellites are needed as well, for the same reason.</td>
</tr>
<tr>
<td>Mike and Gloria Peters</td>
<td>SY Windfree</td>
<td>My position in the maritime community is owner and full time cruiser on a Bali40 off shore sailing yacht. Doc#667338/SY Windfree Our primary source of obtaining weather information is USCG HF radio broadcasts and obtain them twice daily. This is our only source of weather information and we consider it extremely important to our safety and daily operation.</td>
</tr>
<tr>
<td>Peter P. Vekinis</td>
<td>2155 Francisc Avenue</td>
<td>I often use the NOAA HF fax weather system for weather information. This service, which has necessitated HF radio equipment and chart printers on my ship, is a free and useful service.</td>
</tr>
<tr>
<td>Steven J. Frischmann</td>
<td>Unit 21C, Upper Woodbridge Road Snowmass Village CO 81615</td>
<td>I am often doing passages from the Caribbean to the NE coast of the US. Though I do not regularly listen to the HF voice weather broadcasts, I believe that these should be continued as a fool proof backup for weather info. This is also very important to smaller cruising yachts who cannot afford the luxury of all the modern weather information sources.</td>
</tr>
<tr>
<td>Index</td>
<td>Name</td>
<td>Address</td>
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<tr>
<td>554</td>
<td>Walter P. Donnelly</td>
<td>6 Academy Way #308 St. Petersburg FL 33711</td>
</tr>
<tr>
<td>555</td>
<td>John Huntley</td>
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<td>556</td>
<td>Huntah Marine Corp.</td>
<td>James R. Collum Lemont IL 60439</td>
</tr>
<tr>
<td>557</td>
<td>James F. AuBuchon</td>
<td>50 Brown Hill Road Sunapec NH 03782</td>
</tr>
<tr>
<td>558</td>
<td>Thomas Evans</td>
<td>1335 Merrion Park Lane Morrisville NC 27560</td>
</tr>
<tr>
<td>559</td>
<td>Thomas W. Deikmann</td>
<td>7197 Deerfoot Point Circle Unit 1 Jacksonville FL 32256</td>
</tr>
</tbody>
</table>
560  Joshua J. Tofield  5221 East Hill Place Dr Tucson AZ 85712  5 months a year I skipper a vessel… Weatherfax received by HF radio is critical to the safe navigation of my vessel and the safety of my passengers. Internet access is non existent 99% of the time. (Only when in port).

561  Stephen T. Bwen  132 Dleville Road Wilmington CT 06279  I am writing to request that the HF system now in place be retained and upgraded for use by mariners. Many of us now have HF radio equipment and rely on these critical HF weather resources for safe passage making. If this system were abandoned, USCG search and rescue operations would almost certainly increase dramatically, and lives may be lost as well. Alternative systems are very expensive and come with monthly subscription fees as well, which puts these systems out of reach for small vessels.

562  W. L. Price  14506 SW. 15th Avenue Newbery FL 32669  Yes, twice daily, They are most important (primary) as they assist in passage and defensive measures planning and coordination. Do not use Teletype Private broadcasts and other NOAA/USCG radio where available and similar sources outside of USCG waters. These are no as available or reliable as reception of signals. Some can be expensive and not as reliable.

563  Jerry R. Hughes, MD  PO Box 75101 Honolulu HI 96836  Had it not been for HF broadcasts, and weatherfax capabilities, I would not be submitting this comment today. As with many other open ocean cruisers, the monitoring of weather broadcasts is a twice daily ritual. I survived two hurricanes because of such broadcasts and warnings. Invaluable!

564  Barrett J Clisby  P. O. Box 240 Oxford Ms. 38655  I have sailed… for weeks at a time and have found the weather faxes to be very useful and dependable for planning future moves from one port to another. …in many parts of the Caribbean… On one ten week trip from Biloxi to Mexico and back we missed six major winter gales by relying completely on the weather faxes transmitted by high frequency. I have found the 24, 48, and 72 hour forecast to be a major safety device which I would hate to do without. In many outlying areas the high frequency faxes are the only dependable weather available. Please continue to provide this service.

565  Karen A. Bergeron  39932 Clintonview Road Harrison Township MI 48045  I believe you should invest in some new equipment for the Coast Guard to continue broadcasts. Any communication system will save lives!!
<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Vessel Details</th>
<th>Use Radio Voice?</th>
<th>Use Radiofax?</th>
<th>Use HF Radio?</th>
<th>Area of Operation</th>
<th>Follow-Up Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>E. J. Jones</td>
<td>2182 NW Tilia Trail Stuart FL 34994</td>
<td>Captain - 47' Sailing Vessel</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>East Coast – Maine to Florida up to 50 nm offshore, Caribbean island chain 1000-1500 nm off mainland US. Last 12 months – 5.5 months at sea. Primary area Florida/Bahamas. Homeport – Stuart, FL.</td>
<td></td>
</tr>
<tr>
<td>Joaquín A. Sosa</td>
<td>Sosa &amp; Associates 531 SW 10th Avenue Fort Lauderdale, FL 33312</td>
<td>46' Sailboat at Ft. Lauderdale, FL and Puerto Aventurios Cozumel, MX</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Caribbean, Panama, Venezuela, Atlantic, Colombia, Costa Rica, Pacific and Atlantic MX, El Salvador, Once per year.</td>
<td>Follow-Up Comment</td>
</tr>
<tr>
<td>Ray F. Greenwald</td>
<td>23 Myopia Road Winchester MA 01890</td>
<td>I sail on a recreational sailboat that is a Valiant 42 and we have little other access to this information without prohibitive expense. I am the captain and we are at sea at least three times per year.</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>We sail between Massachusetts, Bermuda, and the Caribbean. We sail in these waters at least four to six times per season.</td>
<td>Follow-Up Comment</td>
</tr>
<tr>
<td>Glen Garfein</td>
<td></td>
<td>HF radio remains an essential form of communication for offshore vessels. Many vessels may choose this method as their only method of long distance communication because of the relatively low cost compared to satellite. Therefore, it is critical for the safe passage of these vessels that HF radio weather broadcasting is not discontinued.</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>HF radio remains an essential form of communication for offshore vessels. Many vessels may choose this method as their only method of long distance communication because of the relatively low cost compared to satellite. Therefore, it is critical for the safe passage of these vessels that HF radio weather broadcasting is not discontinued.</td>
<td></td>
</tr>
<tr>
<td>Charles E. Anderson</td>
<td>2501 West Golf Blvd #131 Pompano Beach FL 33064</td>
<td>As a long time sailor with a 100 ton masters ticket...</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>...I will be happy to spend my tax money on keeping the HF weather reports. I personally use the service a great deal. This is one government program that needs to be continued.</td>
<td></td>
</tr>
<tr>
<td>Devin G. Taylor</td>
<td></td>
<td>I have Beneteau Oceantis 301 which is a 35ft Sloop rigged Sailboat. The boat is my own and I am the Captain.</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>The vessel sails in the Gulf of Mexico and the Bahamas. The vessel is in use approximately 60-80 days per year in these waters.</td>
<td>Follow-Up Comment</td>
</tr>
<tr>
<td>Richard M. Vickers, Jr.</td>
<td>373 Northwest 123rd St North Miami FL 33168</td>
<td>I do not work on a vessel. I am a private boater.</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>HF radio remains an essential form of communication for offshore vessels. Many vessels may choose this method as their only method of long distance communication because of the relatively low cost compared to satellite. Therefore, it is critical for the safe passage of these vessels that HF radio weather broadcasting is not discontinued.</td>
<td>Follow-Up Comment.</td>
</tr>
<tr>
<td>Peter R. Worch</td>
<td>41393 Philip Lane Leonardtown MD 20650</td>
<td>Owner-Operator of a pleasure motor vessel</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes – my safety and that of my passengers would be jeopardized.</td>
<td>50-200 nm Follow-Up Comment</td>
</tr>
</tbody>
</table>
broadcasts | my ONLY available source of MWF for which I have confidence | received for reasons of signal-to-noise limitations.
--- | --- | ---

574 | Rob Tagiuri | 67 Sparks Street Cambridge MA 02138 | Please continue the weather forecasts. They are useful to boaters and there is not a good alternative for many while on the water.

575 | Kris Greene | P.O. Box 512 Hyde Park VT 05655 | Please do NOT discontinue the broadcast of weather forecasts over HF (single sideband) radio. It is the only source available to me and many private cruisers making passages offshore beyond reach of VHF bulletins. We use station NMN frequently while in the Bahamas and making passages along the US east coast.

576 | Roger V. Johnson | 6488 S Alkire Street #1833 Littleton CO 80127 | I would like to request that you continue broadcasting weather forecasts on High Frequency Bands. This is a significant and essential tool used by amateur mariners and essential for safely plotting a course. Please, please do not discontinue this program - we really need it.

577 | Howard D. Weinstock | 18702 Yocam Avenue Lutz FL 33549 | Waters from coastal South west North Atlantic to Eastern Caribbean and Tropical North Atlantic to coastal waters of Trinidad and Venezuela. Lived aboard and operated vessel from 1996 to 2005. Will return health permitting and continue sailing.

578 | William Cameron | 125 Harbour Drive Palamarina #4 Humacao PR 00791 | Marine Forecasts and Warnings radio broadcasts have prevented emergency situations from occurring in the Caribbean Sea and the Atlantic near the coast of PR and the USVI. Please continue with the radio broadcast. It is very useful to me and my colleagues.

579 | Brad Poulos | 625 Lancashire Place San Marcos CA 92076 | San Diego coastal region; 40/50 days a year.

580 | Brendan J. Lally | 6584 Highland Pines Circle Fort Myers FL 33966 | Drillship - unlimited chief mate worldwide (presently Alaskan Arctic) 100% offshore.

581 | Will Harris | 362 Lake Street Wilson NY 14172 | As a skipper of offshore yachts... ... I do have many options for receiving WX information. The reality is however, that when the #5%<a href="https://example.com">hit's the fan, the Discontinuing this service shows a scary lack of understanding of the realities of the offshore environment.
<table>
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<tr>
<th>Page</th>
<th>Name</th>
<th>Address</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>582</td>
<td>James L. Hawkins</td>
<td>3805 Aldrich Ave South Minneapolis MN 55409</td>
<td>We use HF and VHF to receive voice weather.</td>
</tr>
<tr>
<td>583</td>
<td>Joe B. Cook</td>
<td>PO Box 215 117 Mt Eccles Street Cordova AK 99574</td>
<td>Commercial fishing gillnet (28ft bowpicker) – owner/captain</td>
</tr>
<tr>
<td>584</td>
<td>ACS Maritime, Inc. Tony Carey</td>
<td>1260 Hillside Road Pasadena MD 21122</td>
<td>I am a delivery captain and sail offshore when possible. I have never used USCG HF voice only international, specifically UK, FR and Spanish.</td>
</tr>
<tr>
<td>585</td>
<td>Mark A. Bennett</td>
<td>3268 S. Teton Drive SLC UT 84109</td>
<td>As a yacht skipper, ...almost always out of VHF coverage, I depend heavily on HF weather FAX.</td>
</tr>
<tr>
<td>586</td>
<td>Samuel H. Melfi</td>
<td>218 A. East Eau Gallie Boulevard Indian Harbour Beach FL 32937</td>
<td>I sail on a privately owned 45ft Ketch. I am the owner/Captain</td>
</tr>
</tbody>
</table>
Cynthia A. Blondin  
PO Box 1161  
Douglas MA 01516  
My husband and I cruise the US East Coast and Caribbean in our sailboat and constantly rely on this service. We constantly use the weather fax service prior to and during all of our passages. We rely on this information to determine our departure schedule from safe ports. Like us, many boaters rely on this important source of information to plan safe passages from port to port. “...cruise the US East Coast and Caribbean...”

Ray Happ  
Gyllenstiernas Vag 40  
Taby Sweden 18356  
This is the only source for weather when you have a SSB. People with lot of money can invest in expensive modems and satellite system, but that is not for common sailors. Navtex is only for coastal sailing. Thousands of sailors will be out of weather information. That is very bad and dangerous. I have crossed the Atlantic twice with only weatherfax as information.

Tammy Vogt  
Sailing Vessel NAIA  
svnaia@yahoo.com  
My husband and I have lived aboard our sailboat... We use the HF weather fax service extensively, and in many remote places it was the only weather information we could get. Originally we used our computer and a pactor modem to receive the faxes, but a few years ago we invested in a dedicated Furuno Weatherfax. We used the weather service so often it made sense to have a dedicated unit programmed to automatically receive the signals when we wanted. When we come into range of a new station, it is simple to change programming. If this service were to be discontinued, it would be a serious problem for us, since we cannot afford the very expensive satellite services and equipment. Many small boaters are in the same situation. I am writing in support of an upgrade of the existing High Frequency Weather Services. The HF services have saved us many trials by allowing us to better select weather windows for departures, and allow us to be prepared for what is coming while on passage in open ocean. While cruising, all other boaters use the service, and it is an integral part of our lifestyle and contributes directly to our safety at sea. We would quite literally be blind without it. Please do not discontinue this vital service. We would be in great danger without access to this important information.

Robert K. Gad  
27 Fayette Street  
Arlington MA 02476  
40’ recreational sail – owner/masters; 78’ commercial tug – crew;  
Waters of New England; waters between Norfolk, VA and Portland, ME; continuously during the summer season (approx 4/15 – 10/15); as needed.  
Follow-Up Comment Note that my comments were not only directed to my own use of the HF WX broadcasts, which is to contribute to trip and weather planning for others when I do not have access to the Web, but also to my understanding of the needs of others, primarily recreational cruisers between the Windward Islands and the waters of New England, with whom I communicate on a regular basis by HF radio. For a number of people in a number of circumstances, the USCG HF WX broadcasts are the only access available to off-shore and distant WX forecasts and predictions. These broadcasts use a comparatively simple and time-tested technology that is not dependent upon the continued functionality of complex high-order infrastructure, and in
591 George & Janet W. Bari  
P.O. Box 564  
Manteo NC 27954  
52' sailing ketch – owner/captain  
Coastal East coast US & offshore  
East Coast US and Bahamas and Caribbean  
offshore: Full time live aboard and sail  
Follow-Up Comment

592 Harry K. Schell  
411 Walnut Street #3891  
Green Cove Springs FL 32043  
I am a live aboard cruiser  
cruising the Atlantic US  
Coast and the Caribbean. I  
also deliver boats.  
First. Please understand that we  
believe they are critical.  
Therefore, the only alternative  
we can think of is the use of  
professional weather routing  
and satellite. It would mean that  
we could operate our  
commercial vessel that USCG HF  
broadcasts would become more valuable. That time has not yet  
come.

593 Jeremy R. Hood  
200 Shipyard Drive  
Seabrook TX 77586  
15 years. We have been doing so for the last  
8 months per year. We have  
operated our 50' long range trawler  
and sailboat in the Eastern US and  
the West Indies. We have had the  
ability to receive the forecasts  
and receive a good enough signal  
with radiofax to obtain a  
complete repor, usually due to  
to interference.  
Coastal East coast US  
& offshore East Coast US  
and Bahamans and Caribbean  
offshore: Full time live aboard and sail  
Follow-Up Comment

594 Scott Stolzter  
13428 Maxella Ave,  
#203  
Marina del Rey CA  
90292  
51' recreational sailing  
vessel  
Follow-Up Comment

595 David and Sally Chambers  
1456 Tallow, Lane  
Lincoln CA 95648  
We are recreational boaters  
that live aboard and cruise  
our 50' long range trawler  
yacht approximately 6  
months per year. We have  
been doing so for the last  
15 years.  
Follow-Up Comment

596 MATLAB 

The NOAA voice and fax  
reports are particularly  
important because they can  
be obtained with just a  
receiver radio and, in the  
case of the faxes, just any  
computer. There are no other  
offshore sources for the  
same information with  
simple equipment and  
without prior subscription.  
Especially critical are the  
Tropical Storm forecasts.  
We depend on the forecasts  
every day and in the case of  
a tropical storm several  
times a day when the storm  
is in our area.

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case of the faxes, just any  
computer. There are no other  
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Especially critical are the  
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every day and in the case of  
a tropical storm several  
times a day when the storm  
is in our area.
Obviously, one must have invested in a SSB Radio ($2,000), an IF modem ($1,000) and a laptop ($1,000) to receive weather information via HF email. Weather routing services are quite expensive at around $50 to $75 per report. In addition, one must have the equipment to receive the reports. Equipment required would be a satphone for a voice report, satphone plus laptop for low speed data, or HF email for low speed data. Satphones cost $1,500 to $5,000 plus about $1.50 per minute; laptops about $1,000; and HF email equipment (SSB Radio, IF modem, and laptop) costs about $4,000-$5,000 plus annual costs from $250 up. Equipment to receive Voice WX reports costs about $300. Equipment to receive STT/OR costs about $1,500. Equipment to receive radiofax costs about $3,000.

We think that radiofax information is very useful if you know how to interpret the reports and receive tic reports required (surface analysis, 24 hr & 48 hr forecasts, 500mb report, and satellite photos). We also think that professional weather routing is generally quite accurate and useful. For someone who doesn't understand radiofax reports, the weather routing reports would be much more useful.

I am the owner of a 32 foot cruising sailboat (“Zephyr”). For my part, the ability to get regular, reliable reports via SSB (particularly of tropical storm activity) is vital to the safety of a small vessel at sea. For a concrete example, in 2007, the information received via SSB on Tropical Storm Andrea allowed us to make safe decisions and avoid the storm track.

As a mariner and a communications engineer I will say that HF weather is the most reliable and economical for the average sailor. Coastal boaters have access to VHF and Sat TV, but a majority of offshore sailors, excluding the big commercials, have no access to any other source of weather information.

I think that coastal boaters have access to VHF and Sat TV, but a majority of offshore sailors, excluding the big commercials, have no access to any other source of weather information.
<table>
<thead>
<tr>
<th>Page</th>
<th>Name</th>
<th>Address</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>598</td>
<td>Fred Kinkel</td>
<td>Cincinnati OH 45245</td>
<td>Satellite systems, still expensive to acquire, install, and maintain.</td>
</tr>
<tr>
<td></td>
<td>The subject broadcasts are vital to the safety of marine traffic worldwide who sail in areas where VHF forecasts are not available. I sail in the Caribbean during the winter months and rely on both the weather fax and the voice broadcasts for my information. HF radio is the most cost effective way of delivering this information to the widest group of vessels. While large commercial vessels could afford satellite internet links it is not cost effective to smaller craft. In addition, HF radio has, in my experience, given better reliability that the more expensive and complex satellite based systems. Implementation of a system similar to commercial satellite radio would be more expensive than upgrading the current HF system. The commercial satellite systems do not currently provide any where nears the coverage required.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>599</td>
<td>Charles J. Breen</td>
<td>804 North Central</td>
<td>I own a 32 foot Valiant sailboat and I am the Captain, owner, operator!</td>
</tr>
<tr>
<td></td>
<td>I own a 32 foot Valiant sailboat and I am the Captain, owner, operator!</td>
<td>Modesto CA 95351</td>
<td>Primarily San Francisco Bay and coastal water of California with the goal of sailing to Australia, New Zealand and South East Asia. I sail weekly.</td>
</tr>
<tr>
<td></td>
<td>Follow-Up Comment</td>
<td></td>
<td>I have been in several situations where marine weather information was vital to my safety. On one occasion I was about to head up the coast from Morro Bay. The weather report informed me that high wind storm conditions were expected. I feel that accurate timely information saved me from serious storm conditions that would have jeopardized my life. I have spent some $2000.00 to have a transmitter and receiver that is capable of receiving this information. I urge you to continue the transmissions.</td>
</tr>
<tr>
<td>600</td>
<td>David B. Finch</td>
<td>514 Morningstar Drive</td>
<td>I've been sailing to the Bahamas for thirty years and solely rely on the WEFAX out of New Orleans and also I need the SW N. Atlantic weather report. These are my only means of getting weather off shore. Please, Please do not take these safety tools away from me.</td>
</tr>
<tr>
<td></td>
<td>I've been sailing to the Bahamas for thirty years and solely rely on the WEFAX out of New Orleans and also I need the SW N. Atlantic weather report. These are my only means of getting weather off shore. Please, Please do not take these safety tools away from me.</td>
<td>Tallmadge OH 44278</td>
<td></td>
</tr>
<tr>
<td>602</td>
<td>Edgar O. Hale</td>
<td>P.O. Box 695</td>
<td>I am the owner operator of a 32 foot recreational sailing vessel.</td>
</tr>
<tr>
<td></td>
<td>My primary sources of weather information are US and Canadian VHF and weather fax HF broadcasts. Yes I use USCG voice broadcasts. When sailing I use voice broadcast intermittently when out of range of VHF or when VHF is otherwise unavailable. I sail in remote areas of the BC and Alaskan coast where VHF coverage is poor and routinely unavailable in anchorages that are flanked. Yes I use HF radiofax broadcasts. I use HF fax at least once a day while sailing. As mentioned above they are critical when VHF broadcasts are unavailable. In addition the fax broadcasts provide better information for long range weather planning which is important for the I do not use SITOR. No I have not checked on alternatives since 2004 so I can't say what I would use. Based on the 2004 information I would likely use a commercial HF email system that could send charts via email. My other option would be satellite phone/fax. I did not choose these services previously due to the per-unit costs but I do not use SITOR. Yes it would affect the operation, economics and safety of my vessel. The questions you posed have helped identify the core of the HF weather system uses but for a recreational boater in remote waters that is only a portion of the impact. In addition I have not checked on alternatives since 2004 so I can't say what I would use. Based on the 2004 information I would likely use a commercial HF email system that could send charts via email. My other option would be satellite phone/fax. I did not choose these services previously due to the per-unit costs but I do not use SITOR. Yes it would affect the operation, economics and safety of my vessel. The questions you posed have helped identify the core of the HF weather system uses but for a recreational boater in remote waters that is only a portion of the impact. In addition I normally sail in coastal waters with occasional passages in offshore waters. No high seas yet but it is in the plans. My current sailing area is the North Pacific (Alaska and B.C. My point is that HF radio is a great asset to me because it serves so many needs. It is more than just my weather information system. It is critical to my safety but not just for weather it is critical as my most reliable form of contact to the &quot;outside world&quot;. As you consider reinvesting in the HF weather system please consider it in the context of the</td>
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</table>
by high steep terrain. I find I am able to receive HF broadcasts in these conditions when VHF is blocked out. In these instances it is critical to the safety of my vessel.

more remote areas with fewer known anchorages and fewer resources available to render assistance. HF weatherfax is critical to my ability to make long range weather predictions as it is my only source of 500mb charts.

communication as well as the equipment costs. At the time I was a full time cruiser and had no reliable way to receive bills so payment would have been logistically difficult. Finally given the limited frequencies I did not wish to add additional individual radio modem email to the bandwidth when I could passively receive the same information.

hope you will consider the following:

A) The installation of HF equipment on my boat, i.e. radio, modem, antenna, and ground plane represents the most expensive piece of equipment that I have on board. The equipment cost was more than $2,900 (all second hand equipment). The next most expensive piece of equipment was my radar at $1,200.

B) The technical knowledge I needed to develop to install and operate the equipment represents a significant investment of my time beyond the cost of the equipment. Again more than any other system on my boat. Having someone else install it would have reduced my time but I need to be able to service my own vessel and not rely on finding a technician in a remote area.

C) Due to the expense and investment of time I built the rest of my communication needs around this system. In particular I have an email account with the Ham based "winlink" system to communicate with my family. I use the Ham boater and cruising nets so my position is known and I can be contacted in an emergency. I use my radio to stay up to date on news and to receive commercial entertainment broadcasts and of course for emergency assistance.

603

Stephen B. Maseda
27132 Manor Circle
Valencia CA 91354

I hold a Merchant Marine 100 ton license, with sail endorsement, and am engaged in the yacht delivery business.

On these trips we rely on the CG HF Voice weather transmissions, the offshore forecast principally, for weather information.

Stopping these transmissions would make our trips less safe, as there is no readily available substitute weather forecast information.

I travel extensively offshore on both the East and West Coasts, delivering boats and our boat. We also travel into the Bahamas and the Eastern Caribbean.
I work mostly in the eastern and central pacific ocean often operation far out in international waters on trips lasting up to 50 days. I have also worked in this capacity in the Gulf of Mexico. I have almost 900 sea days accumulated since 1994 to present.

Follow-Up Comment

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My wife and I own and live aboard a Gemini 105Mc Catamaran full time. The boat is a 33.5 foot slopp rigged sailing catamaran. We are currently in Bocas del Toro, Panama. We have lived aboard for over 5 years and sailed from Annapolis, MD down the East Coast, across the Gulf of Mexico and down the East Coast of Mexico and Central America to Panama.

My wife and I rely on our SSB (HF) radio to receive weather fax charts and information. In July of last year we installed an ICOM M-802 transceiver, but prior to that we relied on an ICOM PCR-1000 receiver to receive the weatherfaxes from the New Orleans Coast Guard transmitters. I carry a Grundig G-5 battery powered radio (receive only) with SSB capabilities and related software as a back up to the SSB transceiver. When available (*and this in only when at a dock at a marina with this capability) we use a connection to the internet for weather information. However, my wife and I prefer living away from marinas and therefore this information is usually not available via internet. Further, the NWS does not consider the internet a part of their weather dissemination capability. They broadcast the weather information over VHF, MF and HF, systems over which they have control. As we have lived aboard outside the US for over 5 years, the HF weather information is our only constant source of weather information.

Yes, I generally download the weather faxes every morning from New Orleans. These are our main source of weather information and we do not move from our safe harbor without first watching the weather for at least 3 days prior to our departure to see what the weather is currently and what we can expect in the coming 3 days. This information is critical to safely operating our vessel and, as noted in the answer to question 2, our primary source of weather information.

I have an Iridium satellite phone on board which I can use to obtain weather information, but this is extremely expensive and not as reliable as the HF weatherfax system. This is a great back-up safety system, but not a viable day to day source for weather information. At almost $2/min, getting the amount of weather information that we need would seriously jeopardize our ability to remain at sea financially.

Yes, the loss of this invaluable service would seriously affect our lives. While we do have the capability of obtaining weather information via other sources, the cost of doing so - satellite phone or the cost of docking at a marina to get internet access - would be devastating financially.

Generally we operate within 100 miles of the coast. However, as noted above, we are currently in Panama and have been away from USCG VHF radio range for over 3 years now. Our future plans will keep us in the SW Caribbean or possibly the Eastern Caribbean. Consequently, receipt of HF weather information from the NWS will be critical to the safe operation of our vessel and our own personal safety.

Follow-Up Comment

---

I work mostly in the eastern and central pacific ocean often operation far out in international waters on trips lasting up to 50 days. I have also worked in this capacity in the Gulf of Mexico. I have almost 900 sea days accumulated since 1994 to present.

Follow-Up Comment

---

I am the owner/operator of a 44’ recreational cruising trawler.

Primary sources are: coastal VHF NOAA weather radio forecasts, NOAA web site via broadband, when available, for coastal and offshore forecasts, local radio, when available, and SSB CG HF radio broadcasts for Yes. When cruising, listen to the CG HF voice broadcasts every morning. The coverage is superior for long range, offshore planning/transit than the limited range of VHF and local radio. Rely on the forecasts for routing information as well as Yes. Use primarily for weather map downloads, especially long range forecasts.

Yes. Use primarily for weather map downloads, especially long range forecasts.

No. Aware of only a few subscription services. Found that they are expensive and not always available.

Yes, a serious affect in that I would no longer be able to receive a constant source of weather information that could affect the safety of my vessel and passengers. Vessel operates primarily on the east coast, coastal from Marblehead, MA to the Florida Keys. offshore to the Bahamas, and has transited on the high seas to Bermuda. All
<table>
<thead>
<tr>
<th>Scott Fraser</th>
<th>648 Commercial Street</th>
<th>Provincetown MA 02657</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed master mariner</td>
<td>(50 ton inland waters) and recreational sailor</td>
<td>No</td>
</tr>
<tr>
<td>Inland, near shore and high seas. In the last 12 months I have operated in both North Pacific and North Atlantic regions. I've also operated extensively in the Caribbean.</td>
<td>Follow-Up Comment</td>
<td></td>
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<table>
<thead>
<tr>
<th>Don J. Ferguson</th>
<th>1006 Misty Water Lane</th>
<th>San Antonio TX 78260-8018</th>
</tr>
</thead>
<tbody>
<tr>
<td>I sail on a 30 foot sailboat for pleasure.</td>
<td></td>
<td>My boat operates throughout the Gulf of Mexico. I sail everywhere from the Virgin Islands to the San Blas Islands to Honduras to Mexico to Florida. And, all points in between.</td>
</tr>
<tr>
<td>Follow-Up Comment</td>
<td>I normally sail alone but sometimes with my daughter. Our intent is not to remain in port any longer than necessary to enjoy the scenery and the people. Then on to new and different locations. It is extremely important to me that I be able to contact the USCG and download the latest weather information. I am a ham radio operator and do not quite understand the problem of “recapitalizing HF transmitters”. A very high end ICOM radio system shouldn't cost more than $5000. I realize there are some special requirements for automatic periodic transmission of the weather information but it still should not be a major capital expense. The problem sounds more and more like the rumor that the commercial weather forecasters are trying to shut down the Coast Guard operation for their own economic purposes.</td>
<td></td>
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</tbody>
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<table>
<thead>
<tr>
<th>Don Erickson</th>
<th>2553 Skyline Drive</th>
<th>Schenectady NY 12306</th>
</tr>
</thead>
<tbody>
<tr>
<td>We are owner/operators of a 36 foot cruising sailboat.</td>
<td>VHF NOAA forecasts USCG HF Radio Voice Broadcasts NWS grib files via the SSB</td>
<td>YES We rely on the HF broadcasts for about 20 coastal and offshore passages annually. We use primarily the HF voice broadcasts when we are underway because they are simple to receive. We’ve purchased a small tape recorder to record the broadcast so we can go back and listen if we’ve missed anything or so we don’t need to be attending the radio during the broadcast. Usually underway offshore, conditions are such that it’s not feasible to take out the computer, hook it up to the radio, request and receive</td>
</tr>
</tbody>
</table>

| 608 | 609 | 610 |
weather information. We’re out of VHF range. The text version of the Offshore forecast so the information would be the same. This requires SSB radio, antenna, antenna tuner, grounding system, modem, and cables (in addition to a computer). About $4000 for hardware. Chris Parker, Caribbean Weather Center (WDC) accepts sponsors and will in turn supply weather information for several hundred dollars annually. Chris’ forecast is a supplement to not a replacement for NWS Offshore forecasts. Chris only does morning forecasts Monday through Saturday, no Sunday updates, unless a named storm threatens. Email from Chris requires an email or internet connection, see SailMail and Imarsat above. We have a cell phone with which we can sometimes get internet access and therefore get weather via any of many weather websites including the NOAA sites. However, there are often times when we are in dead cell phone area, i.e. some remote locations along the coast line, most of North Carolina, and offshore. We would investigate purchasing a new GPS with a weather module, $600. We cannot afford to go with Imarsat phone, and GlobalStar has been getting trash reviews by the cruising community this year pending the launch of their replacement satellites.

Robert E. Logan
1160 Old Salem Road
Kernersville NC 27284

I use these services every time I sail offshore. They are very beneficial. The cost in life and money for rescue for having made bad departure decisions if this service were not available seems penny wise and pound foolish. There are a lot of Americans out on the ocean today not aware about possibility of these services being terminated. They would actively support upgrading and continuing this service.

United States Merchant Marine
Reese L. Jones
37 East Palmer Park Drive
Palmer MA 01069

… and usually I get weather fax via email from NOAA. However, this depends on several fragile comm. links that have failed in the past and probably will again. The internet service provider, Rydex, could fail. The shipboard computer email system could fail. Other computerized systems that are required for this type

My name is Reese Jones and I am a Radio Officer in the United States Merchant Marine. I have many times used my backup HF weatherfax recorder to get weather for the ship when internet via satellite has been unavailable. Weatherfax is vital at times, especially nowadays when the weather patterns seem to be deviating from the norm. The Captain and Mates depend on it.

My ship, the SS Matsonia / KHRC, normally runs between Long Beach, CA and Honolulu, HI…

I do not feel it is prudent to discontinue the weather fax broadcasts by the U.S. Coast Guard. Also, I know many recreational sailing vessel operators who use the HF weather fax exclusively. I strongly feel that the USCG should continue its transmissions of HF weatherfax.
of internet via satellite weather fax could fail, including the shipboard satellite system.

614 Sandra Erickson  
2553 Skyline Drive  
schenectady ny 12306  
Same as 610  
Same as 610  
Same as 610  
Same as 610  
Same as 610  
Same as 610  
Same as 610  
Same as 610

615 John A. Regar  
1100 First Avenue West  
C-4  
Bradenton FL 34205  
Morgat O.I. 41 sail, position Captain.  
Florida, world wide, circumnavigating Florida 1 year, Circumnavigating sailing projected time periods 5-10 years world wide.

616 ORV Blitzen  
Daniel T. Dinsmore  
USCG License # 995248  
1298 Sanderling Island  
Pt. Richmond CA 94801  
Please continue the broadcast of Marine Weather Fax on HF. We use it daily in our work and depend on it for our safety.

618 Alaska Weather  
Company, LLC  
Karl Park  
Alaskan Legend (WDD2074)  
13400 NW Greenbrier Parkway  
Parkside Bldg., Suite A400  
Beaverton OR 97006  
Third Mate / VLCC  
Alaskan Trade; Active Participant In The Weather Observing Ship (VOS) Program.  
Yes. Occasionally.  
Yes. Frequently, highly preferred service.  
Yes. Infrequently. Primarily I use Sitor daily to send AMVER position reports.  
Wx charts via email are a highly reliable service and provide selective choices of high quality charts each time regardless of time (AM/PM).  
NO. We have alternative resources. I think the cost(s) to replace the existing transmitter infrastructure are greater than their common benefit. Investing in defining the future course of maritime communications and the convergence of those operational systems into one reliable information resource which is not only cost effective to produce and maintain but also cost effective for mariners to purchase.

619 Mathew J. Gilburti

620 Michael B. Polak  
25 Echo Avenue  
Mount Sinai NY 11766  
I use this HF weather broadcast frequently to determine if weather conditions are safe to put out of port.  
There is often a last minute change in the coastal weather which must be broadcast for safety. I suggest not discontinuing this HF weather broadcast.

621 Michael Richings  
30 Montgomery Court  
Port Ludlow WA 98365  
In spite of the internet and private services the USCH HF weather forecasts are the most reliable source of weather information especially offshore. HF radio is still the most economical and generally reliable source of communications at medium to long ranges. The USCG should continue and even upgrade these services they are a valuable service and I believe their cost is largely offset by the expense of various rescue organizations.
Accurate, timely weather and warning information offshore allows safe passages and minimizes the risks weather of related accidents necessitating the requirement for rescue.

John P. Richards
22012 Cutlass Drive
San Francisco CA 94115
I am a Sailing and Navigation Instructor specializing in offshore classes.
 primary source for weather information: On land prior to a voyage. National weather service on the Internet. When within 20 miles of shore. NWS on VHF. When more than 20 miles offshore HF radio from USCG.
Voice broadcasts are used frequently because of their specificity and the ability to compare with the charts, which may be difficult to analyze. Radio Fax is used daily when offshore. A complete picture of the weather requires several charts, These take an hour to receive each day.
I personally do not use SITOR.
It is difficult to imagine an alternative method of transmission of this information that can serve all the mariners. All commercial systems cannot send to all mariners because of the business of the sender being paid by everyone. Also if sent individually, it would tie up the whole day and all the bandwidth.
The lost of the HF weather broadcast would seriously affect the safety of offshore voyages due to the loss of valuable information.
I operate 0-200 miles offshore on the West coast of USA.

Andrew Dolak
18212 Cutlass Drive
Fort Myers Beach FL 33931
We are owner/operators of both power and sail cruising vessels.
a. NOAA weather radio
b. Shore side internet
c. Commercial weather forecasts downloaded from the internet
No.
No.
No.
a. NOAA shore side radio broadcasts
b. Commercial internet services
c. Commercial weather routing services
d. Learning to “read” the weather
Though I don’t access the USCG HF weather broadcasts at this time, my future cruising plans include this access. Furthermore the access to this USCG by those on the high seas is critical and the loss of this access would be life threatening. These weather broadcast and weather faxes are the backbone of safety for both cruisers and commercial interests.
We generally operate out to about 150 nm offshore, including the near and far Bahamas.
Thought the equipment used for USCG HF weather broadcasts of all types is “showing its age,” it is still the primary source of data to allow safe passage across the oceans of the world. The advent of the internet and satellite communications has been a boon for increasing the quantity and quality of weather data available to the high seas mariner, but it has in no way increase the reliability of accessing this data. It has been the HF broadcasts of the USCG that have reliably steered many mariners to safety and it is this service that must remain in place and continue to do so.

WFOA
Robert W. Peterson
12910 Lagos Avenue
San Martin CA 95046
HF-SSB radio & radio Fax offshore, VHF radio near shore
Yes, daily. Very critical for safety, especially after mid Sept. in the N Pacific.
N/A
Yes. I do not have satellite communications at this time because of expense.
The FAX transmissions are and always have been our primary source of weather information & warnings.
The HF voice and facsimile weather from Kodiak is important information for marine operations. I rely on this information when operating my vessel in Alaskan waters.
The HF voice and facsimile weather from Kodiak is important information for marine operations. I rely on this information when operating my vessel in Alaskan waters.

Follow-Up Comment

David A. Jensen
11521 Brayton Drive #2
Anchorage AK 99516
I sail a 37' Tayana Sailboat. I am the captain.
My sailboat operates in the Atlantic Coast, the Gulf of Mexico, the Florida Keys, The Bahamas, and someday points south. I am sailing two weeks out of a month.

Johnny F. Blizzard
2109 West US Highway 90
Suite 170-240
Lake City FL 32055
My wife and I are retired. We live aboard our sailboat…
and use the HF radio broadcasts whenever we are in an area covered.
My sailboat operates in the Atlantic Coat, the Gulf of Mexico, the Florida Keys, The Bahamas, and someday points south. I am sailing two weeks out of a month.

Roland D. O’Brien
411 Walnut Street #3043
Green Cove Springs FL 32043-3443
My wife and I are retired. We live aboard our sailboat…

Follow-Up Comment

There have been times when the alert warnings have perhaps saved our lives or others we know of. To discontinue these broadcasts with no replacement system is foolhardy. Our taxes are well spent here.
629 Myrl Fisk P.O. Box 43 Kirkland AZ 85632 Private yacht, private mariner on pleasure sailing vessel NMN, very secondary Chris Parker and Lou's HUH net Yes, I exclusively use Marine SSB for reception. I listen 5 times everyday, the 6am, 12noon, and 6 pm (Atlantic Standard Time) broadcast from NMN on the SW Tropical Atlantic and Caribbean Sea. Propagation for Chris Parker and Lou's Net tend to have propagation problems for my area, and they take holidays. My area is Antigua to Trinidad, the St. Croix VHF repeater doesn't reach into this area, the islands are rather poor and don't have local broadcasts or they are French and I don't understand the French Met office broadcasts.

I haven't used radiofax in several years and rely on voice. No, my vessel doesn't have capabilities for SITOR, also I don't believe that SITOR is within range for my cruising grounds.

There are NO reliable weather sources if the USCG discontinues broadcasts in my area. While Chris Parker is $100/yr, I can't hear him reliably. Lou's HAM net is free and I can't hear his weather broadcasts until I'm south of Martinique. And both these services are not reliable at broadcasting everyday at a routine time, they are human and not computer voices. NMN broadcasts are my only source for safe passages.

Yes, they would make safe passages less likely. DAMAGE to the boat and potential injury to me and crew could result. Dismasting, holing, sinking, and loss of life could be the ultimate result if I guess that conditions are OK and they are not.

My vessel operates between islands, but also makes 3-5 day passages, so maybe 500 miles from the nearest island. Currently the vessel is laid up ashore at 17N 61W. What do you mean by seaward. I am very far east of the continental US and could even be considered over 1000 miles seaward.

630 John Pyatakis HP Radiofax is currently used by a great many private yachts when offshore. I made extensive use of it in 2001…

When I sailed to Europe from Florida. Newer technologies are available, but the cost is prohibitive for a great many mariners. Get the cost of Satellite WX down and you can ditch the HP system.

631 Josh Paulson Encore P.O. Box 623 Yellow Springs OH 45387

HF Radiofax is currently used by a great many private yachts when offshore. I made extensive use of it in 2001…

Please continue and improve SSB weather radio services including weatherfax, voice and all other forms. The one boat that I encountered in the western Caribbean had a sat phone weather informed me that it was not working, and they only had weatherfax. Another boat paid a subscription to a SSB internet based weather service, and still only regularly used the weatherfax and other SSB based broadcast weather. Even when a boat has another offshore weather source, weatherfax is still the most reliable. These services are essential to the safety of boaters. Any cost is minor compared to the cost of search and rescue for a few lost small boats. An ounce of prevention is worth a pound of cure. Many small boats depend on these services to avoid being caught in a storm.

632 John J. Cattuna, Jr. 3505 Lake Arthur Drive Port Arthur TX 77642

I sail a private sailboat, 38' long, as owner operator with a USCG Masters License upon near coastal waters with coast guard endorsement. I am the veteran of numerous open ocean voyages, at least three that have been to Bermuda.

Once beyond the range of a USCG coastal voice radio becomes the only means of communication that is reliable for voice and fax messaging including weather information. The coast guard voice broadcast of the NOAA Atlantic east coast weather forecast is a welcome and relied upon event in the life of the vessel offshore.

I currently operate my vessel coastwise in the Gulf of Mexico near the Texas and Louisiana Borders. But my real cruising grounds are the Atlantic east coast, as far east as Bermuda, as far south as the Caribbean and as far North as the North Carolina Outer Banks.

While in Texas my work schedule allows of such sea time as I've lived on the east coast, I currently only get out into open waters about once a month for a short trip. But I will be returning to the east coast in two years and will then resume my travels to relatively far away places. A trusted, reliable source of weather information may very well reduce the Search and Rescue efforts and expenditures of the USCG by keeping mariners informed of impending weather systems allowing them time to do some weather routing around large
Anchorage AK 99515
2469 Maritime Loop
Jake Legvold
Wasilla AK 99687
P.O. Box 872671
Kent WA 98031
10507 SE 206th Place
Douglas A. Moler
Eugene OR 97403
1970 Columbia Street
Harry P. Pattison
Winter Garden FL 34778
P.O. Box 784567
Linda M. Woods
sailboat. Owner/operator 34’cruising cutter…
I listen to NOAA voice weather forecasts on HF Radio, Hilgenber weather charts, wind/wave charts, weather surface analysis, Winlink grib files, Herb Hilgenberg weather winlink e-mail of NOAA NAVTEX broadcasts, USCG NOAA internet weather, NOAA Weather Radio, NOAA Weather Radio, USCG HF weatherfax broadcasts, USCG HF NAVTEX broadcasts, Winlink e-mail of NOAA weather surface analysis charts, wind/wave charts, windlink grib files, Herb Hilgenberg weather forecasts on HF Radio, shore side internet
No
No
Yes. I use them about 40 days a year as a primary weather source for making offshore passages in the North Atlantic. They are very critical for offshore weather. The only other sources are e-mail and HF SSB and HAM radio. The email requires the use of a modem and the availability and propagation to connect to shore side HF radio stations, which is not always reliable. NOAA does not recommend the use of internet as a sole source of weather information. USCG Weather fax is reliable and is always available when the other sources are unavailable, about 1/3 of the time.
I would use the internet based services received via HAM radio e-mail, and voice broadcasts such as those provided by Herb Hilgenberg and Chris Parker. NOAA does not recommend depending solely on internet weather sources. Internet weather sources available offshore are not very reliable due to the availability of shore side stations, time limits imposed by windlink and sailmail and propagation problems. The stations are not always available and the propagation is not always good when I need the weather information. The CG weather fax can always be counted on. It is efficient because many people can receive the information at the same time. If everyone was depending on getting e-mail weather on board there would not be enough time to do it. You only get 30 - 45 minutes/station/day to receive e-mail weather products. That is just not enough time.
Loss of CG HF forecasts would adversely affect the safe operation and navigation of my boat in high sea and offshore areas. The alternatives are not as reliable and are not recommended by NOAA as a dependable weather source.
We operate the vessel in the water of the Caribbean, Bahamas and US coastal waters. We live aboard the boat, so we are continuously on the water.
I live/sail on a 42’ sail boat (ketch). I am co-owner and co-captain.
Follow-Up Comment
I am the master of the sailing vessel Oh Joy II. We sail this 44 foot offshore cruising sailboat. Owner/operator of 45 foot sailing vessel Oh Joy II. I am the master of the co-captain. (ketch). I am co-owner and
d. shore side internet
b. HF FAX
a. VHF transcribed weather
Weather fax is the most essential portion of offshore weather information. Having a pictorial weather is vital. I would not willingly go offshore with out it. I do not use SITOR. Commercial weather would be my next choice if HF were no longer provided my the USCG. I would be forced to find other sources of weather which may or may not be economical. The availability and cost would determine whether I could continue to operate in Alaskan offshore or coastal waters.
Offshore: Pacific coastal waters from San Diego to Cook Inlet.
We operate offshore and along the Pacific Coast of the US and foreign waters. We operate in those waters regularly, at least 180 days per year.
I have requested that we add some information in our support of the Coast Guard investing in upgrading HF radio equipment to continue broadcasting weather and safety information.
Follow-up Comment
I would use NOAA voice weather forecasts daily. Occasionally miss when out of area, but listen probably 320 a year. Valuable!!!
I use NOAA voice weather forecasts and commercial weather. That is probably 320 a year. Valuable!!!
I would use the NOAA voice weather forecasts daily. Occasionally miss when out of area, but listen probably 320 a year. Valuable!!!
I would use NOAA voice weather forecasts daily. Occasionally miss when out of area, but listen probably 320 a year. Valuable!!!
Bay this summer, NPS made no such broadcasts as it was early in the season and few cruising boats were in the Bay. I was without weather other than barometer and visual estimates, as my HF was down and I was cursing like an old salt. The majority of sailing/cruising may be in coastal waters, but Alaska VHF is poor to non-existent. HF is essential to safety and planning.

Please don't take my HF away...

Richard V. de Grasse
De Grasse Marine
508 Ferry Road
Islesboro ME 04848

I am a professional mariner. I hold a USCG Masters license. I use the weather FAX and weather voice broadcasts daily. It is the most important source of weather information available on the high seas. Please continue the excellent service. The safety of my customers depends on it.

Cheryl E. Morvillo
411 El Toro Lane
Webster TX 77598

I own and operate a 40 foot sailboat, as well as do deliveries on various other sailboats. I operate in the Gulf of Mexico, Atlantic Coast, and Caribbean Sea. I operate offshore at least 30 days per year. I am currently planning on going cruising and will be operating offshore more frequently.

Kenneth W. Watters
43 Bow Cat Way
Deer Isle ME 04627

I use USCG HF broadcast, USCG VHF broadcast, NOAA VHF broadcast, NAVTEX, shore side internet. Use USCG HF voice? yes How often: when at sea, approximately daily. How critical? Used with other weather information, so criticality is variable. Use USCG Radiofax? Yes How often: when at sea, occasionally. How critical? Very useful when needed. No User cost? For me, probably, but amount uncertain. Usefulness? Most other information currently available would not necessarily replace USCG HF broadcast information. If USCG HF info disappears, someone will probably develop and sell similar info over HF, but at increased cost. Yes, especially when offshore. It would not stop us from offshore passages, but our safety would be reduced. Yes, especially when offshore. It would not stop us from offshore passages, but our safety would be reduced.

Mark B. Fay
300 2nd Avenue S.E.
# 13
Saint Petersburg FL 33701

As Master of a sailing vessel. Continuation of Marine Radiofax Charts is very important part of my preparation for any voyage, short or long, and to maintain safety when offshore during passages. As Master of a sailing vessel. Mid and west Atlantic, New England, Canadian Maritimes, and the Caribbean.
I am the owner/operator of a 30 foot cruising sailboat.

I use the HF voice broadcasts regularly (daily) when out of NWS VHF range (estimated to be between 2 and 8 months of the year). At those times, these broadcasts are very important and often decisive in planning and timing voyages. They have the important feature that they require only a functioning HF receiver to benefit from the information they broadcast.

I use the HF weatherfax transmissions whenever the weather conditions are unsettled or there is a danger of storms. At such times the weather maps provide crucial graphic information about the location of fronts, high and low pressure areas, and the overall synoptic picture which is not easily discerned from the voice transmissions. These transmissions are very important to my operations and I would like to see them continue 24-hours a day at higher power with better propagation and include some additional larger scale products that focus on specific areas where there are high volumes of maritime traffic.

I use the SITOR transmissions although not as frequently as the two services mentioned above. The main attraction is the printed output which is more reliable than notes made during the voice broadcast and can be studied at leisure. I would rate this less important than the other two services.

Alternative sources of weather information would be forecasts from local broadcast band radio/TV stations. These are local, of unknown reliability when in foreign waters, and do not provide the big picture necessary for maritime operations. They do not cover the large areas needed for planning passages. I am at a loss as to what I would do for alternative sources. I suppose I would need to look into employing the services of a commercial weather service provider or buying expensive satellite equipment.

I sail the east coast of North America, and the south-west North Atlantic including the Caribbean Sea. On occasion I make passages that take me offshore and on the high-seas.
Dan W. Plano  
P.O. Box 299275  
Wasilla AK 99629  

647  
this internet access in order to get the detailed NOAA charts that I have come to depend on as broadcast currently on HF radio-fax by the USCG.  

We definitely need HF. There are many areas in AK that do not have cell phones or internet service that so many of us are use to. Those people depend on HF weather service.  

649  
John F. Maloney  
49 Grand Place  
East Northport NY  
11731  

I use the USCG weather broadcasts daily. They are a very important part of safe navigation at sea.  

650  
Michael S. Spiegel  
Advatech  
199 Palm Avenue  
Miami Beach FL  
33139  

Please do NOT stop the regular schedule of voice broadcasts of weather information. I use it regularly and depend on it for safe navigation of my small vessel.  

651  
David H. Heimke  
703 West 21st Avenue  
Anchorage AK  
99503  

I am the owner/operator of a 37 foot ocean going sailboat. I am a licensed professional electrical engineer with experience in sea going electronics, have worked and sailed on research vessels, and have been a licensed commercial Second Class Radiotelephone and Radiotelegraph Operator with Radar endorsement.  

a. When offshore, HF, weather fax  
b. Followed by HF radio voice  
c. When coastal cruising, VHF radio voice  
d. Followed by commercial radio  
e. When in urban situation, use of internet  

Yes, when offshore use HF exclusively. Critical to safety.  
Yes, when offshore use HF exclusively. Critical to safety.  
Yes, when offshore use HF exclusively. Critical to safety.  
At this time, I have not yet tried this method  
I am not sure yet of what alternative would work. I would pursue other HF opportunities. First, perhaps overseas sources or retransmission by some third party. Satellite would be next. User cost. IF is typically user cost affordable. Satellite is both capital and operationally expensive and not as reliable. Operational costs are subject to change.  

Usefulness: I have no experience with usefulness of alternatives when at sea in a low electrical powered environment with limited space and sparing capability.  
Yes. It would take away my only method of obtaining weather information when offshore. I am a communications engineer by trade; I design and construct digital microwave and optical fiber networks, and have been using HF radio for 35 years. HF radio really does work. I am well aware of the unreliability of the internet, most users are. The internet was designed for multiple low availability links. The internet failed to complete my first attempt at responding to this docket. I have tried to use satellite services here in Alaska, they are marginal at best. Yes, there has been some improvement, but not to the level of something critical like weather and safety. It would be a terrible loss to dismantle HF radio infrastructure, antennas, knowledge basis, etc. at this time. I strongly advise another cycle of infrastructure capitalization.  

My vessel is a blue water sailboat. It has operated weeks from shore. It is planned to go on another offshore cruise next summer in the North and South Pacific, the cruise lasting more than two years.  

652  
Ralph B. Richardson  
377 Elderberry Street  
Pringlefield, OR  
97478  
37’ Sailboat Captain  

653  
John W. Oldner  
2001 Holcoine Avenue  
Houston, TX  
77030  

654  
My wife and I are cruising on a 48 ft. sailboat since December 30, 2000.  

At sea – the only source is HF via CGHF. It is very dependable.  

Yes, I listen to the broadcasts about once a day for 10 days a month on average.  

Yes, I download the broadcast via a SSB radio using a weatherfax program on my laptop computer. I download the weatherfax  

I use NAVTEX if that is the same.  
Would require a SSB or HAM radio (SSBO-5000) or a satellite phone at $5000 and a monthly service fee. Not sure of usefulness since I have not yet  
Yes, we will not have a dependable source for weather. Any other source would require a lot of money. It would  

Typically 100nm-300nm offshore. We are planning a Norfolk, VA to BVI trip that will..
<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Charter business</th>
<th>NOAA website, VHF Radio</th>
<th>Daily?</th>
<th>Evaluated</th>
<th>Be dependent on a third party which adds to the failure rate?</th>
<th>Be 800+nm offshore</th>
<th>Within 15 miles of shoreline?</th>
</tr>
</thead>
<tbody>
<tr>
<td>John F. Kollas</td>
<td>Keel Fun Sportfishing</td>
<td></td>
<td></td>
<td>No</td>
<td>No</td>
<td>Yes, would not be able to insure the safety of my customers.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Carol Heller</td>
<td>141 Twin Lanes Road</td>
<td></td>
<td></td>
<td>No</td>
<td>No</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>George Jones</td>
<td>261 King Phillip Trail</td>
<td></td>
<td></td>
<td>No</td>
<td>No</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>David Burk</td>
<td>Starpath School of Navigation</td>
<td></td>
<td></td>
<td>Yes,</td>
<td>See (3)</td>
<td>We could use ftpmail from NWS or similar delivery of products from organizations like Sail Docs and WinLink for amateur radio operators, and there are several commercial services that provide this data by SSB and by Satellite phone. The information on these alternative sources that are readily available and affordable are pure model output data, GRIB forecasts from GFS model, for example, which are not dependable on their own. It is crucial to compare these data with real analyzed products from the NWS that we get from HF voice or HF radio fax maps. To get these analyzed NWS products without the USCG services we need the ftp mail or a commercial service, both of which are very expensive…the former because they are not compressed and they are not dependable, being very sensitive to proper connections (not to mention that it is not even an “official” service of NWS) and the latter because they are commercial companies whose goal is to make a profit. The products and services these companies provide are good value, there is no question about that, but they are an added expense to many mariners that actually depend on this source every day. In fact it is hard to conceive of the implications of this loss. Maybe in five years or so when more mariners are getting used to the new technologies and they will be better tested, but for now I cannot imagine doing without it. Dropping them at this point would be a huge mistake. It is even difficult to imagine the logic or research that might have indicated that this was even feasible.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>3050 NW 63rd Street</td>
<td></td>
<td></td>
<td>Yes</td>
<td>See (3)</td>
<td>This would have a major affect on many mariners, not just the many hundreds of recreational mariners that actually depend on this source every day. In fact it is hard to conceive of the implications of this loss. Maybe in five years or so when more mariners are getting used to the new technologies and they will be better tested, but for now I cannot imagine doing without it. Dropping them at this point would be a huge mistake. It is even difficult to imagine the logic or research that might have indicated that this was even feasible.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The primary methods we teach and have used myself in over 70,000 miles of offshore sailing is USCG HF voice and radiofax maps received on an SSB radio. We also use ftpmail to NWS via satellite phone, and we use a commercial service that provides compressed data over sat phone or SSB.

Yes, The USCG HF fax and voice are the primary source... note too that many ocean yacht races each year from both coasts require an SSB radio specifically for these data and this involves (rough guess) maybe 300 boats on each coast, each summer with an average crew of maybe 8? Each race is typically 2 weeks long. Then they all have the deliveries back home for another 2 or 3 weeks at sea or in coastal waters. These sources would also be the primary sources and in most cases only sources of high seas weather for cruising sail boats. Most cruisers would listen to the voice twice a day, and take down at least 4 maps a day. Racers would listen all 4 times and take down as many as 20 maps a day.

Yes, See (3)
658

David B. Havanich, Sr.,
20 Yacht Club Drive
#212, North Palm Beach,
FL 33408

I am the owner/operator of a 50' ketch. My wife and I are full time sailors who cruise extensively on the high seas from Maine out to Bermuda and as far south as Venezuela. We also spend time in the Bahamas and plan to spend time cruising the Western Caribbean.

I use USCG HF and VHF radio broadcasts, NOAA weather radio (when within range), VHF radio (when necessary), and HM radio voice sources (such as the Waterway Radio and Cruising Club), and the incomparable Winlink, a HAM radio digital system using Airmail as an application program, on my personal computer.

The answer is Yes! Even with more sophisticated and complicated alternatives available, I use HF voice broadcasts. I use them because they are not internet based, and are less complicated to receive. To get GRIB files through Winlink, the data must travel through the internet to the Winlink servers, it must then wait for me to connect through HAM radio to a shore side volunteer radio operator, whose computer and internet connection must be working, then assuming my HF radio, modern and computer is working the data will be displayed on my computer. That's a lot of “ifs”. USCG HF radio broadcasts are available without regard to much of this complexity. Weather is a vital part of maritime safety. When conditions deteriorate, simpler is better. I use voice broadcasts frequently. Voice broadcasts are the most critical backup for getting vital weather information when no other method is available.

The answer is Yes! A picture is worth a thousand words, and maybe more in the weather forecasting area. Radiofax charts convey much vital information, and do not rely on the internet. I receive them on a relatively simple system using my computer. This data can be sent to thousands of users at one time. There are not enough phone minutes and bandwidth to do the same thing with any other system. I use radiofax charts frequently. They are an important source of critical weather information.

The answer is Yes! Printed information is especially critical for tracking hurricanes when much data is presented in tabular form. Even though I tape record the voice broadcasts, reading a printed table of hurricane positions and wind strength is more accurate. System complexity is comparable to radiofax, utilizing efficient HF broadcasts to thousands of users at once needing only a HF radio, computer and application program to complete the link. Reception is not dependant on the internet, which is not an operational system. I use this option less than the other methods of receiving weather information discussed above.

There are no real alternatives to USCG HF broadcasts. Alternative systems involve use of the non-operational internet system, which is difficult and expensive to access at sea, when you really need it. Those systems use high cost, complicated gear which is prone to failure at the worst possible moment. Also, alternative systems are hard to scale-up as the number of users increases, because they rely on bottleneck susceptible methods of one-to-one transmission as opposed to the highly efficient USCG broadcasts.

Without USCG HF broadcasts of vital weather information and warnings my operational safety would be significantly reduced. With timely receipt of critical weather information disaster can be avoided. Disasters are expensive. Radio broadcasts are not.

I operate frequently in the coastal and offshore areas and occasionally on the high seas. Areas of operation include New England to the Caribbean.

659

Johnny L. Murdock
P.O. Box 872671
Wasilla AK 99687

Same as 636

Same as 636

Same as 636

Same as 636

Same as 636

Same as 636

Same as 636

Same as 636

I listen to the NOAA weather--voice--broadcasts almost daily. Unless I am out of the area, I will listen to it in the AM & PM. 2nd submission--no response to first.

660

Gail M. Klosterman
P.O. Box 4336
Hampton VA 23664

I am first mate of a 40' recreational vessel currently in full-time use.

I receive our weather forecasts via VHF radio USCG broadcasts when near the coast and HF radio USCG broadcasts when offshore. I also download grib data as a secondary source of information.

USCG high-frequency broadcasts of weather is my first source of weather information while offshore and is critical to our ability to make a safe passage. Warnings issued via VHF by the Coast Guard are our first source of sudden weather events such as thunderstorms when we are near the coast.

I use USCG HF radio fax to receive weather faxes and are critical to our understanding of weather systems.

I do not use SITOR.

I consider the other sources of weather information to be secondary and of a supplementary nature. The services I have looked into were too costly at the time for practical use as a recreational boater. I fear that these prices would only escalate rapidly if the USCG quits providing information.

Losing USCG HF marine radio weather broadcasts would seriously impact our ability to operate our vessel safely in a manner to avoid dangerous weather systems. If we cannot affordably get weather forecasts we may give up boating.

We currently operate 0 - 150 miles offshore along the Eastern seaboard and the Bahamas but are planning high seas passages within the next two years.

661

Jim G. Hutton
302 West 87
New York NY 10024

My vessel is a 42 feet pleasure sailing ketch. I am the owner.

I operate, either cruising or racing from the latitude of Bermuda to the upper reaches of the Bay of Fundy. My home port is Greenport (Long Island), NY. I sail from early April till mid
<table>
<thead>
<tr>
<th>No.</th>
<th>Name</th>
<th>Address</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>663</td>
<td>Ian M. Smith</td>
<td>2343 Palm Tree Drive</td>
<td>November. I use my SSB radio to get weather faxes from the Boston radio station. Please continue weather forecasts.</td>
</tr>
<tr>
<td>664</td>
<td>Ian M. Smith, Jr.</td>
<td>1705 Palm Tree Drive #117</td>
<td>I use and rely on HF weather forecasts often. They save lives, keep them coming.</td>
</tr>
<tr>
<td>665</td>
<td>Darrell V. Smith</td>
<td>208 Avenue I Redondo Beach CA</td>
<td>I think the weather radio on HF is very valuable and reliable. I have used it for many years. Please maintain the system.</td>
</tr>
<tr>
<td>666</td>
<td>Steven Collins</td>
<td>6611 Hillcrest #438 Dallas TX</td>
<td>As live-aboard sailors, my wife and I cruise our 50' sailboat in Atlantic and Caribbean waters. We are frequently more than 50 miles offshore and usually out of NOAA VHF broadcast range. We have a SSB radio and PACTOR modem on board. Our only sources of weather information are by PACTOR e-mail and USCG HF broadcasts. We receive and rely on USCG HF voice forecasts and radiofax weather charts and forecasts every day to plan the timing and routing of our passages. The radiofax charts are critical in obtaining an understanding of regional weather systems and patterns in order to make safe ocean passages. The fact that these weather charts are updated twice daily and broadcast four times daily is very important in staying informed about rapidly changing conditions and provides an opportunity to receive the necessary weather information if radio propagation is unfavorable at a particular broadcast time. There are no alternate public or commercial sources for this information that are as reliable or timely as the USCG broadcasts. Any perceived cost savings by reducing or eliminating this essential service will be more than offset by the resulting increased USCG search and rescue sorties and lives lost at sea.</td>
</tr>
<tr>
<td>667</td>
<td>Carl A. Gaines, Jr.</td>
<td>5507 Bruton Road Plant City FL</td>
<td>I am captain/owner of a 38-foot sailboat on which I live and travel on/offshore the East Coast of the US and to the Bahamas. My primary sources of weather information while on the vessel are: a) CG HF radio, b) NOAA weather radio, c) shoreside internet via wireless connection, d) commercial weather. I use CG HF radio voice broadcasts every couple of days while at sea and offshore at anchor. I consider them equal in importance to the other sources and an important verification, especially one. I use USCG HF radiofax daily while cruising, especially offshore. I consider the graphical forecasts VERY CRITICAL to safety of the vessel and crew. I do not use SITOR. Alternate sources are listed in response 2) above. The loss of the USCG HF radio broadcasts would seriously degrade my confidence in weather information while cruising, especially offshore. I cruise within 25 miles of the US Coast and offshore to the Bahamas, that being about 300 miles off the US Coast at the</td>
</tr>
<tr>
<td>Vessel owner, operator</td>
<td>Vessel type</td>
<td>VHF radio and weather services</td>
<td>HF radio and SITOR</td>
</tr>
<tr>
<td>------------------------</td>
<td>-------------</td>
<td>--------------------------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>Patrick Mashen</td>
<td>411 Walnut Street PMB</td>
<td>service via HF radio and radio email, e) USCG weather via VHF when in the US, f) word of mouth from other vessel captains.</td>
<td>that is directly from NOAA, the primary source for weather information and forecasting in the areas in which I cruise. I consider all sources combined to be essential to the safety of the vessel and crew.</td>
</tr>
<tr>
<td>Jake Holshuh</td>
<td>3 0 1 5 Roxante Avenue Long Beach, CA 90808</td>
<td>USCG high-frequency broadcasts of weather is my first source of weather information while offshore and is critical to our ability to make a safe passage. Warnings issued via VHF by the Coast Guard are our first source of sudden weather events such as thunderstorms when we are near the coast and are paramount in assuring the safety of vessel and crew.</td>
<td>Yes, daily use. I’m offshore many days at a time and HF MWF are my only source.</td>
</tr>
<tr>
<td>Gregory A. Snyder</td>
<td>3015 Roxante Avenue Hampton VA 23664</td>
<td>I receive our weather forecasts via VHF radio USCG broadcasts when near the coast and HF radio USCG broadcasts when offshore. I also download grib data as a secondary source of information.</td>
<td>I use USCG HF radio fax to receive weather faxes. They critical to our understanding of current and near future weather systems.</td>
</tr>
<tr>
<td>William H. Huesmann</td>
<td>4170 Spinnaker Drive Gulf Shores AL 36542</td>
<td>I sail on a 20’ Cutter as owner/captain.</td>
<td>I consider USCG HF Marine Radio Weather broadcasts to be of critical importance to safety at sea and strongly object to their termination.</td>
</tr>
<tr>
<td>Paul R. Mitchell</td>
<td>411 Walnut Street, #214 Green Cove Springs FL 32043</td>
<td>Yes, daily use. I’m offshore many days at a time and HF MWF are my only source.</td>
<td>USCG high-frequency broadcasts of weather is my first source of weather information while offshore and is critical to our ability to make a safe passage. Warnings issued via VHF by the Coast Guard are our first source of sudden weather events such as thunderstorms when we are near the coast and are paramount in assuring the safety of vessel and crew.</td>
</tr>
</tbody>
</table>

Follow-Up Comment

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Follow-Up Comment
I am a 35 year long recreational boater, staff commodore of Santa Barbara Yacht Club, and often crew on delivery of recreational craft along the Pacific coast of North America.

I obtain marine weather forecasts primarily from internet (pre-trip planning), VHF marine radio when within range of VHF, and within the CONUS, and Weather Fax when out of range of VHF. Also use GRIB files when operating on a vessel with SailMail capability, but usually in conjunction with weatherfax.

I personally use CGHF no more than once or twice per year, usually associated with trips well offshore, and/or outside the range of marine VHF weather broadcasts, usually during trips to Mexico, both down the Baja and across the Sea of Cortez. I do listen to the voice broadcasts on occasion, but more often use the fax product.

Yes, and they are critical to obtaining any weather information along the Mexican coast and further offshore. My use is no more often than once or twice per year, but I am but one of many recreational boaters transiting that area annually.

No. Alternatives to CGHF broadcast would be GRIB files from SailMail and/or XM/Sirius radio broadcasts. The latter are not reliable more than a few hundred miles outside the CONUS, so are not really useful where CGHF is used.

Cost for Sirius is $200 per year, but it is not complete by itself, and cost for XM/Sirius is several hundred $/year, and they are not complete per se.

Yes, it would affect my safety in trips outside the range of other weather sources, as described above.

My boat and those I travel on operate up to 1500 miles outside of the US, and up to 200 miles offshore.
entire Caribbean and Bahamas. Most of my cruising is outside of the US. While I cruise in the Caribbean, I am often a participant in SSB based cruiser radio nets. For many years I, and many others, have prepared verbal weather forecasts for use on these cruiser nets using the NWS/NOAA weather fax pages. None of us have any other source for weather information.

The majority of cruisers do not download their own copies of the weather faxes, but instead rely on people such as myself to provide verbal translations of the charts. As a result many of these people are not aware of the pending loss of this service and won't be responding. However, I could easily guess that you have a ratio of 100:1 of the number of people who will be negatively effected relative to the number who respond.

The other sources listed in (2) do not begin to provide the same level of detail as the NWS faxes. I need to have 24/48/72 hour surface analysis charts, wind/wave charts and wave period/direction charts. 24 hour charts aren't sufficient for passage planning and/or planning a move to a safe harbor in advance of bad weather. The loss of this service would be catastrophic to many cruisers leading to the loss of life and vessels.

A. Use them daily while passing my sailboat to the Leeward Islands, from Norfolk and returning each fall and spring. Passages average 10 days, if bad weather is approaching, will time in several times per day. As email via FTP is not reliable, CGHF is the only reliable source for MWF.

A. Radiofax text for MWF is generally not as reliable as 'voice' transmissions. Propagation issues may make the radiofax unreadable.

A. I know of no other reliable way of getting the MWF. I use them daily while passing my sailboat to the Leeward Islands, from Norfolk and returning each fall and spring. Passages average 10 days, if bad weather is approaching, will time in several times per day. As email via FTP is not reliable, CGHF is the only reliable source for MWF.

A. Do not understand 'Sitor' or 'NBDP' only have single sideband HF Radio.

A. Without HFFAX broadcasts I will be forced to use a Satphone as my weather gathering tool. I feel that the HF weather fax is an important tool in my planning of my voyage, and adds a lot of safety to our trips.
I am a professional mariner with 28 yrs in the marine industry. I am a master of towing vessels and work predominately in that industry. I can assure you that I personally use both voice and radio facsimile (weather fax) weather broadcasts when planning and transiting all of my voyages. I consider weather broadcasting by these mediums to be an integral part in safe planning by the prudent mariner. Anyone who actually goes to sea for a living and has to make choices on routing due to weather would never even consider discontinuing this system.

I use the radiofacsimile daily to assist in plotting and observing storms and cyclones. My voyages take me across the Pacific Ocean and Alaskan coastal and offshore waters. At the writing of this letter I am making a transit from Hawaii to South America. I am replying to your request on public comments in regards to the functionality and useful nature of the above mentioned docket number. In particular I would like to address the Radiofacsimile and voice broadcast of weather related information. I do not believe this should be discontinued.

I am astonished that removing these tools is even being considered. I am a professional mariner with 28 yrs in the marine industry. I am a master of towing vessels and work predominately in that industry. I can assure you that I personally use both voice and radio facsimile (weather fax) weather broadcasts when planning and transiting all of my voyages. I consider weather broadcasting by these mediums to be an integral part in safe planning by the prudent mariner. Anyone who actually goes to sea for a living and has to make choices on routing due to weather would never even consider discontinuing this system.

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This is a needed service for a huge number of yachts and commercial vessels and should be continued.

SSB weather reports from NOAA are an invaluable resource to boaters. Please keep them operating! Many small boaters rely on them and many cannot afford do not have space for the satellite receiver alternatives. We personally used the reports recently while traveling offshore Florida to N.C. and also in the Eastern Caribbean.

Very valuable service needs to be expanded not contracted.

Vessel is homeported at Salem MA and while is has sailed both coasts of S. America; both coasts of North America; it is primarily limited to east coast of...

Follow-Up Comment
687  Mark P. Treat  
18 Maple, #103  
Barrington RI 02806  
I sail a 40' private yawl,  
Rhodes Reliant design.  
 Owner / captain  
New England,  
Rhode Island through Maine. 3  
days per week from April -  
November. Follow-Up Comment

688  Aaron J. Norlund  
Sea Education  
Association  
6412 Hamlet Drive  
Englewood FL 34224  
I work aboard sailing  
school vessels, primarily  
with the Sea Education  
Association. They operate  
two 135' Brigantine rigged  
sailing vessels. I work as  
mate aboard these vessels.  
SSV Corwith  
Cramer operates in North Atlantic  
waters from New  
England, all the  
way into the deep  
Caribbean. SSV Robert  
Seamans operates in the Pacific  
ocean, ranging from Alaska to  
Tahiti, as well as the North and  
Central American west coasts.  
Follow-Up Comment

690  Timothy R. Bauer  
130 Gail Drive  
Wasilla AK 99654  
I depend on your radio (marine  
radio) forecasts before I go out on  
the water in Seward, Whittier, and  
other places on or near PWS.  
Please keep this needed service.  
Weather information is important;  
NOAA provides it. Access to  
USCG is essential; USCG need  
ot provide weather information.  
USCG is the best thing we  
Americans provide; I just wish  
USCG were not under the so-  
called Department of Homeland  
Security. Please do not discontinue  
your weather reports! The Coast Guard  
is who we depend on for the most  
accurate weather reports, since  
they are actually out there in the  
water with the winds and the  
waves. I trust buoys for some  
information but actual human  
reports are the most accurate and  
dependable to us. We are boaters and we depend on  
accurate information for us and  
our passengers' safety while out  
on the water! Thank you and  
please stay with us!

691  Carl Lehmann  
I depend on your radio (marine  
radio) forecasts before I go out on  
the water in Seward, Whittier, and  
other places on or near PWS.  
Please keep this needed service.  
Weather information is important;  
NOAA provides it. Access to  
USCG is essential; USCG need  
ot provide weather information.  
USCG is the best thing we  
Americans provide; I just wish  
USCG were not under the so-  
called Department of Homeland  
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your weather reports! The Coast Guard  
is who we depend on for the most  
accurate weather reports, since  
they are actually out there in the  
water with the winds and the  
waves. I trust buoys for some  
information but actual human  
reports are the most accurate and  
dependable to us. We are boaters and we depend on  
accurate information for us and  
our passengers' safety while out  
on the water! Thank you and  
please stay with us!

692  Diamond Cape Charters  
Oliver D. Flynn  
P.O. Box 2106  
Homer AK 99603  
Please continue with the voice vhf  
weather broadcast. It is extremely  
useful for the small boat without  
fax or internet capability.  
Weather information is important;  
NOAA provides it. Access to  
USCG is essential; USCG need  
ot provide weather information.  
USCG is the best thing we  
Americans provide; I just wish  
USCG were not under the so-  
called Department of Homeland  
Security. Please do not discontinue  
your weather reports! The Coast Guard  
is who we depend on for the most  
accurate weather reports, since  
they are actually out there in the  
water with the winds and the  
waves. I trust buoys for some  
information but actual human  
reports are the most accurate and  
dependable to us. We are boaters and we depend on  
accurate information for us and  
our passengers’ safety while out  
on the water! Thank you and  
please stay with us!

693  Cathleen K. Jennings  
10066 Firetower Road  
Pass Christian MS 39571  
Please do not discontinue your  
weather reports! The Coast Guard  
is who we depend on for the most  
accurate weather reports, since  
they are actually out there in the  
water with the winds and the  
waves. I trust buoys for some  
information but actual human  
reports are the most accurate and  
dependable to us. We are boaters and we depend on  
accurate information for us and  
our passengers’ safety while out  
on the water! Thank you and  
please stay with us!

695  Roberta Spillane  
411 Walnut St 1559  
Green Cove Springs FL  
32043  
As a boater/cruiser…  
I depend on HF voice  
weather and weather fax.  
Off shore and on passage  
(where VHF transmissions  
are not available) this is  
the only means of weather  
information available to  
me. The faxes allow me to  
This is in response to the plan to  
eliminate HF radio weather  
broadcasts both voice and fax.  
Please continue the voice and fax  
transmissions.
696

Warren L. Nash
411 Walnut St 1539
Green Cove Springs FL
32043

As a cruiser… I depend on HF voice and fax when offshore and on passage where NOAA VHF broadcasts and internet is not available.

I do not use the SITOR services but I definitely do use and depend on the fax and voice transmissions.

This is in regard to the plan to eliminate HF weather radio and fax transmissions. Rather than eliminating these broadcasts, I suggest you EXPAND them so that they are indeed continuous, more convenient, and more accurate. If the equipment is outdated or parts are not available then I suggest upgrading your equipment to continue this valuable SAFETY OF NAVIGATION service.

697

Lamar Ballard
6221 Petersburg
Anchorage AK 99507

Anchorage AK 99507
6221 Petersburg
Lamar Ballard
32043
Green Cove Springs FL
411 Walnut St 1559

Regarding the proposed discontinuation of High Frequency weather broadcast to mariners, I would encourage the Coast Guard to continue this type of service for the dissemination of weather information to mariners. For many boaters, operating out of range of VHF coastal stations and lacking costly satellite communication equipment, HF is the only means of obtaining current weather information. As to the expense of maintaining aging equipment, in Kodiak Alaska, station WBH29 provided contract weather broadcasts to many in the Alaska fishing fleet using relatively unsophisticated and inexpensive radio equipment. Again, I encourage the USCG to not abandon this vital source of mariner's weather information.

698

Peter M. Kantor
2726 Shelter Island Drive, Suite82
San Diego CA 92106

I am owner/operator of 40' ocean capable sailboat, voyaging between SE Alaska and southern Mexico. I also do occasional yacht deliveries in the same region as well as to the Hawaiian Islands.

(a) When operating offshore, primary sources of weather data are taken from USCG HF radio broadcasts. These are SITOR, WXFAX, and voice. Since voice broadcasts are nearly identical in content to SITOR, in event of equipment failure, the voice broadcasts are used to facilitate later review. A commercial service, "buoyweather.com" is used for prediction of conditions in the immediate vicinity of the vessel. Also available are satellite imagery, long range predictions, and sea temperature.

WAXFAX broadcasts are copied at least twice a day, more frequently in event of unfavorable weather conditions. Obviously, they are critical in the same sense as given in para (3) above. Of particular value are those of the TPC, satellite imagery, long range predictions, and sea temperature.

SITOR is the primary WX service used. At sea, or in port, the broadcasts are copied twice daily. The issue of criticality is the same as given in para (3) above.

Voice broadcasts are used if SITOR broadcasts are unavailable, due to onboard equipment failure or failure of USCG to transmit. They are also used if circumstances demand more frequent updates than those available from SITOR. As stated in (a), voice broadcasts are recorded. They are critical in the sense of determining whether a passage should be continued or appropriate shelter sought. WAXFAX broadcasts are copied at least twice a day, more frequently in event of unfavorable weather conditions. Obviously, they are critical in the same sense as given in para (3) above. Of particular value are those of the TPC, satellite imagery, long range predictions, and sea temperature.

(b) When operating in coastal waters (less than 20 miles off the coast, US and Canadian), NOAA VHF broadcasts are used in conjunction with the services described in (a) Voice broadcasts are used if SITOR broadcasts are unavailable, due to onboard equipment failure or failure of USCG to transmit. They are also used if circumstances demand more frequent updates than those available from SITOR. As stated in (a), voice broadcasts are recorded. They are critical in the sense of determining whether a passage should be continued or appropriate shelter sought.

The only viable source of WX data available to me (and thousands of others) in the absence of USCG broadcasts is that provided by "buoyweather.com". This service is not free and does not provide fax data, satellite imagery, or warnings. It can be suspended at any time the business providing the service decides. Forecasts are also provided by amateurs, voice only, but these forecasts are not mandatory and can be suspended at any time. Satellite transponders are very expensive, in the context of equipment purchase/installation and usage charges. For many smaller pleasure craft, particularly sailing vessels, installation of satellite antenna systems is impractical.

This topic was addressed in para (3), (4), (5), and (6). From these paragraphs, it should be clear that the primary, most complete, and essential weather data is that provided by the USCG transmissions. This tipic was addressed in para (3), (4), (5), and (6). From these paragraphs, it should be clear that the primary, most complete, and essential weather data is that provided by the USCG transmissions.

This vessel normally operates between 10 and 200 miles off any coast. When delivering, the distance can be as much as 2000 miles off the coast. 1. The most common failure of equipment is due to operator error. Typically, when a scheduled transmission is not received, I am in cell phone range, a call to the USCG station at Pt. Reyes soon corrects the problem.

2. The USCG provides four different HF frequencies for emergency communications. The likelihood of receiving a response when attempting to contact the USCG on any of these frequencies is not more than 50%. It is worth noting that when no response is obtained, and a phone contact is possible, a request for a radio check results in successful two-way communication. This suggests operator inattention rather than equipment failure.

3. Because the service is essential and taxpayer supported, termination of the service in the hope that privatization will be a satisfactory substitute is an unacceptable solution. Private
My position: owner skipper of a 43' ketch, cruising sail boat "Pajebus" I am retired from Collins Radio, now Rockwell International. I stay with my boat an average of 8 months per year.

My primary source of information is USCG weather fax, more credible and available at no additional cost. The other systems are at a significant additional cost or uncompleted or not credible (public broadcast, TV etc...) When at sea, I use USCG HF radio fax broadcasts at least once a day, it is the only way to predict the upcoming of the bad weather, specially watching out for hurricane. I experienced "LOUIS" 180 kts of wind and a very slow displacement. Thanks USCG the all community round me was prepared for this assault, in Saint Maarten with a credible forecast, at this time I operated a mega yachts marina.

I do not use HF radio voice. I use Coast Guard HF radio fax broadcast. I do not have choice, this weather fax forecast is the key information to safely navigate in our area. Would this very service not be available this would lead to a weather blinded navigation at sea, in a sometimes very tough weather Caribbean area.

I have no access to other system, NBIP or SITOR. At sea, there is no alternative to replace the HF/SSB fax forecast transmissions of my knowledge, the whole yachting community in the Caribbean will suffer for a lack of weather forecast.

As implied above, using only one source is a risky proposition. I have already repositioned my satellite antenna to obtain maximum reception, and yet it fails occasionally. The internet only works when you are in a populated area and not at sea, so that is not a viable source. HF Radio still appears to be the best source. My satellite system costs approximately $1/100 to purchase equipment, it needs a laptop computer to operate and I pay about $36 per month to access the information I need. In general, I am happy with it, but it does not have the same information that I can get from HF Radio transmissions.
We are the owners/operators of a 37-foot cruising sailboat and have been sailing the Caribbean for the last 6 years. We are currently cruising in the waters of Belize in Central America. Because the weather is such an important factor in our lives, we use a variety of sources for weather information. While no one source of information covers all of our needs perfectly, our primary source for obtaining marine weather forecasts is via USCG HF radio broadcasts to secure Radiofaxes. In addition to this, we download text weather forecasts from Saildocs using our onboard e-mail provider, Sailmail. We also subscribe to Carib Weather, a weather routing service, which broadcasts weather outlooks over several different SSB (single sideband) frequencies 6 mornings a week and provides individual weather information by request. Near the Belize coast, since their primary language is English, we are able to listen to local FM radio stations for Belize coastal weather reports.

Secondarily, here in the Northwest Caribbean, we participate daily in a cruiser’s “Net” on the SSB (during the cruising season, about 50 cruisers actively participate in the net with at least double that number listening in). Each day, one of the participating cruisers will provide a weather forecast for the other listening cruisers; this forecast is typically a review of the USCG radiofaxes. Vessels underway that check into the Net also provide us with information about the weather they are currently experiencing.

Yes, we use USCG HF radiofax broadcasts daily, if not several times a day at times, to receive various weather forecasts, particularly the graphic weather forecasts (the U.S./Tropical Surface Analysis, the 24, 48, and 72 Hour Wind/Wave Forecast, and the Cyclone Danger Area). Because these charts provide a visual interpretation of the weather (a graphical sketch), because we can receive them not only daily but several times a day, because there are several frequencies to receive from (depending on propagation), and because the radiofaxes are stored in our laptop computer for further/later review, the radiofaxes are the most critical SINGLE source of weather information to us.

Other than purchasing and using a satellite phone with additional weather software, we are unaware of any alternative source to obtain the graphic weather products that we currently receive via the Coast Guard HF radiofax broadcasts. The satellite phone option is out of range financially for us. In looking at some current ads for the optional weather service software, if we had this service, it would cost a minimum of $1 to $2 per day to secure the same or similar weather information that we now secure from the HF weather faxes (if we are reading the pricing sheet correctly, as seen on the Internet ad from GlobalAir). This does not take into account the cost of the phone, the activation fees, and general phone service fees. With the loss of Coast Guard HF broadcasts, we would continue to subscribe to Carib Weather as well as continue to secure text weather information through Saildocs via our onboard e-mail provider, Sailmail. It costs us a total of about $500 a year to continue our e-mail provider. Sailmail (in order to request and receive the weather information via Saildocs), and Carib Weather, the weather routing service. That is a lot of money to many people versus being able to continue to receive radiofaxes at no charge. Both Saildocs and Carib Weather are valuable sources of weather forecasting for us. HOWEVER, neither service provides a graphic picture to us that we can view from our laptop and re-review as needed, neither service is available to us as often as the radiofaxes currently are, at times, propagation is a problem in receiving and transmitting to the weather router with Carib Weather, and there is a cost to both of these services.

Yes, we are very safety conscious. By taking away the Coast Guard HF marine weather broadcasts, we will be deprived of a significant portion of the total information that we use to make informed decisions about our safety at anchor and at sea. Since we live aboard our boat, the weather dictates nearly everything we do. Each morning, we spend the first several hours of the day securing weather information and forecasts in order to make informed decisions for our safety (such as: is it safe to stay at anchor where we are?, do we have forecasted weather conditions that would provide us with a safe passage to our next destination?, do we need to seek safe shelter?, etc.). In our case, without the radiofaxes, we have lost our ability to personally review those graphic products, plot out where we are in relationship with current weather conditions and the forecasted changes in the weather, and then take proper action to place ourselves in the safest situation as possible.

We are conservative sailors, but with the lack of the weather radiofaxes, we could make a very poor decision regarding our vessel that could put us in a dangerous, if not life-threatening situation. If continuing the radiofaxes is an issue of cost, someone may need to look at the cost of a Coast Guard rescue mission because more
We have sailed small boats (<45') as a couple… whose only source of weather information… are the weather reports on radio.

As a sailor who goes offshore too far to receive VHF weather, I find the HF transmissions absolutely essential for the safety of my sailboat and crew. There is a large sailing community of American citizens - as well as other English speaking crews - who are in the same situation. Please continue the HF broadcasts.

We are owners, captain and crew of a private cruising powerboat. We are sailors... whose only source of weather information are NNN voice broadcasts and other voice broadcasts on HF radio.

Over all these we have extensively used HF. Weatherfax. Most ocean going cruising sailboats have an SSB and laptop which is all you need to receive Weatherfax. Alternate sources of weather require a satellite setup which is far to costly for the majority of cruising boats. With GPS and a growing baby boom retiring and going cruising the use of this system is 'increasing', not 'decreasing' and I fully support upgrading it (and I know I'll be paying some of that through taxes).

As a sailor the use of this system is still the ONLY source that is not a viable source. HF Radio still appears to be the best source. My satellite system

We are sailors… whose only source of weather information... are the weather reports on radio.

Yes, daily as our primary source of weather information? Since these broadcasts are available on several frequencies and at several times. We are frequently in areas where other broadcasts are not reliable. We tune in several times a day if a tropical system is approaching.

Yes, we do not have SITOR or WeatherFax capability though many fellow cruisers use the latter and have shared information with us.

Since there is no comparable commercial service we would have to rely upon weather nets on the SSB which are less reliably audible (sometimes we cannot hear any of them) and 'broadcast' of GRIB files. All these boats have a laptop and SSB - to decode a broadcast all you would need is a cable from the SSB to the laptop. This would be much better then sending 'pictures'.

Yes! I use USCG radiofax. The loss of CG HF weather broadcasts would put us at risk. We would have no reliable, consistent source of weather information.

YES! I access HF radio broadcasts when we are traveling. At this point in time, HF Radio broadcasts are still the only source available that continues to be reliable when we are "under way" at sea, or in a remote anchorage.

YES! I use USCG radiofax broadcasts when underway and when planning a crossing. We determine wind speed, direction and wave height, which is critical safety information when taking a small boat out to sea. The HF band is still the ONLY source that can be used in some situations.

I access as many sources as possible to try to obtain accurate weather forecasts. We have been out of range from USCG VHF radio transmissions since October of 2006, so other sources are extremely important to me. I use HF radio transmissions currently being broadcast from the

YES! I access HF radio broadcasts when we are traveling. At this point in time, HF Radio broadcasts are still the only source available that continues to be reliable when we are "under way" at sea, or in a remote anchorage.

NO! I do not personally use the SITOR teletype information. Alternate sources. As amplified above, using only one source is a risky proposition. I have already repositioned my satellite antenna to obtain maximum reception, and yet it fails occasionally. The internet only works when you are in a populated area and not at sea, so that is not a viable source. HF Radio still appears to be the best source. My satellite system

The SITOR teletype source is a risky proposition. In the waters of the Pacific Coast (US and Canada). The loss of CG HF weather broadcasts would put us at risk. We would have no reliable, consistent source of weather information.

We are owners, captain and crew of a private cruising powerboat.

...from CA to FL via the Canal as well as a family from France across the Atlantic to the Caribbean (see www.onourboat.com). We are planning another trip to Mexico and across the Pacific with our two sons.

We are owners, captain and crew of a private cruising powerboat. We are sailors... whose only source of weather information are NNN voice broadcasts and other voice broadcasts on HF radio.

…whose only source of weather information... are the weather reports on radio.

Yes, daily as our primary source of weather information? Since these broadcasts are available on several frequencies and at several times. We are frequently in areas where other broadcasts are not reliable. We tune in several times a day if a tropical system is approaching.

Yes, we do not have SITOR or WeatherFax capability though many fellow cruisers use the latter and have shared information with us.

Since there is no comparable commercial service we would have to rely upon weather nets on the SSB which are less reliably audible (sometimes we cannot hear any of them) and less reliably accurate. The loss of CG HF weather broadcasts would put us at risk. We would have no reliable, consistent source of weather information.

YES! I use USCG radiofax. The loss of CG HF weather broadcasts would put us at risk. We would have no reliable, consistent source of weather information.

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YES! I access HF radio broadcasts when we are traveling. At this point in time, HF Radio broadcasts are still the only source available that continues to be reliable when we are "under way" at sea, or in a remote anchorage.
710  Anne T. Landis
1730 Palmer Avenue
New Orleans LA 70118

USCG. I also have installed a satellite-based system to have an additional source available. Unfortunately, the satellite-based system is not available at all times, and there are times when requests for weather to not come within an acceptable time period. When we are near a source of the internet, I will also obtain weather from that source; however, there are times when we do not have internet access for weeks at a time.

Alternative sources if USCG HF broadcasts were no longer available: hardly available because too expensive (satellite!) Are 500 mb charts available (if so download will be extremely expensive!)?

711  Sam M. Baxter

I am requesting that due to the negative impact on coastal cruisers that you continue to transmit HF radio broadcasts of weather forecasts and warnings. These broadcasts are used daily for the safe passage of thousands of US sailors on open and coastal waters. Please maintain and or improve this service for those who rely on it.

712  Thomas Bergmann
Oberneuhjlander Landstr. 61
Bremen Germany 28355

Owner and operator of a 55’ cruising sailboat and yacht delivery captain

USCG HF radio broadcasts (SITOR and FAX). Inmarsat-C/SafetyNet (equipment rarely on board). NAVTEX

USCG HF-Fax and USCG HF-SITOR broadcasts are not used

USCG HF-Fax and USCG HF-SITOR broadcasts are my most important source of weather information outside European waters. Both are used twice a day during 4 to 6 weeks, about 3 to 4 times per year. Very important for me are your 500 mb-charts to estimate the weather development of the next days.

USCG HF-Fax and USCG HF-SITOR broadcasts were no longer available: hardly available because too expensive (satellite!) Are 500mb charts available (if so download will be extremely expensive)??

Alternative sources if USCG HF broadcasts were no longer available: hardly available because too expensive

713  Mary Ackroyd
Marathon FL

I find the voice transmissions especially helpful when out of NOAA VHF range…

While cruising the Caribbean, Gulf and Atlantic waters. Please continue to provide HF weather forecasts. Thank you for your continued information which helps me make educated decisions in sometimes hazardous conditions.

714  MPC Munchmeyer
Petersen Straumpup GmbH & Co.
H. Busshoff Van der Smissen, Strasse 9
Hamburg 22767

With regret we received information from one of our ships trading in the Pacific Ocean about the intended discontinuation of HF radio weather information broadcasts. Whereas we consider NBDP as
Germany

voice transmitted weather reports not any more as state of the art,
many ships in our fleet rely on the information broadcasted via HF
radio facsimile.
Also in times of internet and satellite communications we
consider it as a vital contribution to the navigational safety of our
vessels, as it is a long time proven, easy to use and highly reliable
system familiar to all mariners.
Therefore we herewith like to take
the opportunity to express our
hope that the discontinuation of
HF radio facsimile broadcasts will
be reconsidered, bearing in mind
that it would be a great loss of
valuable information.

Joseph Digel
1705 O'Conner Road
Forest Hill MD 21050

I do not use the radio voice
broadcasts to receive MWF.
As I stated in my original
letter I do use the radio fax
broadcasts to receive
MWF. I use the fax data
daily from December to
April each year. The
information is listed in
connection with other
weather data to generate
my own forecast picture as
we go through the
Bahamas.
No
I would use the Winlink Ham
radio system to generate the
forecasts that I need. The
advantage to the
marine weather fax is it
shows the whole picture
for several days out
pertaining to lows,
highs, wind and waves.

James S. Kidd
302 Academy St, #101A
Cambridge MD 21613

I have little else to offer on
the subject of HF voice
weather broadcasts, as I have
hardly used this service
myself. This is because I
find it cumbersome and in
any case, I have been able to
receive radio facsimiles
instead… although on
occasions when I have
received the text of voice
forecasts… that has been
helpful.

I have found radio facsimile data was
useful… particularly since there
was a time when this
was about the only useful
weather information I was
able to receive offshore. I
have a Furuno DFAX
FAX-207 installed in my
Crealock 34’ sailboat. The
weatherfax equipment has
been in the boat since 2000.
I have used it on offshore
passages from the
Chesapeake to Bermuda
and to the Eastern
Caribbean (and of course
the return trips). I have also
used the equipment on
passages to and from
Newfoundland and Labrador
and whilst sailing in
distant remote areas.

No I do NOT agree with the current
Boat U.S. position that HF
Weather Broadcasts should
continue. I agree with the USCG position…
that it does not make fiscal sense
to expend funds for new HF
equipment that would extend the
life of current HF weather
broadcasts. When HF voice
weather broadcasts were the only
game in town, the service was
valuable. I have little else to offer
on the subject of HF voice weather
broadcasts, as I have hardly used
this service myself. This is
because I find it cumbersome and
in any case, I have been able to
receive radio facsimiles instead…
although on occasions when I
have received the text of voice
forecasts… that has been helpful.

I have a Furuno DFAX
FAX-207 installed in my
Crealock 34’ sailboat. The
weatherfax equipment has
been in the boat since 2000.
I have used it on offshore
passages from the
Chesapeake to Bermuda
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Newfoundland and Labrador
and whilst sailing in
distant remote areas.

I have little else to offer on
the subject of HF voice
weather broadcasts, as I have
hardly used this service
myself. This is because I
find it cumbersome and in
any case, I have been able to
receive radio facsimiles instead…
although on occasions when I
have received the text of voice
forecasts… that has been helpful.
In the past I have found radio
facsimile data was useful…
particularly since there was a time
when this was about the only
useful weather information I was
able to receive offshore. I have a
Furuno DFAX FAX-207 installed
in my Crealock 34’ sailboat. The
weatherfax equipment has been in
the boat since 2000. I have used it
on offshore passages from the
Chesapeake to Bermuda and to the
Eastern Caribbean (and of course
the return trips). I have also used
the equipment on passages to and
from Newfoundland and Labrador
and whilst sailing in
distant remote areas.

Follow-Up Comment
As far as I know no one is manufacturing replacement equipment that is any better for a small boat... and that is probably because the faxes frankly have pretty limited value. In addition to the weatherfax, I have an ICOM IC-M710 SSB HF/MF radio aboard my boat with a Pactor modem. This equipment was originally purchased in 1998 primarily for the exchange of email with my children. It has had a few hardware and software upgrades in the ensuing years. Today in addition to email connectivity, I can also get weather data with this gear. Over the past 10 years I have been associated with four different organizations that support this equipment from ashore – PinOak, SeaWave, the HAM Radio network, and SailMail’s Winlink network. As the technology has advanced I have found the SSB/Pactor modem combination slowly replacing the need for the weatherfax although I still consider the weatherfax data to be somewhat useful. I do not attempt to download the same faxes into the computer that come in on the Furuno DFAX FAX-207 (although I could), as this would be a duplicative effort, and it would be tedious, and wasteful of limited electric power. I use the computer/Pactor modem/SSB to download GRIB files, which I frankly find to be considerably more useful than the paper faxes that come in on the weatherfax. I should point out though that I do continue to run my weatherfax when offshore because it is an alternate source of information with a slightly different slant on the weather. So as long as my weatherfax equipment is working and the information is being broadcast, I shall continue to use it. But realistically speaking, a good 50% of the paper faxes I receive are so unreadable that they are of
| 717 | Timothy Harrington  
2217 East Rancho  
Phoenix AZ 85016 | the paper faxes I receive are so unreadable that they are of practically no use. When the broadcasts eventually end (as I am certain they will) or when my onboard equipment dies, the equipment is going to come out of my boat. | I and the others with whom we 'convey' do not have another source for long or short range weather information unless we 'buy' satellite access. Most of us smaller vessels simply do not have the $5 to afford that alternative. | This is especially important off shore Pacific along Mexico to Central America and beyond. | The USCG should abandon HF technology in favor of moving on and supporting the advancement of more capable and more reliable technologies. |

| 718 | Robert Forbes  
4045 Rivoli  
Newport Beach CA 92660 | I hold a 50 Ton license - Masters Inland and Mate Near-Coastal. Starting in late 2007, I will be sailing worldwide in my own private vessel (not for hire). I am considering an "Ocean" license in the future and this leads me to the commercial work if and when this license is obtained. | My primary source for weather is USCG HF Weather Broadcast - VOICE and FAX. YES - USCG Voice Broadcasts are absolutely life-critical to my understanding of present and forecast weather conditions. YES - I obtain forecasts several times a day. USCG Voice Broadcasts are absolutely life-critical to my understanding of present and forecast weather conditions. Other sources could include information received by satellite phone but connections can be difficult to obtain offshore due to both satellite position and circuit loading. Such connections are also exceedingly expensive and not necessarily sanctioned by the USCG and NOAA - this severely limits their utility and trustworthiness. YES - as this will be my primary means of life-supporting weather information, losing this capability to diagnose and forecast enroute weather conditions could jeopardize passage safety and lead to life threatening situations. | YES - USCG Voice Broadcasts are absolutely life-critical to my understanding of present and forecast weather conditions. NO - we usually don't use HF radio fax products. When at sea they are used each day, and as a cruising yacht this represents on average 7 months a year. These are critical products particularly in the tropics where the streamline products and satellite imagery is of key importance. At sea we don't use SITOR. There are no other alternate sources to replace what we require that do not involve costs beyond our resources. Of course the loss of Coast Guard HF products would affect us. Weather forecasts and outlooks equate to safety at sea. The very reason the products currently produced are available is because someone with intelligence recognized their importance and we operate our yacht on the High Seas and in nearly all oceans. |

| 719 | David Sapiane  
121 Mary-paige ln  
Santa Rosa CA 95404 | Owner of a 47foot sailing yacht USCG HF radio, shoreside internet | No we usually don't use HF voice. Yes, we regularly use HF radio fax products. When at sea they are used each day, and as a cruising yacht this represents on average 7 months a year. These are critical products particularly in the tropics where the streamline products and satellite imagery is of key importance. At sea we We don't use SITOR. We operate our yacht on the High Seas and in nearly all oceans. | Upgrading the current equipment and keeping it running should be a prime function of USCG national safety mission. | HF weather broadcast are an integral part of my SAFE planning and voyage making via my sail boat. |
<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lowell D. Stanley</td>
<td>3801 Ginnbrooke Lane</td>
<td>We have enjoyed this in the Met areas which cover our cruising grounds,</td>
</tr>
<tr>
<td></td>
<td>Knoxville TN 37920</td>
<td>Australia, New Zealand, Japan and soon USA. We are currently in Japan</td>
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<tr>
<td>Bernd Goebel</td>
<td>München Germany</td>
<td>Our primary source of obtaining Marine Weather F'casts is HF Radio</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Broadcast. Up until now weather faxes have proven to be the most useful</td>
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<td>information, broadcast by the various major countries in charge of the</td>
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<td>International agreed Met Areas which cover our cruising grounds,</td>
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<td>Australia, New Zealand, Japan and soon USA. We rely extensively on the</td>
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<td>broadcast during our cruising in the caribbean. Radio facsimile while</td>
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<td>offshore and HF voice broadcasts as well as radiofax while cruising in the</td>
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<tr>
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<td></td>
<td>Caribbean. The broadcasts have added immeasurably to our safety.</td>
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<tr>
<td>David W. Reed, Jr.</td>
<td>Palmetto Bay FL</td>
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<td></td>
<td>Caribbean. The broadcasts have added immeasurably to our safety.</td>
</tr>
<tr>
<td>Norbert Jansen</td>
<td>PO box 681, Emerald</td>
<td>Our primary source of obtaining Marine Weather F'casts is HF Radio</td>
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<tr>
<td></td>
<td>Victoria 3682</td>
<td>Broadcast. Up until now weather faxes have proven to be the most useful</td>
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<td>Caribbean. The broadcasts have added immeasurably to our safety.</td>
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</table>
and plan to continue for the next 5 to 10 years to Alaska, Canada, US West Coast, Mexico, US East Coast and across the Atlantic.

use weather faxes in conjunction with GRIB files from NOAA available through the HF Radio e-mail service of the Sailmail Association, which in remote areas like Japan is often difficult to receive as opposed to weather faxes which come in clearly and reliably over HF radio. Whenever available, (Australia, New Zealand and soon we hope Alaska) we listen to English voice HF radio broadcast weather bulletins to augment weather faxes and GRIB files. We do listen to coastal f’casts via VHF radio if and when available but the broader pictures from weather faxes are more useful for longer Coastal Passages and are essential for Ocean Passages.

in USA waters. Note that we have no experience with USCG VHF voice broadcasts and we don’t know their frequency, area coverage and detail.

Whenever available (Australia, New Zealand and soon we hope Alaska) we listen to English voice HF radio broadcast weather bulletins to augment weather faxes and GRIB files. We do listen to coastal f’casts via VHF radio if and when available but the broader pictures from weather faxes are more useful for longer Coastal Passages and are essential for Ocean Passages.

in USA waters.
The continuation of the high-frequency reports and graphics is VITAL to maritime safety - especially for recreational and small commercial vessels. The use of high-frequency communications is growing among recreational boaters (and in general) since the FCC changed the licensing procedures early in 2007. The primary change was to eliminate the Morse code requirement for obtaining a license that grants high-frequency privileges. The primary effect has been to dramatically increase the people using high-frequency radios. In my locale, several local boating organizations (for example, the Coast Guard Auxiliary) have been running classes to assist people with their high-frequency FCC license. This is exactly the WRONG time for the USCG to abandon this useful technology.

Without access to these reports and charts, anyone venturing more than about 20 miles (or so) offshore will be beyond the range of the VHF reports and completely vulnerable to weather phenomena. Also, the electronics industry - in particular Furuno - has developed an interface for the weatherfax to be displayed on their new-generation of GPS/Radar/Chartplotter devices. (No FCC license required as it is receive only.) Clearly the industry believes that this is a useful set of products.

Joe A. Garrigan
3061 Renault Street
San Diego CA 92122

please do not stop high frequency /hf/ radio broadcasts of weather forecasts and warnings via radiofacsimile ...voice and sitoplans I make this request for rob and lorraine colman on sailboat "southern cross" now at fanning island, pacific ocean they listen and print every day several times thank you in advance

Michael L. Allen
12 Jasper Lane
Beaufont SC 29907
S/V 30' Watkins, M/V 18 mckee CC
Near coastal SC, NC, GA, FL; 3-5 times a year
Follow-Up Comments

William R. Martz
P.O. Box 4101
Palmer AK 99645

I use the system at least twice daily via a scanner. I would request this service remain active. Alaska needs it.

Crowley Liner Services East Coast, Crowley Marine Services East & Gulf Coast
David H. Waldhauser, Jr
I am part of Crowley Liner Services and Crowley Marine Services shore side support personnel. I do not sail, but I am in constant

The best answer is that they operate all over depending on the particular vessel
contact with many vessel crews. I am the manager responsible for the electronic communications and navigation equipment on our East Coast and Gulf of Mexico fleet. This includes 25 sea going tugs and one specialized salvage vessel. Part of that responsibility is providing and maintaining the equipment used to convey the important weather information disseminated by the USCG. Although responsibility is the East and Gulf Coasts, we have many more vessels on the West Coast and in Alaska. I know weather fax and voice weather broadcasts are essential to them as well, especially in Alaska where Inmarsat coverage is very spotty and problematic.

734 Joan E. Conover 11225 Beechwood Pointe Smithfield VA 23430

Continued broadcast of marine weather fax via SSB radio is critical for boating safety of many sailing/cruising mariners in US and International waters from US to Europe to Africa. Many offshore boaters cannot access internet or email. Without access to basic info via SSB FAX, boaters misjudging weather will increase the need for emergency USCG assistance. In our offshore passages, only NMN broadcasts reaching us as far as Europe and Africa dependably provided consistent weather data. Cruising sailors depend on these
broadcasts when all other means fail. Please continue this vital service.

I quite often use the HF weather forecast when planning and making my offshore boat trip. On these places I don't have other sources of weather info.

I am writing to voice support for the continuation of USCG weather broadcasts on the HF radio band. These broadcasts are currently in the format of radio facsimile, voice, and simplex teletype over radio (SITOR). This is the type of service that government does well, and given the ever volatile nature of weather events these days, up-to-date weather information and forecasting is necessary to save lives. I have been impressed on several occasions with the efficiency of the USCG (in particular their documentation center), and am confident that they will roll out new technology to continue this vital service in a cost effective manner. I for one have no problems paying taxes for a service this critical to maritime interests.

We strongly urge the US government to continue weather FAX broadcasts. They are a major source of our weather forecasts while on offshore passages, and greatly increase safety.

It is very important that the US Coast Guard continues with its HF weather broadcasts to maintain the safety of navigation at sea, for those vessels only equipped with HF radio.

This site was hard to find. It took many times of dead ends of searching to find it. The guy on the radio says your address way to fast and infrequently. I was never able to get it down at sea. I had to find it on the web. If you can repeat your announcement two times and say it slow. I bet you get more comments.
<table>
<thead>
<tr>
<th>ID</th>
<th>Name</th>
<th>Address</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>740</td>
<td>George F. Noyes</td>
<td>1807 S.E. 41st Street 1-G</td>
<td>I am a sailor, and a USCG Captain (50,000 ton License).</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Cape Coral FL 33904</td>
<td>I am opposed to the discontinuance of HF Radio Weather forecasting. It is vitally important to keep the service for the benefit and safety of boaters. Please do not stop this service.</td>
</tr>
<tr>
<td>741</td>
<td>Mark Miller</td>
<td>Syracuse NY</td>
<td>I do recreational sailing offshore</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>I find the HF voice broadcasts very useful and to be sure the offshore sailing community in general relies upon them.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Bermuda, Virgin Islands, etc. Not more than once or twice a year, in a small (&lt; 50ft) sailboat.</td>
</tr>
<tr>
<td>742</td>
<td>Daniel G. Evans</td>
<td>Outward Bound Waterfront Operations</td>
<td>I am a user of the HF broadcasts and as a citizen want these to continue in their entirety. It is a simple method for mariners that does not rely on high tech gadgets or expensive cell phone based products.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5-11 Dry Dock Avenue Boston MA 02220</td>
<td>I am asking for and supporting the continued broadcast of SSB weather services.</td>
</tr>
<tr>
<td>743</td>
<td>Don E. Cole</td>
<td>3326 Via Lido</td>
<td>I have been boat owner/operator for 26 years and plan on doing the same for the next 26 years. I never leave the dock without monitoring local weather conditions a couple days prior to departing. I can't tell you how many times it has saved my family and me some very uncomfortable and unsafe passages. Please do not eliminate the HF weather broadcasts.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Newport CA 92663</td>
<td>I have been a sailboat owner/operator for 26 years and plan on doing the same for the next 26 years. I never leave the dock without monitoring local weather conditions a couple days prior to departing. I can't tell you how many times it has saved my family and me some very uncomfortable and unsafe passages. Please do not eliminate the HF weather broadcasts.</td>
</tr>
<tr>
<td>744</td>
<td>Anita J. Russell</td>
<td>212 East Shoreline Drive</td>
<td>Yes, occasionally. HF broadcasts are the only source of weather information when out of VHF range. Without these broadcasts, we will have no access to weather information and therefore will be in danger of loss of life at all times.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Long Beach CA 90802</td>
<td>Yes, daily. We use the radiofax broadcasts to monitor changing weather and developing storms and for route planning. Without these broadcasts, we and other mariners will have no access to weather information and therefore will be in danger of loss of life at all times. This will result in added burden on the Coast Guard to come to the aid of mariners caught in storms at sea. The cost of the new equipment will likely be much less than all of the rescue missions that will result from the discontinuation of the HF broadcasts.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>NO</td>
</tr>
<tr>
<td>745</td>
<td>John G. Mendoza</td>
<td>45 Quadra Court</td>
<td>I do not use any of these radio signals at this time.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Chico CA 95928</td>
<td>I intend to take my vessel to Hawaii, Mexico, and the Pacific North West. My vessel is currently berthed in Vallejo, California.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Follow-Up Comment.</td>
</tr>
<tr>
<td>746</td>
<td>David G. Coffee</td>
<td>6006 Lake Tree Lane #1</td>
<td>I am a user of the HF broadcasts and as a citizen want these to continue in their entirety. It is a simple method for mariners that does not rely on high tech gadgets or expensive cell phone based products.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Temple Terrace FL 33617</td>
<td>I am opposed to the discontinuance of HF Radio Weather forecasting. It is vitally important to keep the service for the benefit and safety of boaters. Please do not stop this service.</td>
</tr>
<tr>
<td></td>
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<td>I am a user of the HF broadcasts and as a citizen want these to continue in their entirety. It is a simple method for mariners that does not rely on high tech gadgets or expensive cell phone based products.</td>
</tr>
<tr>
<td>Name</td>
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<td>Additional Details</td>
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</tr>
<tr>
<td>Dennis Ross</td>
<td>Green Cove Springs FL 32043</td>
<td>Owner/Captain of a 43' sailboat. High Frequency Radio broadcasts from shore-based cruiser and HF WeatherFax. Yes, but less frequently than radiofax. We are fulltime live-aboard cruisers currently located on the Pacific side of Mexico. We are often at anchor--away from Internet or other wired forms of communication for weeks or months at a time. Weather broadcasts are vital to our safety, especially during severe weather.</td>
<td>Primarily coastal Mexico, Central America, and South America--up to 250 km offshore. Please do not discontinue these vital services that are used to keep ourselves and our home safe.</td>
</tr>
<tr>
<td>Loic L. Le Corre</td>
<td>Port de Plaisance Le Marin Martinique</td>
<td>Owner/operator of 44ft sailboat and Yacht delivery captain. USCG HF Radio, sometimes local amateur broadcasts. YES, I listen every day. Very critical because without the Coast Guard weather, I might not be able to listen to weather each day. YES everyday 3 times, when nasty weather around often every 6 hrs. How critical - see number 3</td>
<td>Yes. Because i can receive HF broadcast everywhere. Would effect me severely if not available - see above answers. offshore and high seas. Caribbean sea.</td>
</tr>
<tr>
<td>Darryl Matthews</td>
<td></td>
<td>I use the computer voice weather forecasts broadcast over marine radio in Prince William sound Alaska, all the time while I'm on the water. Specifically for wind and wave number from local observations around the area I'm traveling in. It is very necessary to know if the weather is going to change while out in PWS. The sound has fast changing weather patterns that cannot be predicted more than a day and a half at best. If we loose marine radio weather broadcasts we will be operating blind. Also the number of pleasure craft has increased by 2 million vessels in the last ten years, traffic in PWS has increased significantly in the past 5 years. Everyone I know uses the marine radio weather broadcasts, because local weather forecasts are ineffective. Virgin Islands</td>
<td></td>
</tr>
<tr>
<td>Leo Sandow</td>
<td>1329 North Salsipuedes Santa Barbara CA 93103</td>
<td>I use the computer voice weather forecasts broadcast over marine radio in Prince William sound Alaska, all the time while I'm on the water. Specifically for wind and wave number from local observations around the area I'm traveling in. It is very necessary to know if the weather is going to change while out in PWS. The sound has fast changing weather patterns that cannot be predicted more than a day and a half at best. If we loose marine radio weather broadcasts we will be operating blind. Also the number of pleasure craft has increased by 2 million vessels in the last ten years, traffic in PWS has increased significantly in the past 5 years. Everyone I know uses the marine radio weather broadcasts, because local weather forecasts are ineffective. Virgin Islands</td>
<td></td>
</tr>
<tr>
<td>Keith F. Blankenship</td>
<td>1740 Harbor Place Slip 54A South Pasadena FL 33707</td>
<td>I have sailed for 15 years. I've been working on going cruising for 3 years now, and I hope to be completely ready in 3 more. My father is retired military weather forecaster. I understand the importance of being aware to stay alive, and there's nothing out there that can substitute for the weather fax showing the various systems as they develop and progress. I've been doing a lot of home work on what my options are, and even if I get a big expensive SSB radio, there's still no substituting the fax. Nothing else shows pressure gradients, pressure systems, jet stream analysis, etc, and gives the 3-d picture necessary in formulating understanding. I hope and I ask please, keep broadcasting the weather fax. I would like to utilize it myself as I travel thru the thorny path down to our beautiful virgin islands, then who knows from there. Virgin Islands</td>
<td></td>
</tr>
<tr>
<td>David B. Goldstein</td>
<td>PWS Eco-Charters P.O. Box 735 Whittier AK 99693</td>
<td>I work on a charter vessel. I am the skipper of the vessel. I've been doing a lot of home work on what my options are, and even if I get a big expensive SSB radio, there's still no substituting the fax. Nothing else shows pressure gradients, pressure systems, jet stream analysis, etc, and gives the 3-d picture necessary in formulating understanding. I hope and I ask please, keep broadcasting the weather fax. I would like to utilize it myself as I travel thru the thorny path down to our beautiful virgin islands, then who knows from there. My vessel operates in the waters of Prince William Sound (Alaska). I typically sail operate 4-5 days per week during the months of June/July and August. May and Follow-Up Comment</td>
<td></td>
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</tbody>
</table>

*Please note that the table is a representation of the content and may not reflect the exact format or layout of the original text.*
| 755 | John W. Reid  
351 Goodall Road  
East Calais VT 05650 | Yes. Daily. I use voice broadcast primarily as a backup to the weather faxes. If I have trouble receiving the weather faxes via CGHF radio, the voice broadcasts are critical, my sole source of weather forecast information. | I do not generally use SITOR to receive MWF, although I have the receiving equipment and use it as a third-level backup (to weather faxes and voice). | I'd be in trouble. My SSB radio is my primary means of receiving marine weather forecasts. Every alternative that I know of requires active operation of much more sophisticated equipment (eg, satphone). The beauty of the CGHF radio system is that you just turn it on at the designated times and it's there. It's simple and reliable. | The loss of CGHF marine weather broadcasts would be a huge loss to me. I just sailed across the North Atlantic, from Maine to Azores to Portugal, on a small (36') wooden sailboat. I dodged two gales enroute, thanks to the weather faxes I received via CGHF. I would have gotten creamed without the service. In fact, I wish the weather faxes were broadcast on a repeating loop (similar to the NWS coastal forecast radio) so you can tune in at any time and get the latest faxes. I'm guessing that the equipment is too old to do that. With new equipment, it should be easy, just as NWS does with its new automated system. | Follow-Up Comment |
| 756 | Roland A. Sweet  
1917 Victoria Circle  
McKinney TX 75070 | As a recreational boater who has made numerous voyages outside the U.S. territorial waters, I can attest to the need of the small boater to be able to obtain the latest weather information on the high seas. | The USCG should be provided funds to upgrade their HF and MF weather broadcast equipment. Small boats (<=35 ft. LOA) seldom can be equipped with the electronics necessary to obtain satellite weather information because of the power drain and, of course, the high cost of subscription service. This broadcast service is invaluable and should not be discontinued. | Follow-Up Comment |
| 757 | Edward N Montesi  
6025 Cassowary Lane  
New Bern NC 28560 | As a boat owner and frequent voyager I and my wife… use and rely on the HF marine reports, forecasts and warnings. We have learned to separate the wheat from the chaff (degree days), and the behind covering to get important and increasingly more accurate weather information. | It seems to me that in this day and age it should be easier and cheaper to acquire technology and equipment to continue and economically improve the system. I was aware that Sen. Rick Santorum R Pa. wanted to privatize and have the boat owner pick up the cost. I don’t know how that would work. We would have to subscribe separately like satellite radio with separate receivers. Costly! Maybe some competition would solve the problems you describe. I am perfectly happy with the present system as I assume the coastal agriculture and residential homeowners would be too. | Follow-Up Comment |
William L. Kimbell Jr
1000 High Hawk Road
East Greenwich RI 02818

I am an active recreational boater. I rely on HF weather broadcasts for offshore voyage planning and during the voyages. My passages have included USVI-Bermuda, Bermuda-RI, RI-Bermuda, FL-Bahamas and many near coastal trips - often beyond certain range of NOAA VHF transmissions. It is important that the US government remain at the forefront of disseminating weather, including voice and weatherfax transmission, for the safety and security of all mariners. While information can be obtained via the internet, doing so requires many more complex systems and is inherently less available. Weather information is fundamental to the safety and security of all mariners - commercial and recreational. Thank you for your request for comments, and for your consideration of my submission.

Richard Drechsler
CYC, SMWYC
8776 East Shea Boulevard, Suite B3A-306
Scottsdale AZ 85258

I am the captain of a 50' sailing vessel. We operate in the Eastern Pacific the Equator to Alaska and as far west as Hawaii. We operate year-round and are at sea approximately 250 days per year. 

Gary J. Koshland
Bouchard Transportation Company, Tug Rhea I
244 Burt Road
Cold Brook NY 13324

I am a Captain on a tug and oil barge unit and have been sailing for 30 years starting out on commercial fishing vessels then to larger units. I have been using HF broadcasts a long time. When in port we now use internet prior to sailing for weather however once underway we rely totally VHF & HF Radio Fax satellite images for updating our weather predictions for safe passages. We operate in the Eastern Pacific. Your request for comments is very important. With the loss of HF Broadcast will impact a large portion of deepwater sailors and causing additional risk of life and possible environmental impact as well should weather change severely while outside of VHF range. My vessel has routinely operated from Panama Canal, Gulf of Mexico and eastern seaboard to Canadian Ports usually less than 200 miles from shore. You must continue this service at all costs without question for safety at sea and the prudent weather decision making process that takes place aboard seagoing vessels large and small everyday.

Gerald L. Ray
12154 Circle 99
Lillian AL 36549

We are presently equipping our boat for a trip to the Bahamas and plan to use HF weather services to receive weather forecasts and ensure the safety of our vessel. Any disruption to this service will endanger the lives of many boaters who rely on this system to time and plan routes to avoid severe weather. We are presently equipping our boat for a trip to the Bahamas and plan to use HF weather services to receive weather forecasts and ensure the safety of our vessel. Any disruption to this service will endanger the lives of many boaters who rely on this system to time and plan routes to avoid severe weather. We are presently equipping our boat for a trip to the Bahamas and plan to use HF weather services to receive weather forecasts and ensure the safety of our vessel. Any disruption to this service will endanger the lives of many boaters who rely on this system to time and plan routes to avoid severe weather.

Melinda L. Scott
4177 Lake Terrace Drive
Kalamazoo MI 49008

Please continue HF marine weather forecasts. They are critical to the safety of the entire cruising community. My husband & I lived on our sailboat for 10 years. We just moved ashore this year. We listened to "Mechanical Mike" and picked up weather fax from our SSB every day. Those broadcasts completely ruled our decisions as to when and where we sailed. When we were in
We are the captain and navigator (and owners and operators) of a 40 foot cruising yacht, an Australian registered ship currently moored in Hokkaido Japan and about to voyage to Alaska, USA.

Our primary sources for obtaining marine weather information are, in order of importance: -Weather fax via HF radio, currently obtained from Tokyo but soon to be obtained from Kodiak, Alaska. Marine weather "Grib" files, sourced via HF radio. HF voice weather broadcasts. -When on shore, internet sources. It is important to make a distinction here. When we are on passage, HF weather faxes and HF voice weather are the only means we have of obtaining weather information, hence they are vital to our safety.

We have not as yet used USCG HF voice radio broadcasts, but in the near future will be relying on them, as we close the Alaskan coast. At this point they will be essential to our safety along with the HF weather faxes we will be receiving from Kodiak, Alaska.

We use HF weather fax products on a daily basis, and they are ESSENTIAL to our safety when we are on passage. We have been cruising for 5 years, and have relied on HF weather faxes from many countries. We have used USCG HF weather faxes in the past and anticipate using them soon from Kodiak on our impending voyage to Alaska. HF weather faxes are the single most essential means of weather forecasting on our yacht, and our safety would be seriously compromised if they were no longer available.

We have never used SITOR forecasts.

If USCG HF weather services were withdrawn, it would leave a serious gap in our weather forecasting ability and hence our safety would be compromised. We are a small cruising yacht with a small cruising budget, and there is no product we are aware of that can easily replace these essential services, in an affordable way. We use weather GRIB files as an additional source of weather information, but the GRIBs come with a warning, an excerpt of this follows: "Also remember that grib data is not reviewed by forecasters before being made available. You are getting a small part of the raw model data that the forecasters themselves use when writing a forecast and it is your responsibility to make sure that the data is consistent with your local conditions and with the professionally- generated forecasts (e.g. text bulletins and weather-fax charts)." Consequently weather fax charts are essential to our safety.

The loss of the USCG HF weather services would seriously compromise our safety at sea, as HF weather fax is our primary weather forecasting source.

We operate our vessel in high seas areas, as stated we are about to voyage from Hokkaido in Japan to Alaska. We intend to remain in the North Pacific over the next 2 years, and hope to continue to rely on the USCG HF weather services in particular the HF weather faxes, and when we are closer, HF voice weather services.
of the Communications Committee of the Cruising Club of America; I have been (2004 and 2006) and am again (2008) the Chairman of the Communications function and the Crises Management Team for the Newport-Bermuda Race. I have been a speaker on communications for sanctioned Safety-at-Sea programs; I am an extra-class amateur radio operator, call sign W1ZW. I believe I am qualified to express opinions on the proposed changes. The opinions I express are my own and do not represent the position of any committee or organization of which I am a member.

<table>
<thead>
<tr>
<th>768</th>
<th>William H. Traylors</th>
<th>2401 South Lynn Street</th>
<th>Arlington VA 22202</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>I have been a licensed master for over 30 years...</td>
<td>I have been a licensed master for over 30 years...</td>
<td>and have depended on these broadcasts for critical weather updates when offshore.</td>
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<tr>
<td></td>
<td>…and have depended on these broadcasts for critical weather updates when offshore.</td>
<td>…and have depended on these broadcasts for critical weather updates when offshore.</td>
<td>The USCG HF Offshore and HiSeas forecasts have for many years been the GOLD STANDARD for offshore cruising boats as well as for other categories of vessels at sea. These are INDISPENSABLE for the cruising sailor. They are not supplanted by any other technology (most small cruising vessels do not have access to high-speed communications when offshore, as the cost and</td>
</tr>
</tbody>
</table>
complexity/bulk of such equipment and service is prohibitive). For the lonely sailor at sea, the familiar voice of “Iron Mike” is a godsend, providing authoritative weather information on a regular broadcast schedule from shore facilities with strong transmitting capability.

Further, I have organized and participated in numerous HF maritime mobile nets which provide services to mariners offshore. As a result, I know how much they depend on the USCG broadcasts.

Finally, as a lifetime ham (Extra Class license) intimately familiar with HF transmitting equipment and antenna systems, I know that the cost of such systems is relatively low—compared to the critical communications capability they provide. A small investment to upgrade USCG HF facilities used for the High Seas and Offshore broadcasts—and, possibly, for other purposes—is in my judgment more than warranted. Failure to upgrade these facilities and/or to dispense with the broadcasts would be irresponsible in the extreme, in terms of service to the seagoing public-at-large.

James F. Audley, Jr.  
3 Chestnut Lane  
Rose Valley PA 19063

My wife and I live aboard our 37 foot sloop “Kristina” for 3 months each year. … using VHF radio WX broadcasts and every few days we stop at an internet cafe to get the big picture from the NWS Web site. We are planning extended cruising to the Caribbean in the next two years and expect our reliance on HF will increase dramatically. As we leave VHF range, and cut the ties to the internet cafes, we plan to use HF for email, voice communication, and to receive weather charts via a fax receiver and by using our computer connected via a sound card. HF is an elegantly efficient system which utilizes equipment which offshore cruisers must have on board anyway. Unlike internet based technology, which has the limitations caused by the need for individual connectivity, HF has the tremendous power of broadcasting vital information to a large number of users.

We utilize HF voice when we are out of VHF range. We utilize Radio fax for getting the big picture from a variety of graphical weather charts. We do not use SATOR. Although we have tried using satphones for voice communications during the past two years, we found the technology unreliable, slow and expensive. Dropped calls have been such a serious problem that we haven’t even attempted data transfer. Trying to coax info out of the satphone is not an option for us. Satphones are expensive, unreliable and require too much complex technology.

We utilize HF radio when we are out of VHF range. We utilize Radio fax for getting the big picture from a variety of graphical weather charts. We do not use SATOR. Although we have tried using satphones for voice communications during the past two years, we found the technology unreliable, slow and expensive. Dropped calls have been such a serious problem that we haven’t even attempted data transfer. Trying to coax info out of the satphone is not an option for us. Satphones are expensive, unreliable and require too much complex technology.

Safe cruising for us requires careful attention to weather and as we venture farther offshore, HF will be our lifeline. We urge the Coast Guard to continue its HF Weather broadcast program so we can stay connected. Please keep the delivery of weather information available, simple, quick and reliable by keeping the HF weather broadcast system on line.
SIMULTANEOUSLY.
No worries about special modems, bandwidth limitations, transmission speeds. HF weather is simple, direct and reliable – just what we need.

770  Bob Taylor
411 Walnut
Green Cove Springs FL
32043

I am a full time sailor and live aboard my sailboat. I depend on the weather fax to help me make safe trips. I use it all the time.

771  Carl McHenry
PMB 505
88005 Overseas Highway
Islamorada FL 33036

This would be a perfect time for you to upgrade the service to a satellite based transmission that we could receive better. I can not get the internet so the radio is important.

772  Jon Danzig
3 Church Circle PMB #212
Annapolis MD 21401

I am a licensed captain and have spent the last several years afloat… ranging from the north east United States to the islands of the Caribbean.

773  Kelly C. Overman
2500 W Las Olas Blvd.
#1105
Ft. Lauderdale, FL
33301

It is imperative that HF weather service continue, HF is the only service that is capable of bringing critical pictorial / graphical information onboard smaller vessels. This information is essential to safe navigation. I assume that no one will argue that obtaining annotated weather charts is critical to safe navigation. GRIB files while useful only provide the raw weather model outputs. Analysis by a skilled meteorologist, and those at the Ocean Prediction Center are first rate, is essential to correct understanding, routing, preparation, scheduling and safety. Thousands of vessels in the 50ft and below range have no high bandwidth communication system. Such systems are impractical for physical reasons as well as being a financial challenge. The HF Fax system is the only way that graphical, annotated information is or can be delivered (I am also a practicing Electronic Engineer).
Only this system provides a low bandwidth, long time period method for moving large annotated graphics to critical users. I am well aware that numerous “private” enterprises have long schemed and lobbied to have this service shut down in hopes of improving their profits but NOT ONE has ever offered any concept that would move the critical annotated weather charts to low bandwidth users. Please challenge the opponents of continuing this system to define a service that will supply the critical annotated charts from the Ocean Prediction Center and the National Hurricane Center to thousands of small to medium sized vessels using currently installed equipment. They are glib in discussion but there is simply no way that a subscriber (one to one) based narrow band system can provide the vast amount of data represented by annotated weather charts to thousands of users. The current system which continuously transmits a “Lazy Susan” of critical information to thousands of simultaneous users was highly innovative in its inception and is still unique. That is why it is still in broad usage world wide.

There are myriad reasons for continuation the critical HF services and the cost of upgrading the system (only a handful of stations are necessary to cover a hemisphere) is small compared to search and rescue operations even assigning no value to the loss of human life. Standing out among those reasons is the simple fact that small vessels are more at risk from weather. Small vessels are unlikely to have high bandwidth communication capability due to both physical and financial constraints. There is no other low bandwidth service available, proposed or envisioned that can deliver annotated weather charts to low bandwidth users.

On board we capture the complete weather fax briefing package once per day from Marshfield, MA and also from New Orleans when we are south (twice per day in challenging conditions). Many, many other vessels do the same and also capture the text based transmissions some with equipment as simple as a hand held shortwave radio and a laptop computer. There is no substitute for annotated weather charts in
| 774 | Carey M. Colwell | I am the owner/operator of a 38’ sailing vessel. My primary source of weather information when off-shore is the HF weather fax service. | I do not use SITOR. | securing safe passage for small to medium sized vessels and there is simply no other practical way to get this information onto these vessels in a timely fashion. HF Fax systems are currently operated by all modern seafaring countries. Why would the United States of America drop this service? The real cost is in obtaining the raw meteorological data and doing the weather analysis. Having done this why would we allow lobbyist to curtail dissemination of the critical information to those most dependent on it. Do not let a few lobbyists cut this critical safety net and place large numbers of smaller vessels in more danger while offering no rational replacement for what is a critical and unique service. |
| 775 | Anonymous | I am a serving Royal Navy officer who skippers our Adventurous Training yachts on long distance cruises. These include trans-Atlantic crossings and cruises in the West Indies. I also sail trans-Atlantic in private yachts. We primarily use Inmarsat C, but are also very reliant on HF Weather Fax and SITOR (RTTY) broadcasts. I am also doing a Transatlantic crossing in October 2007 on a yacht where HF broadcasts will be our sole source of weather information. Yes. When in range, it depends, they can be very critical for more detailed information at short notice. Yes. When in range, they are used daily, particularly for surface analysis and prognosis charts. The significant wave and gulf stream charts are also very useful. Yes. For my crossing in October 2007, they will used daily and are crucial for my weather information, as it will be the only source onboard. I would have to look at an Inmarsat C installation which would be expensive and less useful. not as useful because it cannot give me the charts and prognosis to make informed decisions. | The loss of the HF weather fax service would cause a major problem as the only other option I have available (satellite phone service) is very unreliable. |
| 776 | Nick Bilinski | I am a serving Royal Navy officer who skippers our Adventurous Training yachts on long distance cruises. These include trans-Atlantic crossings and cruises in the West Indies. I also sail trans-Atlantic in private yachts. We primarily use Inmarsat C, but are also very reliant on HF Weather Fax and SITOR (RTTY) broadcasts. I am also doing a Transatlantic crossing in October 2007 on a yacht where HF broadcasts will be our sole source of weather information. Yes. When in range, it depends, they can be very critical for more detailed information at short notice. Yes. When in range, they are used daily, particularly for surface analysis and prognosis charts. The significant wave and gulf stream charts are also very useful. Yes. For my crossing in October 2007, they will used daily and are crucial for my weather information, as it will be the only source onboard. I would have to look at an Inmarsat C installation which would be expensive and less useful. not as useful because it cannot give me the charts and prognosis to make informed decisions. | To many sailors US HF broadcasts are the only available weather information offshore in N Atlantic and Pacific. I am aware cost is an issue and it is on US taxpayer, while US sailors can, in many cases, afford the newer technologies. Still, I ask you, your legal conditions permitting, not to shut down your HF broadcasts. If you do, some sailors will be left without most valuable information which may be essential to their safety at sea. |
| 777 | Jeffrey J. Hadley | I regularly operate sailing vessels more than 200 miles offshore. | The loss of the HF weather fax service would cause a major problem as the only other option I have available (satellite phone service) is very unreliable. |
| 778 | | I am the owner/operator of a 38’ sailing vessel. My primary source of weather information when off-shore is the HF weather fax service. | |
| 779 | | I do not use SITOR. | |
| 780 | | securing safe passage for small to medium sized vessels and there is simply no other practical way to get this information onto these vessels in a timely fashion. HF Fax systems are currently operated by all modern seafaring countries. Why would the United States of America drop this service? The real cost is in obtaining the raw meteorological data and doing the weather analysis. Having done this why would we allow lobbyist to curtail dissemination of the critical information to those most dependent on it. Do not let a few lobbyists cut this critical safety net and place large numbers of smaller vessels in more danger while offering no rational replacement for what is a critical and unique service. |
I am the owner operator of a cruising sailboat and I use HF radio voice and fax to communicate with other boaters. I feel that the HF voice weather transmissions are a very important tool in maintaining the safety of vessels and passengers. I would very much support the continuance of this service.

Thank you very much for allowing me to comment to support your need to solicit funds to maintain the equipment necessary for these HF Radio Voice and Fax transmissions.
weather charts but they do not contain detail about frontal systems, ridges and troughs that the weather fax system presents. New equipment is available. The SCS company in Hanau Germany (www.scs-ptc.com) makes a radio modem that can serve as an extremely high quality weather fax modulator. Icom Corp produces high quality HF transceivers and HF linear amplifiers. The SCS co. could assist you with specifying or providing the necessary software to operate the system. I am extremely grateful for the HF services the USCG provides, please do what you can to continue them.

This page contains testimonials from various boat owners who rely on the HF Marine broadcasts for their safety and decision making. They express their gratitude for the service and highlight its importance in their lives. The new equipment mentioned by the SCS company is described as a high-quality, reliable option for those who wish to continue using the HF Marine broadcasts. The testimonies emphasize the value of the information provided by these broadcasts, which is vital for passage planning and storm monitoring.

The testimonials also mention the cost of the service and the potential impact of losing this valuable planning tool. The respondents express their support for the continuation of the service and encourage the consideration of the cost of rescuing sailors that make poor passage decisions due to the loss of the service.

In summary, the page contains a mix of practical information about the new equipment and heartfelt testimonials from boat owners who rely on the HF Marine broadcasts. The page serves as a testament to the importance of these broadcasts in the lives of those who use them for passage planning and storm monitoring. The new equipment offered by the SCS company is described as an excellent option for those who wish to continue using the service.
<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Broadcasts are crucial safety issue.</th>
<th>Weatherfax through SSB radio.</th>
<th>I rely on this information regarding critical decisions of what routes to take to minimize risk of hitting dangerous weather situations.</th>
<th>Unless you can provide a different technical solution, these charts are vital for us to plan safe sailing voyages.</th>
</tr>
</thead>
<tbody>
<tr>
<td>William B. Shaffer</td>
<td>117 Crescent Avenue Sausalito CA 94965</td>
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</tr>
<tr>
<td>Larry K. Jackson</td>
<td>4335 Aegean Drive #230-A Tampa FL 33611</td>
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<tr>
<td>Doug Hitchciff</td>
<td>P.O. Box 1138 George West TX 78922</td>
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<tr>
<td>James F. Godfrey</td>
<td>S/V Summerwind 1114 Bass Avenue Port Isabel TX 78578</td>
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</tr>
<tr>
<td>Stephen H. Connell</td>
<td>2 Boughton Road Newport RI 02840</td>
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</tbody>
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1. William B. Shaffer, 117 Crescent Avenue Sausalito CA 94965
2. Larry K. Jackson, 4335 Aegean Drive #230-A, Tampa FL 33611
3. Doug Hitchciff, P.O. Box 1138, George West TX 78922
4. James F. Godfrey, S/V Summerwind, 1114 Bass Avenue, Port Isabel TX 78578
5. Stephen H. Connell, 2 Boughton Road, Newport RI 02840

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The broadcasts are crucial for our use of Weatherfax to sail safe.
deliveries. tend to be less timely, available less frequently during the day, and less reliable. Less frequent broadcasts which are provided on fewer frequencies means that propagation becomes a much bigger issue. It is often possible that some of these commercial sources cannot be received for a day or two. Other sources can cost $250 per year and up. Important safety feature. Atlantic.

Joseph E. Ledbetter  
2600 Mission Bell Drive  
San Pablo CA 94806  
I regularly use the HF weather forecasts on west coast sailing trips. I do not have satellite gear so my only source of weather information is through the HF radio. I use weather fax as well, but there are a number of times when the warnings issued thru the HF broadcasts were more relevant when the weather fax transmissions were not timely and sometimes unclear.

John W. Moore  
2110 Waylife Court  
Alva FL 33920  
Please keep the weather broadcast, as we and MANY other boaters depend on them in our cruises throughout the Caribbean. These broadcasts are very important for the safety of all mariners.

Jim J. Long  

Gregory S. Dodds  
12174 Blackfoot Court  
Jacksonville FL 32223  
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West Coast

I am writing in favor of Keeping the current system in place. It is used by too many of us cruising and traveling folks that are out of reach of more traditional methods, ie. TV and commercial radio.

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</tr>
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<td>Charles Lane</td>
<td>8355 Norris Canyon Road, Castro Valley CA 94552</td>
<td>I am a private boater who cruises extensively with my family in a small (37') sailboat. HF radio is the only reliable source of weather prediction. With the advent of economical and reliable laptop computer interfaces, weather (fax) charts are within the reach of small cruising boats of a standard of quality only available to large commercial ships in the past. I cannot stress how important this has become to boating safety. I often hear the Coast Guard HF radio reports being shared among cruising boats, via short range VHF nets, so even those without ham or SSB benefit from this critical service. We spent over four years cruising the Pacific coast and will soon embark on a voyage through the Panama Canal, the Caribbean, South America and eventually and Atlantic crossing. While we all understand the high costs involved in continuing to service and maintain the broadcast capability, one can imagine that the costs of more search and rescue missions to save those imperiled by lack of warning would offset any savings. I ask you to place yourselves in our shoes briefly, and imagine what peace of mind this service delivers to the lonely boats around the world, alone by choice to be sure, but equally in need and deserving of the weather forecasts available to those who can afford satellite equipment.</td>
</tr>
<tr>
<td>William L. Calderwood</td>
<td>4302 Mount Herbert Avenue, San Diego CA 92117</td>
<td>I have been a professional mariner for the last thirty-five years and still sail both commercially and for pleasure. Although I do not utilize the SSB voice method for weather information, I have sailed with individuals that utilized that particular method. I find the fax broadcast extremely important when I am at sea to make a proper decision regarding the vessel's course and speed and its route.</td>
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| Harvey M. Portz             | 64 Timber Ridge Drive, Port Ludlow WA 98365 | I have been a professional mariner for the last thirty-five years and still sail both commercially and for pleasure. Although I do not utilize the SSB voice method for weather information, I have sailed with individuals that utilized that particular method. I find the fax broadcast extremely important when I am at sea to make a proper decision regarding the vessel's course and speed and its route. I find the thought of the Coast Guard discontinuing HF weather broadcasting extremely disturbing. This weather information is vital for safe navigation and when I am at sea with my small pocket cruiser (35'loop), I regularly copy weather from this service. As a small boat sailor, I also feel that this community of users generally does not have the resources or space onboard to install satellite equipment. It is in this community that the SSB is the only piece of equipment that provides the necessary capability to monitor environmental conditions. Commercial vessels all carry GMDSS equipment which utilizes HF as a major component of the system. I find it difficult to believe that with so many vessels carrying this equipment the Coast Guard is finding it difficult to maintain or replace the necessary stations. Certainly a world-wide
A communication system has equipment manufacturers that can provide this type of equipment. Please maintain your HF weather capability as it is vital to safety at sea.

805  Harvey M. Portz 64 Timber Ridge Drive Port Ludlow WA 98365
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807  Bill C. Wilson 3614 South West Seagull Way Palm City FL 34990
As long as I am living and sailing these marine broadcasts will be essential to the safety of myself, my crew, and my sailboat. Thank you for them and please continue these weather broadcasts. I receive them on a stand-alone fax receiver/printer.

808  Bill C. Wilson 3614 South West Seagull Way Palm City FL 34990
Duplicate of 807 Duplicate of 807 Duplicate of 807 Duplicate of 807 Duplicate of 807 Duplicate of 807 Duplicate of 807 Duplicate of 807 Duplicate of 807

809  Deborah B. Streeter 8805 Overseas Highway 9-596 Islamorada FL 33036
I possess a 100 ton Master’s Certificate and believe that safety at sea is paramount. I own and operate a SSB radio and a weather fax program. When I am 25+ miles from shore I rely on these to get the necessary up to date weather information.

810  James F. Ohler 2813 Avenida Valera Rancho La Costa CA 92099-0041
My vessel goes to seaward out to 250 nautical miles.

811  Jonathan R. King 3105 Seclusion Bay Drive Anchorage AK 99515
I wish to voice my support for the NOAA Weather Band Radio broadcasts in South-central Alaska. The weather band broadcasts are a critical component to safe recreation in South-central Alaska as they provide accurate forecasts of terrestrial and marine weather conditions. I personally use this information to help plan family recreation experiences and to ensure that the choices I make will provide the safest possible recreation for my family and friends. Weather in Alaska can change rapidly and Weather Band broadcasts contain a constant stream of rapidly updateable information. Please continue to maintain and upgrade these systems.

812  Charles S. Russell, Jr. P.O. Box 6382 Saint Thomas VI 00802
I am the owner/captain of a 48’ ocean-going sailboat, and have lived aboard for over 25 years. Although I am an active "ham" radio operator, and have access to various sources, I have found that NMM weather broadcasts are considerably more reliable than a practical standpoint offshore and in that respect, I can fully understand the burdens imposed by outdated HF radio equipment, for which parts are no longer available, thus requiring complete replacement of these systems if you are to keep them functional. But, over the years I have sailed extensively offshore, and am currently located in the Caribbean. We have weathered numerous storms and I thank you for the opportunity to submit my comments strongly supporting the continuation of HF WX broadcasts, both by automated voice and radio facsimile broadcasts. Another anecdote may be helpful. I do numerous sailboat deliveries.
particularly during storm events when wx information is absolutely critical. Simply put, weather transmissions are dependent upon towers or microwave links (VHF broadcasts, wireless broadband, cellular links) neither have the range to be of any assistance offshore, but more importantly cannot possibly survive the storm conditions frequently encountered in the Caribbean. When these sources go down (and they inevitably do) it can take months if not years to rebuild such infrastructure; meanwhile, HF weather becomes the only significant, reliable source to mariners for this information. I know this first hand from bitter experience; I have been an EOC volunteer in St. Thomas for years assisting with disaster comms, and FEMA regularly appears after these events baffled by the fact that their cell phones and VHF radios don’t work because the repeaters are down. HF radio weather broadcasts are the only thing going in those situations, and I see little change in that fact over the years. You should know that, throughout the Caribbean, local maritime “hams” get their weather from NMN, and rebroadcast it locally to thousands of listeners on local “nets.” While PACTOR technology for digital HF is improving, it isn’t yet the primary source of this information in less than first world areas that are just as impacted by tropical storms as U.S. territories. You’re not going to receive comments from these folks, but believe me, they’re out there.

813

Laurence W. Harmon
257 Middle Road
Crown Point NY 12928

I would first like to thank the all the members of the Coast Guard for their service to all mariners. Every time we see a boat, ship or helicopter flying the CG Orange it really warms our hearts. We know you all will come to our aid if we

the past 10 years, the technology for HF communication has improved exponentially. A roomful of Harris equipment a decade ago can be replaced by an Icom desktop set now, at a mere fraction of the cost. Realistic (i.e.: non-military procurement) assessment of these costs should reveal that replacement is not (or should not be) as significant as might first be thought. Hurricane events and lesser storms in the tropics.
ever call and pray that we do not have to do so. Thank you so much for your service to our country. One of the most important services the CG provides for mariners are the HF weather broadcasts. The average recreational sailor can easily tap into this vital safety resource with a minimal investment. With a receiver costing less than $150 and an old laptop, weatherfax is obtainable. HF weatherfax and HF voice are vital to those outside of VHF range. Without this information many recreational sailors will lack vital safety information. Adding satellite equipment is not an option for many of us until the equipment cost is low and transmitted by the CG. A lot of us trust the CG and will not put our faith in a subscription service. I also would not want to have satellite be my only source in heavy weather due to reception issues with heavy rain and excessive movement from a small boat.

Thank you for your time. I hope you are able to find a way to continue these broadcasts. My family’s safety depends on them and the USCG. I am sure HF manufacturers like ICOM would be willing to help you with equipment issues to maintain that important functionality in their equipment.

Walt Sonen
P. O. Box 107
Seldovia AK 99663

I operate a 40’ commercial fishing vessel…

First off, I only listen to radio voice transmissions of the equipment aboard to receive facsimiles or teletype. I occasionally listen to the SSb Coast Guard marine information broadcasts however I don’t commonly guard them. I seldom hear them or know what time to listen...in the Gulf of Alaska during the summer and early Autumn months. I am responding to the enclosed article from the local weekly paper the Homer News of Homer, AK. I assume the author has her facts straight, but I’m in doubt on a few points from personal observations. The VHF marine weather broadcasts are at different times throughout the state and often times the operator keys the wrong transmitter so they are not as effective as they might be. Those broadcasts have not mentioned the weather. To my knowledge for about 4 years now it was as if the Coast Guard made the decision that NOAA weather performed that function adequately and one day stopped weather information completely. Which leads me to ponder: if I were running a radio station I would put things of interest on it. One of the main reasons I listen to the Coast Guard marine info broadcast is for fisheries closures – often the only means we can receive them. But how about marine weather updates? Storm
warnings? Never. Canada does it, it’s a wonderful service. NOAA weather doesn’t have the transmitters to announce changing situations throughout the day. Most operators are busy and don’t listen to the continuous NOAA weather broadcast but twice a day as they are updated. I would put sudden updates and storm warnings on my station to increase my listener base. Cost? Almost nothing. The weather broadcasts are offered throughout the state on regular broadcast radio, public radio in particular. It’s nice to have at home but not of any use to me at sea. 95% of my weather info comes from the NOAA weather service. VHF continuous broadcast and SSB broadcasts from the weather stations in Kodiak and Yakutat twice daily.

815 Roy C. Peterson
411 Walnut Street # 3692
Green Cove Springs FL
32043-3443

On passage we daily listen into the CGHF radio voice broadcasts. It is not uncommon to have difficulty copying the weather fax and this becomes our primary weather information. We are full time cruisers living on our sailboat. When underway we use the CGHF radiofax as our primary means of receiving weather forecasts. Typically we copy the fax twice daily for the wind and sea forecasts. This proved critical for us on a recent passage from the Turks and Caicos Islands to Beaufort, N.C. in May 2007. Thanks to the weather fax we were aware of the rapid development of T.S. Barry and made a 100NM detour south to the Bahamas to avoid the very nasty storm. Without CGHF fax our sailboat and lives might have been at risk. I consider it absolutely critical to our safe voyaging!

818 Sandra E. Smallwood
Cruising Yacht NGOMA
FLAT 1, 13 Thicket Road, Anerley
London SE208DB
England

I am the owner and skipper of a British registered vessel… Prime source for marine weather info; is USCG HF voice transmission SSB 4319MHz USB USCG 0930 UTC VOICE. Other sources; are locally based SSB marine weather forecasts and NAVTEX. In current use; USCG HF radio broadcast SSB 4319MHz USB USCG 0930 UTC VOICE. Local maritime weather info using SSB receiver. We are full time cruisers and have been continually on the move for the past 5 years. We routinely sail offshore (over 100 NM from land) and have crossed oceans in our sailboat. Follow-Up Comments

We do not use SITOR broadcasts

If the USCG stopped sending weather fax on HF we would be forced to invest in a satellite phone at a cost of $600-$1500. We would then have to subscribe to a weather service at additional cost. I. User cost would be out of our budget and II. would not improve on what we receive from the USCG now.

The loss of the CGHF weather broadcasts would severely affect our safety at sea. Having a reliable weather source while underway is absolutely essential to safe passage making. We are full time cruisers and have been continually on the move for the past 5 years. We routinely sail offshore (over 100 NM from land) and have crossed oceans in our sailboat.

EFFECTS OF LOSS OF SERVICE; less confidence sailing, especially for offshore and ocean passages.

Follow-Up Comments
Steve K. Sommerfield  
301 East International Airport Road  
Anchorage, AK 99518

My husband and I are the owners of a 45' cruising yacht currently in Japan and traveling onto Alaska in 2008.

Our primary sources for obtaining marine weather information are, in order of importance:  
- Weatherfax via HF radio, currently obtained from Tokyo but as we travel east we will be reliant on those obtained from Kodiak, Alaska.  
- Marine weather “grib” files, sourced via HF radio.  
- HF voice weather broadcasts at sea  
- When within coastal range – VHF radio broadcast.  
- When on shore, internet sources.

It is important to make a distinction here. When we are on passage, HF weather faxes and HF voice weather are the only means we have of obtaining weather information; hence they are vital to our safety.

We have not as yet used USCG HF voice radio broadcasts, but next year we will be relying on them, as we close the Alaskan coast. At this point they will be essential to our safety along with the HF weather faxes we will be receiving from Kodiak, Alaska.

We use HF weather fax products on a daily basis, and they are ESSENTIAL to our safety when we are on passage. We have been cruising for 9 years, and have relied on HF weather faxes from many countries. We have used USCG HF weather faxes in the past and anticipate using them next year as we travel to Alaska and on through U.S.A. We use Surface analysis and 24/48. 72 hour surface analysis, prognosis most frequently and also warnings particularly any Typhoon, hurricane warnings/faxes. HF weather faxes are the single most essential means of weather forecasting on our yacht, and our safety would be seriously compromised if they were no longer available. They are our primary weather forecasting and weather caution while at sea.

We have never used SITOR forecasts.

If USCG HF weather services were withdrawn, it would leave a serious gap in our weather forecasting ability and hence our safety would be compromised. We are a small cruising yacht with a small cruising budget, and there is no product we are aware of that can easily replace these essential services, in an affordable way. We use weather grib files as an additional source of weather information, but the grib data come with a warning, an excerpt of this follows: “Also remember that grib data is not reviewed by forecasters before being made available. You are getting a small part of the raw model data that the forecasters themselves use when writing a forecast and it is your responsibility to make sure that the data is consistent with your local conditions and with the professionally-generated forecasts (e.g. text bulletins and weather-fax charts). Consequently weather fax charts are essential to our safety.

The loss of USCG HF weather services would seriously compromise our safety at sea, as HF weather fax is our primary weather forecasting source.

We operate our vessel in high sea areas as we do ocean crossings. We intend to remain in the North Pacific over the next 2 years, so that includes our Transpacific crossing next year, then travel down the west coast of U.S.A and then in subsequent years an Atlantic crossing which again would rely on the services provided by USCG HF radio. We hope to continue to rely on USCG HF weather services, in particular HF weather faxes, and when we are closer, HF/VHF voice weather services.

In summary, we would like to strongly commend the HF radio services currently offered by the USCG, and plead for these services to be maintained for us and the cruising yacht community. We do not have the budget to afford high tech replacements, and without HF radio weather services, our safety at sea would be seriously compromised.
826  Jay Savur
MV Chiswick Bridge

During winter months the ship’s charter arranges for a weather routing service, however for 6 months of the year between April & October we rely on USCG weather reports via INMARSAT ‘C’ and facsimile to help us determine our trans-pacific voyage plan. The weather analysis and forecast/prognosis 24/48/96 hours is extremely useful.

827  Diane B. Stevens
411 Walnut Street, 8267
Green Cove Springs FL 32043

Once out of VHF range, we use SSB to get Weather from CG. It's our #1 source. Last year, we needed it for 2 separate 7 day stretches.

828  Martin Mentrasti
1400 Marina Drive
Hollywood FL 33019

I mainly operate sailing offshore and mostly in High Seas, in Mid Atlantic and US East coast to Caribbean Deliveries.

829  Robert C. Friedman
136 Cedar Street
Wellesley Hills MA 02481

My wife and I are retired and living on our Freedom 45 sailboat. We use our VHF radio and SSB receiver to get marine weather forecast and warning information. We rely on the regular NOAA weather broadcasts to plan all our passages.

830  Richard M. Rollins
323 Preakness Court
Walnut Creek CA 94597

Please continue HF radio weather broadcasts.

831  Seymour R. Friedman
186 Cedar Street
Wellesley Hills MA 02481

I am a Professional Merchant Marine Captain, actually working as Yacht captain of big motor yachts and also as delivery Captain of motor yachts and sailboats from 30' to 150'.

832  Richard M. Rollins
323 Preakness Court
Walnut Creek CA 94597

We are currently cruising the east coast of North America and the Caribbean.

833  Mark P. Gilg
Raebmatt 15
Zug Switzerland 6300

Cruising on sailing vessel. HF Fax very important to us.

834  William Earl Lamar
Box 742
Sharpes FL 32959

I read with horror that High Frequency service should be discontinued or upgraded. I believe a great nation, such as ours, it would be a disgrace and a
837  Bruce H. Collins  I am Navigating Officer and Relief Captain on the ocean research vessel ENDEA VOR owned by the National Science Foundation and operated by the University of Rhode Island. Our source for weather forecasting varies, depending on where we are operating. If we are south of the central Gulf of Maine and within 200 miles off the U.S. coast, we have Internet access, which provides excellent facsimile charts and text forecasts. Outside of that area we rely heavily on Coast Guard HF radiofax broadcasts, and the text forecasts provided by INMARSAT "C". We consider the Coast Guard HF radio voice broadcasts to be a valuable backup for the other systems. We seldom use them, but feel more comfortable knowing they are available. We have never used the Coast Guard HF radio SITOR forecasts. We do have the capability of receiving these, however the few times we have tried the results were less than satisfactory. Nothing else is available to us at this time that could take the place of this weather information.

We operate throughout the Atlantic, Arctic, Mediterranean, Black Sea, and occasionally the Pacific.

838  James C. Merriman  Whereas one of your core missions is to safe guard mariners, please DO NOT abandon HF weather broadcasts. Many, many mariners, such as me, rely on the various weather products currently available, including wx fax as an integral part of our safety at sea. Many of us do not have the resources to purchase the commercial alternatives so will simply be more at peril if the HF WX is terminated. $20m is small compared to the costs and risks associated with an increase in search and rescue operations.

839  William H. Meredith  Officer on tuna fishing vessel western pacific area 90-96 03-04  HP WEFAX  Yes, but not as often as WEFAX  Yes, they were received on the times scheduled out of HI. I forget the times now. We considered them essential to avoid typhoons and other serious maritime weather.  I was on. But did monitor it with amateur equipment from shore stations in year past. I feel it is a useful system. All info is available by satellite, inmarsat, iridium, etc. just at greatly increased cost. The satellite is not always available during periods of heavy rain (just like satellite tv at home) The periods of heavy rain just might be when you need to receive that information the most. HF works in weather.

We have never used the Coast Guard HF radio SITOR forecasts. We do have the capability of receiving these, however the few times we have tried the results were less than satisfactory. Nothing else is available to us at this time that could take the place of this weather information.

We operate throughout the Atlantic, Arctic, Mediterranean, Black Sea, and occasionally the Pacific.

840  Richard J. Goodhart  I am the owner/operator of a cruising sailboat who has taken several cruises into remote areas and am now recently retired with plans for extended cruising for the next several years over great distances. My primary sources for obtaining marine weather forecasts include: shore side internet (when available) and USCG VHF radio broadcasts (when available), but because of the remoteness of recent cruising (caused both by distance and extreme terrain features), I have extensively used USCG HF broadcasts and Navtex. Concerning my use of USCG HF voice broadcasts of weather forecasts, I use this service to augment the radiofax and Navtex when other sources are unavailable. Concerning my use of USCG HF radiofax, I use this service extensively as a primary method for obtaining weather information. Concerning my use of USCG SITOR, I do not currently use this service due to limitations of my computer software or my inability to get it working correctly.

Concerning my use of USCG HF broadcast/fax, having it redundant is somewhat redundant. I think this question is overly redundant. While it is possible to do without HF broadcasts/fax, having it available gives one a redundant form of receiving the information. Somewhat like having both a land line and a cell phone at one's residence.

If Coast Guard HF broadcasts were no longer available, I would be forced to research private sources and contact with one of them, which being retired on the proverbial 'fixed income', is not a happy prospect. The source selected would still have to be via HF transmissions since any form of satellite communication is still extremely expensive for my wallet. If Coast Guard HF broadcasts were no longer available, I would be forced to research private sources and contract with one of them, which being retired on the proverbial 'fixed income', is not a happy prospect. The source selected would still have to be via HF transmissions since any form of satellite communication is still extremely expensive for my wallet.

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Would the loss of Coast Guard HF broadcasts affect me: a most emphatic – yes. It would be a terrible shame to lose that information. The HF radio voice broadcasts would be a severe blow to our operations! The loss of the HF radio voice broadcasts would not be as severe, but they would be missed.

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<th>Address</th>
<th>Use of VHF Weather broadcasts</th>
<th>Frequency of weather information</th>
<th>Alternatives to the USCG service</th>
<th>Current location</th>
<th>Future plans</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jeffrey R. Woodward</td>
<td>5233 Northeast Broadway, Portland OR 97213</td>
<td>Yes. Twice daily whenever outside VHF or WiFi range. The service is critical since there are no other choices for reliable weather information available to us.</td>
<td>Yes, twice daily. Same reasons as #3. Many times the combination of the graphics and the voice augment each other to help us understand what weather patterns to expect.</td>
<td>No. I don't know of any alternatives to the USCG service.</td>
<td>Yes! When outside the US there are no alternative sources of reliable weather information. In some more remote stretches of the coast VHF signals don't always reach and the SSB is the only way to get good weather info.</td>
<td>We are currently in Portland, OR. So we are currently operating in inland waters. Later this month we will start harbor hopping south with a planned arrival in San Diego sometime in November. After that we will continue south into Mexico where we will cruise until May when we will lay the boat up for hurricane season. Next year we hope to continue on to Central America. Most of the time we will be within 25 miles offshore. But there will be few if any stations broadcasting reliable weather information in English along our route once we leave San Diego. So we will be relying on the SSB and the USCG HF.</td>
</tr>
</tbody>
</table>
service. That was a major factor in deciding to install the SSB radio, the Pactor modem, and the laptop computer.

I use the HF voice weather broadcasts all the time. It is my main and often my only source of weather information and weather warnings. It is extremely important for safety when sailing.

I believe that this HF weather broadcast is an extremely important service.

I'm a recreational boater... and rely on these broadcasts whenever I sail. They are very useful especially in Summer as weather conditions can change with little advance knowledge and the radio I use is portable.

Concerning Coast Guard marine radio broadcasts. The broadcasts will be missed if cancelled.

As an occasional user of HF products provided by the USCG I would like to submit a point of view. The products transmitted by coastal stations may have a limited audience, what is missed is that infrastructure has another value. In a post 9/11 world, the coastal HF stations are a resource to maintain. A redundant point of contact for local officials to use as a method disseminate government information that does not require a complex network to use. Since the bulk of our citizens live along the coast the USCG HF Network is a logical resource. It is suggested that the Coast Guard coordinate with FEMA on how best to exploit this resource. In a disaster, the first 24 hours will be the most difficult, complex networks may not be available for life safety issues for many reasons. The remote USCG HF Coastal Stations could fill this gap. Amateur Radio could bridge the local connection with Amateur Radio Emergency Services (ARES). Having these resources could be a significant justification for further funding of the USCG HF Network.

As a alternative thought, deployed Coast Guard ships could perform the same functions as the fixed assets. Critical life safety information could be relayed from government authorities by way of these ships using the same frequencies. The current weather products could be transmitted the same way, keeping circuits viable for emergencies.
<table>
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</tr>
</thead>
<tbody>
<tr>
<td>Anthony L. Maurer</td>
<td>P.O. Box 864 59200 Beaver Road Homer AK 99603</td>
<td>As an Alaskan sport fisherman, I rely on marine weather reports verbally. Charts, numbers, and coded messages don’t do me a squall of good. The USCG HF Network can be a part of this process.</td>
</tr>
<tr>
<td>Rick A. Bergstrom</td>
<td>21101 Cancun Mission Viejo CA 92692</td>
<td>I operate a 44 ft sailing boat… radiofax is my primary source of weather info. I do not use SITOR.</td>
</tr>
<tr>
<td>Bruce A. Olson</td>
<td>411 Walnut Street #3082 Green Cove Springs FL 32043</td>
<td>As a full time, live aboard, cruiser… I would like to strongly support the continuation of marine weather forecasts via both VHF and SSB. These are extremely valuable sources of weather information which is essential for my safety.</td>
</tr>
<tr>
<td>Kit C. Wilson</td>
<td>49100 Marimba Court La Quinta CA 92253</td>
<td>I am an owner/operator of a 44 ft cruising sailboat… and use USCG HF radio broadcasts as my primary weather source. I believe that the USCG should continue to provide weather information. The information provided is reliable and valuable whereas commercial information is expensive and tailored to the provider’s sales and marketing goals. The USCG has always been a major partner and respected in the maritime community and discontinuing this valuable service will break with that tradition.</td>
</tr>
<tr>
<td>Scott Cann</td>
<td>926 Northwest 58th Street Seattle WA 98107</td>
<td>As a captain of offshore sailing vessels… we use vhf weather radio as a mate on off shore and high sea we use ssb and weather fax. We also have navtex. I would encourage for continuation of the vhf and ssb services.</td>
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