

| Doc # | Response # | Contact Info | 1) What is your position in the maritime community? | 2.) What are your primary sources for obtaining marine weather forecasts (MWF)? | 3.) Do you use CGHF radio voice broadcasts to receive MWF? If yes, how often do you use CGHF broadcasts and how critical are they to your safety and operation as compared to the other sources you listed in your response to Q2? | 4.) Do you use CGHF radiofax broadcasts to receive MWF? If yes, how often do you use CGHF radiofax broadcasts and how critical are they to your safety and operation as compared to the other sources you listed in your response to Q2? | 5.) Do you use CGHF radio Simplex Teletype over Radio (SITOR aka NBDP) to receive MWF? If yes, how often do you use CG SITOR broadcasts and how critical are they to your safety and operations as compared to the other sources you listed in your response to Q2? | 6.) What alternative source(s) for obtaining MWF would you pursue if CGHF broadcasts were no longer available? How would you rate the alternative source(s) in terms of (a)user cost, and (b)usefulness of the information as compared to the CGHF broadcast it replaces? | 7.) Would the loss of the CGHF marine weather broadcasts affect you? Please explain. | 8.) How far seaward does your vessel primarily operate? | Other Comments |
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| 2 | | East Coast Vessel Deliver Kevin Redden 710 Clark Street Westfield NJ 07090 | While doing boat delivery trips... | The HF weather broadcasts are my only source of weather information on these voyages. These weather broadcasts are important for the safety of the voyages... | | | | ..., and there is no available substitute that is cost effective. | 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. | ...up and down the US east coast, I am frequently offshore, out in the Gulf Stream, out of VHF radio range. | It is requested that the weather broadcasts be continued to avoid creating a serious safety issue that would result if they were shut down. |
| 3 | | John F. Littlewood 608 Raven Ridge Road Friday Harbor WA 98250 | | | | | | | | | 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. |
| 4 | | 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 notoriously difficult to keep operating correctly in adverse conditions. As stated previously, I seriously doubt that you could fly a couple satellites to close coverage gaps any cheaper than you could just replace all HF 24 transmitters. | 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 probable evolution of a pattern over a 72 hour window. Most importantly, only fax can do this in the same manner world-wide without interruption of service due to location. | Primarily coastal and offshore in the eastern Pacific between Alaska and Mexico. | |

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| | | | | conditions. If you were able to replicate the 500mb faxes in this format and provide coverage over the entirety of the ocean, this might be a decent replacement for HF. I suspect it would be much cheaper to buy all new transmitters than it would be to fly a couple extra satellites. 4. Shore-side Internet: Not very available and never available when you need it. I use it when possible before planning a trip to get weather fax files I may have missed. | | | | | | | |
| 5 | | Dave A. Kall 5157 Silent Loop, Suite 314 NPR FL 34652 | | "The HF WX broadcasts are essential for the safety of my boat and crew." | | | | | | | 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. |
| 6 | | Charles A. Freeman 29 Morse Road Lebanon NH 03766-2325 | 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. | | | | 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. | |
| 7 | | Francisco Celedon 8412 N.W. 61st Place Parkland FL 33067 | Licensed Captain 100 gross. 55' yacht, 45' cruising sailboat | NOAA Weather Radio, USCG HF radio broadcasts, NAVTEX. | Yes. As a backup when other methods not available. About 3 times per year. | Yes Almost every month. Convenient but not critical. | NO | Not sure. This is my backup system not the primary method. | Once the system stop working, will not be back :(| Coastal and offshore, mid-Atlantic (Bahamas) | |
| 8 | | Wayne R. Beardsley 1923 S.E. 32nd Terrace Cape Coral FL 33904 | | | | | | | | | 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. |
| 9 | | Thomas A. Unruh 1313 West Broadway Newton KS 67114 | ...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... | | | | While we are able to receive some weather information now 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 | 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 | ...as we have been sailing... offshore and crossing oceans. | I am very concerned about the possible loss of weather information via HF radio transmission... |

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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. | | | |
| 10 | | William M. Link Seven Seas Cruising Association P.O. Box 370563 Key Largo FL 33037 | | | | | | | | | 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. 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. | |
| 11 | | Sea Service, L.L.C. Captain Edward Montgomery, President 1014 John Avenue Superior WI 54880 | I am a Master of Steam and Motor Vessels up to 100 tons and Owner/President of our firm, Sea Service, L.L.C. We are a Great Lakes operator of tugs (1), barges (3), workboats (1) and Pilot boats (3) in Duluth, Superior, Green Bay and Chicago. We operate 24 hours a day, 7 days a week in all weather, as is demanded by the commercial shipping industry. We also assist recreational boats when stranded or in distress. | Normally, our crews use the NOAA VHF weather broadcasts several times a day. We have on occasion used the HF broadcasts, but not regularly. Overall, the HF broadcasts are not critical to our safe operation. | | 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. | We do not use SITOR. | We would use computer generated weather information and NOAA VHF radio. | Not very much. | 3 - 100 N (Great Lakes and inland waters). | | |
| 12 | | Brendan J. Lally, U.S. Merchant Marine Officer 6584 Highland Pines Circle Fort Myers FL 33966 | Presently Chief Mate Any Gross Tons sailing on my license worldwide. | | | | | | | | | 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. |
| 13 | | Jon Danzig 3 Church Circle, PMB #212 Annapolis MD 21401 | | | | | | | | | | 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 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 |

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| | | | | | | | | | | | 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. |
| 14 | Chuck Baier P.O. Box 622 Kemah TX 77565 | As a licensed Captain and Skipper of my own pleasure vessel... | | | | | | | | ...in locations all over the Atlantic and Caribbean. | Regarding the request for comments regarding the continuation of broadcasts of weather info over HF radio I believe there is no question that there is a definite need for these broadcast to preserve maritime safety both in the recreational sector as well as commercial. As a licensed Captain and Skipper of my own pleasure vessel I have used these broadcast many, many times over the years to make decision as to whether safe passages could be made in locations all over the Atlantic and Caribbean. In addition I have first hand knowledge that thousands of skippers of pleasure vessels all over the same areas use these broadcasts to make informed decisions when considering making passages. Discontinuing these broadcasts will most certainly put these vessels and their crews at risk. I sincerely hope the decision to improve and upgrade the system will be the final outcome. |
| 15 | Marc Gorelnik 8042 Terrace Drive El Cerrito CA 94530 | I am a private boater... | | | I do not use RadioFax daily, but it is sometimes the only available source of such information. | | | | 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. | I travel offshore Central California. | The importance of marine weather forecasts and warnings increases with the user's remoteness from HF-radio alternatives. Simply put, those that rely on HF broadcasts don't have internet, telephone, facsimile, VHF or other alternative forms of information delivery. There is a vast installed base of hardware and software utilized by consumers of information delivered by HF radio. Given the lack of alternatives, the urgent need for delivery of this information, and the enormous investments already made by users, the HF radio system must be maintained. The cost of replacing the transmitters with reliable modern designs ought to be a small fraction of the costs of alternatives. I am a private boater that obtains weather information from all available sources. When offshore or away for multiple days, USCG HF radio transmissions provide important information. I do not |

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| | | | | | | | | | | | 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. |
| 16 | | 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. | | | | | Stopping these transmissions would cause us to experience great risk in not knowing the condition and future condition of the sea and winds. | | |
| 17 | | Stacey E. Collins 35 Keswick Road South Portland ME 04106 | | We used 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!!!! | | | | | If you discontinue them you will be putting many individuals and families with children in peril. PLEASE do not discontinue this! Most sailors cannot afford to purchase expensive private weather routing services, and we RELY on the USCG HF radio products. | My husband, daughter and I recently returned from sailing from Maine to Panama and back. | I read with dismay the proposal to discontinue high frequency (HF) radio broadcasts of weather forecasts and warnings Thousands and thousands of sailors in the Caribbean and offshore on the East Coast use these products every day. |
| 18 | | 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. | | | | | Stopping these transmissions would cause us to experience great risk in our voyages. | | |
| 19 | | Thomas W. Lawler 26 Chriswood Trace Ledyard CT 06339 | I have a personal powerboat with a range of over 3000 miles. | Once out of VHF range, my sole method of receiving weather is through my Single Side Band radio. The HF weather broadcasts that you are considering eliminating 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. | | These weather broadcasts are important for the safety of the voyages, and there is no available substitute that is cost effective. It is requested that the weather broadcasts be continued to avoid creating a serious safety issue that would result if they were shut down. |
| 20 | | Paul N. Sears 15 Grafton Road Upton MA 01568 | | ...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. | | | | | | | When coastal (east coast) and offshore sailing.. |
| 21 | | Ed Kukla 22542 Benjamin St. Cloud MI 48081 | | | | | | | | | 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 |

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| | | | | | | | | | | | this important source of safe travel |
| 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 | NOT COMMENT FILE | NOT COMMENT FILE | NOT COMMENT FILE | NOT COMMENT FILE | NOT COMMENT FILE | NOT COMMENT FILE | NOT COMMENT FILE | NOT COMMENT FILE | 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 faxes, 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 |

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| | | | | | | | | | | | commercial service. 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 |
| 29 | | Clarence H. Conrad 3609 Sunfish Street Murrells Inlet SC 29576 | | | | | | | | | I feel that many cruising boaters definitely need the weather services provided by the USCG and these services should be continued for boater safety. |
| 30 | | George W. Barr P.O. Box 564 Manteo NC 27954 | | | | | | | | | 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. |
| 31 | | Brad Poulos 625 Lancashire Place San Marcos CA 92069 | | | | | | | | | 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. |
| 32 | | Richard Drechsler SMWYC, CYC 10050 E Mountainview Lake Drive, Unit # 13 Scottsdale AZ 85258 | While I am commenting for myself, I do belong to the California Yacht Club and the Santa Monica Windjammers Yacht Club, as well as several sailing associations, so I am well aware of the needs and practices of a number of fellow sailors and cruisers. | | | | | | | | In short, hundreds, probably thousands, of people depend on your HF weather broadcasts, which represent the only dependable, free-of-cost service available to most of us. 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 utilizing HF Radio is available. |
| 33 | | William D. Kinney 100 Locust Street #7 Sausalito CA 94965 | I am the Owner/Operator of a 40 ft cruising sailboat. | 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. | Yes, 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 | No, 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 | 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. Ultimately, 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 | Operation area for my vessel is the high seas in the Central Pacific Ocean between Hawaii, Mexico, and the west cost of the USA. | |

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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. | vessel. | | |
| 34 | | Richard W. Frankenheimer 1409 Avalon Square Glen Cove NY 11542 | | 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. |
| 35 | | Richard Drechsler CYC, SMWYC 10050 E. Mountainview Lake Drive, Unit # 13 Scottsdale AZ 85258-5254 | Duplicate of 32 | Duplicate of 32 | Duplicate of 32 | Duplicate of 32 | Duplicate of 32 | Duplicate of 32 | Duplicate of 32 | Duplicate of 32 | Duplicate of 32 |
| 36 | | Mike Toews SSCA P.O. Box 301 Rye NH 03870 | | | | | | | | | 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. |
| 37 | | Ray B. Jones Owner svDoric 10305 NW 40th Court Coral Springs FL 33065 | | 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. | | I feel it would be a huge loss if we lost the wefax (RadioFAX), Voice, and SITOR weather report provided by the USCG. |
| 38 | | Sharon B. Drechsler Drechsler Communications 10050 E. Mountainview Lake Drive, Unit # 13 Scottsdale AZ 85258 | | 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. | |

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| 39 | John Zekas MD 3589 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 Ludlam P.O. Box 553 Oyster Bay NY 11771 | | | | | | | | | 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 boater. 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 | | ...and 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 than 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 |

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| | | | | | | | | | | | system. The commercial satellite systems do not currently provide any where nears the coverage required. From my point of view, having spent over 40 years in the aviation, computer and RF industry, there is no alternative to continuing the current HF service. |
| 46 | | 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. |
| 47 | | 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. |
| 48 | | Michael A. Church 3000 130th Avenue NE Bellevue WA 98005 | Licensed Master 1600 Gross tons Oceans Towing vessel endorsement | Primary sources for marine weather forecasts are HF Broadcasts from KOJ Kodiak HF Fax HF voice, KWL38 Kodiak HFvoice (National Weather Service), NMC Point Reyes HF Fax HF voice. Secondary sources VHF Voice and FTP Email | Yes. HF Voice broadcasts are received daily depending upon atmospheric conditions up to three or four times per day. These are the primary weather sources available to me operating in the Western Alaskan waters. | Yes, HF Fax broadcasts are received twice daily from NOJ and twice daily from NMC. This is the primary weather source while operating in Western Alaskan waters. | No. | Alternative sources: I would have to install a Satellite system at a cost of roughly \$10,000.00. A very useful system but very expensive to install and transmission charges are high. | 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. | My towing vessel primarily operates in Western Alaska from Kotzebue, AK to Dutch Harbor, AK. Secondary operations from Seattle, WA to Kodiak, AK Up to 350 Miles from shore. Towed vessels include Freight Barges, Oil barges and Refrigerated Container Barges. | The USCG HF broadcasts are very useful to Mariners in remote waters. Their elimination would significantly increase costs to all users. |
| 49 | | Roland J. Guyette, Charterboat Captain 26 Ironstone Street Millville MA 01529 | | | | | | | | | please continue the live broadcasting of weather alerts on HF radio |
| 50 | | Jeffrey Sweetland 4607 Mount Vernon Boulevard Hamburg NY 14075 | | | | | | | | I boat extensively on the eastern end of Lake Erie... | I strongly feel that the weather broadcasts must continue for the safety and well being of all boaters. ...and listen to the marine weather broadcasts several times each day. In this area weather and the forecasts change quickly and often and this service proves invaluable when making safe decisions regarding when to go or get off the water. |

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| | | | | | | | | | | | I urge these services be continued at any cost |
| 52 | | Gary Schwarzman | | 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. |
| 53 | | Christian Bucher | | | 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. | | | | | | |
| 55 | | Anonymous Charles Seitz Tannersville, PA 18372 | | | | | | | | | 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. |
| 56 | | Deena S. Suffin 14013 Old Harbor Lane Unit 207 Marina del Rey CA 90292 | As a recreational boater... | ...these forecasts are a vital tool in ensuring that my passengers and I are safe. | | | | | | ...on the Southern California Coast... | 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. |
| 57 | | David Dow PMB 125 65-1158 Mamalahoa Highway Kamuela HI 96743 | | | | | | | | | The HF radiofax transmissions are currently the best means of obtaining marine weather information affordably while at sea. I believe that it is very important that the necessary equipment be updated so that these transmissions can continue. |
| 58 | | Dan L. Wolford 16171 Jasmine Way Los Gatos CA 95032 | I am an owner / operator of a 19 foot recreational fishing vessel. | 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. | I do not use either the radiofax or the simplex teletype – I don't have the equipment on board. | I do not use either the radiofax or the simplex teletype – I don't have the equipment on board. | 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 | 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. |

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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. | | |
| 59 | | Erik G. Meade 3717 Nobel Drive Apartment 1416 San Diego CA 92122 | | | | | | | | | 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. |
| 60 | | Hatsu Marine Shipping Co. Mike, Ma-Li Chen M.V. Hatsu Smile 160 Euston Road London NW1 2DX U.K. | As a Captain of over seas 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. For the safety of all mariners on the world, I suggest keeping on this service even it is a little bit expensive, cause the seamen's life are more valuable on the world. |
| 61 | | Anthony T. Bavuso 114 Creek Circle Seaford VA 23696 | 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. | |
| 63 | | Max Lynn 105 El Cielito Road Santa Barbara CA 93105 | | 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. | | | | | | ...particularly in transiting from Mexico to California. | It would be difficult and/or expensive to replace this system for long passages outside of US waters, and the system is vital to forecasting weather during a passage. I urge you to retain the HF Fax broadcasts for several more years. I feel it is much more vital than the retention of LORAN (as an example). |

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| 64 | | Michael Osman 5327 Sweetwater Drive West River MD 20778 | | | | | | | | | Please do not discontinue USCG weather broadcasts. |
| 65 | | Marti E. Brown P.O. 500441 Marathon FL 33050 Capt, RN, MSN | <p>I live on my 31' sailboat...</p> <p>I am the past Vice Commodore of the HAM Waterway Radio and Cruising Club Net.</p> <p>I am the author of several books. One of relevance to this issue is titled, Marine SSB Radio For "Idi Yachts."</p> <p>...I provide seminars to enlighten boaters on how to gather their weather information from the SSB radio broadcast by the USCG.</p> | ...and rely heavily on the Offshore Weather Voice forecasts, Weather Fax and SITOR products for critical weather information | | | | | Without these products my safety at sea would be greatly compromised. | ...when I take my boat from the Florida Keys to the Bahamas. | <p>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.</p> <p>This service is essential for safety of life at sea.</p> <p>I am the author of several books. One of relevance to this issue is titled, Marine SSB Radio For "Idi Yachts." This book instructs boaters how to use their SSB radio and most importantly how to gather the weather products that are broadcast by the USCG; the offshore & high seas voice forecasts, weather fax and SITOR. Since 2001 I have sold thousands of books to US citizens that are preparing to go offshore on their boats. At the many boat shows throughout the USA I provide seminars to enlighten boaters on how to gather their weather information from the SSB radio broadcast by the USCG. At these shows I have standing room only in my seminars. It's obvious to me that the US taxpayers believe that the USCG's broadcasts of these products are essential to life and safety at sea.</p> <p>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 NMG in New Orleans was damaged and down for repairs. With the temporary loss of NMG, 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.</p> <p>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</p> |

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| | | | | | | | | | | | <p>instead of a SSB radio for their weather.</p> <p>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 Jeanne 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.</p> <p>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</p> |
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| | | | | | | | | | | | 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! |
| 67 | | Peter R. Worch 41393 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." |
| 68 | | 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. | | | | | As the forecasts predict gale and storm predictions, this is a matter of safety and security for me, my vessel and my crew. In some cases it is a matter of life-threatening information. Without the continuation of this information, we could have many more offshore incidents. | ...sailing offshore (as we and many others do regularly)... | It is relatively imperative that the Coast Guard or NOAA continue HF broadcasts of its Offshore and High Seas weather. BTW, only one extra emergency call from a yacht in trouble would probably cost the government more than a year's expense to continue HF forecasts, not to mention the risks taken by government personnel trying to rescue a crew from a yacht in trouble. |
| 69 | | 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 Not having this in place would seriously affect simplified and cost effective route planning and overall safety. | ...on coastal and offshore routes. The vessel that I am employed on operates in both offshore and high seas capacities, between US East Coast, Caribbean and occasionally beyond. | 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. |
| 70 | | David P. Ridge 1102 South West Massachusetts Street Seattle WA 98134 | Our un-inspected classed vessels... | ...operate without the advantage 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 intrical 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. |
| 71 | | 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. | | | | | ...who operates my vessel frequently off the coast of California and occasionally between California and Hawaii or California and Mexico. | 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. 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. Most of the transmissions by other |

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| | | | | | | | | | | | countries are focused on the commercial fishing interests of those countries and do not meet my needs as well as the coast guard transmissions. | |
| 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. | 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. |
| 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. |
| 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. |
| 77 | | Morro Bay Commerical Fishermans's Organization, Inc. P.O. Box 450 Morro Bay CA 93443 | | | | | | | | | | 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. |

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| 78 | Anthony A. Bullard 411 Walnut St #2463 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. | | | | | 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 CG 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. |
| 79 | Thomas W. Diekmann 7187 Deerfoot Point Circle 1 Unit 1 Jacksonville, FL 32256 | Yacht Owner and Operator SV Precept | I primarily use NAVTEX as a primary source for receiving offshore weather. I use NMN and NMG phone and radiofax products to supplement the NAVTEX. | | | I have never used the SITOR but have effectively used RTTY in European waters as a primary source of weather. | A sufficiently robust and economic commercial alternative would be adequate to meet my needs. It seems though that the commercial SSB providers are disappearing. | Should NAVTEX or NMN, NMG or NMF SSB broadcasts be eliminated, I would never put to sea again outside the range of VHF radio. | | Our vessel is one of hundreds which cruise Atlantic and Caribbean waters outside the range of VHF radio. Currently, satellite telecommunications equipment and service is too expensive for us. |
| 80 | Geoffrey G. Burgess | Owner Operator 41ft Cruising Sail Boat | USCG HF Radio Broadcast | No | Yes Daily - 0000UTC | No | Email to Satellite Phone - Iridium of HSF,TWD and Grib via NWS to Saildocs.com Expensive use of phone does not make available synopsis, wind/wave charts 24 48 72 96 | Loss of weatherfax and ability to self predict weather and route sailing to Suit | Offshore and high seas. Mid Atlantic and Caribbean. | |
| 81 | William & Diane Stevens 411 Walnut Street., #2687 Green Cove Springs FL 32043 | ...we are cruisers... | ...and use the HF broadcasts once out of VHF range. | | Also am obtaining Weatherfax for Windows in 2 weeks and need the HF Radiofax to obtain weather data. | | | | | 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. |
| 82 | William & Diane Stevens 411 Walnut Street, #2687 Green Cove Springs FL 32043 | "We are cruisers." | "We use the HF broadcasts when we're out of VHF range. Will be using Weatherfax as well, just purchased the equipment needed." | | | | | | | |
| 83 | William & Diane Stevens 411 Walnut Street, #2687 Green Cove Springs FL 32043 | We're cruisers... | ...and find the HF broadcasts extremely important when out of VHF range! | | We're also going to start using Weatherfax for Windows at the end of May. | | The alternatives are extremely expensive!! | | | We would not like to see this service discontinued. |
| 84 | Neil P. Braun 106 Olivia Street #2 Key West FL 33040 | | I use these weather broadcasts every day, in fact I depend on them. | | | | | | | Most of the people who do anything water related here (Key West) use them as well. PLEASE do not stop them! |
| 85 | Honey Navigation Stan Honey 827 Lytton Avenue Palo Alto CA 94301 | I'm a navigator on trans- oceanic yacht races, such as the Volvo (around- theworld) Ocean Race, Transpacific Race, Bermuda Race, Transatlantic Race etc. I navigate on boats that range from 40 foot sloops to 125 foot catamarans. | USCG HF weatherfax, USCG HF Sitor text forecasts, NOAA forecasts via Internet email from Saildocs over SailMail, NOAA forecasts via Internet email from Saildocs over Inmarsat, NOAA forecasts via Internet email from Saildocs over Iridium, Inmarsat C, VHF radio broadcasts when in range, USCG voice over HF radio, Navtex. | Yes I use Coast Guard HF voice broadcasts occasionally. I use them as a backup to the onboard electronics because the voice broadcasts are usable even if the onboard computers fail and the only functional electronics onboard is a SSB receiver. | Yes. I use the Coast Guard HF radiofax broadcasts daily. They are critical because they provide a source of weathermaps at sea that are not dependent on the functioning of the Internet or of Inmarsat or other systems. I only need my SSB and laptop to function in order to have access to the NOAA weathermaps. NOAA weathermaps are the single most important source of weather information that I use. | Yes I receive Coast Guard SITOR radio broadcasts daily. I always read the Sitor text weather broadcasts because they help me interpret the weatherfax maps and other forecasts. They are critical to the safety and operation of the vessels that I navigate because the availability of the SITOR text weather broadcasts do not depend on the functionality of the Internet, or Inmarsat. All I need functioning to receive them is my SSB receiver and PC. | I would have to depend on access to the NOAA weather forecasts via the Internet via Inmarsat. Access via the Internet and Inmarsat is much less reliable and depends on far more equipment being functional onboard the vessels that I navigate. My alternative source of weather information would likely be similar NOAA data, but delivered at far higher cost over Inmarsat and delivered with much less reliability given that it would depend on the functionality of the Internet, Inmarsat, and my Inmarsat | The operation of the vessels that I navigate would be more expensive and less safe if I were dependent on the internet and on Inmarsat as my only source of weather data. | High Seas, transoceanic passages, in all regions Pacific, Atlantic, Hawaiian waters, Gulf. | |

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| | | | | | | | | terminal. This would be a far more expensive and far less reliable and less safe way of distributing weather information. Societally, it is far less efficient for each user to use two-way satellite bandwidth to retrieve weather forecasts using individual messages or individual retrieval via the internet. It makes far more sense to use a true "broadcast" technology like HF voice, HF fax, and HF sitor in which the weather data is transmitted once using a one-to-many broadcast standard and all vessels can receive that single broadcast at the same time. It would be extremely shortsighted to abandon a functional, affordable, reliable, broadcast technology. Most of my time at sea is outside of VHF range. The USCG HF broadcasts of weather data via voice, weatherfax, and SITOR are the only reliable source of weather data that I have that do not depend on the Internet and on complex systems like Inmarsat. Please do not let the safety of vessels at sea depend on the Internet! NOAA itself explains that the Internet is not an Operational Distribution system of weather forecasts. | | | |
| 86 | Hempstead Navigation Service, LLC Robert L. Hempstead M/V KITTIWAKE 296 Wm. Reynolds Road P.O. Bos 123 Exeter RI 02822 | Hempstead Navigation Service, LLC operates a business conducting vessel sea trials and world wide 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. |
| 87 | Louis Glenn | | "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." | | | | | | | | The commercial weather vendors do not satisfy the needs of individuals. |
| 88 | Joseph T. Milcarek 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 boaters, since we are unable to equip our boats with satellite receivers. We have been using this service for over | | | | | | 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. |

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| | | | | 20 years | | | | | | | |
| 89 | | 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. |
| 90 | | 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. | |
| 92 | | 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. |
| 93 | | AGC Maritime, Inc. Tony Carey 1260 Hillside 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... | Handing 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. |
| 94 | | 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..." | |
| 95 | | 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 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. |
| 96 | | 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. | I used New Zealand's HF Weather FAX to Samoa and then Hawaii'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. |

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| 97 | | 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 my 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. |
| 98 | | 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. |
| 99 | | 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. |
| 100 | | Stephan G. Affolter Chäppelismattstrasse 4 Oensingen Switzerland | ...cruising on a sailing yacht... | We use your HF radio weather fax services daily... On the yacht we do 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. | | | | | | ...in the Caribbean for several weeks a year. | 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. |
| 101 | | Steve Shaffer 1813 Clement Ave. Apt 24 Alameda CA 94501 | | | | | | | There is not practical alternative. 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. |
| 102 | | Thomas R. Hamilton 3759 Reed Road Vale OR 97918 | I have a sail boat which I cruise... | ...and I very much rely on the HF radio broadcasts for the weather. | | | | | | | Please continue the broadcasts. |
| 104 | | John and Meloye Pompa 1532 Marion St NW Washington DC 20001 | We are owners, captain and crew of a private cruising/sailing yacht. | Primary source is NMN voice broadcast on SSB | YES. Daily as our primary source of weather information – critical during hurricane season, several times a day if tropical system is approaching. | NO | NO | 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 errs. | The loss of CG HF weather broadcasts would put us at risk. We would have no reliable, consistent source of weather information. We would not be able to track progress of tropical systems and could be unprepared for a tropical | We are in the east Caribbean, between the Virgin Island and Grenada. Most of out time is spent south of 13 degrees north. The U.S. Coast Guard weather | |

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| | | | | | | | | | storm. Our lives would be at risk. | broadcasts are the only reliable weather available to us. | |
| 106 | Chris M. Warner 3514 NW 67th St Seattle WA 98117 | Owner operator of a 48 foot ocean cruising sailboat | USCG MF and HF and VHF forecasts, USCG weather fax, NOAA VHF forecasts. | 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. | I never use SITOR. | VHF NOAA or Canadian Broadcasts if within range. I am not sure what I would do if they were not available. At sea the VHF weather broadcasts are useless. A satellite receiving rig is very expensive. A satellite internet connection is very expensive. I could subscribe to a commercial service and get the forecasts via SSB email I guess. | 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 so much scrap metal. If an event like that occurs the HF broadcasts are greatly enhanced due to the activation of the ionosphere E and F layers. So your current broadcasts would get through while anything from a satellite would be 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. | Eastern Pacific Ocean 25-200 miles some times greater about 1/3 of the time, the rest is within 25 miles of the coast. But within 25 mile oftentimes VHF broadcasts are unavailable due to the terrain. 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 use to be far superior than what it is now. | | |
| 107 | Nick A. Vermeulen a/b s/v Jedi | I am the owner/skipper of the 64' ketch "Jedi", registered in the B.V.I. with Dutch crew. | | | | | | | | | 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. |
| 108 | Richard Haner | I have been cruising.. for seven years | ...and depend on the HF fax and voice broadcast for weather information. | | | | There is no other cost effective way of getting this vital information. | | ...the Caribbean... | Thousands of private American boats in the Caribbean depend on the service. Please don't cut it off. | |
| 109 | David F. McCune 501-I South Reino Rd Near 198 Newbury Park CA 91320 | I am a frequent sailor... | I rely on HF voice and radiofacsimile transmissions of weather forecasts and charts from NMC and NMG. | | | | I do not have any way of receiving weather data via satellite, since the equipment to do so is quite expensive and not practical on my small sailing vessel. | | ...in offshore waters along the Pacific coasts of North and Central America. | These forecasts are very important to safe navigation and I hope you will continue them in the future. | |
| 111 | Steve Hodges 1227 Kingswood Road North West Wilson NC 27896 | | | | | | | | | Many mariners, including me, depend on weather broadcasts on HF frequencies, eg weatherfax. This service is important and should continue. | |

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| 112 | 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. | | You must weigh the cost of these HF weather broadcasts against the cost of possibly putting lives at risk. |
| 113 | Don M. Hesselman 211 Gordon Street Beaufort NC 28516 | I am the owner and captain of a 42' sailboat... | I obtain my weather info from USCG HF weather faxes, VHF and other HF weather broadcasts. | I use the USCG UF 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. | | ...that sails in the SE US to the Bahamas, from 0-200nm offshore. | Please continue transmitting weather fax signals. |
| 114 | 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. |
| 115 | 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 delivery 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 NMN/NMG forecasts for their safety. | ...in the Caribbean... | I was informed of your request for information regarding the use we, sailors in the Caribbean, have for your excellent forecasts on SSB via NMN/NMG by listening to the Caribbean weather net on 3855 khz. He warned us we could lose 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. |
| 116 | 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. |

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| 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 off shore. | 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. | 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. | We operate the vessel in all noted categories. We are primarily offshore however we do extensive coastal cruising once we get to our destination, and we also operate in the highseas. Our primary location of operation has been the north Atlantic from just north of the equator to Maine and from coastal to Ocean transits. However we have not yet done a transatlantic passage, although one is planned for Spring of 2008. | Coast Guard support in all of its many facets is vital to the recreational boating community. The life and safety aspects of weather cannot be consider any less important than the many other life and safety roles currently played by the Coast Guard. Every effort should be made to salvage a viable HF/SS weather reporting system. |
| 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 |

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| | | | | | | | | | | | 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. |
| 121 | | Stephen Tarrant Sea Education Association P.O. Box 6 Woods Hole MA 025433 | 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. | | | | ...in the Atlantic and Pacific. | Please do not discontinue HF radio faxes. |
| 122 | | John J. Cattuna 3585 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. |
| 123 | | Piotr P. Okonski 6457 193rd Place N.E. Redmond WA 98052 | I am recreational 36' sail vessel owner. Currently I own Hunter 36 sailboat classify as high seas vessel... | 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). | Above statement applies at the sometime to Coast Guard HF radiofax broadcasts in the same way at the sometime | | 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. | ...using it to sail from Washington, BC Canada, and Alaska. | |
| 124 | | 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. | | | | | | ...who travel both the east coast of the US and the world. | We certainly have heard nothing from New Zealand or Australia about turning off WX fax or HF weather transmissions. This is and invaluable way of reaching both US sailors and Foreign sailors all of who need this method of receiving weather |
| 125 | | 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 from 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. | | | | | | I often go boating out of both Monterey Bay and San Francisco Bay. | 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 Radiofax HF Weather Broadcasts, informational broadcasts that the I JSCG 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 LJSCG 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 |

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| | | | | | | | | | | | repair, total renovation, and upgrade are of certain necessity. |
| 126 | Brian S. McNamara P.O. Box 942 Stevenson WA 98648 | 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. |
| 127 | Aleksandra Wareham 6457 193rd Place North East Redmond WA 98052 | I am recreational 36' sail vessel owner. Currently I own Hunter 36 sailboat classify as high seas vessel... | 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). | Above statement applies at the sometime to Coast Guard HF radiofax broadcasts in the same way. at the sometime | | 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. | ...and using it to sail from Washington, BC Canada, and Alaska. | | |
| 128 | K'rstjan A. Van Wissen 40 Manor Road West Toronto ON 90210 | 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. | | | | | | ...down the east coast or across the Atlantic. | I would even venture that there should be an Atlantic wide weather service similar to the Meteo France. Also the voice of Perfect Paul means that many crews whose first language is not English, in fact is had for English people also. The Meteo France service is read slow enough every day at 1140 for non French speakers to copy. The USCG should be looking for ways to improve the service, not to cut it. | |
| 129 | France Telecom Inmast C. MV Maori Maiden, Master & Crew | | | | | | | | | | 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. |
| 130 | Chris E. Mooney 2951 Marina Bay Dr Suite 130-507 League City TX 77573 | | | | | | 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 |

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| | | | | | | | | | | | simply have a cheap HF receiver. | |
| 131 | | Robert W. Peterson WFOA 12910 Llagas Ave San Martin CA 95046 | ...in a small vessel (53 ft.). | | | 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." | | Each summer we spend time outside of the range of coastwise (VHF) communications in the central north pacific... | We would hope that the advancements in technology there would be an improvement or upgrade in the quality of these transmissions. I, as well as others, in my situation would appreciate the continuation of the HF transmissions. |
| 132 | | Linda M. Woods P.O. Box 784567 Winter Garden FL 34778 | | | | | | | | | | 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. |
| 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, mf,vhf broadcasts, NOAA, and Navtex on offshore passages approximately 6 times a year. | | I do use hf radiifax broadcasts and they are very useful. | I use SITOR about half the time. | | | | ...on primarily the East Coast. My vessels operate 0-200 miles offshore primarily. | It would be a great loss for reduction of the services. The stated reasons for reduction, infrastructure, do not make much sense. HF equipment can easily be remotely controlled by computers today, the previous high maintenance costs and equipment costs are substantially now lower, and the existing antenna structures and locations are sunk costs. I recommend the Coast Guard look at more automation and remote control of such facilities. With the ageing population, something like a Coast Guard auxiliary function could be used to assist in this area. The amateur radio community should be considered in this regard. An RFP for an "out of the box" delivery of such services might be useful to get ideas on decreased costs, etc |
| 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 and 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 | ...with a range of approximately 3000 miles. We have spent the last two years cruising in the Bahamas getting as far south as Georgetown in | 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. |

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| | | | | navigation. | | | | 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. | would unnecessarily increase the risks to boaters and rescue personnel. | the Exumas. We plan to continue our cruising south into the Caribbean and Gulf of Mexico over the next several years. | |
| 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. ...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. | Its 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. | ...Falmouth Harbour, Antigua on the way to Trinidad... | As I sit here far from home in Falmouth Harbour, Antigua on the way to Trinidad for the storm season I can only note that getting here at all was made possible in part to the Coast Guard HF broadcasts and fax transmissions. 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 |

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| | | | | | | | | | | | <p>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.</p> |
| 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. | 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 |

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| | | | | | | | | | | | we (sailors) sometimes go for 3 days without any other communications, but the HF radio. PLEASE do not stop such important information used by sailing boats while cruising all over the world. |
| 143 | Jeroen Jansen Sailing Vessel Tradewind | 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 did listen in occasionally. They are not highly critical to our safety. | Yes, we do try to obtain weather faxes 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 yachties 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. | | |
| 144 | William L. Old 59 Madison Lane South Newport News VA 23606 | 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 govt due to increased need for high seas rescue operations, if recreational boaters can not get good weather info. |

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| 145 | Geoff Lerner Heather Road Ellington CT 06029 | I have been to sea for more than 40 years... | | | | | | | | 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. |
| 146 | Stanley M. Nicholas 16231 Spring Garden St. John VI 00830 | We sail our 44 foot sailboat ... | 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. | | | | | | ...in the Atlantic and Caribbean waters over 6 months per year, normally less than 200 miles offshore. | The USCG weather broadcasts are essential to safety for me and thousands of others who sail offshore. Please do whatever is required to keep the High Frequency Weather Broadcasts. They are an essential service for those of us who spend time offshore. |
| 147 | Karl S. Coplan 37 Van Houten Fields West Nyack NY 10994-2501 | I am the owner/operator of a 38 foot cruising sailboat. | 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 Halifax, 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 | 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. | |

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| | | | | transmissions and cellular internet. | | | | | | | |
| 148 | | Stephanie Los | | | | | | | | | 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 SSB... | | | | | | ...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 A. 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 | | | | | | | | | weather reports of extreme importance to me & my family please do not discontinue |
| 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 Bahamas/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. | HF radio is prime/only source of marine weather for travel between Florida and the Caribbean. When in the Bahamas/Caribbean it is the only source of long range weather. We listen once or twice a day. Trips last several months. When available, I access those broadcasts via internet for long range planning purposes. We average 2 -3 trips per year. | 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. | No | Would consider private weather sources. I do not know the cost, nor the accuracy. It would require an equipment upgrade to receive the data from a private source. I currently monitor the HF radio broadcasts on a multi-band radio. | 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. | a) the tropical north Atlantic up to 1000 mi east of Florida and 500 mi north of the lesser Antilles, b) Caribbean c) Bahamas | |
| 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. |

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| 154 | Gary J. Peterson 1521 N. Jantzen #290 Portland OR 97217 | | | | | | | | | | Please continue broadcasting weather to HF Radios, It is extremely difficult to receive the Weather Chanel while at sea. HF radio is one of the highly used and needed forms of communication to thousands of mariners. Commonly used for safety and sanity at sea and should in my opinion, continue to operate. Why anyone would want to discontinue this service and jeopardize lives with the valuable information access this provides, is beyond me... |
| 155 | William L. Matheson 1586 Anglers Dr. NE Palm Bay FL 32905 | Owner/operator of 42' cruising sailboat | Primary source of marine weather forecasts when near CONUS is VHF; primary source when offshore is HF radiofax wind/wave data | Do not use HF voice broadcast | 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 | We have used SITOR but found it to be much less informative than the radiofax wind/wave forecasts | 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 | Loss of HF would necessitate subscribing to a costly satellite service to obtain the same data | Primary operation is offshore through the Caribbean | | |
| 156 | P. John J. Caruso 2442 NW Market St #281 Seattle, WA 98107 | | | | | | | | ...from the Marquesas last November... | 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 tropical 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! | |
| 157 | Bill H. leggett 627 Lagrange Road Lagrange NC 28551 | | | | | | | | | Ending the HF weather broadcast would be just as bad as what happened on 9-11. Millions of Americans world wide depend on it for their safe being, and to do away with it would be an act of some terrorist intending harm on America and her people. | |
| 158 | Stephen J. Diederiks 181 Via Catalunha Jupiter FL 33458 | I am the Master of the APL Containership M.V. President Polk, 965 foot, 4800 TEU Ocean going vessel. | 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. I use 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 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. | Yes, we receive NWS weather from USCG over Imarsat C teletype. This information is critical in safely monitoring the weather. | Company would have to seek private companies to provide information. I do not have a comment as I would not know what information would be supplied. | 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 | My Vessel operates currently from Seattle to Singapore. Our Company has vessels that work around the world. | | |
| 159 | APL Maritime Jon F. Harrison 1111 Broadway, 3rd Floor Oakland CA 94607 | I am a Captain serving on a 277mtr Container ship of 54502 gross tons operating in the north pacific between the US West Coast and North Asia. | My primary means of obtaining weather forecasts is via HF radiofax from NMC and NOJ in Cali & Alaska. | I do not use HF voice broadcasts. | I USE 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 150w longitude and consideration | No, I do not use SITOR for weather forecasts; however, if there was an equipment failure then I most certainly would use SITOR. It serves as a backup form of communication. | 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 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. | My vessel operates from the US west Coast, north of 30N, up through the Aleutians, to North Asia, and South to Taiwan and Singapore. | | |

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| | | | | | | should be made to improving the reception of radiofax further offshore of the US. | | | | | |
| 160 | | 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. | | | | | | | Current HF transmitting equipment, modulated by computer generated tones can produce excellent HF fax products for a fraction of the cost of the old technology. This would ensure essential weather products available globally, even after a possible meteor storm or errant space junk takes out the INMARSAT or IRIDIUM systems everyone depends on so much now. |
| 161 | | 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. | | | | | | | Services such as weather routing are not pertinent to most Jones Act Trade, and, ultimately, there are still a few Americans employed in maritime commerce. HF weather data is exceptionally critical for updating passage plans and regular planning and weather avoidance purposes. The existing system is antiquated and provides poor quality images. Updating the system is critical. |
| 162 | | 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. |
| 163 | | Bill Woodroffe 1556 Ryder Street Brooklyn NY 11234 | As owner/operator of a 47' 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. |
| 164 | | 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. |

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| | | | | available on smaller vessels, is an emergency backup for voice contact and less so for internet access. | | | | | | | |
| 165 | | Ray A. Cumberworth 2898 147A Street Surrey BC V4P 3H2 | 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. |
| 166 | | Robert K. Gad 27 Fayette Street Arlington MA 02476 | | | | | | | | | <p>1. 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.</p> <p>2. 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, re-constituting them as a result of exigent necessity would be, if possible at all, unacceptably delayed.</p> <p>3. 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.</p> <p>4. It ain't broke; please don't tinker.</p> |
| 167 | | Jon K. Hill 6517 Beach Drive, South West Seattle WA 98136-1395 | 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. | |
| 168 | | Richard D. Fitser 5311 South West 89th Avenue Cooper City FL 33328 | | | | | | | | | 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 |

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| | | | | | | | | | | | our cruising takes place in areas where we are unable to access the internet. Individuals/commercial establishments providing weather information are frequently not available due to propagation, equipment, or operator absence, so we must rely on the NOAA weather fax for planning and safety. It is our belief that discontinuing this service would result in a significantly higher loss of equipment and endangerment of lives. Please continue this service. |
| 169 | David J. Miller SV. Questor 909 Marina Village Pkwy PMB 133 Alameda CA 94501 | | 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 affectively 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 radio. 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. |
| 170 | John W. Reid 551 Goodall Road East Calais VT 05650 | I own a sailboat that I sail often off shore... | My No. 1 way of receive 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 a small sailboat. | | | | ...(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. |
| 171 | Richard C. Bates, Tugboat Captain 35 Cockenoe Avenue Babylon NY 11702 | Being a tugboat Captain for over 20years and sailing over 28years we need to stop cutting back. | I faithfully use my weather fax and sideband while sailing offshore why would anybody think of turning this off? | | | | | | | | Because all government vessels use satelite coms. All mariners don't have this. Work on getting better communication not cutting it out. |

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| 172 | Steven E. Sears (Captain) Crowley Liner Services | Master of Ocean Going Tugs, Towing 730' Ro/Ro Barges for Crowley Maritime. (23 years). | USCG HF & MF Radio Broadcasts, VHF Radio Broadcasts, HF Radiofax Broadcasts. | 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. | More than 200 miles. Primarily New England, Southwest North Atlantic, Caribbean Sea & Gulf of Mexico. | HF Wx Fax stations N W Boston and NMG New Orleans (especially hurricane season) HF Voice Wx broadcasts on NMG 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 mail" 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. |
| 173 | Ray T. Adams (Captain), Master of M/V Sea Breeze 216 Canal Place P.O. Box 880 LaRose LA 70373 | My position in the maritime community is that of master of the uninspected, ocean going towing vessel M/V Sea Breeze (1 98grt). | My primary source for obtaining marine weather forecasts is USCG HFIMF/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 io 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 (198grt) 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 (25-200mn seaward). Presently we are engaged in tug/barge container transport, servicing Jacksonville FL and San Juan PR. | |
| 174 | Rob V. Eichelsheim Abraham Kuiperweg 8 Dordrecht NL 3317kd | | | | | | | | | 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. |
| 175 | Fred Whitfield 12462 SE Winston Road Damascus OR 97089 | | | | | | | | I frequently transit the offshore waters of the west coast of Washington and British Columbia. | I am in favor of continuing the weather broadcasts on Marine HF., ...and find this service valuable. |
| 176 | William W. Crew 4227 East Main Street #218 Ventura CA 93003 | | | | | | | | | 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. |
| 177 | Peter C. Cumminsky 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, shoreside 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 | 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 #6 - in addition, I would feel less secure when venturing out of sight of land on 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. | |

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| | | | | warnings. | bad weather. | | | ships reporting to them the local conditions I would not consider them as reliable and certainly not as usable as the USGS radiofax broadcasts. | have a satellite hook-up that works at sea - because of the characteristics of a small sailing vessel: heeling, tacking, wave action, etc. and the limited availability of electrical power on-board the cost of a gyro-stabilized system would cost more than the replacement cost of my boat and exceed the electrical power available. | | |
| 178 | Miles Bidwell 24 Raintree Lane Hilton Head Island SC 29926 | I own and sail a 52 foot sailboat. | 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. | | | | | | I feel that my safety at sea would be significantly reduced if you stop your HF broadcast of weather charts. | I have crossed the Atlantic 2times and will cross again next winter. I also sail from Canada to the Carib and back. | |
| 179 | Andrew B. Evans 2432 Eastgate Place Victoria British Colombia V8Z 6R7 Canada | | | | Radiofax is the only method by which I can receive weather information while on the high seas. | | | | Discontinuing this service would necessitate a significant change to the technology on my boat, and a considerable expense. | | |
| 180 | Carole Heller 141 Twin Lanes Road Fairfield CT 06824 | I have master 100ton and deliver auxsail vessels. | I use NMN when sailing offshore. | | | | | | | | Few cruising sailboats have immarsat 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. |
| 181 | Robert M. Hinden 3271 Murray Way Palo Alto CA 94303 | Owner and skipper of 42' sailing vessel. | Offshore: USCG HF radio broadcasts (voice and fax), Internet email (via HF Sailmail) of NOAA weather reports Coastal: USCG VHF radio broadcasts Shore: Internet based forecasts | Yes. When sailing offshore, I use them two or three times a day. They are critical to my ships safety and operation. I view them as the simplest and most reliable way of obtaining offshore weather forecasts. The other sources are less reliable and require considerably more equipment to be working correctly (e.g., Pactor radio modem, computer, display, software, etc.). | Yes. When sailing offshore, I use them once time a day. They are critical to my ships safety and operation. They are very helpful to get a visual picture of the weather. Their down side is they require more complicated equipment to receive and print out the faxes. | No. | I would use HF based email systems such as Sailmail to get weather forecasts. As noted above, this is considerably more complex. Also, if everyone off shore is using HF email to request and receive weather forecasts, there may not be enough HF bandwidth available from ship to shore to support this activity. It may not scale very well if the USGC broadcasts were no longer available. This would have a negative effect on the safety and operation of my boat offshore. | 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. In my view the HF voice broadcasts are the simplest and most reliable system available to offshore sailors. | I sail in sailing races from San Francisco to Hawaii. Specifically I was in the 2004 Pacific Cup and have registered for the 2008 Pacific Cup (SF to Oahu). I am also thinking of going from Hawaii to French Polynesia in 2008 after the Pacific Cup. | | |
| 183 | John E. Ladue 67 Hamilton Street Springfield MA 01119 | I am owner / operator of a 38 foot private sailboat | My primary sources of weather information are USCG HF/MF broadcasts. | I use USCG HF broadcasts daily during the hurricane season. These broadcasts are very critical to the safety of my vessel and the people on board. | Yes again. The information is very critical to the safety of my vessel and the people on board | Yes again. These broadcasts are sometimes the only reception available. They are also very critical. | I don't know. I am not aware of other sources for hi seas weather information. | The loss of USCG HF broadcasts would seriously affect the safety of my vessel and the people on board. These broadcasts have helped me avoid serious weather (hurricanes) twice in the past few years. I may have been seriously damaged or even died without these critical weather | 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. | | |

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| | | | | | | | | | broadcasts. | | |
| 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 Baechtel | | | | | | | | | 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, & shoreside 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 those 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 radiofax broadcasts to receive marine weather forecasts on a regular basis when the equipment is available and at times they are they 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. Honekamp 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 2589 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 Fax. ...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. |

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| | | | | | | | | | | | 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 microphone faxes can be easily downloaded. As I am 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 forecasts weather is available daily. |
| 190 | | Samuel H. Melfi 218 A East Eau Gallie Boulevard Indian Harbour Beach FL 32937 | | Weather fax is my primary source of weather info when out of VHF range. | | | | | | | It provides valuable input into decision to depart and could save lives and potential rescue attempt. Please do not discontinue this valuable service. |
| 191 | | Frank Fitzpatrick 48 River Street Sayville NY 11782 | 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 in jeopardy for lack of critical weather information. Satellite service is impractical aboard my boat for lack of available space, electrical power 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. |
| 192 | | Crowley Liner Services East and Gulf Coasts & Crowley Marine Services East Coast David H. Waldhauer, Jr. P.O. Box 2110 Jacksonville FL 32203-2110 | I am an employee of Crowley. I am responsible for the communications and navigation equipment for our fleet of twenty-two sea-going tugs on the East Coast and the Gulf of Mexico. I also, on occasion, provide technical advice to other business units. I am only speaking for our East Coast and Gulf of Mexico areas of tug and barge operations. | Our primary sources on the vessels are: USCG HF weather fax, USCG HF voice broadcasts, NWS VHF Weather Radio, NAVTEX, and NWS ftp product request via email (text only). We use Inmarsat-C/SafetyNet and SITOR only on a few A3 equipped vessels. | Yes. Nearly all of our EC and Gulf 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 between scheduled fax transmissions. The voice broadcasts are critical to vessel safety and route planning during hurricane season and during the winter weather season in NW Atlantic. | 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 A3 equipped that on occasion use SITOR. It is not critical to us. | We would probably use the NWS ftp email request service to cover some text forecasts combined with reading the weather over our HF Coastal radio station. I would probably install Navtex receivers on those vessels without them. I would attempt to seek permission from the FCC to experiment with sending the charts over HF ourselves, since this is so critical to have during hurricane season. Getting all of our text weather via email would be too costly and a burdensome expense. Reading it over the HF involves added personnel costs and increases traffic on the HF airwaves. At this time, we do not have a viable alternative to the HF radiofax broadcast of charts. Other methods would be extremely costly, and we would have to deal with limited onboard space constraints. There are alternatives (such as wx via XM, or Wx Channel | The loss would be devastating -- mainly the HF weather fax. The safety of our vessels at sea would be adversely impacted. Alternatives leave gaps and are costly. This would be especially troublesome during hurricane season, where mariners need as much information available as possible. What you don't see and we have no way of showing is how valuable these HF charts have been in avoiding hurricanes. | We operate high seas (>200 Nm), traversing coastal and offshore areas. Areas include but are not limited to: NW Atlantic, West Atlantic, Coastal and off shore Florida, Caribbean, Puerto Rico, USVI, Gulf of Mexico, and Mexico. Contracts also take us to/from Trinidad, South America and West Africa; salvage jobs take us anywhere. | The existing USCG broadcasts are crucial for the safe operation of smaller vessels that go any reasonable distance offshore, and ours are far from the only ones. These smaller vessels are more susceptible to adverse weather; thus, for those crews, weather information takes on a greater sense of importance rather than just something impacting arrival time. For the safety of their vessel and crew, every one of these mariners I know wants as much weather information by as many different means as practical. We know that all delivery methods have limitations. These limitations are complementary much of the time. I don't need to enumerate these here; it suffices to say that when one method cannot deliver because of its limitations, another usually can. Most of the time one method cannot substitute for another; Navtex is a good example of this because of its limited range. Smaller vessels would rarely use SITOR, but I would |

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| | | | | | | | | <p>Marine), but they do not provide comprehensive coverage of our entire service area, and also are cost prohibitive.</p> | | <p>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.</p> <p>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.</p> <p>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, ISO/ISM, and environmental just to name a few. Near future requirements will be ECS, 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.</p> <p>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</p> |
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| | | | | | | | | | | | <p>advertising. 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.</p> <p>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 manufactures 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.</p> <p>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.</p> <p>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.</p> |
| 193 | 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 is continue these services. |

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| 194 | | s/v Salacia Doug Elliott 411 Walnut Street #1958 Green Cove Spgs FL 32043 | | | | | | | | | 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. |
| 195 | | Dean A. Stampfli #8 Acton Court Diego Martin Port Of Spain TT 00000 | I am the Captain of a 145' Safety Standby Vessel supporting offshore oil platforms... | | | | | | The weather information is vital in planning day to day activities and for planning future works. With the hurricane season approaching it is even more important to have this information available and would be a severe hindrance to the SAFETY of our operations if it was discontinued. | ...in waters of Trinidad and Tobago West Indies. | There is only one other vessel in the fleet equipped with the equipment to receive MF/HF broadcasts and we pass this information onto the other vessels in the surrounding area upon request and also to the platforms which we provide SAFETY STANDBY coverage for. |
| 196 | | Wayne E. Thompson 203 Rainbow Drive #10389 Livingston TX 77399-2003 | I am the owner-operator of a 44' sailing vessel. 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 operation 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 Teletype over Radio (SITOR) (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. | it were reliably available. (6) Other than unreliable and time consuming amateur sources on HF radio, I know of no other cost effective alternative sources for obtaining marine weather forecasts. Onboard internet service is available via satellite phone hookups, but the costs are prohibitive. It is my understanding that the Navy is even discontinuing this service on certain contract ships due to cost considerations. The Coast Guard HF broadcasts are vastly superior. | 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. | |
| 197 | | Arthur L. Howard S/V Samana P.O. Box 369 Lake City MN 55041-0369 | I am the owner and operator of a Challenger 35 Ketch cruising sailboat. | My primary source of marine weather forecasts when offshore is the USCG HF radio broadcasts. When coastal cruising I use the USCG HF radio broadcasts, USCG VHF when they are within radio reception range, and the NOAA Weather Radio frequencies on the Marine VHF radio when they are within radio reception range. | I use the USCG HF marine weather forecasts daily when offshore. It is my only source of good Atlantic weather information when offshore during passage making (traveling from one location to another via the high seas). The offshore weather forecasts are critical to both crew and vessel safety regarding planned watch length, properly setting sails in anticipation of deteriorating weather, deck management, and navigation in regards to weather related route planning. | I do not currently use the USCG HF radio fax information. I am planning on installing the computer and software to interface to the ships SSB HF radio in the near future. Radio fax would provide additional information to augment the USCG HF voice radio broadcasts. | I do not currently use the USCG SITOR to receive marine weather forecasts. I will evaluate this service in the fall of 2007. | If the USCG discontinues HF marine weather forecasts I would use HAM (amateur radio) nets for my weather forecasts on the high seas. This is an important source of weather information but if the USCG discontinues this information the HAM nets may not provide this service. I have not researched how the HAM net operators receive their marine weather forecast information. I suspect they do not subscribe to a commercial service since HAM networks are a voluntary service and cannot charge for their services. | The loss of USCG marine weather services causes a safety concern for the operation of my cruising vessel when on the high seas. Weather information obtained onshore becomes obsolete quickly when passage making lasts for several weeks. The USCG HF marine weather services enhance crew and vessel safety when offshore. | My vessel operates in the Gulf of Mexico, Caribbean, US Atlantic coastal, Atlantic offshore, and Atlantic high seas (passage making to Bermuda, Azores, and Europe). | |

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| 198 | | 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. |
| 199 | | 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. |
| 200 | | Chris McKesson PMB 244 2916 Bucklin Hill Rd NW Silverdale WA 98383 | I am a full-time cruising sailor, representing a family of three persons living aboard a 36-foot sailboat. | | | 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. | | The only alternative source of this information (of which I am aware) would be Internet based, which would require some sort of communications suite that is prohibitive in space, weight, and cost on our vessel. | Discontinuance of USCG HF weather broadcasts will endanger our lives. | We are currently on the Atlantic coast of the USA. | I very strongly encourage the USCG not to discontinue HF weather broadcasts, for the safety of my family. |
| 201 | | Jeffrey L Williams | Licensed captain, 100 tons. Owner, sailing yacht. Charter boat captain. | Primary source for marine weather forecasts - USCG HF broadcasts. Secondary - email. | Yes. Daily while underway. Essential for safety. Second in importance to #4. | 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. | Yes. It would require changes to daily operations and finding a new means of obtaining weatherfax charts. This may be possible with existing equipment however. | Offshore and high seas. Six years in a circumnavigation via Panama and South Africa. USCG broadcasts were used extensively in the western Atlantic, Caribbean Sea, and eastern Pacific. | |
| 202 | | 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 Maine, and sometimes 200+ nm offshore. | On the Chesapeake, my wife and I exclusively rely on NOAA, sometimes erroneously. | | | | | | ...Chesapeake Bay...Marsh Harbour, Abacos to SW Harbor, ME, and sometimes 200+ nm offshore. | 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. 10 minutes later, we were in pea soup fog. Visibility less than 100'. We slowed to idle speed; 4 |

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| | | | | | | | | | | | <p>knots turned on our running lights and went below so that we could use our ancient radar.</p> <p>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+.</p> <p>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.</p> <p>Our esteemed (former) senator; Rick Santorum felt that it would be swell to privatize the weather service.</p> |
| 203 | | Gene Allen 1613 S.W. 17th Fort Lauderdale FL 33312 | | | | | | | | | <p>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.</p> |
| 204 | | Floyd T. Bryan 521 West River Oaks Dr Indialantic FL 32903 | | | | | | | | | <p>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.</p> |
| 205 | | John F. Koliias Reel Fun Sportfishing 1379 Noah Road North Brunswick NJ 08902 | As a charter captain... | ...I use the HF weather broadcasts almost daily to help insure the safety of my crew and my customers. | | | | | | ...in the Sandy Hook, NJ area... | <p>I feel it is imperative that the U.S. Coast Guard updates and maintains, for all mariners, both recreational and commercial, its HF radio weather broadcasts. I, along with many other charter captains in the Sandy Hook, NJ area, share my concern that this valuable service may be coming to an end. We hope you will reconsider and continue to offer this valuable service to the maritime community.</p> |
| 206 | | Kenneth W. Watters PO Box 635 Genoa NV 89411 | I operate a 42-foot pleasure craft... | | | | | | | ...in the northwest in both Canada and the US. | <p>There are many places where the only available way to receive accurate current weather information is via the radiofax broadcasts. Discontinuing these would definitely adversely affect my ability to stay informed with current critical weather information, and therefore adversely affect the safety of myself and my passengers.</p> |
| 207 | | Michael R Cobbe S/Y Kelly's Eye Spanish Water Curacao | | | | | | | | | <p>The issue surely in not weather broadcasts but safety. Good weather information is of paramount importance to all mariners and small boats in particular. Please don't stop the broadcasts, at times our lives may depend on them.</p> |
| 208 | | Scott Fraser 648 Commercial Street Provincetown MA 02657 | | I have found the radiofax wx transmissions to be very valuable while sailing offshore and in areas where other wx resources are not available. I also use the | | | | | Were this source of wx information not available, the only other alternative is a commercial wx service that charges about \$30 per day. | | |

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| | | | | <p>weather service radiofax charts available on the internet at the NOAA website for voyage planning.</p> <p>I do not use the HF voice or text transmissions of weather information, but have found the VHF wx info (NOAA broadcasts) very helpful.</p> | | | | | | | |
| 209 | | Gail Turluck Richland MI 49083 | One Design sailboat racer and big boat sailboat helmsperson. | NOAA Weather Radio, shoreside Internet, radio/television, commercial service/system, so far. | 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. | No | No. But with experiences of others, I know I would want as many sources as possible for offshore ocean sailing. | As many as I could afford. | At this time, no, but the day will come when I sail offshore and will desire as much weather information as I may affordably obtain. | High seas (in the future). In what geographic area(s) will you generally operate your vessel? Mid-Atlantic, New England, North Central Pacific, Hawaii, Gulf of Mexico, etc.) | |
| 210 | | Angela L. Hunter 16 Joycelyn Crescent Georgetown ON L7G 2S4 | Being of an ever increasing population of cruising vessels exploring the oceans of the world... | I, along with my husband, require the HF weather broadcasts and warnings to safely navigate the oceans from one country to the next. Since we don't have satellite phone to access the Internet, the HF radio has become our safety net for such information. | | | | | Without this service, 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. | | I would request that this essential service continue in order maintain a safety standard unparalleled by any other service. |
| 211 | | John O'Cull | | | | | | | | | As a cruiser, myself and many others rely heavily on the weatherfax system. Please continue providing this very effective service. |
| 212 | | Captain Michael L. Allen, USCG, 50gt, Master 12 Jasper Lane Beaufort SC 29907 | | | | | | | | | 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 |

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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. |
| 213 | Joe M. Digel 1705 O'Conner Road Forest Hill MD 21050 | For the past nine years my wife and I have sailed to the Bahamas during the winter. | We have always used the High Frequency broadcasts for weather fax information broadcast from New Orleans. | | | | | | | ...to the Bahamas... | It would be a shame to loose this valuable service to the boating community because of funding. |
| 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 | | I still rely on wefax and voice offshore reports, despite having Winlink (amateur radio pactor) aboard. In fact, it, and the commercial alternatives like Sailmail and Oceans are jammed with users and often I just go back to straight weather fax and voice forecasts when I really need it in a timely fashion. | | | | 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 HF broadcasts every day. They are very important! | | ...and need the HF 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. | | | | |

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| 218 | George A. Game 138 Castle Glen Crest Kanata Ontario K2L 4H1 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 Faxes daily. 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 travel between Canada and Venezuela... | Please continue to provide this very essential service. |
| 219 | Debora E. Gillespie 1916 Pike Place Suite 12 #52 Seattle WA 98101 | My husband & I are owner/operators of a 48' cruising sailboat. We left Washington State in 2002 to sail around the world. We arrived in the Med via the Red Sea in 5/07 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 Australian and New Zealand service areas we utilized their HF voice & fax broadcasts. Our 1st choice, always, is to use HF & 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 this while 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 an 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 the expertise of the NWS analysis far surpasses ours. 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, is fast, reliable, timely, does not require use of a computer & energy usage and many multiple users can obtain the same information at the same time. While we have used SSB email systems (Sailmail & Winlink) to obtain grib files & text weather broadcasts these delivery systems are more expensive, more complicated & beset with their own | At present, due to our location in the Med, we do not use USCG HF radiofax broadcasts. If we were in a location where such faxes could be received we would use them on a regular basis. When we sailed in the areas served by USCG HF radio fax we received them several times a day while on passage & in preparation for passage. It took us 21 days to cross from San Diego to the Marquesas & during that time we regularly received faxes. When we entered the NZ & Australian service areas we received their faxes several times of day. 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 these 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 weather broadcast or fax. By and large these areas are known for stable weather patterns if sailed in the “right” season so it is easier to go without. In these situations we relied on grib files which are helpful but often under represent wind strength. Grib files are received via SSB email & can be painfully slow – as slow as 100 bytes/minute. Given this, you must limit file size so seek data for a smaller area. A weather fax gives you a better & larger picture to track movement of fronts, highs & lows than a grib does. As indicated above, you face the same propagation and bandwidth issues. See comments to #3 & 6. | No, we do not use SITOR. | Since we have traveled out of areas served by the USCG we had to pursue alternate sources so we would continue to use the systems we mentioned above. Within USCG served areas none of these alternate sources is as superior as the USCG voice and/or fax broadcast. Our Navtex cost \$760US. Unless the signal strength issues are resolved, the incomplete forecasts would be relatively useless. We already have a computer with modem & SSB. These costs were several thousand dollars. We would continue to receive Grib files even though they are plagued with inaccuracies. As previously mentioned, a Grib is a poor substitute for a weather broadcast or fax which do a much more complete job of displaying highs, lows & system movements. We've limited our email requests to grib files & 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 it is often outdated. We would have to request more text forecasts or faxes via Sailmail or Winlink SSB Saildocs Catalogs – sources who depend on the internet to get the data from the NWS. To do this we would spend more time out of the cockpit trying to connect & often receiving less than current information. This gets particularly difficult when 1 person is off watch sleeping & the other is on watch, running between the cockpit & the computer/SSB. More individuals would also be forced to this alternative causing increased congestion on the limited bandwidth available for these communications. It seems more efficient to have an official broadcast that multiple | Yes, we would be affected. We've taken steps to have a seaworthy vessel & equip ourselves with safety gear to minimize risks we face from our activities. The weather is always a risk. If we have access to timely and comprehensive broadcasts/faxes we are better able to make passage plans – do we go or do we wait & where do we wait. Once offshore it can mean altering course to avoid an approaching system, heaving to while waiting for a weather change or just getting ready for sail changes or having more time to prepare for heavy weather. We don't want to put ourselves in jeopardy nor do we want to have to put rescuers' in jeopardy. We've had to explore other weather receiving options as travels took us beyond the USCG service area. Other than the HF broadcasts and faxes offered by Australia and New Zealand we have not found any to be of the same quality or quantity as those of the NWS & USCG. Listening to a scheduled HF weather 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 takes us out of the cockpit & away from watch standing activities or away from needed sleep. Both these conditions are detrimental to safe | This is difficult to answer. Washington State is our home base & we spent many years 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 would be a combination of coastal, off shore & high seas. | |

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| | | | | <p>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 than listening to a simple broadcast.</p> <p>These delivery systems also rely on the internet for distribution which, I understand, is not supported by the NWS.</p> <p>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 unawares & have to react.</p> <p>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 1 method to receive weather information – the information is critical enough that you should have back up systems to obtain it.</p> | | | <p>users could access at the same time v. having multiple users try to queue up for SSB email of fax or text forecasts. An example is our experience transiting the Red Sea – no fax or broadcasts were available. Grib & Buoyweather were options available. But, radio propagation was often difficult & it was often impossible to connect with the 1 Sailmail 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”.</p> <p>If weather for a passage was sufficiently 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 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 weather (via internet sources) but this information is of a lesser quality due to the difficulty in obtaining it and the delayed receipt of it.</p> | <p>sailing. You may consider that we are “recreational” sailors who do not need to be out there as a working sailor would. While this is true there are likely a few thousand of us “recreational” offshore sailors out here cruising at any given time. Our safety depends on having access to timely information which is easy to receive. You can’t react proactively if you can’t get accurate and timely information.</p> | | |
| 220 | Jerry A. Reid 1916 Pike Place #12-143 Seattle WA 98101 | I am the captain of a 40 foot cruising sailboat. | 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 we 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. |

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| | | | | 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. | |
| 221 | | Crowley Liner Services East Coast, Crowley Marine Services East & Gulf Coast David H. Waldhauer, Jr. P.O. Box 2110 Jacksonville FL 32203- 2110 | | | | | | | | | <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> |

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| | | | | | | | | | | | 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 antennae pointed down shipping lanes and toward popular cruising areas? These transmitters could be geographically spread out essentially in broom closets in existing USGG 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 | Our area of travel is both coastal and the high seas, and includes the North Pacific Ocean from Mexico to | I highly support continuing weather faxsimile with all its currents benefits. Your weather maps add immensely to our safety and peace of mind. | |

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| | | | | 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. |
| 223 | | Philip Fantasia 48 Mill Street Abington MA 02351 | | | | | | | 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). | | Many vessels today leave vhf range & these HF broadcasts are the only source of current safety & weather info. |
| 224 | | William Burrows | | | | | | | | | 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. |
| 225 | | Michael L. Aubry 1223 Creek Woods Cir St. Cloud FL 34772 | | 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. | | | | | | | I would very much like to see the HF weather service updated. |
| 226 | | James L. Meahl, 2nd Mate 2828 Colony Lake East Dr Plainfield IN 46168 | My position in the maritime community is as a wheelhouse officer on the un-inspected, ocean-going towing vessel M/V Sea Breeze (198grt.) | 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 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 un-inspected vessel (198grt) 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 a tug/barge container transport, servicing Jacksonville, FL and San Juan, PR. | |
| 227 | | William A. Thomason P.O. Box 845 North Plains OR 97133 | I am a recreational boater... | ...who has used HF transmission of Weather Fax information to a large extent. | | 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 paper). | | | 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. |

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| 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 deliveries 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 faxes with a simple wire antennae 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. | | ...throughout the Caribbean and the Atlantic basin. | 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. |
| 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. |

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| 234 | Marc D. Perlmutter 2078 Legion Street Bellmore NY 11710 | I am ship's Master of the 34 foot sailboat "Sea Roar" | My primary sources for obtaining marine weather forecasts are voice broadcasts and internet weather products from http://weather.noaa.gov/fax/marsh.shtml | I have used Coast Guard HF radio voice, and NOAA Weather radio to receive marine weather forecasts. | I have used Coast Guard HF radiofax broadcasts to receive marine weather forecasts. The Coast Guard HF radiofax 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. | There is no alternative source for marine weather forecasts that is practical on smaller vessels. Since I am a licensed Amateur Radio operator, I would have to use an HF messaging service to receive the weather forecasts on the high seas. | 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 coasts. | My vessel operates primarily within 0-25 nautical miles seaward in the New England/mid-Atlantic geographic areas. I have also operated vessels 25-200 nm seaward on the North Central Pacific ocean. | |
| 235 | Advanced Research Corporation Robert E. Todd 9201 Old Courthouse Rd Vienna VA 22182 | 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 marine 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 coastal passage. Of course 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., NMN). We often use a 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 radiofax broadcasts (e.g., NMN). Surface forecasts (24, 48, 96) and sea state forecasts (24, 48, 96) are the most commonly used. 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 (6) above. | Offshore (25-200 nm seaward) and occasionally high seas (more than 200 nm seaward). | 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. |
| 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.) | 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 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 un-inspected vessel (198grt) 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 a tug/barge container transport, servicing Jacksonville, FL and San Juan, PR. | Same as Previous Sea Breeze wheelhouse officer answers. |
| 237 | Harry P. Pattison 1970 Columbia Street Eugene OR 97403 | | | | | | | | | 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 Alev 18 Wood End Lane Bronxville NY 10708 | I am navigator and captain on fishing, delivery and pleasure vessels. These include commercial and pleasure vessels. | While shore side it is primarily the Internet. While offshore it is primarily the USCG HF radio broadcasts and | 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) | No. | 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. |

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| | | | | <p>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.</p> | <p>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).</p> | | | <p>I would rate the alternative as; (a) Costly and wasteful. (b) Useful since it is prepared by professionals.</p> | | <p>Atlantic is the geo-areas.</p> | <p>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.</p> |
| 239 | | Scott Swain | | | | | | | | | <p>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.</p> |
| 240 | | Louis J. Morgan, II 112 Pine Terrace Oconomowoc WI 53066 | | | | | | | | | <p>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.</p> |
| 241 | | Richard M. Vickers, Jr. 375 NW 123rd St North Miami FL 33168-3507 | | | | | | | | | <p>I am in favor of the U.S. Coast Guard investing in an infrastructure upgrade of their HF weather broadcasting equipment.</p> |

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| 242 | | Rainer Maas 25 Steepletop Road Rowayton CT 06853 | | | | | | | | | 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 satellite receiver to obtain this information via the internet as is the case with many smaller vessels. |
| 244 | | Crowley Maritime John C. Emmel, Captain 9663 Evergreen Drive Bellevue WA 98004 | As a long-time captain in the North Pacific oil trade... | ...frequent use of both of these systems to my operations. | | | | | | | <p>This termination of HF and Fax service was attempted about 10 years ago and was successfully thwarted by public outcry. Hopefully, mariners will be able to repeat that success.</p> <p>Weather fax and HF weather broadcasts are a part of an effective and widely used weather dissemination network that is tremendously important to the safety and success of a wide variety of maritime endeavors. 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.</p> <p>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.</p> <p>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.</p> |

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| 245 | Fred W. Fussell 2873 Panorama Drive Sautee GA 30571 | | | | | | | | | The loss of HF weather forecasts would be awful. It must be continued. |
| 246 | Leecia 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. |
| 247 | Ken 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. |
| 248 | 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. |
| 249 | Sirius Maritime Robert Dorn 309 South Cloverdale St Suite D-21 Seattle WA 98333 | Sirius Maritime operates a fleet of 6 ocean-going tank barges of 65,000 to 84,000 bbl capacity, engaged in refined petroleum transportation on the West, Gulf, and East coasts of the United States. | 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. | No. | 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. | The loss of HF marine weather and radiifax broadcasts could severely impede our operations, resulting in localized economic impacts when we are not able to deliver our cargoes in a timely manner. Without good forecast information, we would be forced to more conservatively structure our operations to account for a lack of weather information. | Our vessels operate primarily in the coastal and offshore zones, with an occasional high seas transit to Hawaii or across the Gulf of Alaska. Our vessels operate on all coasts of the US including the Bering Sea and Arctic Ocean to Barrow, AK. | |
| 250 | 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. |
| 251 | Roy F Greenwald 23 Myopia Road Winchester MA 01890 | | | | | | | | I would personally feel very much less secure going offshore without the availability of these broadcasts. We have used them extensively over the past several years. | As a private user of the radiofacsimile 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 |

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| | | | | | | | | | | | likely that, should these broadcasts be discontinued, the USCG will expend considerably more time, effort, and money, engaged in rescue operations. |
| 252 | | Gianluca Desio Las Flores 517/16 Mexico DF PMB306 4521PGAbld Palm Beach Gardens FL 33418 | I am cruising 10 months a year. | I depend from HF for weather reports to have safe navigation | | | | | | | |
| 253 | | Howard D. Weinstock 18702 Yocam Avenue Lutz FL 33549 | | | | | | | | | 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. |
| 255 | | Clifford B. Fletcher | While sailing, which I do on a nearly full time basis... | ...I find the SSB weather broadcasts (offshore) critical, for safe sail planning. | | | | | | | I would like to see these broadcasts become continuous, rather than the scheduled 6-hourly broadcasts. |
| 256 | | Stephen O. Simmons 4202 181st Avenue, S.E. Bellevue WA 98008-5940 | We are owners of a vessel leasing business which charters vessels to users in Washington State and Alaska. | We obtain weather forecasts 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. | | We use HF radiofax broadcasts every day of operations and radiofax is considered to be equally critical to operations and safety as other sources of weather information such as VHF. | We do not use CG Simplex teletype over Radio to receive marine weather broadcasts. | We would have to subscribe to for profit services delivering weather information by satellite for remote operations. | Yes the loss of HF weather broadcasts would affect marine Equipment Leasing as our vessels operate in remote regions and waters in Alaska and offshore Alaska. 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. | We operate our vessel zero to 25 miles seaward in the Inside Passage of SE Alaska, British Columbia and the Gulf of Alaska. | We respectfully request that the USCG continue to operate its HF weather stations for voice, Navtex and radiofax weather information. |
| 257 | | Richard H. Peterson, Captain P.O. Box 746 Bridgeton NC 28519 | My position in the maritime community is captain (50 ton) for PCS Phosphate, Aurora, NC. I operate a 32' passenger vessel and also owner/operator of a 26' sailboat used for charters. | My primary sources of obtaining weather sources are from NOM weather radio and Coast Guard HF radio voice and especially Coast Guard HF radiofax broadcasts. I have SW radios 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 | | HF radiofax is very critical to the safety of my operation and I depend on it continuously everyday. | I do not use SITOR radio broadcasts. | | 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. | I operate mainly around the Pamlico Sound from Cape Hatteras to Cape Lookout and out 20 nautical miles. I am also a skywarn weather spotter and need all of the weather tools available to accurately predict the weather. | 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 added. Since 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. |

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| | | | | conditions, and would like to see another station added along the east coast like the one that used to be in Norfolk, VA. | | | | | | | |
| 258 | David Sneade 9773 Canyon Walk Avenue Las Vegas NV 89177 | Owner/Operator of 30 Foot Sailing Vessel. Crew of offshore sailing races. Sailed California to Hawaii (2100 nm) | Sources for weather vary depending on voyage(a) days prior to departure or local waters: local weather is checked via NOAA VHF and/or internet and HF Voice,(b) day of departure for offshore waters: local weather via NOAA VHF and HF Voice and, (c) underway offshore: HF Voice. | Yes. No other sources are available for the small boat (and small budget) sailor in a reliable manner. | Not at this time. | Not at this time, but could be a cost effective solution over manual plotting. | 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. | Loss of HF Weather would endanger vessels and crews that rely on radio reception of accurate weather several times a day. | Operating area is the US West Coast. Distance from shore varies from 2-10 nm for day sails to over 50 nm for overnight cruising with occasional greater offshore distances. | While budget constraints are familiar to every boat owner and mariner, the elimination of "High Frequency (HF) Radio Broadcasts of Marine Weather Forecasts and Warnings" would cause undue safety concerns for any vessel venturing offshore. While some larger vessels such as cruise ships and commercial ships may have satellite weather, I suspect that their back up system is HF Weather Broadcasts. On smaller vessels, I believe HF Weather reception is the primary way to get weather in a timely, cost effective manner. If the USCG is concerned about costs only, then consider the additional costs of search and rescue for vessels unknowingly in danger because of non-existent weather information. The weather information is being collected through the use of public funds. While the collection funding may come out of "another pocket" the USCG has a traditional role of getting this valuable information to those who need it, helping safeguard mariners and their vessels. By trying to eliminate this service, it seems that this is a continuation of the attack on free weather broadcasts that Accuweather has tried in the past through former Senator Rick Santorum (he was not re-elected). You may recall that his proposed bill would have eliminated all but emergency broadcast from NOAA and NWS causing mariners to subscribe to a service provided by one of his largest campaign contributors or some other pay by use service. Mariners need more than just a warning broadcast that may come too late to navigate safely both inshore and offshore. | |
| 259 | Robert E. Briggs 804 Acalanes Road Lafayette CA 94549 | I do extensive cruising off the west coast of the United States/Canada and Mexico on my sailboat. | While offshore my only access to weather forecasts in thru my SSB. | | | | | The proposal to no longer support weather reports/forecasts thru SSB would eliminate my access to worldwide weather forecasts and greatly endanger the well-being of my vessel and crew. | In the next few months I plan on a trip to the South Pacific. | | |
| 260 | Mark H. Seymour 11 Bridgewater Buildings Castle Cary Somerset UK BA7 7DU | I am the owner operator 44' sailing vessel engaged in blue water cruising and ocean passage making. | Primary weather sources at sea are USCG HF Radio Broadcasts, Inmarsat C and Navtext. | USCG voice forecasts are not normally used. | HF Weather fax is my primary weather information source and is received twice daily when at sea - the Weatherfax | I do not use SITOR. | Should the HF broadcast cease I would be forced to consider a capital investment of several thousand dollars on satellite communication equipment and | The loss of the HF Weatherfax would make a marked impact on my weather information sources for. Without a | Area of operation – Atlantic and Mediterranean waters, Northern hemisphere, 90°W | Whilst any reduction in the number of weather sources and methods of obtaining weather information at sea can only be detrimental to safety, the | |

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| | | | | | | 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. | to 30°E. | 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. |
| 261 | Mark H. seymour 11 Bridgewater Buildings Castle Cary Somerset UK BA7 7DU | Same as above. | Same as above. | Same as above. | Same as above. | Same as above. | Same as above. | Same as above. | Same as above. | Same as above. | Same as above. |
| 262 | 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 remoter 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. |

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| | | | | When in range and on shore I also tune in regularly to weather radio broadcasts on VHF. On shore I also use a variety of sources on the internet. | | | | | | | |
| 263 | Allen F. Rauth 88005 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 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 weatherfaxes 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 HF 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 weatherfaxes 4-5 times a week so we are aware of upcoming weather conditions. As we prepare to make a passage we download the weatherfaxes 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) 1) 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 grib file showing wind forecasts for our specified area via a commercial email service provider. These grib files do not show the detail that we receive from the downloaded weatherfaxes 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 patterns. Losing the USCG HF broadcasts would put us at risk. | IN SUMMARY: The USCG HF broadcasts are a critical part in our, and many of our fellow cruisers, ability to obtain weather information. Some of the cruisers we have met only have a receiver onboard their boats for the sole purpose of getting weather information. We cannot stress enough how important it is to continue these broadcasts regardless the cost. They are relied by the cruising community and without them they could put people's lives in jeopardy. Please do not discontinue this vital service. | |
| 266 | Jutta Richter Birkenstrasse 8 Pommelsbrunn 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 sailed "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 and/or 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 radiofax charts 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. As mentioned before we receive it nearly daily and it is a VERY IMPORTANT source for our safe travels. | Yes we tried CG HF SITOP, but use it very seldom because of all other available forecast sources. | Again depending on the area we use many other sources of forecasts: 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, grib files, all other sources from the Internet and longtime knowledge to interpret the situation. We also can receive: -NAVTEX which is OK for "outside passages" and all the navigational warnings. (free to receive at specific times/not 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 Winlink-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 it is "North Atlantic and the Caribbean" | We would appreciate if ALL spoken forecasts and warnings would be spoken in a SLOW speed. Sometimes we have trouble 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. | |

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| | | | | | | | | 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 lieu of HF radiofax, I would likely pursue the use of satellite phone with computer interface. This alternative would require the purchase of approx. \$3000 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. | We do not use SITOR | 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. Gaffey 26 Mohegan Lane Amston 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 NWS faxes. | | | | | | We are sailing the Caribbean and Atlantic Ocean. | Please do not discontinue with this service. Weather is the one factor that we rely with our lives on for dependable and factual information. | |
| 272 | Antone 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. | | | | | | | 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 43ft. sailing catamaran, US registered... | The USCG weather broadcasts are vital for us as well as thousands of other cruisers. The broadcasts & weatherfax | | | | 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 | | ...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 | |

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| | | | | 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? | | | conditions than they do now. How cost effective would that be? I ask that you do whatever is necessary to continue to operate the weather service. |
| 274 | Peter E. Ryan | | | | | | | | | | 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. |
| 275 | Joseph C. Fell McDonald 160 Keonekai Road #16-201 Kihei HI 96753 | | | | | | | | | | 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. |
| 276 | University of Maine John R. Peters 17 Sunrise Terrace Orono ME 04473 | | | I currently use the HF radio weather broadcasts when offshore. These broadcasts are a great source of information which helps me in making safe passages. | | | | | | | I strongly urge the Coast Guard 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 rationale is that maintaining the system will lessen the need for search and rescue missions which divert resources from other important Coast Guard missions. |
| 277 | SV Quietly Dalton W. Williams 411 Walnut Street #2774 Green Cove Spring FL 32043 | Owner and full time sailor of a 43 foot sail boat sailing in the Caribbean since March of 2002. I live aboard with my sailing partner full time and have sailed over 6,000 NM in the Caribbean in the last six years. Our plans are to sail across the South Pacific in 2008. | Primary - Weather Fax from your New Orleans transmitting facility. We receive at least one set of faxes daily for monitoring the weather and trip planning. When making longer trips as in from the USVI to Trinidad we receive two sets of broadcast daily to monitor the weather and make course corrections as the winds and seas dictate over the five day trip. Secondary – We listen in to the several Amateur Radio operators who read aloud and describe the weather fax products and | NMN Offshore Forecast are very difficult to understand. The computer program used is a very poor reader, much better ones are available. Reading Lat-Lon positions as a long series of numbers makes it very difficult to understand and use. I recently heard a real human reading the weather. Now that is a huge improvement! SUGGESTED IMPROVEMENT - With today's new text to speech programs I feel this service could be greatly improved any you could even get a custom version that knows how to read Lat-Lon and | Yes, this is our 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 | I have never been able to use SITOR. Perhaps it is simply that I do not know how. I have often spent several days trying to figure out how to receive the signals properly. | I would have to start using satellite connection to the internet to download weather charts and GRIB files. Cost – Very Expensive, over \$600 per month to get the same information. A major concern is if the service will be available since Global Star is having satellite problems. Iridium is far too slow to download charts. Inmarsat equipment and the cost of their service is outrageously expensive for cruising couples to have on their sailboats. | Yes! The safety of typical live aboard sail boats are immensely impacted by sea state and weather. It is no exaggeration that our lives are literally dependent upon receiving constant high quality weather information from the Coast Guard HF Marine Weather broadcast! With out the Coast Guard HF marine weather broadcast, the life I now live in retirement would not be possible with any degree | Spring 2002 -- US East Coast Florida to Virginia Summer 2002 -- Virginia to Bermuda to Virginia Fall 2002 --- Virginia to Bermuda to US Virgin Islands 2003 – 2007 -- Sailing Full Time in the Caribbean including Venezuela and Dutch West Indies 2008 - 2010 -- South Pacific | In summary I would like to say that the Marine Weather services provided by the US Coast Guard are an extremely important to 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. | |

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| | | | | <p>text forecast. This is a second method of receiving the same information. If you do away with Weather Fax, both methods of our getting weather will go away!</p> <p>Third Choice – Satellite. This is very expensive and coverage seems to be spotty especially since Global Star has been having satellite problems. We find this to be less reliable than Weather Fax from New Orleans.</p> <p>WiFi Internet – This is becoming more commonly available in the Islands of the Caribbean. But we prefer to anchor out and thus this is not always available for weather monitoring. And of course this is of no use what so ever when sailing.</p> <p>Last Choice – NMN Offshore Forecast. These are very difficult to get meaningful information from and it is tedious trying to listen through a long broadcast to hear the small section that deals with the sub-area you are in.</p> | <p>other information correctly! A major suggestion would be to transmit the different areas at specific fixed times, i.e. as separate broadcast for each sub-area. This would make it much easier as sailors on the open seas are busy and listening for a sub-area in a long monolog is ny on to impossible.</p> | <p>Southern Caribbean and when sailing in the Offshore Islands of Venezuela, we receive at least two Weather Fax broadcast daily from your New Orleans station. These are our source of weather information when sailing and are thus very important to us.</p> <p>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.</p> | | | <p>of safety. It does not matter if we are anchored out or sailing, reliable weather information is critical. The HF Marine Weather broadcasts are often the only source of weather. 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.</p> | <p>Panama to New Zealand to Australia</p> | |
| 278 | <p>Erik J. Smitt 211 Menard Circle Sacramento CA 95835</p> | <p>I am a cruising sailor.</p> | <p>Weather information was critical to me. Since my SSB had only voice reports, I felt limited in my view of upcoming weather. I plan to purchase a new SSB with weather fax capabilities so that I can receive the weather maps and make a detailed weather plan.</p> | | | | | | | <p>Most recently I traveled from La Paz, Mexico back to San Francisco Bay (1,400 nm).</p> | <p>I need these systems to be supported by the government.</p> |
| 279 | <p>Alan Dunlop 411 Walnut Street, #2261 Green Cove Springs FL 32043</p> | <p>I am the owner/operator of a 42' sailing yacht.</p> | <p>My primary sources of weather information while at sea are HF radio broadcasts, VHF radio, NOAA weather and Navtex.</p> | <p>I do not use Coast Guard HF voice broadcasts.</p> | <p>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.</p> | <p>I do not use SITOR.</p> | <p>I do not have an alternative to radiofax broadcasts as such...</p> | <p>...therefore the loss of the HF marine would affect me and I would have to use less reliable methods of obtaining weather information.</p> | <p>My wife and I travel offshore - frequently to the high seas, as far east as the Azores and the Canary Islands but more generally sailing off the eastern coast of the USA and the Eastern and Western Caribbean.</p> | | |
| 280 | <p>Ludovic Puyraud 10 Pine Needles Drive Pittsford NY 14534</p> | <p>I am the operator of a 40' cruising catamaran. I live aboard 6 months a year typically from December to May. I single-hand the boat most of the time, welcoming friends and family who, most of time,</p> | <p>My primary sources of weather information are first the USCG HF broadcast, then weather faxes on the NOAA web site via WIFI when available (20% of the time)</p> | <p>Yes, I receive HF Faxes via my SSB HF radio. They are my only weather source for decisions such as staying at the same anchorage, moving to a different one on the same island or to go in an offshore passage. Once at</p> | <p>the catamaran I operate can rapidly be overpowered by a sudden change in wind/sea conditions. It is the same for me as I am a 64 year old single handler.</p> | <p>No, I don't use SITOR</p> | <p>I could use internet access via a sat phone as an alternative to HF Faxes. But this is very expensive and not very reliable. For example I experienced from GlobalStar a dismal availability (1 answer every 10 calls) and reliability (3 internet session out</p> | <p>Yes, this would leave me without the critical information I need to make safe navigation plans.</p> | <p>My boat is based in Puerto Rico and I sail offshore to islands from the Bahamas to Grenada.</p> | | |

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| | | | 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 | | |
| 282 | | Dick Dumas | | I have used all HF signals, charts and photos for over ten years while in southern Baja MX as my most valuable aid against hurricanes and up to date info. | | | | | | | 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. |
| 284 | | Myrl Fisk PO Box 43 Kirkland AZ 86332 | | I listen to NMN everyday from Nov1 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. | | | | | | I sail the Caribbean during this season... | Please keep the voice broadcasts available Some days there are commercial or Ham broadcasts available, but NMN is always available. |
| 285 | | Julio F. MacWilliams 513 Bay Street Santa Cruz CA 95060 | | I am a frequent user of HF radiofax weather charts (sea surface, 500mb heights, etc), 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. | | | | Subscriber based satellite data connections are not a viable option: The technology and the subscription rates are priced for high revenue commercial services, like cruise ships, high volume fisheries and high end luxury yachts. The average boater or delivery captain can not operate with that level of expense. | Turning off those short wave services would put me and my crew in immediate risk for not having a viable means of access to weather information. | I stay at least 50 miles away from shore routinely to avoid being caught with a lee shore. | Please keep the 3 shortwave radio accessible weather services, radiofax, voice, and SITOR, up an running. Those of us who navigate keeping a distance from the coast need them in order to keep ourselves, crew, and passenger safe. |
| 286 | | Donald D. Carson 925 SE Madison Avenue Stuart FL 34996 | | | | I personally use the HF Fax system on a daily basis, and find it to be invaluable. | | | | | 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. |
| 287 | | Richard A. Nelson PMB 540 88005 Overseas Highway, #9 Islamorada FL 33036 | We are owner/operators of a private cruising/sailing vessel 43 Ft, captain (U.S. Merchant Marine Officer, Master of Auxiliary sail vessel) | Our primary source of marine weather forecast is HF Ham Nets and Winlink (HF) access to email, which originates in the Caribbean. | YES. We use Coast Guard HF radio voice broadcasts, which is invaluable, as a back up to Ham nets and Winlink email, in particular during times of weather emergency. Note: this is particularly critical during hurricanes or other weather emergencies | YES. We depend on Coast Guard HF radiofax broadcasts, as a back up to fax normally available on Ham nets and as attachments through Winlink email, in particular during times of weather emergency. The Winlink and ham sources are also | NO | As an alternative source we use Ham Nets and, Winlink HF Email. For a U.S. citizen cruising on a U.S. Flagged vessel one cannot put a price on the invaluable service including reliable weather assimilation offered us by the U.S. Coast guard. Secondly, these services | The U.S. Coast Guard HF gives us confidence in making decisions regarding travel and preparation for weather emergencies. Secondly, to reiterate; As U.S citizens cruising on a U.S. Flagged vessel it is clearly beneficial for the | We operate year round in the Caribbean between Puerto Rico and South America; occasionally we operate more than 200 nm seaward. | |

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| | | | | as Ham Nets and Winlink, generally accessible to us, originate within an area susceptible to the same weather conditions. Systems fail on sailboats: modems, HF transceivers, battery, etc. as a fallback we rely on a hand crank dynamo HF receiver capable of receiving voice weather broadcast if all else fails. The other side of this backup is U.S.C.G. HF radio voice broadcast. | located in the Caribbean thus they are also vulnerable to the same weather conditions that vessels in Caribbean are. | | provided by the U.S. clearly are useful in providing good will from the U.S. to other Caribbean countries and vessels flagged in countries other than the U.S. That is, the cost of the loss of good will in the international community must be factored in to any decision regarding 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 provided by the Coast Guard reflects well on all US Citizens including cruisers, facilitating interaction with people of other nationalities. | | |
| 288 | Ronald J. Heitzmann 11 Larsen Ave, POB 35 Glenwood Landing NY 11547 | While cruising in our sailboat ... | ...and 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. | | | | There are no cost effective alternative options available to most cruisers. | Without these broadcasts we would be unable to assess changes in weather patterns once out of VHF range. | ...offshore from the east coast to Bermuda and thence on to the Caribbean, we are well outside VHF weather broadcast range... | Suspending these broadcasts is in my opinion a major step backwards which can only result in a dramatic increase in serious weather related safety issues among cruising yachts. |
| 289 | Susanne W. Ames PO Box 2933 Olympia WA 98507 | My husband and I have owned our 40 foot catamaran since February 2004, and have sailed her from Portugal to New Zealand 2005-2007. Prior to that we have separately owned sailboats, and my husband was a commercial fisherman, licensed captain and marine repair service during the previous 25 years. Consistently reliable and easily accessible weather information is critical for us all the time. Good weather means fast passages with little stress to us and our boat. Bad weather can make passages physically unpleasant and create the need for repairs. We have spent the past several months in New Zealand replacing structural supports weakened by wave impacts. We know several boats which have experienced serious injury and/or damage to crew and boat from heavy weather, including loss of the boat. Even at anchor good weather information is critical, as the approach and passage of weather systems may require boosting our anchor tackle or changing location for greater protection. We sat out the 2005 hurricane | 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. | Yes. They are not always our sole primary source. However, we consider them critical. In 2006, our tuner began to function erratically so we could 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. | 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. | No. | We would continue to rely on grib files, email forecasts through saildocs, wx information available on HF nets, and forecasts promulgated by other governments. The loss of weatherfax would be a serious concern as it represents official analysis of the NWS, and I consider it more reliable than the raw data from the grib files, and than forecasts from other governments such as Fiji and New Zealand, since NWS has a longer data history and more experience than any other government in this region. I would be also concerned at the loss of the HF voice broadcasts as it represents important emergency back up in the case of equipment failure as we experienced in 2006. If these were not available we'd probably purchase a satellite phone in order to have greater assurance of receiving weather information in remote areas, via the internet. This could cost us between US\$2,000 and US\$10,000 in equipment purchase and US\$1,500-\$3,000 in ongoing costs. If all or many of the current recipients of USCG weatherfax and voice broadcast switch to satphone, we wonder if there is sufficient bandwidth to support such an increase in usage. I have heard that satellite phone coverage is not always reliable and therefore there might be no available | See above. Since our other primary sources of weather information often rely getting NWs information through the internet, the loss of USCG Weatherfax and HF radio broadcasts would be a big concern as internet forecasts are not considered official. If for some reason there was internet failure, we'd lose much of our other sources (such as the gribfiles and text forecasts available on saildocs. I believe that the remaining sources, forecasts promulgated on HF nets and by other governments, also rely on the internet. Therefore the USCG weatherfaxes and HF voice broadcasts represent an important and reliable, direct and indirect component of virtually all the weather information we receive. We want the Coast Guard to continue providing voice and weatherfax HF broadcasts at the current frequency and quality of transmission, or better. | We made several high seas passages in travelling from Portugal to New Zealand during the past 2 years, and relied upon Coast Guard weather faxes and voice broadcasts to do so. We intend to continue in this way as we sail our vessel in the Western Pacific and back to our home in Olympia, WA. | |

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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.. | | | |
| 290 | | Susanne W. Ames PO Box 2933 Olympia WA 98507 | Same as above | Same as above | Same as above | Same as above | Same as above | Same as above | Same as above | Same as above | Same as above | Same as above |
| 291 | | Sean M. Flaim 5919 Rolston Road Bethesda MD 20817 | 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. | 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. | 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. | Internationally, in the North and Central Atlantic and Caribbean. Often 200+ nm off-shore | | |
| 292 | | Jonathan B. Fadely P.O. Box 2020 Lindale TX 75771 | "As a licensed Master in the Merchant Marine..." | | | | | | | | | 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. |
| 293 | | Michael V. Colyar 1307 Dayton Street, S.E. Olympia WA 98501 | 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. | I use SITOR, SSB voice and especially WeFAX 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. | | | | | It would significantly increase the chances of a distress situation developing if these sources of information were to cease. | | | I urge that the investment be made to continue this service. |

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| 294 | | 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 10 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. | | | | | | | |
| 295 | | Charlie Hitlin 4808 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. | ...and I am frequently offshore, out in the Gulf Stream, out of VHF radio range. | These weather broadcasts are important for the safety of the voyages, and there is no available substitute that is cost effective. It is requested that the weather broadcasts be continued to avoid creating a serious safety issue that would result if they were shut down. |
| 296 | | 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. | Please keep the service operational. |
| 297 | | 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. |
| 298 | | 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. |
| 299 | | 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 | |

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| 300 | Charles B. Husick 1375 Pinellas Bayway, #29 St. Petersburg FL 33715 | I am responding to the reference request for comment as a private citizen owner and master of a 46 foot ketch. | My primary sources for marine weather forecasts include NOAA VHF broadcasts, USCG VHF broadcasts, NOAA information via the internet and USCG HF weather broadcasts, NAVTEX plus occasional use of HF radiofax. | 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 radiofax 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 either 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. | 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. | When time permits I sail waters out to 200+ NM from shore, primarily between St. Petersburg, FL, Key West and Eastern Maine. | 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. | |
| 301 | Charles B. Husick 1375 Pinellas Bayway, #29 St. Petersburg FL 33715 | Same as Doc 300 | Same as Doc 300 | Same as Doc 300 | Same as Doc 300 | Same as Doc 300 | Same as Doc 300 | Same as Doc 300 | Same as Doc 300 | Same as Doc 300 | Same as Doc 300 |
| 302 | Stephen M. Babb | Licensed USCG Captain and Owner/Operator of a 40' pleasure sailing vessel of US registry operating in the western Atlantic and Caribbean; from Maine to Florida and as far south as US Virgin Islands and offshore up to 250 nm. | The following sources are ranked in order of importance: a. 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. b. 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 | 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. | Primarily coastal and offshore [up to 250 nm] in the western Atlantic and Caribbean between Maine and US Virgin Islands. | | |

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| | | | | legs, it is consulted frequently mid-trip. c. USCG HF radio weather fax broadcasts: When out of VHF range, this is second method the of my weather information. It is always used in trip planning and on longer legs, it is consulted frequently mid-trip. | | | | | | | |
| 303 | | John M. Bankston 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 NMN 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. | | I do not use SITOR. | 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 ie. 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 put its crew in harms way. 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 77062 | "I am the owner/operator of a 47ft sailboat..." | | I have been using the USCG Radiofax Weather system daily for three years. During hurricane season these weather-fax reports helps 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. | | | | | "...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/mini-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 those warnings. | We monitor HF WEAFAX around the clock and depend on those 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. |

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| 307 | | 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 access 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 loose 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. | <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> |
| 309 | | PWS Eco-Charters 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. |
| 310 | | Rae Simpson 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 |

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| | | | | | | | | | | | instances where the USGC is called on to rescue mariner in trouble. The coast guard should update their equipment and continue the service. | |
| 311 | | David Caukill The Garden House Hawkley Hants UK GU33 6LU | | HF Radio meteorological information is my principal source of weather information at sea. | | | | | The only practical alternative is satcom which is prohibitively expensive for normal budget cruisers and smaller vessels. | To discontinue the service would be a major problem for most long distance sailors - particularly for passage making out of range of VHF and mobile phones. | PLEASE maintain the service - at least of HF Fax and possibly voice. | |
| 312 | | Philip D. Koch 9 Nursery Lane Northeast Harbor ME 04662 | 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 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. | | | | |
| 313 | | James C. Wiggins, Jr. 800 Ocala Road, 300-192 Tallahassee FL 32304-1670 | I am a USCG licensed owner/captain of a private vessel currently circumnavigating the world. | 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. | | 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. | | | In particular, USCG HF Fax is critical to our safety at sea. It is referred to at least twice daily. Removing HF Fax from the air would require that I purchase Imarsat, which requires a substantial initial investment and significant monthly operating costs. In addition, my current (expensive) reception equipment would be rendered worthless. | | While I am not in favor of eliminating of Loran, if the budget has to be prioritized, I would choose HF services over Loran. | |
| 314 | | Wilson S. Goodwin Topsail LLC 411 Walnut Street #3173 Green Cove Springs FL 32043 | I am a charter operator... When I am not chartering, I cruise extensively. | I depend heavily on the radio broadcasts of marine weather forecasts and warnings. | | | | | | To discontinue broadcasting it would do more than a disservice to us all--it would quite literally put life and property in jeopardy. | | 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. |
| 315 | | Nathan Sady-Dubon 5107 Portsmouth Road Fairfax VA 22032 | Owner/Operator private 36' sailing vessel of US registry operating in the northwest Caribbean | 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 | No. | Yes. Used daily | No | 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. | 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 | Primarily coastal in the northwest Caribbean with at least 4 offshore passages each year. | | |

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| | | | | | | | | | probable evolution of a pattern over a 72 hour window. Most importantly, only fax can do this in the same manner world-wide without interruption of service due to location. | | |
| 316 | | Thomas C. Jackson | I am the skipper of a 40 foot cruising yacht and Rear Commodore of the Ocean Cruising Club, whose members are drawn from numerous countries. About 30% of members are drawn from the USA. My wife and I have over 130,000 miles sailing experience in our current boat, throughout the world, including all US waters other than the Gulf of Mexico. | Weather maps from radiofax from HF radio. We use US broadcast services where ever they are available. For us this is an absolutely essential service. Inmarsat C Grib Files received by HF radio. | When in US waters and adjacent high seas areas, we also listen to voice broadcasts once a day. These broadcasts are useful, but not as important as weatherfax. | As indicated above, we consider radiofax services essential to our safety. They are our primary means of weather forecasting in combination with grib files, also accessed through HF radio. We believe this to be the case for the majority of those cruising in yachts. Text forecasts are not an adequate substitute. | We do not use SITOR or NDBP. | For us there are no realistic alternative sources for weather maps if HF radiofax 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. | | We have sailed all the world's oceans and cruised coastally in Europe, N. America, S. America, Australia, New Zealand and Oceania. Our most recent long passage in 2006 was 5200 miles from Cape Town, South Africa to Fremantle, Australia. | |
| 317 | | Mark P. Treat 18 Maple, #103 Barrington RI 02806 | | | | | | | | | Please keep the high frequency marine broadcasts going. They are of great value, use them all the time. |
| 318 | | Robert Musor Alamrda CA 94501 | I am a recreational sailor on the west coast ... | ...and use the broadcasts religiously. | | | | | | ...who frequently ventures offshore... | The decision to terminate the HF weather broadcasts is not a good one. I personally rely on these forecasts and find them invaluable. They are as valuable to me as my life raft and other safety gear. Most of my fellow offshore sailors (hundreds and hundreds) use this invaluable service. Please keep it operational. |
| 319 | | Pete Brown 9731 Sultana Drive Anchorage AK 99516 | | | | | | | | | Continuing these weather broadcasts by the USCG given the plethora of other weather data sources is a complete waste of tax payer money. |
| 320 | | Donn Tatum 133 E. De La Guerra #213 Santa Barbara CA 93101 | As owner/operator of vessels in Pacific Ocean... | | | | | | ...the proposed discontinuance of HF weather service would be an endangerment. | | To replace the simple and reliable HF with advanced technology is a disservice to countless mariners who rely upon it. It should be left in place to supplement satellite weather which not everyone has, and which comes with its own set of problems. For the safety of seamen and their vessels, please do not take down the HF weather broadcasts. |
| 321 | | Peter Hartmann 477 Peace Portal Drive Suite 107258 Blaine WA 98230 | Owner/Operator of 52 Ft. cruising sailboat Captain 100T – USCG S/N 1088608 – for hire. | a) USCG HF radiofax weatherchart broadcasts b) USCG HF radio voice marine weather broadcasts c) USCG MF and VHF radio voice marine weather broadcasts - range permitting. | Yes, I do use Coast Guard HF radio voice broadcasts to receive marine weather forecasts. | Yes, I do use Coast Guard HF radiofax broadcasts to receive marine weather chart forecasts. | No, I do not use SITOR. | I know of no alternatives available to replace USCG HF radiofax and HF voice marine weather broadcasts. I am not able to rate (a) user cost, nor (b) usefulness of information not known to me. | The loss of USCG HF marine weather broadcasts would severely affect the safety of my wife, myself and my vessel, as well as any other vessel and her passengers, that might be under my command. The growing unpredictability of | There is no limit to how far seaward my vessel operates when voyaging. When hired as master on USCG certified vessels my license limits the distance offshore to 200 | |

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| | | | | | | | | | weather due to climate change greatly aggravates the risk of bad weather surprises. | nm. | |
| 322 | | John A. Regar 1100 First Avenue West C-4 Bradenton FL 34205 | | | | | | | | | Without such services, how can one possible even think of sailing offshore? This service is not only used by the American boating community, but world wide shipping. Its time for government to stop passing the responsibility and duties to the private sector. |
| 323 | | Harold C. Schade 11703 Huebner Road San Antonio TX 78230 | Schade 1 | | | | | | | | I cannot access the questions you say I have to answer...help. |
| 324 | | Harold C. Schade 11703 Huebner Road San Antonio TX 78230 | Owner, private sailing vessel Schade 2 | USCG HF radio broadcast | No | Yes; the weatherfax broadcast are critical for planning and safety | No | Unknown at this time; would have to research alternative | I use these broadcasts daily while cruising; they are critical in planning passages, especially during the hurricane season; loss of this service would potentially place me and others to whom I pass the information in harm's way; the potential for loss of life, injury or loss of property would greatly increase without this service. | I both coastal and offshore primarily in the NW Caribbean. | PLEASE DON'T TAKE THIS AWAY! This retired Army officer doesn't like to ask his government for much, but I'll make an exception this time! |
| 325 | | Torie Rubin 27 Alexander Street Alexandria VA 22314 | | | | | | | | | We really appreciate using the voice over the radio weather updates. We would be very disappointed if they were to go away. |
| 326 | | Charles D. Osgood 760 Bog Road Vassalboro ME 04989 | We are fulltime live-aboard cruisers... | We rely heavily on weatherfax broadcasts as well as weather forecasts from the USCG via SSB. | | | | | We would be much less informed about weather and our safety jeopardized if these services were discontinued. | ...having recently crossed the Atlantic from the Canary Islands and are now in Trinidad, getting ready for a Pacific crossing. | We strongly urge you to continue and expand these services. |
| 327 | | Frank Nicholas 113 Mark Twain Drive River Ridge LA 70123 | I have been involved in the boating community for 40+ years both as a yacht delivery captain and recreational owner/operator. | Throughout the years I have used the USCG HF data as the primary source of weather information to ensure safe passages. | | | | | | | Discontinuing the present service would prove a great detriment to marine offshore safety. |
| 328 | | John W. Oldner 2001 Holcombe Boulevard #3301 Houston TX 77030 | I am a sailor... | My primary means for weather is the scheduled broadcast... In addition the SSB weather faxes are extremely critical to us as boaters. We have come to rely on the faxes. Also, the use Navtex is also important. The NWS broadcast are the only way a boater is able to receive weather direct from the NWS. Yes, | | | | | | ...who makes trips from the Bahamas to as far as Maine on a yearly basis and returns in the fall. | I am writing in support of continuing the HF radio transmissions of weather on the same schedule basis. Since my mast height is 70 ft, all my movement is offshore. Typically while northbound, I am from 60 to 150NM offshore. I am not able to receive weather via VHF radio. My primary means for weather is the scheduled broadcast when "Perfect Paul" announces the weather. I call him "Iron Mike" since the reception of the |

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| | | | | emails and satphones provide links to the web but are not as reliable as the NWS. | | | | | | | <p>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.</p> <p>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.</p> <p>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.</p> |
| 329 | | Ed C. Jablonsky 3200 Port Royale Dr N Apt 806 Ft. Lauderdale FL 33308 | | | | | | | | | It is vital that HF weather service be continued. I use it frequently and it has saved my life. |
| 330 | | George W. Maloney 76 Chancellor Court Alamo CA 94507 | | | | | | 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. |
| 331 | | James R. Van Sant 6090 Cane Lane Valley Springs CA 95252 | 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. |
| 332 | | Louis C. Lab | We are US citizens and offshore sailors... | ...who rely extensively on radiofax weather reports via our single side band radio. Our family relies on these radio faxes and their information to make safety decisions about when to leave foreign countries, and how to route safe passages while underway. | | | | | | 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 radiofax weather reports and surface analysis data. It is a very important service. |

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| 333 | Retired Fisherman Floyd K. Diefendorf 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 10128-1225 | 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 CG 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. | We do not use SITOR, but depend on HF voice and weatherfax. | If CG broadcasts ceased we would have to depend on the internet via SSB or Satphone – both are much more expensive and less reliable. | 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 | Same as 334 | Same as 334 | Same as 334 | Same as 334 | Same as 334 | Same as 334 | Same as 334 | 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 78230 | 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 13953 Panay Way Slip Box 23 Marina del Rey CA 90291 | | | | | | | | | Please continue these services for the safety of all boaters. |

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| 342 | William M. Huesmann 4170 Spinnaker Drive Gulf Shores AL 36542 | | | | | | | | | 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. |
| 343 | Jay Borseth 2419 East Helen Street Seattle WA 98112 | ...on my sailing vessel... | I use the HF WeatherFAX and forecasts frequently when traveling.. | | | | | | ...between Seattle and Southeast Alaska. | 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. |
| 344 | David P. Mancini 892 Phelps Avenue Canon City CO 81212 | We ocean voyage in a small sailboat. | We cross oceans and are frequently unable to receive weather broadcasts (weatherfax, etc.) EXCEPT on HF frequencies. | | | | | 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 our same situation. Thank you for allowing us to comment. |
| 345 | George H. Kain, III 3591 Liverpool Turnpike Emigsville PA 17318-0014 | Owner/Captain of a 43' ketch used to transport U.S. youth ages 14-21 on sail training voyages for the Sea Scout division of the Boy Scouts of America. | USCG HF radio broadcasts, WeatherFax, VHF Radio broadcasts. I do not have internet capability on my vessel. We extend out to 700 nautical miles at sea where WeatherFax is generally the only weather available. | Yes. Used daily when at sea, which is, generally, most of the summer months. Life and death decisions for me and my crew are made based on the weatherfax and USCG broadcasts. | Yes. Daily. They are VITAL as I have no other means of receiving weather information when offshore. | Yes. Daily. Also critical. Daily when at sea. Again, I have no internet, cell phone, vhf, or other source of weather information when at sea more than 20 or so miles off shore. | None. It would be VERY expensive for us, as a charitable organization, to purchase SATPHONES and Satphone air time to replace the lost weather information. | Yes. See above. I sail 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. | High seas. | It is unwise to put all one's eggs in the internet basket. We need the lower cost WeatherFAX to continue our program. |
| 346 | Julius Feinleib 12 Prentiss Street Cambridge MA 02140 | | | | | | | | | 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. |
| 347 | Jared G. Cook 5822 W. Washington Boulevard Culver City CA 90232 | | | | | | | | | I strongly advocate the continuing high frequency broadcasts of weather information. This is a highly important service that is used by countless boaters, from commercial fisherman to coastal recreational sailors. I deplore the federal government's senseless attempt to commercialize this extremely important PUBLIC service. Shame on Bush and his corporate cronies. |
| 348 | Timothy R. Fitzmaurice 2857 Hannah Street Oakland CA 94608 | | I frequently use the HF radio weather broadcasts and urge you to continue this important service to mariners. | | | | | | | 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. |
| 349 | Gerald E. Misener 15550 Burnt Store Road Lot 45 Punta Gorda FL 33955 | ...when cruising... | I use the SSB/HF Weaterfax transmissions... | | | | Currently, the Satellite weather options are expensive and incomplete. They are just now starting to add forecasting capabilities. The 12, 24, and 72 | | ...from Florida to the Bahamas and up the East Coast. | 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 |

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| | | | | | | | | hour forecasts included in the SSB HF are critical to understand wind and wave issues. | | | better equipped for the remote user due to the forecasts they include in each scheduled transmission. 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. |
| 350 | | Scott Stolnitz 13428 Maxella Avenue, #203 Marina del Rey CA 90292 | | 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, navtec 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". |
| 351 | | James L. Wilson 1227 Porta Ballena Alameda CA 94501 | Boat owner and recreational sailor | VHF radio broadcasts when in range, USCG HF weatherfax, USCG HF Sitor text forecasts, USCG voice over HF radio, Navtex. | Yes. Occasionally when sailing offshore and out of VHF range. They provide a backup source of weather planning and forecasting at sea. | Yes. Daily when sailing offshore and out of VHF range. Critical -- they are my primary source of weather planning and forecasting at sea. | Yes. Daily when sailing offshore and out of VHF range. Critical -- they provide a secondary source of weather planning and forecasting at sea. | Internet, depending on reliability and cost. More costly, less reliable, less efficient and, therefore, less useful. Forcing offshore vessels to rely on the Internet for their weather information would be step backwards with regard to safety at sea. | This would likely prohibit my access to weather information at a time when it is most critical. The loss of HF marine weather broadcasts would increase the likelihood of being caught at sea in adverse conditions, endangering vessel and crew. | Californian coastal and bay waters, high seas, transoceanic passages, Pacific region. | |
| 352 | | MV Resolution S. Andrew Lund P.O. Box 549 Lakebay WA 98349 | 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 able. I do not use voice or SITOR weather broadcasts, but would use voice over HF SSB if the weather fax failed. | I do not use voice... | | I do not use voice or SITOR... | 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. | | In my travels from Seattle through the Panama Canal, up to Rhode Island and across the Atlantic... | I strongly urge the Coast Guard retain the radio fax broadcasts, upgrading equipment as necessary. |
| 353 | | Karl L. Rubinstein 13905 Dasmarias Corpus Christi TX 78418 | | | | | | | | | Please do not terminate WX broadcasts on HF radio. I have used this service countless times. Termination would be a hazard. |
| 354 | | Samuel R. Taylor 411 Walnut Street, #2539 Green Cove Springs FL 32043 | | | | | | | | | 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. |
| 355 | | Ronald J. Wroblewski 206 Mercer Avenue Bellmawr NJ | | I would need that the HF transmission of weather faxes be continued. These transmissions have been invaluable... | | | | As other means of weather reception are not available to me while sailing at sea. | | ...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 | |

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| | | | | | | | | | | through to Barbados and the eastern Caribbean from 1997 through to the present (2007). | | |
| 356 | | Ted Lavino 30100 Town Center Drive Laguna Niguel CA 92677 | I am a yacht delivery captain with a USCG 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. | 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 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. | 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. | | |
| 358 | | Christopher M. Timmons Second Nature, Inc. 81 Bens Court Front Royal VA 22630 | | | | | | | | | Weather broadcasts over HF radio are an invaluable resource to recreational mariners on a limited budget. Elimination of this service would increase equipment/technological requirements on small vessels, the operators of which, in many cases, are of limited means. Additionally, 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. | |
| 359 | | Richard Tate P.O. Box 372612 Satellite Beach FL 32937 | My wife and I cruise overseas our 53 foot sailboat. | 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 nor satellite-based voice/email capability. | | | | | | | I suggest, whether or not you refurbish 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. Using the GRIB file system but with the addition to an weather analysis overlay. Since worldwide coastline maps are already preloaded on virtually all mapping GPS receivers today this shouldn't present a large technical hurdle (and it lessens the amount of data that'll need to be sent via satellite). In addition, digital voice weather broadcast files could also be sent to these enhanced receivers (with the great advantage of then being locally stored and available | |

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| | | | | | | | | | | | for listening to when it's convenient to the skipper.) |
| 360 | | Artur K. Schmid 18691 Decker Road Perris CA 92570 | Captain of a 41 ft. cruising sailboat, 30 years on sea. | Our primary source of marine weather forecasts is NOAA weather radio. | No. | Yes. We receive at least one set of charts daily, in case of disturbed weather more often. I 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. | No. | If this broadcast would no longer be available . . . I think we would have to find weather charts through Sailmail. 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 your 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. Diekmann Sailing Vessel Precept, US DOC 922001 7187 Deerfoot Point Circle, Unit 1 Jacksonville FL 32256 | 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 Modum, 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 NMN, NMG, NMF weather broadcasts, that would eliminate the option for our use of our boat in offshore waters. | We cruise the offshore waters of the Atlantic from Maine to Florida and Atlantic waters of the Bahaman region as well as the central and eastern Caribbean. We have also sailed the waters of the Mediterranean. | 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. |
| 362 | | James F. Ohler 2813 Avenida Valera Rancho La Costa CA 92009 | 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. | USCG Weather Fax, USCG Voice Weather and USCG VHF VHF is used near shore and USCG weather fax and USCG voice is used off shore/blue water Transits. We have used the internet near shore for NOAA Charts but the technology is not reliable. | Yes, the voice forecast support the HF Coast Guard weather faxes. | Yes, During off-shore races and cruising at least three times daily in long distance affairs. Sea state, wind, 500mb and surface analysis are heavily monitored for safety and boat speed. | I never use SITOR | Alternative Sources would have to be routing over SSB or Satellite communication neither of which is 24/7. The last time I saw nasty weather front/tropical depression bearing down on us it still wouldn't wait for the morning/afternoon broadcast of a router or delay its onslaught because of some satellite communication screw-up. | Yes! Pure unadulterated safety. With USCG voice and fax the vessel and it's crew can get the hell out of dodge before getting hammered! To a lesser extent reduced vessel speed which translates to increased voyage time. | | |

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| 363 | David B. Goldstein PWS Eco-Charters P.O. Box 735 Whittier AK 99693 | | | | | | | | | | 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! |
| 364 | David B. Goldstein PWS Eco-Charters P.O. Box 735 Whittier AK 99693 | Same as above | Same as above | Same as above | Same as above | Same as above | Same as above | Same as above | Same as above | Same as above | 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. |
| 365 | Connie R. Chrisien 4250 S. Trellis Avenue Palmer AK 99645 | | | | | | | | | | Please continue the weather broadcast for Alaska. This information is extremely vital. |
| 366 | Nick Deisher, 1st Navigation Officer P/V Pride of Aloha WAZK | 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 up keep 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. |
| 367 | David Goldstein PWS Eco-Charters | Same as above | Same as above | Same as above | Same as above | Same as above | Same as above | Same as above | Same as above | Same as above | 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. |

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| 368 | Jeremy R. Hood, Principal: HSH Yachts Higgings, Smythe & Hoods Yachts 200 Shipyard Drive Seabrook TX 77586 | As a recreational boater and a delivery captain... | “Though other sources of weather information are now available, many recreational boats do not have the equipment needed to receive such weather information when offshore. When undertaking deliveries on boats without even a SSB radio I carry my portable SSB receiver specifically to receive broadcasts, usually from NMN, Norfolk, VA.” | | | | | | | | 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. |
| 369 | Thomas W. Diekmann Sailing Vessel Precept, US DOC 922001 7187 Deerfoot Point Circle, UNIT 1 Jacksonville FL 32256 | Same as 361 | Same as 361 | Same as 361 | Same as 361 | Same as 361 | Same as 361 | Same as 361 | Same as 361 | Same as 361 | |
| 370 | John G. Mendoza 45 Quadra Court Chico CA 95928 | My wife and I are the owner/operator of a 32 foot cruising sailboat, a Westsail 32. | At the moment, USCG VHF, radio/tv, internet. Currently, we are refurbishing our sailboat; we eventually will sail offshore, where we will need USCG HF weather information via Ham radio/computer to make daily weather/sailing decisions. | When we eventually sail offshore, we will need to avail ourselves of the USCG HF voice broadcasts in order to make decisions in piloting to our destination(s). | When we eventually sail to Hawaii and other places, we will need to avail ourselves of the USCG HF radiofax broadcasts in order to make decisions to sail safely to our destination(s). | | Alternatives, if no HF broadcasts: GRIB files | Yes. Offshore sailing is all about adventure, self- sufficiency and safely getting to one's destination. Sailing is always about weather, weather, weather. The HF broadcasts are necessary for safety. | | Thank you for applying for the Congressional appropriations for new HF Broadcast equipment. Your HF weather broadcasts are an immeasurable benefit to all sailors, worldwide. It will be money well-spent by the USCG as it will allow we sailors to make better weather/sailing decisions. No HF broadcast, and the marine sailing environment becomes less safe, which could lead to unfortunate costs in lives and rescue situations. We are both in our 60's and have paid taxes for many years; we believe that this is a good use of tax monies. | |
| 371 | Leroy J Beeby 1620 Townsend Helena MT 59601 | | | | | | | | | | 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. |
| 372 | Ken Fitzgerald 1201 Western Avenue Seattle WA 98101 | I work as an Ocean Engineer in a naval architecture and marine consulting company. | HF weather fax and SITOR are my primary sources for weather in the Aleutians and Northern Pacific | I use USCG HF voice forecasts several months per year during marine construction projects | I use USCG HF radiofax plots 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 | I use USCG HF SITOR forecasts several months per year during marine construction projects and compare and analyze them in conjunction with radiofax data. | I have used internet based weather data on projects where clients installed expensive satellite data systems. These are good options but require a constant re-education in changing formats, standards, URL locations. In the case of US Navy I experienced unwarranted discontinuation of public services due to a lack of interest or mandate to support the public. These products are often a source of confusion due to distrust by local marine operators of weather sources | The loss of HF weather services would leave me very much in the dark regarding weather in many remote areas. I would try to compensate by spending 10's of thousands of dollars on satellite internet access. I would loose much valuable input from charter vessel captains who would not be comfortable or willing to participate using weather data from short | I typically use these services on trans-pacific tows and construction projects in the Aleutians. | | |

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| | | | | | | weather data is prohibitive and would not provide continuity for vessel operators. I rely heavily on local marine professionals who are comfortable with standard public weather products. It is neither wise nor cost effective to introduce weather products to a chartered vessel on a case by case basis. Deconstructing public weather services will lead to a loss of standard among marine operators that will be a source of confusion at best and an expensive safety hazard at worst. | | they are unfamiliar with. | term client installed systems. | | |
| 373 | | David A. Harr 1409 West 45th Street Anchorage AK 99503 | | | | | | | | | I am a frequent user of the radio broadcasts marine weather (voice) and hope that the system will be updated and continue. |
| 374 | | Yanti Varg-in P.O. Box 154 Sand Point AK 99661 | | | | | | | | | The radio announcement is most valuable thing to us fishermen. Please continue the good work! (You can see my computer's key for the letter 'e' is bad. I will follow up with a letter.) |
| 375 | | Randall N. Tumblin 220 Rainbow Drive, #12000 Livingston TX 77399 | I am a recreational boater. | Being of limited income I rely on weather information that I receive on HF Radio. I regularly tune in to New Orleans and Boston Coast Guard Stations for Weather Fax and Voice forecasts. HF radio is the only long range communication I have aboard my boat. I do not have the means to obtain satellite communications. | | | | | Cutting back on these broadcasts would leave me and many others with in a potentially dangerous lack of information. | I live aboard my boat and sail in an area between Newfoundland and Venezuela. | The cutbacks in navigational aids due to the common availability of GPS are something I can understand and applaud. |
| 376 | | Clyde E. Murphree 33 Comares Avenue, 301 St. Augustine FL 32080 | | | | | | | | | 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. |
| 377 | | Jake Holshuh 3015 Roxanne Avenue Long Beach CA 90808 | I am the owner and captain of a 41' sailboat that has been in the Caribbean seas for the past 3 years. | | I do use USCG HF radio broadcasts as one of my PRIMARY means for weather forecasts in our area. I do not have the opportunity to use HF voice as often as I would like but that will be changing as I reach the East Coast when I will depend on that and VHF voice more. | I use HF radiifax almost every time we move any significant distance and any time the weather seems changing as well as for wind prediction during the trade season. This is critical to our safety at sea and at anchor. | I seldom use SITOR but know others that do use it and they will transfer that info to us via VHF or HF nets. | I am not sure what other alternatives I have except to use Winlink catalog but this is labor and time intense and not an efficient use of time and money or energy. | So therefore, the loss of HF weather forecasting to my boat and my safety. | We operate throughout the coastal areas of the Caribbean, and off shore as much as 150 miles. | |

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| 379 | Jeff R. Westbrook Los Angeles CA | Navigator on a 35' racing yacht. We race many long distance races where we are well offshore, such as Transpac (Long Beach, CA to Hawaii), Newport Beach, CA to Cabo San Lucas, Mexico, and San Diego to Puerto Vallarta, Mexico. | 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). | No. | Absolutely. They are crucial to our safety at sea. They are the main way we search for and avoid dangerous weather systems. | No. | 1000 NM out to sea, such as during the Transpac passage, the only sources of weather info are HF radio or satellite. Inmarsat 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 low. 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. | As discussed above: NOAA weather charts are my primary means of ensuring safety at sea. The only way I can afford to get them is by HF radiofax. | Primarily in the region out to 100 NM offshore, but every few years we make a major blue water passage where we will be 1000 NM from the nearest land. | If 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. |
| 380 | Brian D. Randolph 4476 Mimosa Drive Yorba Linda CA 92886 | | | | | | | | | My vessel sails the Caribbean full time and I rely on radiofacsimile, Voice and SITOR for safety. We plan on using radiofacsimile on our sail to the South Pacific. |
| 381 | Rusty Mallery 545 South 2nd Street Unit 201 Minneapolis MN 55401 | | The Coast Guard HF weather broadcasts - voice and fax- are an invaluable tool for a reliable way to receive weather information offshore. I have been using this information for over 30 years and it needs to be continued in its present form. | | | | 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. | | | Please make sure the equipment gets upgraded so we can all continue to use the system. |
| 382 | David M. Smith 129 Cousley Drive, S.E. Port Charlotte FL 33952 | I am the former owner/operator of small, private catamarans, cruising 6 years offshore, in the Bahamas and in the Caribbean with my wife. With a HAM license, and now a USCG Captain's license pending, I expect to return to the Bahamas in a | I obtained marine weather forecasts via USCG VHF radio broadcasts whenever possible. Also used offshore were USCG HF radio broadcasts, sometimes NOAA Weather Radio and NAVTEX. When on land, I would look for shoreside | I used the USCG HF radio voice broadcasts to receive marine weather forecast— Yes. These forecasts were critical when judging the timing of offshore passages, between islands, between the Caribbean and the US. When at anchor, they were the most up -to-date, most | I sometimes, maybe half as often, used the USCG HF radiofax broadcast to receive marine weather forecasts. . . Yes. These were critical as they forecast in graphics, easier to view. | I did not use SITOR. | If the USCG HF marine weather forecasts were no longer available, I might be forced to pay much more money for SAT systems; these costs would be beyond my means. Yet these would be dependent on the Internet, which itself is inherently not dependable. | The loss of the USCG HF marine weather broadcasts would put my boat and passengers at risk of unknown weather while at sea, since I would no longer have a dependable forecast source. | My vessels operated primarily offshore, and frequently coastal, with infrequent hops in the high seas. Operation was limited to the Central Atlantic coastal regions, | |

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| | | | sailboat. | internet, even radio/television. | detailed information available, many times the only information available. | | | | | the Bahamas, Gulf of Mexico and the Caribbean. | |
| 383 | Bernard P. Caires P. O. Box 851 Cape Canaveral FL 32920 | 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. | | | | | | | As an watch standing officer on an ocean going tug and barge working in the south west north Atlantic, going as far north as Philadelphia and east as St. John U.S.V.I. | 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. |
| 384 | Robert W. Peterson 12910 Llagas Ave San Martin CA 95046 | 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. | | | 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. |
| 385 | Ray Verg-in Strait Marine 154 Kelly Avenue Sand Point, AK 99661 | | | | | | | | | | Please keeps 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 where not 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 hour 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 operational, here at Sand Point. |
| 386 | Patrick K. Kaines | As an offshore sailor... | | | | | | | | | The proposal to discontinue HF weather transmissions via voice, radiofacsimilie, and SITOR to mariners at sea is unconscionable. The reasons given for such a proposal are lame! |

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| | | | | | | | | | | | <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> |
| 387 | | Michael Franks 510 Midyette Street Oriental NC 28571 | | | | | | | | | I find the HF transmissions invaluable and hope that the CG continues to broadcast these services to mariners for their safety. Not everyone has satellite services. And rely on the CG for their first class service. |
| 388 | | Joe B. Cook P.O. Box 215 117 Mount Eccles Street Cordova AK 99574 | | | | | | | | | I find the weather voice broadcasts a very useful safety issue and needed for the boating public here in Alaska |
| 389 | | Gary R. Gray Grayarea Seetime LLC 1409 Adams Circle E Largo FL 33771 | Hold Master 50 Ton Power or Sail. Delivering vessels, teaching on board vessels of less than 65 feet... | Once underway, the Marine Information Broadcast becomes the PRIMARY resource for weather and related information. | | | | | The absence of this service would seriously impact safety to our operations. | ...less than 25 miles off west coast of Florida. | |
| 390 | | Circumnavigator's Yacht Service Steven Leeds Fort Lauderdale FL | Owner/Operator of Circumnavigator's Yacht Service (provides teaching yacht delivery service to new owners), USCG 100-ton Master of Steam, Motor or Auxiliary Sail vessels Owner/ Operator of 41' cruising sailboat Have sailed 50,000 high seas ocean miles since 1992 | Primary source of marine weather at sea is USCG HF radiofax and USCG HF radio voice service | Yes; generally once a day; I consider voice to be critical even though I would rate radiofax to be my primary source since when sailing on client's yachts, radiofax is often not available. On one delivery, while we were heading north 200 miles offshore, an early season hurricane formed off Cape Hatteras (heading north) and the only long range radio on board was a portable SSB. That weather report gave us the information needed to seek safe harbor and may have saved our lives. | Do you use USCG radiofax: Yes; I download a series of charts one to two times a day; I consider the USCG radiofax broadcasts to be my primary source of weather when sailing offshore in US and Caribbean waters. | No. | On my own vessel, I would attempt to download shore based USCG weather charts from Amateur radio sources if available. These charts are not always current or available and the setup is expensive (requires a \$900 radio modem and an Amateur General Class license). On delivery trips I would lose the use of portable SSB and have no current weather if the yacht did not have IMARSAT or similar. I have not yet sailed on a yacht which has had IMARSAT service. IMARSAT service and equipment is expensive and may not be practical on small yachts due to size and power requirements. | Loss of USCG HF broadcasts would severely limit my weather options, especially on deliveries. | How far seaward does your vessel primarily operate: On deliveries, high seas 200-600 miles offshore, US Atlantic coast to the Caribbean. On my own yacht high seas to 1600 miles offshore, worldwide. | |

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| 391 | | 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 off shore 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 (25-200nm) from British Columbia in Canadian waters down to Cabo San Lucas in Mexican waters and into the Sea of Cortez. | |
| 392 | | Roy Valentine | | | | | | | | | 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. |
| 393 | | William Good | Agreeing with 392 | Agreeing with 392 | Agreeing with 392 | Agreeing with 392 | Agreeing with 392 | Agreeing with 392 | Agreeing with 392 | Agreeing with 392 | 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. I wholeheartedly concur. |
| 394 | | C. D. Cooper, Master S.S. Kauai | | | This service is probably most useful to coastwise fishermen and recreational boaters. | A picture is still worth a thousand words. The weather charts you provide via radiofasimile 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 GMDSS equipment capable or 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 |

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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. | | | | | of the highest quality and among the most useful in the Pacific Basin. If we shared current technology and facilities, the coverage, quality, and availability of all charts could be improved. Similar agreements with Great Britain, Australia, India, South Africa, etc. could improve the dissemination of weather information around the entire globe. Simultaneous transmissions of products from cooperating countries would enable each country to enhance its coverage with little, if any, additional expense. Sharing of transmission technology should result in better and more efficient methods and facilities. There is no way to know how much cargo and how many lives have been saved by the timely receipt of radiofacsimile weather forecast charts. |
| 395 | | City of Sand Point P.O. Box 249 Sand Point AK 99661 | | | | | | | | | The fishermen use this channel all the time. - Essential to the fishing industry. - Major safety factor, we are saving lives with accurate weather forecasts. |
| 396 | | Don G. Odegard 4516 Blakely Drive Anacortes WA 98221 | Owner operator of 34' cruising sailboat. | NoAA Weather radio, USCG HF weather fax | Occasionally, weatherfax is more important. | Yes, I use them extensively while cruising and they are very important for my safety. | No | Not sure, most other means are very expensive. I.E. satellite phone, ETC | When I'm outside VHF marine broadcast range, I wouldn't be able to know upcoming weather events. This would put my crew and I in danger. | 25-200 NM seaward. S.E. Alaska to Mexico. | 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. The NWS does not recognize the internet as a reliable method for distributing weather information. Please keep this service it is an important part of the weather reporting system. |
| 397 | | Jonathan Flack 215 E. Newton Seattle WA 98102 | | We utilize these services when sailing offshore multiple times 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. | | | | 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. | | | 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. |
| 398 | | Laurence Littell Professional Captain FL | | "I use the HF weatherfax as primary weather information. These reports are critical. Gribbs are available, but without very expensive yacht installations or satellite communications, gribbs are not always available. HF is the dependable service I can count on." | | | | | | "On East coast offshore deliveries..." | Please, please continue to provide this very valuable service. |

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| 399 | 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. | | | | One complaint we have is the Inmarsat-C weather (EGC). The NWS sends very LONG weather on the Inmarsat-C – typically about 4-5 feet of paper – and then it sends the exact same weather forecast again, 20-30 minutes later – another 4-5 feet of telex paper to be thrown out. By comparison, the JMH weather from Japan typically occupies about 10-12 inches of telex paper printout. Can they somehow send us less, or at least, not send the same product twice, every time? |
| 400 | 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. |
| 402 | Nancy I. 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. |
| 403 | 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. |

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| 404 | 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. | 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 heights 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. | |
| 405 | David J. Woods 71/9 Moo1 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. |
| 406 | James L. Hawkins 3805 Aldrich Avenue South Minneapolis MN 55409 | | | | | | | | | We need it for safety |
| 407 | 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. |
| 408 | 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 fishermen. 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! |

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| 409 | Pamela J. Rickard 411 Walnut Street, #972 Green Cove Springs FL 32043 | My husband and I are full time cruisers aboard a 42' catamaran. | Our only source of weather forecasts are the USCG HF voice and weather fax 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. | 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. | Yes we use the HF radiofax broadcasts to receive marine weather forecasts and compare them to what we hear via the HF radio broadcast. | No we do not use HF radio simplex teletype 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. Thus far we have chosen not to do this due to the expense. | If we lost US Coast Guard HF marine weather broadcasts we would not continue to sail, it would be too dangerous. | 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 | | HF transmissions of weather are the only way I receive weather updates once I leave harbor. | | | | Other options are beyond my budget in both money and power for my small sailboat. | 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. | | Isn't the USCG about trying to prevent people going into situations that are potentially dangerous? |
| 411 | Tom A. Walton 9622 5th Avenue N.E. Seattle WA 98105 | I am the Fulltime Master /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. | 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 / analysis 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. | Yes, we have used CG 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. | 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 estimate 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. | | 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". | | | 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 6911 Graybar Road Richmond BC V6W 1H3 | | | | | | | | | 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. |

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| | | | | | | | | | | | So I hope you continue the HF weatherfax broadcasts. |
| 413 | | Joseph B. Alley, MD 120 Ccobb's Bridge Road New Gloucester ME 04260 | | | | | | | | | The weather fax is my only source for obtaining weather maps off shore. Please continue the service. |
| 414 | | Keith E. Morgenstern 5921 Edgehill Court Alexandria VA 22303 | I am the owner and operator of a 35-foot cruising and racing sailboat. | My primary sources for receiving marine forecasts are the USCG HF and VHF radio broadcasts... | ...and they are used every time on the water (2-3 times per week all year). They are critical to the safe operation and navigation of my vessel. | I do not use the radiofax... | ...nor do I use the SITOR broadcasts. | | 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. | | |
| 415 | | Jim A. Kellam PO Box 95, 5010 - 48 Avenue Ladner BC, Canada V4K 3N5 | ...on my 35 foot Canadian registered sloop 'Haulback'. | My boat is equipped with a stand-alone weatherfax machine, of the typical type that spits selected weather charts on whatever schedule you program into it. I have found the wx charts from NMC to be the best that I have seen anywhere in my travels. Not only frequency of updates, but overall selection of product as well. | | | | | | I have done 3 single-handed round trips from Vancouver/San Francisco/Hawaii/Vancouver, as well as one solo circumnavigation ... | I cannot speak for anywhere else in the USA, but in the eastern and central pacific the availability of receiving weaterfax 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. |
| 416 | | Kenneth E. Gross 148 Exmoor Court Williamsburg VA 23185 | | | | | | | | | I strongly urge that Weather Forecast Broadcasts on High Frequency Bands be continued. We very much depend on SSB weather broadcasts while out of range of VHF transmissions. I don't know the numbers, but I'd think that just one avoidable SAR mission would more expensive than maintaining the broadcasts! |
| 417 | | Kris A. Potzmann 4532 Meadow Way White Lake MI 48383 | | | | | | | | | I am very concerned about the possible loss of weather information via HF radio transmission. In particular, weather fax and voice transmissions are very important to us as we live in an area where bad weather patterns move in a short time and with out this resource I do not have any other options for the casual boater |
| 418 | | Jonathan Flack 215 E. Newton Seattle WA 91802 | I am the captain of a 40 foot private sailing vessel ... | My primary sources for reception of weather forecast data is nominally via VHF radio broadcast, however our outstanding primary source of weather forecast data continues to be Coast Guard HF radio broadcasts and HF Radiofacsimile. | | Typically we utilize 12, 24, 48 and 72 hour fax data in our route planning and continue to utilize this same data on a watch by watch basis to re-evaluate developing weather during all offshore passages. | | "There are no commercial substitute services which provide this data in the areas in which we operate. | | ...which regularly sails the high seas in the waters off The Gulf of Alaska and North Pacific. I routinely made passages from the lower 48 into Alaskan waters. | 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 |

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| | | | | | | | | | | | <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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 effected by heavy sea states and extreme weather. These private commercial offerings are</p> |
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| | | | | | | | | | | | 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 its long term stability and reliability. |
| 420 | Tommy D. Fisher 411 Walnut Street, #703 Green Cove Springs FL 32043 | I am the Captain of a 42' Cruising Sailboat. | Our primary sources for weather information is NMN....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 have 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 J69 Anchorage AK 99504 | As an Alaskan residence, 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. | | | | | | | | I am writing in response for requests regarding SITOR.. We would hate to see this service lost. We completed our journey safely with help from this service. |
| 422 | Michael F. Poskozim 5345 Zenith Avenue S. Minneapolis MN 55410 | | | | | | | | | | I and my family depend on HF weatherfax broadcasts when cruising in the Bahamas and the Caribbean. These broadcasts are essential for our safety. Please do not discontinue them. |
| 423 | John Wawrzonek 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. | | | | | | | ...in harbors and off the coast of Cape Cod. | |
| 424 | Kiwi A. Derrick Valero 3400 E. 2nd Street Benicia CA 94510 | I am the owner of a 41' cruising yacht and we do coastal and offshore sailing. I rely very heavily on the USCG weather forecasts. | My primary source of getting weather info is through my SSB/HAM radio (USCG HF radio broadcasts) - my call sign is "KI6HVV" and USCG very high frequency broadcasts (VHF) as well as my NAVTEX. | I do indeed use Coast Guard HF radio voice broadcasts to receive marine weather forecasts and I use it every day. This is very critical to the safe operation of my vessel as once I'm offshore; this is my sole source of info. | I also use Coast Guard HF radiofax broadcasts (navtex) to receive marine weather forecasts and leave it on constantly to get all available updates as they come out. | 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 | I have no alternative source(s) for obtaining marine weather forecasts if Coast Guard HF broadcasts were no longer available. Alternative source(s) in terms of (a) user cost and (b) usefulness of the information as compared to the Coast Guard HF broadcasts would in no way make up for what would be lost should Coast Guard HF broadcasts were no longer available. | The loss of Coast Guard HF marine weather broadcasts 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 out weather forecasts. | My vessel currently operates offshore (25-200 nm seaward) and high seas (more than 200 nm seaward) in the North Central Pacific and Hawaii geographic area's. | | |

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| | | | | | | | 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. | | | | |
| 425 | Ulrich Holland 4800 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. | high seas, Caribbean | |
| 426 | 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. |
| 428 | 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 | NO | | NO | 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 Updated 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. | |
| 429 | 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. | |
| 430 | 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. |
| 431 | 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. |

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| 432 | Howard G. Peer 2303 Delancey Place Philadelphia PA 19103 | 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 intend to in the future if it remains available. | No. | Unknown. Not much is available where I go. Out of range of commercial satellite services (Sirius, etc.) Plus there is the initial capital cost to buy the equipment and the recurrent cost of the service.....if it worked. | Yes the loss would effect me greatly as there are times it is the only service I can receive. | I operate coastal and offshore. | 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. |
| 433 | Catherine M. Woods 18701 France Circle Anchorage AK 99516 | 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 is stored and eaten all year long. Due to this, the level of boater traffic in Prince William Sound is increasing tremendously. Many of the new boaters 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 Coast Guard personnel from having to risk life, limb, and equipment to rescue us or others from truly avoidable danger. While we mostly utilize the voice broadcasts to receive our weather information, larger vessels transiting the sound and heading toward or across the gulf of Alaska do make use of Radiifax and SITOR. | | | | | | | 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 continuance 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. |
| 434 | Myrl Fisk PO Box 60784 Phoenix AZ 85082 | I am 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. | | | | Kokopelli sails in the SE N Atlantic and Caribbean sea from Nov 1 to May 1 annually. | 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 wi-fi we can download these products from the web but generally we are without these facilities. |
| 435 | William C. Houlihan 150 West Palm Street San Diego CA 92103 | | | | | | | | | 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. |
| 436 | Burrard Yacht Club Ron E. Grierson 35976 stoneridge Place Abbotsford BC V3G 1E6 | As an offshore cruiser in a 42-foot sailboat... | ...I found the HF weatherfaxes absolutely invaluable. 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 weatherfax system all the time. Weatherfax machines have been replaced by laptop computers on small boats. I can even get my laptop to | | | | | 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. |

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| | | | | | | 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 |
| 437 | | Joe P. Stanfield 8409 Pickwick Lane 278 Dallas TX 75225 | | | | | | | | | I believe we need to keep Radio Broadcasts of Weather Forecasts. I depend on this service for my safe passages. |
| 438 | | Robert B. Kane 3300 Powell Street Suite 327 Emeryville CA 94608 | | | | | | | | | <p>The High Frequency (HF) Radio Broadcasts of Marine Weather Forecasts and Warnings are of utmost importance to the very large population of mariners (both commercial and private) that navigate outside the VHF radio coastal range.</p> <p>This service provides a vital piece of information using simple, proven technology at very little expense to the taxpayer. It creates a means whereby sailors, cruisers and merchant marines can safely venture into the high seas while maintaining an understanding and awareness of those atmospheric conditions that could prove threatening. It does so days in advance of most dangerous developments, and as meteorological sciences improve so does the user's ability to avoid storms and conditions that would potentially result in costly rescues at sea.</p> <p>In the long run, there is no cheaper alternative than to continue this program, if not enhance it with additional broadcast sites and increased weather services.</p> <p>As an offshore sailor, tax payer and diligent voter, I will be paying careful attention to this issue, and will take whatever actions are necessary to thwart whatever legislators or bureaucrats who attempt foolishly reduce this vital service, and work hard to make sure they are prevented from doing anything of the kind in the future.</p> |
| 439 | | Ann Lange Bluewater Cruising Association Vancouver Island Duncan | | | | | | | | | I hope you continue to have HF fax capabilities for off shore sailors. As someone who sailed from Canada to Mexico in 2006 I found the service invaluable in making 2 to 3 day passages and would not want to attempt the trip without this service. |
| 440 | | George McCarty 1302 South 22nd Street Tampa FL 33605 | | | | | | | | | HF broadcasts of weather forecasts are no longer needed. Many vessels have their own PC based systems for weather or satellite TV. |

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| 446 | John D. Burns 139 Georgetown Square Royal Oak MI 48067 | ... 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. | | | | ...during trans-Atlantic and trans Pacific ocean crossings... | If this service were to be cut then it would be the average, less well financed offshore mariner that would be the most affected. |
| 447 | Caribe Salvage, Inc. Tracy G. Bowden 7010 S.W. 66 Avenue Miami FL 33143 | I work offshore of the North coast of the Dominican Republic, along with a number of fishermen and yachters. | 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. | North coast of the Dominican Republic | |
| 448 | Michael F. Fulton 4122 N Gunflint Trail Wasilla AK 99654 | | | | | | | | | I would like to see the radio transmission weather reports continue as they are used very often in making decisions to go or not go. We use them for marine use and mining activities, as well for work related and general use as they are more accurate than most public broadcast. This is a great asset that should continue for public safety. |
| 450 | Stephen E. Runals 11280 Magnolia Place Smithfield VA 23430 | | | | | | | | | Just returned from a trip by sail to Bermuda from Norfolk. Daily listened to HF Radio broadcast of weather forecasts. Very important to keep this important service in operation. |
| 451 | Ian R. Sutherland 1131 Roy Road Victoria BC V8Z 2X5 | The service has been extremely valuable to us traveling by sailboat... | | | | We have not used the simplex teletype broadcasts. | | | ...down the US west coast, along the west coast of Mexico and in the Caribbean. | 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. |
| 452 | Euan A. McNair RAF Bentley Priory The Common Stanmore Middlesex HA7 3YN | 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. | 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. | 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. | Yes. It will on many occasions be my only source of weather information in a transiting yacht. | High seas (more than 200 nm seaward.) trans Atlantic and Caribbean. | |

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| 453 | | Arnold S. Gould 46 Wildwood Drive Bedford MA 01730 | | 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. |
| 455 | | Royal Navy E. McNair | Same as 452 | Same as 452 | Same as 452 | Same as 452 | Same as 452 | Same as 452 | Same as 452 | Same as 452 | |
| 456 | | Marlene H. Verdery 7917 Sale Avenue West Hills CA 91304 | | | | | | | | | 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. |
| 457 | | Mark L Read 10015 Lamar Avenue Overland Park KS 66207 | | | | | | | | | 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. |
| 458 | | Rick J. Verlini 2020 S.E. OSU Drive Newport OR 97365 | Captain of a UNOLS 190' Research Vessel. | I use Radiofax charts, NBDP text forecasts, NavTex, & Voice broadcasts. | Yes, at least I try to listen to at least one (1) voice broadcast a day. Not very critical as I use the voice broadcasts to confirm what I see on the weather fax pictures. | Yes I get up to six or eight pictures a day. Very critical to our operation. I try to get at least two different surface analysis, 500 mb reports, 24 hr surface forecasts, & 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 radiofax 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 I 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 Hawaii - Guam and just about anywhere in between. | |

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| 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. Pettit #1 Belleair Beach Causeway Belleair Bluffs FL 34630 | | | | | | | | | These Marine WX weather broadcasts are important to those who navigate small craft in the open seas who do not have an elaborate shipboard electronic installation. These broadcasts now can be received with a minimum of electronic equipment. IE an example a small computer lab top, tnc or Modem 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 Halliday 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 weather fax, USCG HF voice broadcasts, NWS VHF Weather Radio, NAVTEX, and NWS ftp 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 ftp 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. |

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| 466 | | <p>Captain Kelly D. McDaniel 4327 45 Street, S.W. Calgary Alberta T3E 3W2</p> | | | | | | | | | <p>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.</p> <p>Although GRIB files are now available to sailors who have access to such services as WinLink 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.</p> <p>Thank you for your consideration in this very serious matter.</p> |
| 467 | | <p>Frank Hanes 7933 South Kildare Chicago IL 60652</p> | | | <p>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.</p> | | | | | | |

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| 468 | Guided Discoveries Mark Waddington, Director CIMI Tall Ship Expeditions Captain SSV Tole Mour 65 Pine Avenue, Suite 321 Long Beach CA 90802 | 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 156ft 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 Annas". 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 and other islands in the Bight. HF broadcasts help us to determine if Santa Anna's are coming so that we can remove or move equipment from the ocean so that we can avoid destruction of valuable capitol. 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. |
| 469 | 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 radiifax 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 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 Radiifax broadcasts to be a useful, reliable, and inexpensive method of getting weather information. I believe they should be continued. |
| 470 | 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 simply isn't any other reliable and affordable source of weather information on the high seas. |
| 471 | 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. |

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| 475 | Joe E. Harris 520 Pine Avenue Kenai AK 99611 | | | | | | | | | 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. |
| 476 | Garett and Carlie Hennigan 152 - 916 W. Broadway Vancouver, BC V5Z 1K7 | | 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. | | | | | | ...while making passages from Canada to Mexico... | 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. |
| 477 | Kurt M. Stephens, Civilian 5533 Pilots Place New Port Richey FL 34652 | 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. | | ...operating in the Gulf of Mexico... | Recently on a trip from New Port Richey, Florida to Key West via the Florida Bay we encountered deteriorating weather conditions 80 mi. off shore. The updated broadcast indicated that the conditions were going to get much worse and we headed into shore. At the same time we discovered we were taking on water in both hulls of our Sailing Catamaran. I credit this weather service you provide and its updates for preventing a disastrous situation from occurring. I also believe that because of this service Coast Guard resources were not used and were available to others in distress as a result. We eventually found the source of the leaks and were able to continue our trip, however, had we not had your service and ventured out with the unknown leaks we could very well have become a Search and Rescue case. I and many friends use this service often when venturing offshore. Please find the funding to continue. |
| 478 | Kurt M. Stephens, Civilian 5533 Pilots Place New Port Richey FL 34652 | As a mariner operating in the Gulf of Mexico and as a Ham radio operator with a HF station at my home on the water I use this system frequently. | | | | | | | ...in the Gulf of Mexico... | 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 keeps this service going. |
| 479 | Mark J. Savalla 709 Pacific Cove Drive Port Hueneme CA 93041 | I have been sailing for 20 years... | | | | | | | | I have been sailing for 20 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. |

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| 480 | Robert A. Burn 2328 Capitol Hill Crescent N.W. Calgary AB T2M 4C1 | 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. | ...cruising the Pacific. | Regarding the proposal to discontinue 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. |
| 481 | Linda Erdman 1315 Arborlynn Drive North Vancouver BC V7J2V6 | We are leaving this year on an open ended sailing voyage... | ...and voice. and I had planned on using the HF weather information for routing. | | | | We do not have the luxury or the funds for a satellite system to connect with the internet and our journey will take us out of VHF range. | | | I was dismayed to hear that the USCG is considering cancellation of the HF Marine forecasts; specifically radiofacsimile. Most recreational sailors rely on the HF weather information to keep them out of harms way and without this valuable service there is the possibility of many more "Calls for help". Please reconsider and keep this service in operation. |
| 482 | John H. Franklin 885 East 5th Street Chico CA 95928 | I am the owner/captain of a US registered 55 foot sailing catamaran. Documentation number 1108674. Home port Chico, CA | My primary source for weather information while at sea is Imarsat-C/SafetyNet and USCG HF marine weather fax 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 satellite phone is slow and very expensive so except in the most server 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 Pactor modems to send emails. These units cost around \$3000.00. With 4 stations sending on 5 frequencies you would need 20 of these radio/modem. They should cost no more than \$100,000. Computers are also necessary but you already own them. |
| 483 | Timothy W. Fitzpatrick 123 Cedar Island Way Crawfordville FL 32327 | | | | | | | | | I am writing in support of continuing high frequency radio weather broadcasts and upgrades to broadcast stations. The HF broadcasts are an essential part of offshore safety and offer another means of obtaining vital hurricane and severe weather information when local broadcast stations are (or become) inoperable. |
| 484 | Richard H. Keegan 5149 Galleon Court New Port Richey FL 34652 | My wife and I cruise a lot... | | | | | | | ...on the Gulf of Mexico | My wife & I cruise A lot on the gulf of Mexico & weather reports ARE REALLY NEEDED!! |
| 485 | Nathan M. Jones 234 Spreckels Drive Aptos CA 95003 | | I find the radio broadcasts of weather forecast info to be invaluable when I am 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 boaters as well as the enjoyment and sport of surfers throughout the US. |

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| 486 | 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. | No. | 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 broadcasts to be a useful, reliable, and inexpensive method of getting weather information. I believe they should be continued. |
| 487 | Kenneth Weaver 1653 Lititz Pike, #259 Lancaster PA 17601 | I am a recreational sailor with over 15 years experience in Coastal, Offshore and High Seas waters, on both East and West coasts of the United States, in addition to international waters including Mexico, Canada, and numerous countries in Western Europe. I currently own/operate a 24' cruising sailboat, capable of offshore passages. | In order of frequency, I used the following weather advisory services while onboard, as circumstances dictate; NOM Weather Radio, USCG VHF radio broadcasts, USCG HFIMF radio broadcast, text email bulletins via HF radio, NAVTEX, commercial RadiolTV broadcasts, as available. | YES - When outside the range of NOM and USCG VHF weather broadcast, I try to receive at least two daily regional synopsis broadcasts. I record these on cassette, for later I 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 SITOR 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 cost-of-use, 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 USGC 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 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,! Find myself indifferent regions of the country as employment dictates. However for the purposes of this discussion, I would characterize my recreational boating over the last ten (10) years in the following manner and regions; Coastal: 60% Offshore: 30% High Seas 1 0% Mid-Atlantic 40% Florida/Caribbean 35% Gulf of Mexico 15% Pacific Northwest 10% | I strongly appose any significant change, limitation or elimination to publicly available weather information, such as those offered by USCG HF Weather Services. By definition the collection of weather data, analysis and dissemination is a publicly funded function critical to national security, commerce and public safety of our citizens and visitors to our territorial waters. It must remain reliable, accurate, commonly available via direct access, and easily understood by all users, regardless of utilization, financial ability or format. I strongly appose any significant change, limitation or elimination to This is not to say that I appose any changes that results in improved dissemination of information as a result of technology or methodology. If USCG can improve the efficacy of 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 unregulated 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). |

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| | | | | | | | | | | | 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. |
| 488 | | Harold J Thompson 10100 Wildwood Hills Lane Austin TX 78737 | I am retired and have traveled around the world on my sail boat and now in the Caribbean and yes all weather is most important to me every day of the week. | | | | | | | ...traveled around the world...now in the Caribbean... | 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 your 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. |
| 489 | | Henry O. Courtney P O Box 774 Albany LA 70711 | | | | | | | | | Please reconsider and keep the HF radio on broadcasting weather an alerts |
| 490 | | Kathy E. Trina PO Box 167 Sutton AK 99674 | | I use the radio weather band information system on my Subaru several times a week depending on the season; winter it is usually daily. As other access is not always available (no TV, cell reception in my area), it is the most convenient, dependable weather info I have. | | | | | | | 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. |
| 491 | | Thomas H. Dennis 550 Harbor Drive Key Biscayne FL 33149 | | | | | | | | | 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. |

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| 492 | Jack L. Hunter 404 Calle Rio Guajataca URB Montecasino Heights Toa Alta PR 00953 | I am the owner/operator of a 37 foot cruising sailboat. My sailing area includes the coastal and offshore waters of the East coast (including the Atlantic Intra-Coastal Waterway) 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 a 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 facilities. | Yes. Coast Guard HF SITOP 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 broadcast system for access to NOAA weather products either direct or via e-mail. Such a change would entail expensive upgrades to my current communications package. | Generally I operate 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. Alternative communications methods 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. |
| 493 | William S. Murdoch 3424 Lakeshore Drive Kingsport TN 37663-3370 | SAME AS PREVIOUS MURDOCH | SAME AS PREVIOUS MURDOCH | SAME AS PREVIOUS MURDOCH | SAME AS PREVIOUS MURDOCH | SAME AS PREVIOUS MURDOCH | SAME AS PREVIOUS MURDOCH | SAME AS PREVIOUS MURDOCH | SAME AS PREVIOUS MURDOCH | SAME AS PREVIOUS MURDOCH |
| 494 | Dennis Driscoll 610 Dorian Road Westfield NJ 07090 | | | | | | | | | 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 those without the costly upgrades in electronics and also adds redundancy to that receiving weather information by other means. |
| 495 | Cap'n Patty Charters Patricia L. Wing PO Box 3667 Valdez AK 99686 | | | | | | | | | I am very concerned with the possibility of discontinuing our weather broadcasts across VHF Radio in Prince William Sound, Alaska. We use this 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. |

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| 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... | Volunteer organizations use the NMN marine forecasts for their daily reports but if the volunteer is away for whatever reason, then I revert to the NMN marine forecasts. It's the only fall back position for marine weather when we are making offshore passages; about 12 passages per year. Hence, the need for a source of dependable marine forecasts, in this case NMN marine forecasts. |
| 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 Arndorfer 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 systems 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 is 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 |

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| | | | | 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. | | | | | | to the recreational industry. |
| 502 | | Pierre J. Boudreau S/V Honiara I Bequia, W.I. | My wife and I live aboard our boat offering crewed charters in the Caribbean. | We rely on MNM offshore weather broadcast everyday to plan our trips. During the hurricane season this is critical. We'd love to use internet but very often we cannot get access. | | | | 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. |
| 503 | | Harvey Kipnis 1 Main Street South Salem NY 10590 | | | | | | | | I'd like you to continue to provide weatherfax broadcasts. Thank you. |
| 504 | | Daniel S. Sagan 1589 Blue Heron Dr Sarasota FL 34239 | | | | | | | | 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. |
| 505 | | Jason D. Donnelly Savannah Bar Pilots J-12 Shoals Drive Savannah GA 31410 | | | | | | | | 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. |
| 506 | | Edward V. Weber 231 Tilden Street Port Ewen NY 12466-1165 | | | | | | | | 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 satellite gear and expensive subscriptions is not viable for the average cruiser. |
| 507 | | Brian T. Kopp 229 South 5th Street Fernandina Beach FL 32034 | I charter sailboats for personal vacations... | ...and use the Coast Guard HF voice and radiofax as a primary means of getting weather information in the Caribbean. The VHF weather broadcasts are useful too but only near Puerto Rico. For travel in the Antilles and the Windwards the HF broadcasts are my primary means of obtaining weather information. | | | | 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 |
| 508 | | Mario Carrara 2645 Bossuet -1 Montréal Québec H1N 2S3 | | | | | | | cruising from canada (tru N-Y) to the bahamas. | immatriculation NC 5731 AU I would like to make a comment.. and excuse my poor writing english although there are other means to receive Grib, weather information , faxes or by web (i use air mail)I use a Icon 706 MKII |

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| | | | | | | | | | | | HF Transmitter /receiver to copy VOICE weather forecast and coupled yo my computer HF faxes ... mainly from NAM and from Canadian coast Guards (halifax)I 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 canot afford to paid for satellite phone) and obvously 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 manufacturee out there and you could have the voice synthetised (like on VHF in the lake champlain area) Thank for the opportunity to comment |
| 509 | | James G. Evans 830 Anchor Drive Forked River NJ 08731 | I cruise... | ... and use HF weather fax to plan safe passages. | | | | | | ...to the Bahamas every other year... | There is 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. |
| 510 | | Bluewater Cruising Association Charles A. Patterson 2183 - 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. | The HF weather fax transmissions have proven to be an important source of information. It does work to help people like I keep my family safe by avoiding potentially dangerous conditions. All the people I know who cruise extensively, use and really appreciate the HF weatherfaxes. They even teach us courses in Blue Water Cruising on how to use it. I now have a laptop and will set it up to receive the weather faxes and continue using them as long as they are transmitted. | | | | | | | If USCG does decide to cease these transmissions - what is recommended for sailors in small vessels as a replacement - if there is one? |
| 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 | I use Internet access when available, VHF when in US coastal areas, and HF Radiofax broadcasts when Internet access is not available. | I do not use USCG HF voice broadcasts, due to the length of the broadcast. My experience is that after listening intently for several minutes, waiting for my applicable forecast area, my attention wavers at the critical moment and I miss my forecast. | I DO use the USCG HF radiofax broadcasts when I cannot get Internet access. I capture them using a portable SSB radio connected to my laptop computer using fax translation software. This enables me to save several days worth of forecasts, and my attention span is never an issue. I believe | I do not use SITOR broadcasts. | Without HF radiofax broadcasts, I would be forced to rely on satellite communications for weather - either through costly Internet access, or direct XM or Sirius weather transmissions (with limited offshore coverage). Portable equipment is not very reliable for this usage, which would significantly decrease my margin of safety. | Yes, see answer 6. | My travel is mostly coastal and offshore, with occasional high-seas passages along the US East Coast, Bahamas and the Caribbean. | |

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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. | As I have indicated, USCG HF voice weather is critical to our passage-making. | We do coastal, offshore, and high seas passages. Mid-Atlantic, Caribbean, and we plan to do Pacific passages in years to come. | | |
| 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 planing 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. | | | | | I would imagine that the USCG would spend a good deal more money saving folks than helping them avoid the need for saving by improving the quality of the weather fax system. Additionally, many Americans are "out there" who rely on other countries weather faxes just as there are many of "them" in our waters who benefit from the weather faxes. The recreational boating public is more than just the boat owners themselves. There are the families of the boaters, the boat manufacturers, the boat maintenance people, the clubs and sponsorships, and on and on and on. As boating has become more predictable the numbers of boating public has increased. One of the reasons that we have created our government is to reduce the level of risk common to us all. | |
| 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. | No. | 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. | Offshore. I have sailed to Hawai'i from the West Coast and plan on crossing the Pacific and Atlantic oceans on future journeys. I am very concerned about the proposal to stop upgrading broadcast facilities. I don't think I'll stop cruising, but not having this vital information will increase the danger and consequent strain | | |

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| | | | | | | | | | | on emergency response resources when people run into heavy weather that might have been avoided with advance notice. | |
| 515 | | Brian L. Christie 4 Driftwood Irvine CA 92604 | | | | | | | | | Please maintain and upgrade the existing HF weather broadcast service. It is essential for safety. |
| 516 | | James K. Willard PO Box 113233 Anchorage AK 99511 | | | | | | | | | 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. |
| 517 | | Dennis Gill Sailshare Yacht Deliveries 7009 Srimp Road #14 Key West FL 33040 | As a profession, I do boat delivery trips... | The HF weather broadcasts are my primary source of weather observations and forecasts on these voyages. | | | | There is no reliable and available cost-effective substitute. Please, please, please continue the critical life-saving broadcasts. 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 for less reliable broadcasts that may or may not be catered to mariners. This is not a viable alternative. | | ...up and down the US east coast, Bahamas, and Caribbean. I am regularly and frequently offshore, out of VHF radio range. | These weather broadcasts are critical for the safety of the vessels and the people on board. Because of the variable nature of weather and likelihood of severe weather during the Jun-Dec season each year, it is a matter of personal life safety to be able to continue to receive these weather broadcasts. |
| 518 | | Art Bright | Owner/operator of 38' cruising sailboat | USCG HF radio broadcasts, USCG very high frequency (VHF) radio broadcasts, NOAA Weather Radio, NAVTEX, shoreside Internet | Yes; I use HF voice broadcasts daily. They are available to me when other sources are not. I consider them critical. | Yes; I use HF weatherfax broadcasts 1 to 3 times a day. They are often my primary source of weather information. I consider them critical. | Yes; I use it daily and consider it extremely valuable. | I am unsure what sources I would use. They are costly. | 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. | |
| 519 | | Brian L. Fuhr 1289 Hudson Bay Mountain Road Smithers BC V0J 2N4 | ...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. | | ...out of Florida across the Caribbean every year. | 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. |
| 520 | | Richard J. Johns 203 East Highfield Road Baltimore MD 21218 | | | | | | | | | I still rely upon SSB radio weather forecasts, and I hop they will not be discontinued. |
| 521 | | Robert C. Van Olmen Groenendijk 54 Kloosterzande Netherlands 4587CX | As a sailor... | | | ...I am critically dependent on the receipt of weatherfax information. | | | | ...traveling around the world in a small sailing boat ... | The US transmits essential weather information by HF radio for a major part of my world trip. |

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| 522 | Harvey J. Karten 4678 Sun Valley Road Del Mar CA 92014 | | | | | | | | | HF Weather reports are vital to safety. Satellite options are not readily available to small boaters 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. |
| 523 | 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. |
| 524 | Flavius B. Bindea Teyssenat Terrasson France 24120 | I am owner and skipper on a 40' sailing vessel registered in France and operating in the Atlantic, Caribbean Sea, and Pacific. I have also a French high seas navigation license and I was navigator officer for one year in the French Navy. I sometimes use to deliver yachts of friends. | At sea: - HF radio : voice and HFFAX - VHF radio on channel 16 for costal waters where available (my receiver is an international one, do not have USCG weather channels) At land before departure: - HF radio - VHF radio - shore side Internet (NOAA web site, weather forecast web sites and grib downloads) : not available everywhere. I use this to plan a trip. | Yes. I use USCG HF Voice once to several times a day depending on weather conditions. e.g.: when well established trades once a day, when a depression is near the area were I am sailing I will listen the forecast as often as possible. This is my primary source of receiving weather forecast at sea. My security depends on this. I also use the HFFAX in order to visualize the situation. | Yes, I use CG HF radiofax. I receive the radiofax once a day. I get the surface analysis, the 24/48/72h wind wave forecasts and cyclone danger area/ high wind waves once a day. If the reception is bad I try the next schedule. I use the radiofax in the same time as HF voice. HF voice is easier to get and the duration is only a few minutes. HFFAX reception takes more time. Sometimes due to propagation HF voice is not readable whereas HFFAX is. This is my secondary source of receiving the weather forecast. | No. The reception is too bad with my equipment. | None. I have no other marine weather forecast at sea if the CG HF broadcasts are no longer available. | The loss of CG HF marine weather broadcasts will mean that I will have no other source of weather forecast. I actually use a portable radio receiver and a computer to receive the forecasts. For the moment I do not have the possibility to invest in the equipment necessary to receive high seas weather forecasts by satellite or ham radio. For METAREA I and II, I receive the French weather forecast on RFI HF station and UK HFFAXes send by Northwood station. For METAREA V and XII, I used to get the USCG HF broadcasts. I think that if US CG will stop broadcasting I will be in danger regarding weather hazards, but I'll still continue sailing as people did one century ago. | My vessel operates in costal, offshore and high seas: - crossing the Atlantic from Europe to the Caribbean and way back - sailing in the Caribbean and the Caribbean sea - crossing the E Pacific from Central America to Polynesia | |
| 526 | 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 |

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| | | | | | | | | | | | broadcasts will place mariners in harms way. |
| 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 | We will rely on those sources listed in response to Q@. There is not much difference in these equipments in terms of user cost. Its maintenance free. For its usefulness of the information from these sources as compared to the CG HF broadcast it replaces these sources gives information in message form not like the CG HF Radiofax which projects better presentations/diagrams that can easy be understand. | 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. | Offshore (25-200 nm seaward) and high seas (more than 200 nm seaward). US West Coast, Gulf of Mexico, Mid-Atlantic and Mediterranean. | |
| 529 | | Garner 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 | No. | 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 SITOP. THERE IS NO OTHER WAY FOR MOST SMALL SHIPS TO OBTAIN WEATHER TO SAFELY |

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| | | | | | | | | | | | <p>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.</p> <p>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.</p> |
| 533 | Eli J. Derenoff P.O. Box 764 Pelican AK 99832 | | | | | | | | | | <p>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.</p> |
| 534 | Don Pitchford 1574 East Gate Way, #120 Pleasanton CA 94566 | | | | | | | | | | <p>I am very concern 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.</p> |
| 535 | Eli J. Derenoff P.O. Box 764 Pelican AK 99832 | ...for my commercial fishing occupation... | The HF voice broadcast for weather is critical... | 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. | |
| 536 | Mike G. Boom 2100 Montana Avenue, N.E. Saint Petersburg FL 33703 | | I use the HF weather broadcasts and consider them part of a safe offshore journey. The voice and radiofacsimile | | | | | | | | <p>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</p> |

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| | | | | are especially useful to me. | | | | | | | VHF range of weather services. 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. |
| 537 | | David K. Mills 3091 Hackett Avenue Long Beach CA 90808 | | | | | | | | | 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. |
| 539 | | Kevin Myers 3562 Liscome Way Concord CA 94518 | | | | | | | | | Continuation of HF weather broadcasts is vital to the safety of sailors at sea and must be maintained. |
| 540 | | Aubisque Catamaran Charters Clifford R. Wilson Cucumber Beach Marina Belize City Belize | | | | | | | | | I use the HF radio daily for weather information. There is no alternative available except internet, which is not available on board at sea. |
| 541 | | Nelson Meléndez Brau PO Box 21491 San Juan Puerto Rico 00931 | | | | | | | | | 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. |
| 542 | | Phillip J. Seaman 2419 E Harbor Boulevard #121 Ventura CA 93001 | As a blue water cruiser on my Islander 36 Sail Boat... | I wish to submit that without the USCG HF weather broadcasts and weatherfax I would not be able to safely transit the South Pacific. | | | | | | South pacific | I respectfully request that the funding to update the USCG HF radio to system be implemented immediately to continue the support of private sailors like myself. |
| 543 | | Evan Rempel | | | | | | | | | Please spend \$20 million to keep up current service. |
| 544 | | Tom Kohrs 2443 Fair Oaks Boulevard #198 Sacramento CA 95825 | Owner/Operator private 37' pleasure sailing vessel of US registry operating in the Pacific Ocean from SE Alaska to Ecuador to the Philippines. Much of the sailing is off-shore or high seas. | 1. 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. 2. 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. 3. Shore side Internet: Not very available and never | 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. | I 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. Neither is very reliable and would like jeopardize safety. In other words, the current alternatives are not viable. | 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 | Primarily off-shore and high seas. Coastal in the US only when traveling through Alaska and Puget Sound. | |

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| | | | | available when you need it. I use it when possible before planning a trip to get weather fax files I may have missed. | | | | | insight of which course to steer based upon your current position and the probable evolution of a pattern over a 72 hour window. Most importantly, only fax can do this in the same manner world-wide without interruption of service due to location. | | |
| 545 | | Michael Crew 25 Beal Pkwy NE #210 Ft Walton Beach FL 32548-4872 | ...while we are offshore in our sailboat. | We regularly use the weather broadcasts... We have no other source for this weather data. | | | | | All other possible sources would require expensive additional equipment or reliance on indirect suppliers of NOAA data (e.g., internet services, private satellites, etc.). | | Please preserve the HF weather system. |
| 546 | | Samuel H. Milton 420 Elmington Ave Apt. 1321 Nashville TN 37205 | I am a amateur radio hobbyist, call sign KD5NCC, who enjoys receiving the weatherfax broadcasts well inland for propagation studies and recreational purposes. I hope to begin sailing offshore in the next 5 to 10 years... | ...and I plan to use weatherfax to be the primary means of obtaining weather data. | | | | | I am afraid that if weatherfax over HF was shut down, I would not be able to afford the satellite alternatives. | | The only way that I would support the end of HF weatherfax would be if a digital HF data broadcast replaced it, and only then with a 5 year overlap of the services, similar to the LORAN to GPS conversion. I support the continuation of HF weatherfax services for the foreseeable future. |
| 547 | | Charles Dana Gibson P.O. Box 638 Camden ME 04843 | | | | | | | | | It is our understanding that the Coast Guard is considering dropping its broadcasting service for NOAA's National Weather Service forecasts. This would prove an extreme hardship to us as we depend on this service, especially while cruising in the Bahaman Islands. In fact, specific to this need, this year we have purchased Model 408 which is Furuno's newest weatherfax receiver. The cost of this was in the neighborhood of \$2500.00 including installation. We hope that USCG abandons any thought of dropping this essential broadcast service. I would comment that reception of NMG from Belle Chase, LA is the only reliable weather service for vessels in the mid and southern Bahaman chain. |
| 548 | | Wayne F. Rocheleau 20 Wood Street Jefferson MA 01522 | | | | | | | | | The transmission of HF weather forecasts both by voice and facsimile are extremely important functions of the USCG, I and many other offshore recreational sailors depend on these forecasts as a cost effective means of setting safe courses while out of range of VHF. While there are other options, they are all much more expensive. I have invested in both hardware and software to receive these forecasts to help ensure the safety of my vessel and crew |

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| 550 | William A. Brown 167 Lynchburg Road Kingstree SC 29556 | | | | | | | | | | 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. |
| 551 | Mike and Gloria Peters/ SY Windfree | My position in the maritime community is owner and full time cruiser on a BaBa40 off shore Sailing yacht. Doc#667338/SY Windfree | Our primary source of obtaining weather information is USCG HF radio broadcasts Frequency's 8502.0 and 12788.0 3. We do not use USCG HF voice broadcasts at this time due to poor propagation in our area of the Caribbean Voice transmission is not as critical to our safety as in #2. | | Yes. We do use USCG HF radio fax 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. | No | We have no equipment for receiving any other Weather Information. We have relied on USCG HF Weather Fax broadcasts for the last eleven years and have never considered the loss of this government service. | Yes. At this time we use USCG HF Weather Fax Broadcasts exclusively. Loss of this service would affect our safety at sea. | Operational area is high sea to coastal. Operating in the Caribbean, Bahamas, and Western Atlantic. | We would consider it a severe hardship and serious danger to no longer be able to obtain USCG HF weather Fax. Example: In 1998 we left the Rio Dulce in Guatemala bound for Panama on October 20. Making a stop in a small isolated bay called Escondito on the Honduras coast for the night; we awoke to the weather report of a strong developing storm in the South West Caribbean, heading north. We quickly moved to a more secure bay to the west and prepared for what was to become a storm named Mitch, a category 5 hurricane. It takes three days to correctly prepare your boat for a hurricane and thanks to the USCG HF weather fax we had the information in time to make good decisions and come through this deadly storm unscathed. Without it we would have been caught in the South West Caribbean Sea in one of the worst storms of the century. The USCG HF weather fax literally saved our lives. This has been a few years ago but you only need one of this experience to appreciate the importance of a comprehensive, reliable source of obtainable weather information and that for us has always been the USCG HF weather fax broadcast. | |
| 552 | Peter P. Vekinis 2155 Francis Avenue Santa Clara CA 95051 | | 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 great free and useful service. | | | | | | | | Since this information (HF weather fax) has to be created for online services (web etc), then having an additional outlet would not be this expensive. In addition, HF radio doesn't require an infrastructure thus it is not affected by disasters (for many hours and days after Sep 11, there was no web - how would we have been able to get WX data - satellite feeds are very expensive). So in my view, it would be great to continue the HF broadcasts, upgrade your equipment with new, up to date, more efficient systems and transmitters. |
| 553 | Steven J. Frischmann Unit 21C Upper Woodbridge Road Snowmass Village CO 81615 | I am the Captain of a 65 foot sailing yacht | | | | | | | 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. | |

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| 554 | Walter P. Donnelly 6 Academy Way #308 St. Petersburg FL 33711 | I am a recreational sailor... | | | | | | Discontinuation of USCG HF voice and Wx fax info that I rely upon will measurably decrease my off shore safety. | ...of the hurricane/storm waters of Florida and environs. | Please replace the USCG HF transmitters rather than eliminating the service. |
| 555 | John Huntley | | | | | | | | | Please retain the High Frequency weather service for off-shore cruisers. I cannot afford private satellite equipment, and I can't afford to sail into dangerous weather because a vital government and US Coast Guard service must be cut for "budgetary" reasons. |
| 556 | Hannah Marine Corp. James R. Collum Lemont IL 60439 | I am an operator of an oceangoing tug and barge in the Gulf of Mexico. | We currently use VHF, NAVTEX, and NAVFAX, HF transmitted to our computer on board. We use it every day, and it is critical to our operation! | | | The answer is no. | The answer is perhaps via satellite server | Yes- Have to pay for it, if available! Please keep this service intact!!! | | |
| 557 | James P. AuBuchon 50 Browns Hill Road Sunapee NH 03782 | | | | | | | | | I am writing to urge the USCG to seek sources of funding to continue MF and HF marine weather broadcasts for boats beyond the range of VHF marine radios from NOAA weather transmission stations. This information is crucial to safe long distance passages for both recreational boaters and commercial operations engaged in high-seas shipping. Without continuation of this service, the USCG may find itself called upon more frequently to deal with and rescue sailors and vessels caught unexpectedly in storms. These operations could well cost more than the replacement of the aging equipment. Again, I urge the USCG continue these broadcasts and find funding to allow their continuation. |
| 558 | Thomas Evans 1335 Merrion Park Lane Morrisville NC 27560 | My vessel is Pacific Seacraft 31, I'm owner/captain | also, all my weather information is either via VHF or SSB. | | | | | | South East coast (ICW, offshore), Bahamas; I will be operating all year (365 days) starting in Nov. 07 | Follow-Up comment: |
| 559 | Thomas W. Diekmann 7187 Deerfoot Point Circle Unit 1 Jacksonville FL 32256 | | | Yes we primarily use the Off-shore forecast simulcast from NMN and NMG when operating as described above for question 4. We tend to use the High Seas forecast only when there are gale or storm warnings just outside the boundaries of the offshore forecast. | Yes we use radio fax broadcasts from NMG and NMF when outside VHF radio range of USA. We have averaged about 90 days usage per year from 1997 to 2007 excluding 2005 and 2006 when vessel was in the Mediterranean Sea. Receiving radiofax is critical to decision whether to put to sea, to prepare for storm conditions or to seek safe harbor. Without the radiofax products, we would not put to sea beyond the VHF radio | | | Yes, without the voice and radiofax products, we would not venture off We would probably dispose of our boat and not put to sea anymore. | We operate up to 250 miles off the US coast from Maine to The Straits of Florida, we operate throughout the Bahamas and through the Windward and Leeward Islands of the Caribbean. From time to time we operate in the Mediterranean Sea. While there we use weather | |

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| | | | | | | range. | | | | products from host countries. | |
| 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 98% of the time. (Only when in port). | | | | | | ...in Alaska waters. | Please keep HF weatherfax services available. |
| 561 | | Sephen T. Bwen 132 Dleville Road Wllington 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 Newberry FL 32669 | Personal Cruiser-Pleasure and living | | Yes, twice daily, They are most important (primary)as they assist in passage and defensive measures planning and coordination. | 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 to reception of signals. Some can be expensive and not as reliable. | | | Follow-Up Comment. |
| 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!! |

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| 566 | E. J. Jones 2182 NW Tilia Trail Stuart FL 34994 | Capiain - 47' Sailing Vessel | A) Satellite weather (XM radio), B) SSB, C) VHF, D) land-based wireless internet | Use radio voice when I can get reception and time right. It's not been reliable for me and has not been my primary source of information. | Use radiofax as often as possible. XM radio only good thru Bahamas. Radiofax has 24, 48, 72 forecasts and other useful models. | Do not use Simplex Teletype. Never been able to make it work. | Would have to look into satellite internet to get similar charts and forecasts. Have not done because of prohibitive cost of installation and cost per month of operation. | Of course the loss of the broadcast would affect us. It is one of our sources of information. It is reliable and useful. This question is similar to the question "How would the loss of an eye or a finger affect you?" | So far, 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. | Follow-Up Comment |
| 567 | Joaquin A. Sosa Sosa & Associates 531 SW 10th Avenue Fort Lauderdale, FL 33312 | 46' Sailboat at Ft. Lauderdale, FL and Puerto Aventuros Cozumel, MX | | | | | | | Caribbean, Panama, Venezuela, Atlantic, Colombia, Costa Rica, Pacific and Atlantic MX, El Salvador; Once per year | Follow-Up Comment: |
| 568 | Roy F. Greenwald 23 Myopia Road Winchester MA 01890 | 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. | | | | | | | We sail between Massachusetts, Bermuda, and the Caribbean. We sail in these waters at least four to six times per season. | Follow-Up Comment: As an additional comment, I would have to believe that one or two search and rescue operations would more than be offset by the continuation of these services that could prevent such operations. |
| 569 | Glen Garfein | | | | | | | | | 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. |
| 570 | Charles E. Anderson 2501 West Golf Blvd #131 Pompano Beach FL 33064 | As a long time sailor with a 100 ton masters ticket... | | | | | | | | ...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. |
| 571 | Devin G. Taylor | I have Beneteau Oceanis 351 which is a 35ft Sloop rigged Sailboat, The boat is my own and I am the Captain. | | | | | | | 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. | Follow-Up Comment |
| 572 | Richard M. Vickers, Jr. 375 Northwest 123rd St North Miami FL 33168 | I do not work on a vessel. I am a private boater. | | | | | | | | Follow-Up Comment: |
| 573 | Peter R. Worch 41393 Philip Lane Leonardtown MD 20650 | Owner-Operator of a pleasure motor vessel | When planning – NWS website When within LOS of coast, NWS VHF broadcasts When offshore and not LOS, NOAA HF | When Offshore and not LOS to shore – When cruising, like in the Bahamas, I check weather 2-3 times each day. These broadcasts are critical to my safety and the safety of my passengers – they are | Yes, when signal strength is good and QRM is low. These broadcasts are critical to my safety and the safety of my passengers when they are available. They are not as reliably | I will be using SITOR next trip. Have not tried it yet. | I would be in serious trouble. The satellite alternative is the only other option and it is just too expensive for the boat (\$6,000+). I would be less trustful of MWF from another source. | Yes – my safety and that of my passengers would be jeopardized. | 50-200 nm | Follow-Up Comment |

| | | | | broadcasts | my ONLY available source of MWF for which I have confidence. | received for reasons of signal-to-noise limitations. | | | | | |
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| 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 | 38' private recreational sailing vessel, position: Captain (and wife as owner) | | | | | | | 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. | Follow-Up Comment |
| 578 | | William Carrion 125 Harbour Drive Palmarina #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 92069 | 36' Sailing vessel – Captain/Owner | | | | | | | San Diego coastal region; 40/50 days a year | Follow-Up Comment |
| 580 | | Brendan J. Lally 6584 Highland Pines Circle Fort Myers FL 33966 | Drillship – unlimited chief mate | | | | | | | worldwide (presently Alaskan Arctic) 100% offshore | Follow-Up Comment |
| 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 #\$\$* hits the fan, the | | | | | | | Discontinuing this service shows a scary lack of understanding of the realities of the offshore environment. |

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| | | | | simplicity and reliability of the HF weather broadcasts are hard to beat. Computers and fancy stuff often fail, but a simple HF receiver has saved my butt on numerous occasions. | | | | | | | |
| 582 | | James L. Hawkins 3805 Aldrich Ave South Minneapolis MN 55409 | | We use HF and VFF to receive voice weather. | Yes | We use Radio Fax | | We would be required to purchase a satellite phone for \$700 more or less plus minutes at \$30/mo more or less plus a weather service at about \$200/yr plus software to permit printing to screen on our laptop at about \$250. In addition, we would then be committed to relying on the laptop in a saltwater environment. Purchase of a backup HF receiver which would permit reception of the high seas and other voice forecasts can be purchased for less than \$100. So all in all it would be extremely expensive for us and lower our security by eliminating any possible redundancy in reception. | | | Follow-Up Comment |
| 583 | | Joe B. Cook PO Box 215 117 Mt Eccles Street Cordova AK 99574 | Commercial fishing gillnet (28ft bowpicker) – owner/captain | | | | | | | Gulf of Alaska/Prince William Sound; 80-100 days a year | Follow-Up Comment |
| 584 | | AGC Maritime, Inc. Tony Carey 1260 Hillside Road Pasadena MD 21122 | | | I am a delivery captain and sail offshore when possible. I have never used USCG HF voice only international, specifically UK, FR and Spanish. | It's not easy for me to quantify how often as my international deliveries are sporadic- average 2x a year for up to 14 days at a time. Weather FAX is ABSOLUTELY CRITICAL to my vessel and crew safety offshore. | NO | Satellite equipment and service is still too expensive to be regular equipment for a small company. Service providers are varied and not always reliable - at various parts of a voyage and also the 2 US carriers will go bankrupt if not allowed to merge to defray their costs that the market cannot sustain. The usefulness of information is actually better than the USCG. | YES - Weather Fax is a critical weather safety tool for average cruisers and small delivery companies like myself. I can easily travel with a small receiver and laptop and safely download weather fax which facilitates my routing and promotes a safer navigational environment. | I have circumvented the Atlantic - it is not my "usual" operation. As a cruiser, I navigate from N-S on the US eastern seaboard approximately 50-400nm offshore and beyond. On delivery, I operate from the eastern seaboard to Bermuda, across the Atlantic and or down to the Caribbean. | Follow-Up Comment |
| 585 | | Mark A. Bennett 3268 S. Teton Drive SLC UT 84109 | As a yacht skipper... | ...almost always out of VHF coverage, I depend heavily on HF weather FAX. | | | | | The safety of my vessel would be greatly compromised if these transmissions were to cease. | ...sailing around the Pacific... | |
| 586 | | Samuel H. Melfi 218 A. East Eau Gallie Boulevard Indian Harbour Beach FL 32937 | I sail on a privately owned 45ft Ketch. I am the owner/Captain | | | | | | | We operate the vessel in Florida and the Bahamas. We are operating continuously for 3-4 months per year, and occasionally at other times during the year. | Follow-Up Comment |

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| 587 | 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...” | I recently read that high frequency weather forecast services are in jeopardy of being discontinued. I strongly urge you to reconsider this as it is a severe safety issue. I urge you to reconsider the discontinuation of this most important source of extremely valuable information that a large number of boaters rely on. |
| 588 | 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. |
| 589 | 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. | ...cruising the Pacific for the last seven years. We are continuing our cruise from New Zealand which is where we are now. | 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 out 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 with out it. Please do not discontinue this vital service. We would be in great danger without access to this important information. |
| 590 | 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 |

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| | | | | | | | | | | | the order of things, they are not very expensive to continue. As a result, any analysis should conclude that the cost of terminating the broadcasts far outweighs the benefits. There may well come a time when satellite-based means of disseminating weather information is ubiquitous enough, reliable enough, and reasonable enough in cost to the smaller recreational and commercial vessel that USCG HF broadcasts have become redundant. That time has not yet come. |
| 591 | George & Janet W. Barr 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. | I use the HF, SSB voice and fax broadcasts on a regular basis. Offshore radio broadcasts are essential. I use other sources but no offshore sources are completely reliable and therefore, we must have redundancy. | 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. | 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. | | | | | | |
| 593 | Jeremy R. Hood 200 Shipyard Drive Seabrook TX 77586 | Well known speaker on safety and offshore navigation. Yacht broker | Internet (when available; CGHF broadcasts when at sea | Yes. They are the main source of weather information when offshore | I use radiofax occasionally. Many recreational vessels do not have the capability to receive such information easily. | Not used | Globalstar or Iridium satellite phone and data. If using such services the scope of the information would be more limited and certainly more expensive | Yes. I rely on CGHF broadcasts when offshore | Gulf of Mexico, Caribbean and Atlantic | Follow-Up Comment | |
| 594 | Scott Stolnitz 13428 Maxella Ave, #203 Marina del Rey CA 90292 | 51' recreational sailing vessel | | | | | | | West Coast of USA to far corners of the world | Follow-Up Comment | |
| 595 | David and Sally Chambers 1456 Tallac Lane Lincoln CA 95648 | We are recreational boaters who 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. | Our primary sources for obtaining marine weather forecasts are USCG HF radiofax broadcast, and by email using a HF radio transceiver and pactor3 modem with a laptop computer | YES. We listen to these broadcasts before and during long passages [we use the sources in item (2) daily]. The voice broadcasts are important because they are more specific for the areas covered than radiofax, which requires interpretation. Also, many times it is possible to receive the voice transmissions when you can't receive a good enough signal with radiofax to obtain a complete repod, usually due to interference. | YES. We use them daily. I believe they are critical. We use grib files through our email! HF system and we find that sometimes weather data is missing, with no explanation as to why - thus they are not as reliable as radiofax. | YES. We have used SITOR on some occasions, but not often. We have considered using it more often, but have not done so. If the voice broadcasts were not available but SITOR was then we would use SITOR. | First. Please understand that we are talking about getting weather reports when at sea where you are not connected to the WEB. As indicated in (2) above we would continue using weather reports via HF email. SITOR (text) information can be sent over HF email or satphone email However radiofax cannot be sent over HF or satphone email because the file sizes are too large. Therefore, the only alternative we can think of is the use of professional weather routing | YES. It would mean that if we were to make long passages (48 hours or more) we would have to use weather routers. This would cost us from \$500 to several thousand dollars more n year. | We operate coastal, offshore, and high seas. We have operated our boat from Alaska 10 Panama via Cocas Island, through the western Caribbean, eastern Caribbean, US east coast, and Canadian maritime, and Europe. Our plans | | |

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| | | | | | | | | <p>services. (6.a) Rating by user cost: FROM :CHFIMBERS Obviously, one must have invested in a SSB Radio (\$2,000). I-IF modem i\$1,000> and a laptop (\$1,000) to receive weather information via HF email. Weather routing services arc 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, HF modem, and laptop) costs about \$4,000-\$5,000 plus annual costs from \$250 up. Equipment to receive Voice WX reports costs about \$200. Equipment to receive STT'OR costs about \$1,500. Equipment to receive radiofax costs about \$3,000. (6.b) Rating by usefulness of information: 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 weathers routing is generally quite accurate and useful. For someone who doesn't understand radiofax reports, the weather routing reports would be much more useful.</p> | | <p>for the next few years may include the west coal of South America. Galapagos Islands, Hawaii and the South Pacific, or back to Alaska.</p> |
| 596 | | Joseph B. Studholme 23 Madison Street Princeton NJ 08542 | | | | | | | | <p>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.</p> |
| 597 | | Nuno S. Matta 7220 NE 221 Street Melrose FL 32666 | | | | | | | | <p>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.</p> |

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| | | | | | | | | | | | Satellite systems, still expensive to acquire, install, and maintain. |
| 598 | | Fred Kinkel Cincinnati OH 45245 | | | | | | | | | 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 than 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. |
| 599 | | Charles J. Breen 804 North Central Modesto CA 95351 | I own a 32 foot Valiant sailboat and I am the Captain, owner, operator! | | | | | | | 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. | Follow-Up Comment 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. |
| 600 | | David B. Finch 514 Morningstar Drive Tallmadge OH 44278 | | | | | | | | | 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. |
| 602 | | Edgar O. Hale P.O. Box 693 Friday Harbor WA 98250 | I am the owner operator of a 32 foot recreational sailing vessel. | My primary sources of weather information are US and Canadian VHF and voice 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. | 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 for | 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 | 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 "outside world". As you consider reinvesting in the HF weather system please consider it in the context of the |

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| | | | | | 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 equipment that I have on board. The equipment cost was more that \$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 relay 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. | waters) | overall use of HF not just weather and safety; and not just USCG economics but consider the investment that the rest of us have made in both dollars and the development of technical expertise. |
| 603 | Stephen B. Maseda 27132 Manor Circle Valnevia 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. | |

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| 605 | Brian S. McNamara P.O. Box 942 Stevenson WA 98648 | Comment I work on motor powered commercial fishing vessels from 38 to 110 feet in length as a fisheries observer in Federally mandated observer programs. | | | | | | | | 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 |
| 606 | Seven Seas Cruising Association Paul S. Fitch 411 Walnut Street, PMB 2246 Green Cove Springs FL 32043 | My wife and I own and live aboard a Gemini 105Mc Catamaran full time. The boat is a 33.5 foot sloop 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 ICOMM -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 is 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 3 years, the HF weather information is our only constant source of weather information. | Yes. We listen to these about once a week. These are important, but not as critical as the weather faxes. They should not be discontinued. | 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. | No. | 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/minute, 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. | | |
| 607 | Michael J. Horowitz 107 Corties Avenue Allenhurst NJ 07711 | I am the owner/operator of a 44' recreational cruising trawler. | Primary sources are: coastwise VHF NOAA weather radio forecasts, NOAA web site via broadband, when available, for coastwise 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. | No. | Aware of only a few subscription services. Found that they are expensive and not always available. | Would have 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 | | |

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| | | | | planning offshore passages. | determining if departure should be delayed due to adverse weather predictions. | | | | | these areas are current or future cruising destinations. | |
| 608 | Scott Fraser 648 Commercial Street Provincetown MA 02657 | Licensed master mariner (50 ton inland waters) and recreational sailor | | | | | No | | Yes, I rely on the HF transmission of radio fax for weather while offshore. I use NOAA broadcasts when near shore, but when offshore the HF radio fax of weather charts is my primary weather source. Only alternative is the commercial sources (approx cost \$30 / day) and that gets very expensive fast -- to the point where it rapidly becomes unaffordable. | 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. | Follow-Up Comment |
| 609 | Don J. Ferguson 1006 Misty Water Lane San Antonio TX 78260-8018 | I sail on a 30 foot sailboat for pleasure. | | | | | | | | 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. | Follow-Up Comment I normally sail alone but sometimes with my daughter. Our intent is to not 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. |
| 610 | Donn Erickson 2553 Skyline Drive Schenectady NY 12306 | We are owner/operators of a 36 foot cruising sailboat. | VHF NOAA forecasts USCG HF Radio Voice Broadcasts NWS grib files via the SSB | 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 | NO | NO | Some Navigation software, such as RosePoint, will pick up weather info for us – if we invest in a Imarsat phone (not Globstar, their coverage for the Bahamas is lacking at this time). The software is about \$400, the sat phone is another \$1000, then we would need minutes, about 1500/year at the going rate. A new GPS such as the package Garmin makes had optional weather hook ups. The components come to about \$2300, installation is extra. Weather data is an additional \$50/month. Saildocs text only server requires an email connection. Via Sailmail (\$250/year) we could get the | We would absolutely be impacted by the loss of UCGS HF Marine voice broadcasts. | We operate in the US in the Mid-Atlantic and Florida area, and the waters of the southwest North Atlantic including the Bahamas Coastal (0-25 miles) and Offshore (25-200 miles) | | |

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| | | | | | weather information. We're out of VHF range. | | | | 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. | | |
| 612 | 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. |
| 613 | United States Merchant Marine Reese L. Jones 37 East Palmer Park Drive Palmer MA 01069 | My name is Reese Jones and I am a Radio Officer in the United States Merchant Marine. | ...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 | | 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. |

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| | | | | 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 | Same as 610 |
| 615 | | John A. Regar 1100 First Avenue West C-4 Bradenton FL 34205 | Morgan O.I. 41 sail, position Captain. | | | | | | | Florida, world wide, circumnavigator. Florida 1 year, Circumnavigating sailing projected time periods 5-10 years world wide. | Follow-Up Comment |
| 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 Tanker Company, LLC Karl Park Alaskan Legend (WDD2074) 15400 NW Greenbrier Parkway Parkside Bldg., SuiteA400 Beaverton OR 97006 | Third Mate / VLCC Alaskan Trade; Active Participant In The Weather Observing Ship (VOS) Program. | Inmarsat-B/SafetyNet; HF/MF USCG Radio Broadcasts; NAVTEX; VHF NOAA Weather Radio; Internet; TV; Commercial Service. | 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. | High Seas. Gulf Of Alaska And US West Coast. | |
| 619 | | Matthew J. Gilbert | | | | | | | | | The HF broadcast of weather information should continue. Once out of VHF range you only have HF and Sat. Problem with Sat is two fold, first it is very expensive and second it is prone to rain/cloud fade - usually when you need it most. |
| 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. |

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| | | | | | | | | | | | Accurate, timely weather and warning information offshore allows safe passages and minimizes the risks weather of related accidents necessitating the requirement for rescue. |
| 622 | | John P. Richards 2200 Sacramento Street 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. | |
| 623 | | 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. |
| 624 | | WFOA Robert W. Peterson 12910 Llagas Avenue San Martin CA 95046 | | HF-SSB radio & radio Fax off-shore, 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. | | Follow-Up Comment |
| 626 | | David A. Jensen 11521 Brayton Drive #2 Anchorage AK 99516 | | | | | | | | | 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. |
| 627 | | Johnny F. Blizzard 2109 West US Highway 90 Suite 170-240 Lake City FL 32055 | I sail a 37' Tayana Sailboat. I am the Captian. | | | | | | | 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. | Follow-Up Comment |
| 628 | | 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 ... | | ... and use the HF radio broadcasts whenever we are in an area covered. | | | | | | 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. |

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| 629 | Myrl Fisk P.O. Box 43 Kirkland AZ 86332 | Private yacht, private mariner on pleasure sailing vessel | NMN, very secondary Chris Parker and Lou's Ham net | Yes, I exclusively use Marine SSB for reception. I listen 3 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 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. | Follow-Up Comment A final comment. There are about 200-500 other private US documented sailing yachts that are also in our condition of relying on NMN broadcasts in the Caribbean Sea. Private mega-yachts would not have this problem, but us smaller vessels don't have the exclusive WX broadcasts that they have. |
| 630 | John Payatakis | | | | HF 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 HF system. |
| 631 | Josh Paulson Encore P.O. Box 623 Yellow Springs OH 45387 | | | | | | | | | 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 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. 3585 Lake Arhtur Drive Port Arthur TX 77642 | I sail a private sailboat, 38' long, as owner operator. I hold a USCG Masters License upon near coastal waters with Sail endorsement. I am the veteran of numerous open ocean voyages, at least three that have been to Bermuda. | Once beyond the range of VHF then the HF 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 NWS high seas forecast is a welcome and relied upon event in the life of small craft several hundred miles 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 does not allow as much sea time as when I 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 |

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| | | | | | | | | | | | systems or at least giving time to prepare for systems they cannot out run. | |
| 633 | | Linda M. Woods P.O. Box 784567 Winter Garden FL 34778 | I live/sail on a 42' sail boat (ketch). I am co-owner and co-captain. | | | | | | | | 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. | Follow-Up Comment |
| 634 | | Harry P. Pattison 1970 Columbia Street Eugene OR 97403 | I am the master of the sailing vessel Oh Joy II. We sail this 44 foot cutter... | | | | | | | | ...off shore and along the Pacific Coast of the US and foreign waters. We operate in those waters regularly: at least 180 days per year. | Follow-up Comment It has been 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. |
| 635 | | Douglas A. Moler 10507 SE 206th Place Kent WA 98031 | Owner/operator of 45 foot offshore cruising sailboat. | NOAA Weather Radio, NOAA internet weather, USCG HF weatherfax broadcasts, USCG HF NAVTEX broadcasts, Winlink e-mail of NOAA weather surface analysis charts, wind/wave charts, winlink grib files, Herb Hilgenber weather forecasts on HF Radio, shore side internet | 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. | No | 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 winlink 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. | My vessel operates between the US east coast, mid -Atlantic and the Caribbean waters and crosses the Atlantic ocean. We are now in the Azores Archipelago and are continuing on to the Mediterranean Sea. We will return to US waters in the future. | | |
| 636 | | Johnny I. Murdock P.O. Box 872671 Wasilla AK 99687 | | | | | | | | | | I listen to NOAA voice weather forecasts daily. Occasionally miss when out of area, but listen probably 320 a year. Valuable!!!! |
| 637 | | Jake Legvold 2469 Maritime Loop Anchorage AK 99515 | Owner/operator 34'cruising sailboat. | Primary means: a. VHF transcribed weather b. HF FAX c. HF transcribed weather d. shore side internet | Yes. HF voice is essential in my cruising waters. Consider Glacier Bay National Park where VHF transcribed broadcasts are manually rebroadcast by the NPS twice daily as VHF is limited in the upper Bay. During my six days in the | HF 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 | Offshore. Pacific coastal waters from San Diego to Cook Inlet. | It seems to me that the nautical community has followed the technology pioneered by the aeronautical community. From the first VHF's, HF, SELCAL (DSC), and satellite technologies the expense and complexity of the technology has trickled from the airlines to the recreational boater. | |

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| | | | | | 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. | | | | waters. | | Surely there are newer digital HF or satellite technologies that can be adapted to maritime use to still provide the coverage and safety that US boaters have enjoyed for so long. The fact that so many continue to use HF -- whether in aircraft or the boat -- illustrates the durability and effectiveness of the technology. Please don't take my HF away... |
| 638 | 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. |
| 640 | 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 | Follow-Up Comment |
| 642 | Kenneth W. Watters P.O. Box 635 Genoa NV 89411 | I am a recreational boater. | Primary source for marine weather is VHF radio. | I do not use CGHF voice broadcasts. | I do use CGHF radiofax broadcasts in areas where I either cannot receive VHF, or the information given on VHF is incomplete. As I am often in areas where the above conditions exist, availability of the radiofax broadcasts is very important to me. | I do not use SITOR. | My alternative to the radiofax broadcasts would be commercial satellite weather services at a cost of about \$50/mo. not including the equipment cost. It would provide more information more reliably than radiofax, but at increased cost. | | | I operate in the near-shore environment, but often in exposed waters (west coast of Vancouver Island, Canada, and southeastern Alaska) | Follow-Up Comment |
| 643 | Philip Glaser 32 Bow Cat Way Deer Isle ME 04627 | Master 40 foot cruising sailboat, master of 32 foot tour boat. Have 50 ton Master's certificate. | 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 what cost? Also, USCG HF weather info is broadcast over several stations at different locations, and whatever replacement service appears may not do so. This would make reception less dependable as propagation varies. | Yes, especially when offshore. It would not stop us from offshore passages, but our safety would be reduced. | | Mid and west Atlantic, New England, Canadian Maritimes, and the Caribbean. | |
| 644 | 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 |

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| | | | | | | | | | | | | vessel I cannot afford the luxury of depending on pouring on the throttle to use speed to outrun bad weather, I must plan around it to the maximum extent possible with every tool possible. As the proverb goes, a picture is worth a thousand words. The collection of Marine Radiofax Charts available by HF is worth several thousand words and vital to offshore navigation when out of VHF weather broadcast range. Since Radiofax Charts cover weather far beyond narrow local events it is invaluable when I must watch systems far distant from local weather and many, many days away. |
| 645 | | Stanley Heshka, Private Individual 55 Avenue C New York NY 10009 | I am the owner/operator of a 30 foot cruising sailboat. | My primary sources of weather information when in coastal waters are the VHF broadcasts of the National Weather Service. When the vessel is in foreign ports or underway offshore I listen regularly to NMN voice broadcasts and copy the HF radiofax transmissions from Boston or New Orleans for the area in which I am located. | 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. | The loss of these broadcasts would impact directly and adversely on the use and operation of my sailing vessel. I would be at a loss for a source of comprehensive, reliable offshore weather forecasts crucial to the safe operation of a small sailing vessel. I would ask that the funds be sought to replace/upgrade the equipment required to continue the HF transmissions. | 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. | | |
| 646 | | Al Carlson 32700 Sandpiper Drive Orange Beach AL 36561 | I am the owner/captain of a private 36-foot sailboat cruising the Gulf of Mexico and the Bahamas, out to 200 nm. | a. USCG VHF NOAA weather broadcasts when we are close enough to shore to receive such broadcasts. I use this information only for short-term weather forecasting. b. USCG HF Radio Weatherfax broadcasts to formulate longer-term forecasts, especially when planning a longer passage, and looking for a "weather window". When offshore, I use these broadcasts to update our weather planning. c. USCG HF Voice weather forecasts, used as a second source to verify a weather forecast based on weatherfax charts received in (2) above. | Yes, but only as a confirmation for what I am seeing in the faxes. The USCG HF radio voice weather info tends to be too short-term for passage planning. | Yes. This is my primary planning tool for longer passages. And when we are on an offshore passage, I check your HF weatherfax chart every 24 hours to update my prediction of what type of weather/seas we are sailing into. I use this information to make decisions about running for shelter, or delaying a departure due to forecasted weather and sea state. | No. | I have used XM-Radio WX Satellite Weather information on a friend's boat as implemented in a new Garmin Chartplotter with XM accessories. The information was not predictive – it was all oriented towards "current weather". The surface chart was a joke – as you might see on a popular television weather broadcast. And this service was fairly expensive for a private pleasure craft. So my only alternative would be a very expensive satellite-internet hookup so I could access all the charts directly from NOAA at http://www.nhc.noaa.gov . We are talking \$4,000+ for a satellite tracker, plus a computer, plus a very, very healthy monthly fee for satellite internet access. I would choose | Yes. The safety of small sailing vessels is heavily influenced by sea state and weather. Although pre-departure planning could be done using shore-side Internet access, once under way and offshore there would be no way to see the developing changes in the surface chart and sea-state changes. I would be forced to purchase very expensive gear to access the Internet via satellite, to receive the very same weather charts the USCG broadcasts now. | Occasionally, up to 200 nm offshore. We cruise the Gulf of Mexico, and the Bahamas primarily. | | |

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| | | | | | | | | | 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. | | | | |
| 647 | | Dan W. Plano P.O. Box 298275 Wasilla AK 99629 | | | | | | | | | | 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, HI; 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. | At this time, I have not. I now have capability to do so. 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 und 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 .. 7245 Elderberry Street Pringfield, OR 97478 | 37" Sailboat Captain | | | | | | | | | US West Coast, and I sail there year round. | Follow-Up Comment |
| 653 | | John W. Oldner 2001 Holcoinbe Boulevard #330 1 Houston. TX 77030 | 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 (\$3500-5000) 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 | | | |

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| | | | | | | daily! | | evaluated. | be dependent on a third party which adds to the failure rate. | be 800+nm offshore | |
| 654 | John F. Koliass Keel Fun Sportfishing 1379 Noah Road North Bruiswick, NJ 08902 | Charter business | NOAA website, VHF Radio | Yes, daily, VERY critical | No | No | Do not know | Yes, would not be able to insure the safety of my customers. | Within 15 miles of shoreline. | | |
| 655 | Carole Heller 141 Twin Lanes Road Fairfield, CT 06824 | No comment in file | No comment in file | No comment in file | No comment in file | No comment in file | No comment in file | No comment in file | No comment in file | No comment in file | No comment in file |
| 656 | George Jones 261 King Phillip Trial East Boothbay, ME 04544 | 44 foot cutter, located currently in Guatemala | | | | | | | | Currently in the Caribbean 6 months/year | |
| 657 | David Burch Starpath School of Navigation 3050 NW 63rd Street Seattle WA 98107 | Founding Director of Starpath School of Navigation. We have taught marine navigation and weather to more than 26,000 classroom students since 1978 and thousands more in home study, onboard and online training. We are the developers of the Starpath Weather Trainer software program and our weather course has been adopted by the American Sailing Association for use in their hundreds of schools around the country. One of the main things we teach is weather resources underway in coastal and ocean waters. www.starpath.com | 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) | NO. We do not teach these methods as they are not used very often (if at all) by recreational mariners at sea | 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 who are on a budget. And, as convenient as they are once the system is set up and learned, there is a learning curve that is steep for some perspective users, and the initial equipment requirements are expensive. The USCG voice and fax maps have the great advantage of being very | 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. | The mariners we work with travel the lengths of both coasts and cross both the Pacific and the Atlantic. | | |

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| | | | | | | | | dependable and easy to use. | | | |
| 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), shoreside/wifi internet, Iridium phone, HAM 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, modem 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 backstop 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 I. 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 | 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. Hontoria 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 | Follow-up comment |

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| | | | | | | | | | | November. I use my SSB radio to get weather faxes from the Boston radio station. | |
| 663 | | Ian M. Smith 2343 Palm Tree Drive Punta Gorda FL 33950 | | | | | | | | | Please continue weather forecasts. |
| 664 | | Ian M. Smith, Jr. 1705 Palm Tree Drive #137 Sarasota FL 34231 | | | | | | | | | I use and Rely on HF weather forecasts often. They save lives, keep them coming. |
| 665 | | Darrell T. Smith 208 Avenue I Redondo Beach CA 90277 | | | | | | | | | I think the weather radio on HF is very valuable and reliable. I have used it for many years. Please maintain the system. |
| 666 | | Steven Collins 6611 Hillcrest #438 Dallas TX 75205 | | | | | | | | | 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. |
| 667 | | Carl A. Gaines, Jr. 5507 Bruton Road Plant City FL 33565 | 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 | |

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| | | | | service via HF radio and radio email, e) USCG weather via VHF when in the US, f) word of mouth from other vessel captains. | 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. | | | | | farthest point of my cruising itinerary. | |
| 668 | | Patrick Maslen 411 Walnut Street PMB 2797 Green Cove Spring, FL 32043 | Vessel owner, operator | SSB weatherfax and HF broadcasts | Yes, daily use. I'm offshore many days at a time and HF MWF are my only source. | Yes, daily use. Same answer as #3 above. | No. | I don't know of any. | Yes, without accurate CGHF MWF I would not go as far offshore and I would be at much greater risk. Greater risk in offshore passages might require more calls to CG for rescue service. Isn't it better to have well informed vessel operators who can avoid bad weather conditions rather than having them making emergency calls to the USCG? | 300-400 miles but sometimes 750-1000 miles. | Follow-Up Comment |
| 669 | | Jake Holshuh 3015 Roxanne Avenue Long Beach, CA 90808 | | Ham Radio | | | | | | | Follow-Up Comment |
| 670 | | Gregory A. Snyder P.O. Box 4336 Hampton VA 23664 | I am the captain 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 and are paramount in assuring the safety of vessel and crew. | I use USCG HF radio fax to receive weather faxes. They critical to our understanding of current and near future weather systems. | I do not use SITOR. | I consider the other sources of weather information to be secondary and of a supplementary nature. Other weather services are too costly for practical use as a recreational boater. my feeling is that these prices will rapidly escalate if the USCG quits providing information. | Losing USCG HF marine radio weather broadcasts would seriously impact my ability to operate the vessel safely in a manner to avoid dangerous weather systems. If I cannot affordably get weather forecasts I would be forced to go without, which may enter us into dangerous situations. I fear this may be the case with many of her vessels as well thus, possibly, requiring greater resources for rescue at sea. | I currently operate 0 - 150 miles offshore along the Eastern seaboard and the Bahamas but am planning high seas passages within the next two years. | |
| 671 | | William M. Huesmann 4170 Spinnaker Drive Gulf Shores AL 36542 | I sail on a 27' Cutter as owner/captain. | | | | | | | Homeport is Gulf Shores, Alabama and I operate in the GIWW and northern/eastern Gulf of Mexico. I operate my vessel daily/weekly throughout the year. | I believe USCG HF Weather Broadcasts to be of critical importance to safety at sea and strongly object to their termination. |
| 672 | | Paul R. Mitchell 411 Walnut Street, #214 Green Cove Springs FL 32043 | | | | | | | | | Radiofax transmissions are a necessary safety tool used by hundreds of cruising boats world wide. These vessels rely on the HF radiofaxes as their ONLY reliable method of obtaining weather information. The loss of these tools will result in the loss of safety for these people. Please do not discontinue. |

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| 673 | | Mart i E. Brown P.O. Box 500441 Marathon FL 33050 | | | Yes I use CGHF radio voice broadcasts to receive MWF a. When offshore six months of the year, I listen two times daily and more often when storms/hurricanes are brewing. These broadcast products are crucial for my safety at sea. Other than listening to some of the daily HAM nets that provide weather once daily, this is my only source of offshore weather information. | Yes I use CGHF radiofax broadcasts to receive MWF a. When offshore six months of the year, I download these forecasts twice daily and more often when a storm or hurricane is threatening. These broadcast products are also crucial to my safety at sea. I compare these graphical forecasts to the voice forecasts. Other than the voice weather forecasts, this is my only source of graphical weather information available to me when I am offshore. | I do not use SITOR | If these forecasts were no longer broadcast by the USCG, my options would include: XM Satellite Weather--\$1000 for the hardware and \$50 a month for service—too expensive and generally not targeted towards offshore cruising. Great for coastal cruising fair to poor for offshore cruising. Satellite telephones--Globalstar \$749 and \$49 a month for service if you can get a connection. Very unreliable. Iridium \$1680 plus \$1.99 a minute. Slow data speed but very reliable. Would also have to get WeatherNet to access Wx products for both of these satellite phones which would cost \$100 per year plus individual charges for the weather products upon downloading them. Too expensive for both systems and too unreliable for Globalstar. Info would be useful if you can get a connection and if you can afford it. Radio Email--radio modem costs \$889-1200 free service if HAM or \$250 per year if using it through commercial SSB provider. This does provide access to a wide array of relevant NWS and NHC weather products for offshore cruising. Would also require a computer--\$1000 and a SSB/HAM radio system--\$2500 (which I currently use to listen and download the USCG MWF). Expensive to set up. | | | Follow-Up Comment |
| 674 | | Max Lynn 105 El Cielito Road Santa Barbara ca 93105 | 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 capablity, 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. | Alternates 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 Sailmail 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. | |
| 675 | | Geoffrey W. Schultz 164 Cameron Drive Marlborough MA 01752 | I both a long time user and critic of the NWS/NOAA weather fax broadcasts. I have been cruising aboard my 40' sailboat for the past 10 years and have logged over 30,000 miles on it. My sailing has taken me from Maine to Key West and throughout the | My primary of weather information while are USCG weather faxes from NMF and NMG. When I am in the US I tune into local TV stations. On occasion I listen to USCG VHF weather broadcasts. On rare occasions when I have WiFi access, I access | I do not utilize USCG HF voice broadcasts. | As stated above, my primary source of weather information, especially when outside of the US, are HF radiofax broadcasts. Most days I receive broadcasts 1 to 2 times a day. While outside of the US, there is typically no other source of weather | I do not use SITOR. | I have looked at alternative sources such as Sirius and XM satellite weather information, but I find their cost prohibitive. To obtain the something that provides me with at least a 72 hour forecasts, it would cost at least \$100/month for either of these services plus the initial cost of the receiver, which in | The loss of HF radiofax broadcasts would greatly hinder my ability to safely cruise, placing my crew and vessel at extreme risk. I need to have reliable sources of weather forecasts. I will point out that I have been a frequent | 90% of my cruising is greater than 25 miles off-shore of the US. 70% of my cruising is in the Caribbean, 20% in the Bahamas and 10% in the US. | |

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| | | | 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 faxes. None of us have any other source for weather information. | the NWS weather fax pages. | | information. The loss of this service would be catastrophic to many cruisers leading to the loss of life and vessels. 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. | | my case is \$800. This places this service out of the range of most people. I will also point out that the coverage map for XM and Sirius barely begins to cover the Caribbean. Once you're outside of their service area, you don't have weather. In the past I utilized my Iridium phone for Internet access, but the cost per minute has skyrocketed, making this cost prohibitive. | critic of the level of service that the USCG/CAMSLANT has provided. On a regular basis various pieces of equipment fail and the fax transmissions do not occur. I have regularly write to various people at NOAA, the USCG and CAMSLANT (which I believe is part of the USCG) to notify them of the failures. I will also note that it seems that the majority of their problems are with the telephone lines. I am the retired CEO of a large Internet service provider and do not understand this lack of reliability. If these were my vendors, they would have been replaced by another vendor who can provide reliable service. | | |
| 677 | Richard W. York 3 Crooked Lane Rowayton CT 06853 | | | | 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 tune 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. | Do not understand 'Sitor' or 'NBDP' only have single sideband HF Radio. | I know of no other reliable way of getting the MWF. | | | Follow-Up Comment |
| 678 | Richard W. Eichmann 3696 Broadway, PMB262 North Bend OR 97450 | | | | | | | | | | 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. |
| 679 | David O. Varnado 83059 Highway 1080 Folsom LA 70437 | I am a recreational boater... | HF fax is the ONLY product I receive while offshore. | | | HFFAX charts guide me more than any product. | I have not used SITOR as I am not equipped to do so. | There are other expensive ways to get weather products; SatPhone (Unreliable), and there other per character equivalents. I have investigated these and they are beyond my budget. While crossing the Gulf of Mexico I am forced to use the Internet for my weather as your NOAA Coast weather on VHF is for such a limited area route planning a 200 mile trip with it is useless. I have researched this option and spoken with many users in the Bahamas this winter. They spend on average \$150 per | Without HFFAX broadcasts I will be forced to use a Satphone as my weather gathering tool. | who travels between the Louisiana coast and the Caribbean in my retirement. | I am writing in response to the ending of HF RadioFax. I OPPOSE the ending of these helpful and necessary weather products Thank you for your services both now and in the past |

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| | | | | | | | | month on these services and are forever walking the decks of there boats with the unit held high trying to get a signal. That in it self does not meet my requirements for a safety feature. | | | |
| 680 | Peter C. Juhlin 1196 Sudden Valley Bellingham WA 98229 | I am a professional mariner with 28 pars 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 radiofacsimile (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. I am astonished that removing these tools is even being considered. 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. | | | | | | | 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 say do not discontinue the weather broadcasting service by voice and/or radiofacsimile. If anything upgrade the system to newer technology that is readily available. I find it inconceivable that we as a twenty first century advanced technological society and not figure out how to inexpensively upgrade a service based on radio. |
| 681 | Guy C. Wood 631 Old Rectory Lane Fork Union VA 23055 | | | | | | | | | | This is a needed service for a huge number of yachts an commercial vessels and should be continued. |
| 682 | Chris E. Mooney 2951 Marina Bay Drive Suite 130-507 League City TX 77573 | Full-time cruising sailboat. Captain. | | | | | | | | US East Coast & Caribbean - 24/7 365 | Follow-Up Comment |
| 683 | Joanne Lucey P.O. Box 1090 Oriental NC 28571 | | | | | | | | | | 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. |
| 684 | John Hoganson 2336 Kipona Place Honolulu HI | Recreational fisherman | HF and VHF | | | | | | | | |
| 685 | Anonymous | | | | | | | | | | Very valuable service needs to be expanded not contracted. |
| 686 | Thomas J. Vander Salm 33 Chestnut Street Salem MA 01970 | My vessel is a 48 ft yawl, built 1968. I am owner and captain. | | | | | | | | Vessel is home ported in 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 |

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| | | | | | | | | | | US and Canada at present. I sail weekly from April to November. | |
| 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 Both vessels operate on the high seas with high school and college age student crews year round. Both vessels depend heavily on the USCG HF broadcasts for safe navigation during all trips. |
| 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. |
| 691 | | Carl Lohmann | | | | | | | | | Weather information is important; NOAA provides it. Access to USCG is essential; USCG need not 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. |
| 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. |
| 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. |

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| | | | | interpret raw weather information myself and NMN transmissions give me the weather info I need for SAFE NAVIGATION. | | | | | | | | |
| 696 | | Warren G. Nash 411 Walnut St 1559 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 | | | | | | | | | | 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, Suite#82 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 broadcast. These are SITOR, WXFAX, and voice. Since voice broadcasts are nearly identical in content to SITOR, in event of computer failure, the voice broadcasts are recorded 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 several amateur forecasts. (b) When operating in coastal waters (less than 25 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 2 (a), voice broadcasts are recorded. They are critical in the sense of determining whether a passage should be continued or appropriate shelter sought. | WXFAX 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. | 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 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 USCG transmissions can be attributed to operator error. Typically, when a scheduled transmission is not received, and 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 | |

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| | | | | above. It should be noted that when operating in Canadian coastal waters, the Canadian VHF broadcasts are far more relevant to maritime operations than are those of NOAA. | | | | | | | sources of weather information utilize taxpayer supported equipment to provide their data. We end up paying twice for the same service. Additionally, private sources can suspend operations at will. 4. I suggest the following: (a) An independent evaluation of equipment needs and maintenance procedures. (b) An intensified program of personnel training in operation and maintenance, as well as diligence. (c) Funding would be available if those expenditures on misguided and ineffective foreign policies were terminated. |
| 699 | Roger H. Lothoz PO Box 778 Philipsburg Saint Maarten N.A. 99999 | My position: owner skipper of a 43' ketch, cruising sail boat "Papybus" 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, NBDP 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. | The loss of the USCG weather fax transmission would lead people to take mortal risks at sea. | My sailboat operates at high sea Caribbean, north Atlantic, Golf of Mexico Europe, and plans to go to Brazil. | | |
| 700 | Tom A. Andreano 411 Walnut Street, #2925 Green Cove Springs FL 32043 | My position in the maritime community is that of a full-time cruiser on a private sailing vessel. I am responsible for the safety and well being of my wife and any visiting guests that we may have aboard. | 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 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. | 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. | NO. I do not personally use the SITOR teletype information. | As implied above, using only one source is a risky proposition. I have already repositioned my satellite antennae 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 \$1100 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. | | | | |

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| 701 | | Michael Green | | | | | | | | | Please continue the HF weather forecasts (NMN). I find these transmissions helpful when out of range of NOAA VHF range. |
| 702 | | Curt Scott 2525 Laguna Fort Lauderdale, FL 33316 | Sport fish Owner/Captain | | | | | | | Bahamas, Virgin Islands and Florida continuously | Follow-Up Comment |
| 703 | | Jim and Vickie Tanaka | 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 on-board e-mail provider, Sailmail. We also subscribe to Carib Weather, a weather routing service, which broadcasts weather outlooks over several different SSB (single side band) 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. | No. | 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/late review, the radiofaxes are the most critical SINGLE source of weather information to us. | No. | Other than purchasing and using a satellite phone with additional weather service 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 Globalstar). 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 | Based on your definitions, we cruise mostly coastal and offshore, and have made at least 15 high seas passages over the last 6 years. For the last 6 years, we have been cruising in the Caribbean. | |

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| | | | | | | | | | rescues may be necessary if people like us no longer have the information we need to make good decisions for our vessel and ourselves. | | | |
| 704 | | John C. Nicholson 6105 Franconia Forest Lane Alexandria VA 22310 | | | | | | | | | 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. | |
| 705 | | R. Torrey Anchorage AK | | | | | | | | | Thanks for the years HF radio voice broadcasts of weather forecasts, please continue. | |
| 706 | | onourboat.com Robert E. Currie 117 Broadway Los Gatos CA 95030 | We have sailed small boats (<45') as a couple... | | | On all of these we have extensively uses 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). | | I'll mention a potential alternative but not replacement in that many cruising boats use SSB for email via Sailmail. It is possible to receive GRIB files via email over this service. BUT, it's a unicast service which does not scale for information such as weather that everyone needs to receive. It would be smarter to switch from simple optical scanning of a wx chart to a digital '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'. | | ...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. | Thank you Coast Guard - we're thankful and proud of you. | |
| 707 | | Mark Brinster 4610 Thomas Court Homer AK 99603 | We are sailors... | ...whose only source of weather information...are the weather reports on radio. | | | | | | | ...in the waters of Cook Inlet, North Gulf of Alaska coast and Prince William sound... | I just want to add my comments in support of the weather broadcasts. |
| 708 | | Clayton Lewis Green Cove Springs FL 32043-3443 | We are owners, captain and crew of a private cruising powerboat. | Primary sources of weather information are NMN voice broadcasts and other voice broadcasts on HF 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. | No - we do not have SITOR or WeatherFax capability though many fellow cruisers use the latter and have shared information with us. | No - 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. | | Pacific Coast (US and Canada), Atlantic Coast and Caribbean - usually within 50 nm of land. We are full time live-aboards. | |
| 709 | | Tom A. Andreano 411 Walnut Street #2925 Green Cove Springs FL 32043 | My position in the maritime community is that of a full-time cruiser on a private sailing vessel. I am responsible for the safety and well being of my wife and any visiting guests that we may have aboard. | 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. | 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. | NO. I do not personally use the SITOR teletype information. | RE: Alternate sources: As implied above, using only one source is a risky proposition. I have already repositioned my satellite antennae 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 | | | | |

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| | | | | 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. | | | | costs approximately \$1100 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. | | | |
| 710 | | Anne T. Landis 1730 Palmer Avenue New Orleans LA 70118 | | | | | My husband and I rely heavily on the weather information we receive through HF radio facsimile. It is invaluable to us when out sailing the ocean far from internet or other sources from which to gain weather. | | | | Please do not get rid of these services which are so appreciated by those of us who use them. |
| 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 c 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 voice broadcasts: 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 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. | Alternative sources if USCG HF broadcasts were no longer available: hardly available because too expensive (satellite!) Are 500mb charts available (if so download will be extremely expensive!)? | Affected by the loss of USCG weather broadcasts? Yes!! It is a matter of safety for all small craft because equivalent and good value weather information is not available! | High seas (more than 200nm seaward)! 3 to 4 times a year trans-Atlantic (Caribbean and occasionally North American coasts to European coasts) and Caribbean to pacific destinations with different small craft. | please continue your SITOR and FAX broadcasting, it is essential at least for all small craft (fishing vessels and yachts), more: it is of vital interest for us! For the North Atlantic we can receive weather information from Boston (FAX and SITOR), Northwood/UK (only FAX) and the German Weather Service (FAY and RTTY. but only for the European Coasts) Because regular reception of this information over satellite IS too expensive It will be neglected! So Jour weather broadcasting is an important part of safety for all small craft! |
| 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 Steamship 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 or |

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| | | 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. |
| 715 | | 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 we 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. We use this system now in conjunction with the marine weather fax forecast. | The advantage to the marine weather fax is it shows the whole picture for several days out pertaining to lows, highs, wind and waves. | | Follow-Up Comment | |
| 716 | | 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. | 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 various remote areas. Over the past 8 years, I have sailed approximately 50,000 nm with this gear, so I think I have a bit of experience with it. Today the Furuno DFAX. FAX-207 is pretty old equipment (80s technology) and it is extremely clumsy and unfriendly to the user. It takes a lot of perseverance to make it work – particularly when it has to be reprogrammed for changing geographic areas. | | | | ...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 various remote areas. | 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. 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 | |

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| | | | | | | 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. | | | | | 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. By then, if I am still physically able and young enough to continue my offshore sailing activities, and if I still have adequate funds and the will to continue in the game, I shall probably invest in some other technology that provides better quality weather information and a measure of redundancy. At present I am expecting that satellite technology is probably the way I shall eventually go. My Furuno weatherfax originally cost about \$4,000 (it contains a special circuit card to provide NAVTEX as well) and I spent another \$1000 or so to get it installed in the boat. I cannot imagine expending that much money again for something that delivers such poor quality. At the time that I bought the weatherfax, it was the best weather delivery equipment available. That is no longer the case. It is my personal view that the USCG should abandon HF technology in favor of moving on and supporting the advancement of more capable and more reliable technologies. |
| 717 | Timothy Harrington 2217 East Rancho Phoenix AZ 85016 | | | | | | | I and the others with whom we 'convoy' 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 \$\$ to afford that alternate. | | This is especially important off shore Pacific along Mexico to Central America and beyond. | Hf weather broadcast are an integral part of my SAFE planning and voyage making via my sail boat. Upgrading the current equipment and keeping it running should be a prime function of USCG national safety mission. |
| 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 will consider 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 sat 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. | Vessel will operate worldwide including the span of the Pacific and Atlantic 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 | 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. | | |

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| | | | | | | cannot access the internet so we rely on these products for our information. They are key to our safety at sea. | | | need. It would appear that another type of person is considering the need to be unimportant. This unfortunately is a theme running through our country today; the things-large and small-that make America great are being picked apart by small minded individuals with no view of the future effects of their actions. | | | |
| 723 | | Lowell D. Stanley 3001 Ginnbrooke Lane Knoxville TN 37920 | | | | | | | | | | My wife and I have traveled offshore between North Carolina and the Caribbean for the last 6 years. We rely extensively on the HF voice broadcasts as well as radiofacsimile while offshore and while cruising in the caribbean. The broadcasts have added immeasurably to our safety. |
| 724 | | Bernd Goebel München Germany | owner & single-hand skipper of a 37' sailing yacht | - Grib-data via SSB (sailmail) - radiofax (Northwood, Hamburg, USCG) - Navtex (sitor) - VHF radio | I never received the voice forecasts, low importance | Depending on my actual cruising area. In the Caribbean it's my main source for weather information. Very frequent for the next 2 years. | As my main cruising area will be the Caribbean, the importance is quite low, due to lack of stations. | The only alternative source for me would be Inmarsat, but costs and power demands are too high for my small sailing vessel. | Yes. I always try to get as much information from different sources I can get. | High seas. Mid-Atlantic, Caribbean | | |
| 725 | | David W. Reed, Jr. Palmetto Bay FL | | | | | | | | | | All three services of USCG HF weather broadcasts need to be retained. As a professional marine operations coordinator, as well as a private citizen/recreational boater, I appreciate and see the value of each of the services. Living near the coast, I am also aware of issues regarding the sustainability and availability of weather data delivery following incidents (weather and other) resulting in local facility degradation. Finally, when averaged over the number of years of service, the lack of re-equipping expenses (to new services or frequencies), and the current knowledge/experience base using the system: Updating and MAINTAINING the current USCG HF weather data delivery services is the logical AND cost-effective choice. |
| 726 | | Norbert Janssen PO box 681, Emerald 3682, Australia Emerald Victoria 3682 | We are Owner-Operators of a 42 ft cruising yacht. We are a retired couple from Australia and we have been cruising around the Pacific Ocean in our Australian registered yacht since December 2001. To date we have sailed the Australian East Coast, most islands of the South and North Pacific west of the International Dateline plus Samoa. We are currently in Japan | Our primary source of obtaining Marine Weather F'casts is HF Radio Broadcast. Up until now weather faxes have proven to be the most useful information, broadcast by the various major countries in charge of the International agreed Met Areas which cover our cruising grounds; Australia, New Zealand, Japan and soon USA. We | No, we have not yet used USCG HF radio voice broadcast to receive marine weather f'casts. We expect to use these facilities as soon as we leave Japan and enter Alaska. We will then use them at least once daily and more often if necessary. This HF Radio voice weather f'casts will be of prime importance to our safety and we will use them to decide on our immediate and long term sailing plans | No, we have not yet used USCG HF radio fax broadcasts to receive marine weather f'casts. Again, we expect to use these facilities as soon as we leave Japan and enter Alaska. We will then use them daily. These HF Radio fax weather f'casts will be of prime importance to our safety and we will use them to decide on our immediate and long term sailing plans when we are | No, we do not use SITOR. | We are not aware of any alternative sources of reliable weather f'casts available to low-budget cruisers on small craft. We did investigate Inmarsat and Iridium systems before and neither system is affordable for us or practical for small craft like ours. | The loss of USCG HF radio marine weather broadcasts would CRITICLY AFFECT OUR SAFETY AT SEA. The HF radio broadcasts are our most important source of reliable weather information and discontinuation of the service would leave us all at sea, so to speak. We would no longer have important | We will be operating from close in-shore to High Seas from Alaska to Mexico in the Pacific Ocean and from Panama to Canada in the Atlantic Ocean over the next 5 to 10 years. The wider the area the USCG HF radio | Our safety depends on good quality and frequent weather forecasting, available through affordable channels anywhere at sea and on the oceans. So far we have enjoyed this in the Met areas we have sailed in via HF radio broadcasting and we would be disappointed if the USA would be an exception and not be able to provide such a service. It is interesting to note that the Australian equivalent of USCG went through a similar process and managed to come up with an | |

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| | | | 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 fcasts 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. | when we are 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. | in USA waters. | | | information to decide on the safest course during ocean passages and when to seek shelter ahead of bad weather on extended coastal passages. This would put pressure on other USCG services in regard to search and rescue. | broadcasts cover the better we will be able to receive reliable information during our cruise in USA waters and beyond. | acceptable consolidation of HF radio weather broadcasting which still covers the entire Australian Met Area on a daily basis. |
| 727 | Melvyn C. Grunthal 25073 Hunt Lane Summerland Key FL 33042 | Owner /operator of a 32' cruising sailboat. Retired NOAA Corps Captain with assignments (including Commanding Officer) to 5 NOAA vessels. | NOAA Weather Radio, USCG HF radio broadcasts, and NAVTEX. | Yes. I use NOAA weather radio when it is available. When further offshore I use NAVTEX and/or USCG HF broadcasts. At this time I use NAVTEX on a daily basis for offshore weather forecasts when I am out of range of NOAA Weather Radio; HF broadcasts are a backup to the NAVTEX. Unfortunately, the recreational boating community is not familiar with NAVTEX and the cost of NAVTEX receivers is significantly greater than the cost of a simple shortwave receiver capable of receiving the USCG HF broadcasts. Also, I do not know if the NAVTEX weather transmissions would be affected if the HF weather broadcasts were eliminated. If NAVTEX were also eliminated, I would be left with no source of reliable offshore weather forecasts. NAVTEX and Coast Guard HF voice broadcasts are critical to my safety and operation. Prior to my purchase of a NAVTEX receiver (3 years ago), the USCG HF radio forecasts were my only source of reliable offshore forecasts. | No | No | At this point I would have no other alternative. I know that other technologies are available, but they require significant investment in new equipment, familiarization, and training. Some of the technologies may provide more useful information, but at a significant cost. | If NAVTEX were also eliminated, I would have no other source of reliable weather forecasts when outside the range of NOAA Weather Radio. If NAVTEX were to continue, I would lose my fallback for weather forecasts if my NAVTEX were to fail or if I were outside its range. | Coastal and Offshore. Florida, Bahamas, Gulf of Mexico, and Western Caribbean. | | |

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| 728 | Debra J. Blatnik PO Box 66117 St. Pete Beach FL 33736-6117 | | | | | | | | | <p>The continuation of the high-frequency reports and graphics is VITAL to maritime safety - especially for recreational and small commercial vessels.</p> <p>The use of high-frequency communications is growing among recreational boaters (and in general) since the FCC changed the licensing procedures early in 2007.</p> <p>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.</p> <p>Without access to these reports and charts, anyone venturing more than about 20 miles (or so) off-shore 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.)</p> <p>Clearly the industry believes that this is a useful set of products.</p> |
| 729 | Joe A. Garrigan 3061 Renault Street San Diego CA 92122 | | | | | | | | | <p>please do not stop ,high frequency /hf/ radio broadcasts of weather forecasts and warnings via radiofacsimile ...voice and sitor/nbdp 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</p> |
| 730 | Michael L. Allen 12 Jasper Lane Beaufort 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 |
| 731 | 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. |
| 733 | Crowley Liner Services East Coast, Crowley Marine Services East & Gulf Coast David H. Waldhauer, 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 | Follow-Up Comment |

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| | | PO Box 2110 Jacksonville FL 32203-2110 | 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. | | | | | | | and/or job. In general, we sail the East Coast, Caribbean extending as far south as Trinidad, Gulf of Mexico offshore as well as coastal, South America, Central America, Mexico, and West Africa (off shore). We also go to very distant places, albeit less frequently. In the past, these have been the Falklands, Middle East, Europe, Africa, Pakistan, Australia, and between coasts via the Panama Canal and around the tip of South America. This is my area of responsibility, but my company on the West Coast also uses the USCG products. They travel up and down the West Coast, the Pacific Northwest, Coastal Canada up to Alaska, and in Alaska. They too on occasion have gone to distant places such as Hawaii, Sakhalin, Korea, and between coasts via the Panama Canal and around the tip of South America. | |
| 734 | | Joan E. Conover 11225 Beechwod 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 |

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| | | | | | | | | | | | broadcasts when all other means fail. Please continue this vital service. |
| 735 | | Gerard Niersman | | | | | | | | | 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. |
| 736 | | Stephen M. Leed 112 Galaxy Way Yorktown VA 23693 | | | | | | | | | 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. |
| 737 | | Michael N. Parker 8525 East Cloud Road Tucson AZ 85750 | Raven, a 64 foot US registered sailing vessel... | Even though we have a satellite phone aboard, our main source of weather is HF radio. | | Weather FAX is a key component of this. We have used FAX broadcasts from New Zealand and other countries on the way across the Pacific as well as broadcasts from the US. | | | | ...has recently completed a trip that began in New Zealand and ended in Hawaii. We will shortly sail for California, and then to Mexico. | 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. |
| 738 | | Richard H. Mogford 1017 El Camino Real PMB 404 Redwood City CA 94063 | I am a recreational sailor... | ...and am familiar with HF radio, radio facsimile, and other systems for obtaining weather information. Many recreational boaters (people who cruise in sailboats, for example) use HF weather broadcasts and facsimile information. Some only have HF radios on their boats, with no other long-range communication capabilities. | | | | | | | 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. |
| 739 | | Greg Moyer P.O. Box 920474 Dutch Harbor AK 99692 | As a commercial Fisherman... | | The radio broadcasts are very important to the safety at sea. I listen to them in the morning and evening every day. The storms come up fast and are deadly. All the other fisherman around here also depend on this service. | | | | | ...in the Aleutians... | 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. |

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| 740 | George F. Noyes 1807 S.E. 41st Street 1-G Cape Coral FL 33904 | I am a sailor, and a USCG Captain (50,000 ton License). | | | | | | | | 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. |
| 741 | Mark Miller Syracuse NY | I do recreational sailing offshore | | I find the HF voice broadcasts very useful and to be sure the offshore sailing community in general relies upon them. | | | | | Bermuda, Virgin Islands, etc. Not more than once or twice a year, in a small (< 50ft) sailboat. | Until satellite systems become more practical and prevalent, the HF broadcasts are essential to safe voyages. |
| 742 | Daniel G. Evans Outward Bound Waterfront Operations 5-11 Dry Dock Avenue Boston MA 01220 | | | | | | | | | I am asking for and supporting the continued broadcast of SSB weather services. |
| 743 | Don E. Cole 3326 Via Lido Newport CA 92663 | | | | | | | | | 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. |
| 744 | Anita J. Russell 212 East Shoreline Drive Long Beach CA 90802 | Cruising Sailboat | Offshore = USCG HF radio broadcasts only. Near shore = USCG very high frequency (VHF) radio broadcasts & NOAA Weather Radio | 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. | Yes, daily. We use the radiifax 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. | NO | None! We are on a small fixed income and cannot afford the ridiculous fees charged for weather service nor do they provide the products that are needed - we need the surface analysis charts - not radar images. Pretty to look at but useless for weather prediction and routing. As stated above - commercial products look good but are of little use to the cruising sailor. | Yes. Would either have to do without weather information or buy new (expensive) equipment and pay for information that is substandard to the HF broadcast from the Coast Guard | Central Pacific, South Pacific, Hawaii | |
| 745 | John G. Mendoza 45 Quadra Court Chico CA 95928 | | | | | I do not use any of these radio signals at this time. | | | I intend to take my vessel to Hawaii, Mexico, and the Pacific North West. My vessel is currently berthed in Vallejo, California. | Follow-Up Comment. |
| 747 | David G. Coffee 6006 Lake Tree Lane #J Temple Terrace FL 33617 | | | | | | | | | 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. |

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| 748 | Dennis Ross Green Cove Springs FL 32043 | Owner/Captain of a 43' sailboat. | High Frequency Radio Broadcasts from shore-based cruiser and HF WeatherFax. | Yes, but less frequently than radiofax. | Yes | Yes. | 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. | 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. |
| 749 | Loic L. Le Corre Port de Plaisance Le Marin Martinique | 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 2 times, when nasty weather around often every 6 hrs. How critical - see number 3 | NO | Radio broadcast from local amateur broadcasts (HAM) which are free to listeners. They don't always broadcast every day and sometimes radio propagation will not let me hear them. | YES, because i can receive HF broadcast everywhere. Would effect me severely if not available - see above answers. | Offshore and high seas. Carribean sea. | |
| 750 | Darryl Matthews | | | | | | | | | 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. |
| 751 | Leo Sandow 1329 North Salsipuedes Santa Barbara CA 93103 | | | | | | | | | scrap the old system and use xm / serius satallite radio for transmissions my new garmin plotter has weather reception capability |
| 752 | Keith F. Blankenship 1740 Harbor Place Slip 54A South Pasadena FL 33707 | 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 | |
| 754 | David B. Goldstein PWS Eco-Charters P.O. Box 735 Whittier AK 99693 | I work on a charter vessel. I am the skipper of the vessel. | | | | | | | 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 |

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| | | | | | | | | | | September average about 15 days on the water. | | |
| 755 | | John W. Reid 551 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 its 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 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. |
| 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 Se. Rick Santorem 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. |

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| 758 | 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. |
| 760 | 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. | FOLLOW-UP COMMENT |
| 761 | Gary J. Koshland Bouchard Transportation Company, Tug Rhea I. Bourchard 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. | | | | Don't know what we will do or use at this time as alternative to HF Radio Fax. All other options are quite costly. | 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. |
| 762 | 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 the 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. An investment in upgrading this system will benefit the entire boating community and we strongly urge you to make this investment to reduce the number of rescue and recovery missions and associated cost that will be made necessary if this system is scrapped. |
| 763 | 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 |

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| | | | | | | | | | | | remote areas, HF weather was our ONLY source of information. It's hard to impress on anyone who hasn't lived aboard how important HF weather information is to the safety of the private mariner. |
| 764 | Christopher Wilkie, Captain S/V Storm Bay of Bobart 37 Mawhere Avenue Sandy Bay Tasmania 7005 Australia | We are the captain and navigator (and owners and operators) of a 40foot 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. | 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. | |
| 766 | Anonymous | | | | | | | | | | I believe as a coastal and inland sailor that continuation of weather forecasting is essential for public maritime safety. Certainly, lives will be at risk without this public service that is funded by the public taxation. I, like most citizens find it mind-boggling that billions of American dollars can be spent overseas and that the safety of private citizens is now not a worthy endeavor. |
| 767 | R. Steven Thing 22 Deblois Street Portland ME 04103 | I am an experienced offshore sailor, often as navigator, on a wide variety of cruising or racing sailboats. I have sailed to Bermuda fourteen times; I have sailed to Nova Scotia, Newfoundland and Labrador; and, I have sailed to and from the Caribbean, including across the Gulf of Mexico to the Yucatan Peninsular. I am a member | Offshore, I often rely upon medium frequency radio broadcasts from the United States Coast Guard, the Canadian Coast Guard, and Bermuda Radio by means of a single sideband radio transceiver. Alongshore, I receive VHF-FM weather transmissions. When so equipped, I have obtained weather data (text and graphics) by | Yes. I rely upon HF voice broadcasts as my primary source of weather information as satellite telephone connections for data are notoriously difficult to operate. Choice of course, sail configuration, and crew assignments are considerations affecting the safe passage of a vessel and therefore are critically dependent on predictions of weather and sea conditions. | No, not recently. I have in the past. When so equipped, I have received weatherfax graphics via a satellite telephone connected to a laptop computer. Accordingly, continuation of weatherfax products on public web sites is highly desirable. | No, not recently. I have obtained these transmissions in the past, via a laptop connected to a single sideband transceiver; however, good reception on a typical sailing yacht is difficult. The content of the HF (SITOR) transmission, however, can be extraordinarily useful and important to offshore sailors (for example, the announcement of U S Navy gunnery exercises). | I would pursue two paths. First, I would purchase an Iridium satellite telephone with an external antenna, install the necessary software on a reliable laptop computer, subscribe to an internet service provider that specializes in supporting satellite telephone connections, and then practice regularly in order to enhance the prospects for successful operation at sea. Second, I would approach the Maritime Mobile Service Net (www.mmsn.org), a dedicated | Yes, the loss of the USCG HF marine weather broadcasts would obligate me to pursue the two paths described in response to question 6, above. | Most of my voyaging is to or from New England to or from Bermuda. | | |

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| | | | <p>of the Communications Committee of the Cruising Club of America; I have been (2004 and 2006) and am again (2008) the Chairmen 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; and, 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.</p> | <p>means of a satellite telephone connected to a laptop computer.</p> | | | <p>Unfortunately, this content is not readily available via the Internet. I would urge more prominent posting of the broadcast content.</p> | <p>and reliable group of amateur radio operators, and encourage them to establish a regular schedule for the "broadcast" of high seas weather information, once authority to do so is obtained. We can expect they will volunteer their time and equipment. "Broadcasting" is not permitted by the FCC regulations which govern the amateur radio service; however, upon petition and given the nature and importance of the proposed service, it is entirely possible that this sort of service would be permitted. The initial user cost for establishing a reliable satellite-ISP-computer connection is significant (well in excess of one thousand dollars) and would involve maintaining an ISP subscription for a modest monthly fee. The usefulness would be excellent if the operator practices to maintain proficiency, which unfortunately will often not occur.</p> <p>Most offshore sailors already own a sign sideband transceiver for receiving USCG HF weather broadcasts; nearly all such transceivers can readily tune into the amateur radio frequency used by the Maritime Mobile Service Net; and therefore there would be minimal initial cost to a sailor. The usefulness would be excellent. Other benefits would evolve. Since the requirements for an amateur radio license have recently been relaxed (the Morse Code requirement has been discontinued), most sailors who already own the equipment are likely to become licensed and thereby authorized to transmit on the amateur radio frequencies.</p> <p>The opportunity for two-way communications with a shore-side station would be especially valuable for emerging emergency situations.</p> | | | | |
| 768 | <p>William H. Trayfors 2401 South Lynn Street Arlington VA 22202</p> | <p>I have been a licensed master for over 30 years...</p> | <p>...and have depended on these broadcasts for critical weather updates when offshore.</p> | | | | | | | | | <p>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</p> |

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| | | | | | | | | | | | <p>complexity/bulk of such equipment and service is prohibitive).</p> <p>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.</p> <p>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.</p> <p>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....even trivial....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.</p> |
| 769 | 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 café 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 off shore 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 SITOR. | 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 cruise the mid-Atlantic and North East coastal waters pretty much hugging the coast... | 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. | |

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| | | | | SIMULTANEOUSLY. No worries about special modems, band width 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. | | | | | | 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. |
| 771 | | Carl McHenry PMB 585 88005 Overseas Highway Islamorada FL 33036 | | | | | | | | | | We find HF Weather Fax information extremely useful. It is always more convenient to download the information via Sat Phone but for a great area in the Atlantic, the sat phone does not work. Then HF radio is the only resource. Please continue to make HF weather fax info available, it greatly contributes to our safety. We are on a 46 foot sailboat, presently in the Azores |
| 772 | | Jon Danzig 3 Church Circle PMB #212 Annapolis MD 21401 | Vessel is a sailboat 47 ft LOA - I am the owner/captain | | | | | | | | Vessel sails/operates from Nova Scotia/Maine offshore through the Caribbean at this time. Future areas of operation may include the Pacific and/or North Atlantic to Europe. Vessel is in operation 365 days per yr. | Follow-up Comments |
| 773 | | Kelly C. Overman 2500 E Las Olas Blvd. #1105 Ft. Lauderdale, FL 33301 | 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. | 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). |

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| | | | | | | | | | | | 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. |
| 774 | Carey M. Colwell 40 Web Avenue Wickford RI 02852 | 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. | | 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. | I regularly operate sailing vessels more than 200 miles offshore. | |
| 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 Oct 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 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. | Yes. It will on many occasions be my only source of weather information in a transiting yacht. | high seas (more than 200 nm seaward.) trans Atlantic and Caribbean | | |
| 776 | Nick Bilinski Poland/Sweden Goteborg | | | | | | | | | | 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 | Jeffery J. Hadley P.O. Box 155 Kotzebue AK 99752 | | | | | | | | | | Voice Weather forecast are vital to the region as population is small, the area of local travel is expansive in Northwest Alaska. We can only receive one local radio station on AM radio and the weather is outdated when broadcast. Since weather is now more current, people are not traveling by boat or snow machine when weather is bad, thereby reducing dangerous travel and reducing local search |

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| | | | | | | | | | | | | and rescue of lost or mission people., |
| 779 | | Ralph J. Naranjo 300 Edgemere Drive Annapolis MD 21403 | I am the technical editor of Practical Sailor Magazine and a USCG (100 ton) licensed master who sails small craft coastally, and offshore- regularly transiting to and from Bermuda and occasionally sailing transatlantic. | My weather information is garnered through VHF local NOAA WX broadcasts, SSB high seas forecasts and SSB weather fax data broadcast from stations NMN and NMF | Yes – two times daily (150 days a year) – I consider this service essential to the safe operation of the vessels I sail. | Yes – once a day (150 days a year) – used in conjunction with HF voice broadcasts | No | Sat phone (Iridium, mini-M etc.) services are too expensive for me to use to implement weather information gathering. GRIB files are not as valuable to me as NOAA OPC developed forecasts, and loss of HF propagation of this fax data would negative impact my ability to gather weather information. | The loss of vital HF marine broadcasts, both voice and wx fax, would negatively impact safety and my route planning capability. My pre-passage planning depends upon the high seas information provided by these links, and while underway, my weather based decision making is solely guided by these data source. | My sailing is dominated by offshore and high seas passage making and covers waters from New England, mid-Atlantic and Bermuda to the Caribbean. | In addition, I speak for thousands of readers of Practical Sailor who use HF voice and weather fax information and find it essential to their safe navigation of recreational craft. | |
| 780 | | Mark A. Nelson PO Box 750293 Fairbanks AK 99775 | | | | | | | | | | 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. |
| 781 | | Merchant Mariner Mark A. Nelson PO Box 750293 Fairbanks AK 99775 | | | | | | | | | | 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. |
| 782 | | Mark A. Nelson PO Box 750293 Fairbanks AK 99775 | | | | | | | | | | 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. |
| 784 | | Michael D. Rosner 411Walnut Street Green Cove Springs FL | I currently hold a 100 Ton Masters Ticket, Motor/Steam/Aux Sail and currently am living aboard with my wife on the north coast of Venezuela. We have been in these Cruising Grounds including the ABC Islands for the past 3 years. | My primary source of weather information comes via the SSB radio on board, as most of the areas we visit are 40 to 70 miles from the coast of South America. | I use my SSB daily to receive weather via the synthesized voice. This is a very strong signal and essential in my daily decision making and very important during Hurricane season. | I use weather fax daily and it too is essential for planning purposes and prediction of weather movement. | I do not use SITOR | I do receive text data also via a pactor modem but at times the documents are not sent by the server. | The USCG data is on major part of the 3 tools I use for weather at sea, HF voice and Fax, Text weather from SailDoc's via Pactor and private weather broadcasts from Trinidad, USVI's and Florida. All are essential and frequently one or two are not available, such as the private broadcast which are not available on Sundays. | We operate primarily in the off shore islands of Venezuela and the ABC's although we are planning a trip across the Caribbean Sea from here to St Croix in December. As previously stated our cruising ground since July of 2004 has been in the Caribbean and mainly in the portion just north of the South American Coast. | 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. | |
| 785 | | Bruce D. Wallace #1 Asilomar Circle Oakland CA 94611 | I am the owner operator of a 38ft cruising sailboat ... | The primary method I use for obtaining weather information is HF fax from pt Reyes and Honolulu, and the ham radio email system "winlink". The email system does allow receiving text weather and crude NWS "grib" | I normally do not listen to the HF voice broadcasts, but consider them an important back up to the HF fax system if my onboard computer fails at sea and am left with only my two HF receivers. | I consider the USCG Weather fax system extremely important to safe and comfortable passages, especially when out of range of VHF transmissions. | | | | ...based in San Francisco and currently in Ko Olina marina on Oahu HI. I have sailed from San Francisco to Tahiti via the Marquesas, and then on to Oahu. | I had the opportunity to tour a long line fishing boat in Honolulu harbor. This boat had a Furuno dedicated weather fax system and two marine HF transceivers on board. There was no indication that they had any satellite based systems on board. It was clear that they used this equipment to get weather info at sea. Regarding | |

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| | | | | weather charts but they do not contain detail about frontal systems, ridges and troughs that the weather faxes present. | | | | | | | your obsolete equipment: 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. |
| 786 | | Wayne Laakso N28018 Monroe Road Deer Park WA 99006 | I run a commercial fishing vessel... | | | I depend on radiofax reports 4 times a day and voice forecasts twice a day to plan my routes. I feel that these weather reports are vital to my safety and my crew. | | | | ...from Seattle WA to Bristol Bay/Bearing Sea. | Please continue providing this info. |
| 787 | | Randy D. Thompson 908 North Morrison Street Appleton WI 54911 | | | | | | | | | I wholeheartedly support continuation of the HF Marine broadcasts. There is no substitute system at this time to give cruising sailors the type of valuable information contained in these broadcasts. They are essential for passage planning and storm monitoring. I don't know what the HF broadcasts cost the USCG but you should consider the cost of rescuing sailors that make poor passage decision due to loss of the service when you consider doing away with this valuable planning tool. |
| 788 | | Burton C. Person 1099 1st Street, #308 Coronado CA 92118 | | | | | | | | | I used weatherfax on my two trips to Mexico from San Diego. The information was vital to safe passage. |
| 789 | | David Neelon 193 Long Bow Lane, West Becket MA 01223 | | NMN broadcasts are the most dependable, authoritative, and timely weather broadcasts available to me. I do not have satellite broadband access to these products, and I have found most commercial services to be unreliable at crucial locations and times. | | | | | | I sail East Coastal waters and offshore routes to the Caribbean, as well as extensive sailing in the US Virgin Islands. | Continuation of the HF Radio voice high seas and coastal weather forecast broadcasts is very important to me. Please record my support for necessary actions to continue the reliable NMN weather broadcasts. |
| 790 | | Randy W. Roberts 620 Lotus Ketchikan AK 99901 | | I use your NOAA weather broadcasts almost daily, and certainly any time I plan to leave the dock. They are crucial to my safety and the safety of others in small boating communities like my own. My only other source for weather is the newspaper or telephone; neither of which are available when I am away from the dock. | | | | | | | |

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| | | | | The broadcasts are a crucial safety issue. | | | | | | | |
| 791 | | William B. Shaffer 117 Crescent Avenue Sausalito CA 94965 | | | | | | | | | Unless you can provide a different technical solution, these charts are vital for us to plan safe sailing voyages. |
| 792 | | Larry K. Jackson 4335 Aegean Drive #230-A Tampa FL 33611 | I have been sailing as navigator on deliveries and offshore races for over 20 years. I also have my own sailboat ... | While I do have other sources of receiving weather forecasts, I find I rely more on the wxfax charts I receive over my ham radio and laptop. I'm a former Army pilot and wx charts have always been important to me. They help me to understand verbal forecasts and put adverse weather in perspective. Verbal just doesn't do it as well. | | | | | | ...which I cruise in the Gulf of Mexico and yearly to the more isolated areas of the Bahamas. | Please, please, please, do not terminate these broadcasts. |
| 793 | | Doug Hinchcliff P.O. Box 1138 George West TX 78922 | I am a Gulf Coast sailor... | | | | | | | Gulf Coast | Please do not cancel this service. ...and the Coast Guard weather transmissions are very important me. I listen to updated weather broadcasts when I am out and the information presented is helps to keep me safe when weather circumstances are influx. |
| 794 | | James F. Godfrey S/V Summerwind 1114 Bass Avenue Port Isabel TX 78578 | I sail relatively small boats... | When offshore, depend on the HF broadcasts for my weather information. Of the services currently available, I find WEFAX particularly useful. Unfortunately typical small boat setups (HF receiver, modem, and laptop) are not handy or reliable when things get dicey. That's when Perfect Paul's voice weather broadcast comes to the rescue. | | | | | Clearly there are technologically more elegant ways to deliver weather information to vessels at sea. Direct satellite broadcasting or satellite phones are options. Unfortunately these are prohibitively expensive for most small boaters and coverage is spotty. The music satellite systems, while excellent, only provide coverage a couple of hundred miles off the coast of the U.S. They are not an effective replacement for HF. I personally would love to see a system similar to NAVTEX broadcast from satellites and receivable on relatively inexpensive equipment (<\$500 per vessel) But until that comes about, I think it is premature to eliminate HF weather broadcasting. | ...throughout the Gulf of Mexico and the Caribbean. | I strongly support maintaining or improving the US Coast Guard's existing High Frequency Marine Broadcast capability until a suitable, affordable alternate technology is available. |
| 795 | | Stephen H. Connett 2 Boughton Road Newport RI 02840 | I hold a 500 ton all-oceans license and am presently semi retired, operating my own 38' research vessel and making yacht | USCG HF broadcast, voice and fax | Yes. I use the HF voice about once a day | Yes. I use the HF fax about once a day | No | | I would use the NWS products from the Internet and Chris Parker's Caribbean Weather Center forecasts. The alternative sources that I use | Yes. See the answer to #6. Even with an excellent satellite data connection, an HF backup would be an | We operate 25-200 miles seaward. We operate primarily in the SW North |

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| | | | 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. | |
| 796 | | 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 issues thru the HF broadcasts were more relevant when the weather fax transmissions were not timely and sometimes unclear. | | | | | | West Coast | |
| 797 | | 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. |
| 798 | | Jim J. Long | | | | | | | | | I'm 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. |
| 800 | | Gregory S. Dodds 12174 Blackfoot Court Jacksonville FL 32223 | First let me identify myself, I am a licensed Captain in the US Merchant Marines with over 12 years in the maritime industry. Prior to this I served in the US Navy for 21 years. Currently I am employed by Crowley Maritime Corporation as a Captain of an ocean towing tugboat that tows a deck barge loaded with containers... | Throughout my time at sea I have depended heavily on the weather/sea forecasts provided by the CG via HF Radio fax. Everyday I look forward to receiving the 24/48/72 hour Wind and Sea forecasts. These graphic maps allow me to plan my voyage for the most economical route. These forecasts more importantly provide me the data to avoid potentially dangerous seas. I consider the graphic weather maps vital for the safety of my crew and vessel, especially during hurricane season. There have been times when broadcasts were not available due to equipment failures and the data was sorely missed. | | | | | | ...going from Jacksonville, FL to San Juan, PR. All of my civilian sea time has been on the US East and Gulf Coasts. | I must admit that I reacted with some distress upon learning that the Coast Guard is attempting to discontinue providing what I consider a vital source of weather and sea condition forecasts. Let me explain why. I am not in the position to decide what actions my company may take if this service is discontinued. Please keep in mind that smaller vessels i.e. Tugboats, OSVs, etc. do not have satellite internet capability to access the NOAA website. As you know, the VHF weather broadcasts are only receivable when close to shore. In the community of commercial small boat operators, I know that the weather forecasts provided by the USCG are an important source of voyage planning. I am also aware that most of my peers will not take the time to express their opinions. In closing, I hope that the USCG is able to purchase the updated equipment necessary to continue providing mariners with HF Radio Broadcasts, particularly the graphic weather maps, so that the |

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| | | | | | | | | | | | American Seaman will have the tools necessary for a safer voyage. |
| 801 | Charles Lane 8355 Norris Canyon Road Castro Valley CA 94552 | 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. |
| 802 | William L. Calderwood 4302 Mount Herbert Avenue San Diego CA 92117 | | | | | | Om ship would use HF weather FAX broadcasts and Inmarsat C/NAVTEX weather warning messages primarily from the Japan Meteorology Agency (JMA). These sources are applicable to our ship when it is operating in the Western Pacific. When we have occasion to operate elsewhere alternative sources are unknown. | Yes, reduced update rate for typhoon and other storm tracking. Increased cost for obtaining this data via expensive satellite connection | Our vessel primarily operates 25 to over 200 miles off-shore in the Western Pacific north of the equator but south of 40 degrees north. | Follow-Up Comment | |
| 803 | Charles Lane 8355 Norris Canyon Road Castro Valley CA 94552 | Duplicate of 801 | Duplicate of 801 | Duplicate of 801 | Duplicate of 801 | Duplicate of 801 | Duplicate of 801 | Duplicate of 801 | Duplicate of 801 | Duplicate of 801 | |
| 804 | 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 vessels 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' sloop), 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 | |

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| | | | | | | | | | | | communication system has equipment manufactures 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 | Duplicate of 804 | Duplicate of 804 | Duplicate of 804 | Duplicate of 804 | Duplicate of 804 | Duplicate of 804 | Duplicate of 804 | Duplicate of 804 | Duplicate of 804 |
| 807 | | Bill C. Wilson 1614 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 1614 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 88005 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. | | | | | | | I believe that the US Coast Guard should continue to broadcast HF radio broadcasts of weather forecasts and warnings. HF radio broadcasts are, for me and my crew, integral to that goal of always being prepared and to reach our destination without damage to ourselves and our vessel. |
| 810 | | James F. Ohler 2813 Avenida Valera Rancho La Costa CA 92009-0041 | | | | | | | | My vessel goes to seaward out to 250 nautical miles. | Follow-Up Comment |
| 811 | | Jonathan R. King 3105 Seclusion Bay Drive Anchorage AK 99515 | | | | | | | | South-Central Alaska | 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' oceangoing 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 NMN weather broadcasts are considerably more reliable from 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 | | I have sailed extensively offshore, and am currently located in the Caribbean. We have weathered numerous | 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 |

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| | | | | <p>particularly during storm events when wx information is absolutely critical. Simply put, weather transmissions 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.</p> <p>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.</p> | | | | <p>the past 10 years, the technology for HF communication has improved exponentially.</p> <p>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.</p> | | <p>hurricane events and lesser storms in the tropics.</p> | <p>offshore, and recently completed a rough one from St. Augustine to St. Thomas. As often occurs, most of the electronics went kaput, but NMN was still there on a shortwave portable, allowing us to adjust our route and stay out of the worst of it, and we roundly blessed "Iron Mike." Our situation was not life threatening, but my point is that the dollars you and sister agencies save in not having to answer distress calls, because of accurate and reliable weather broadcasts to offshore mariners, although difficult to quantify must be huge. I imagine that a couple of offshore S & R expeditions cost a lot more than a couple of HF transmitters.</p> <p>Captain, there are a few things I really want my tax dollars to do for me, since I am pretty self-sufficient and place few demands on my Government for infrastructure. One of those critical things I and other mariners do need and depend upon is a continuation of NMN voice and fax wx transmissions, and I urge the relevant agencies NOT to discontinue this excellent service.</p> |
| 813 | Laurence W. Harmon 257 Middle Road Crown Point NY 12928 | | | | | | | | | <p>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</p> | |

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| | | | | | | | | | | | <p>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, weatherfaxes are obtainable. HF weatherfax and HF voice are vital to those outside of VHF range.</p> <p>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 out 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.</p> <p>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.</p> |
| 814 | 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 as I have none 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 4125 on the SSB and seldom hear them or know what time to listen | | | | | | | <p>...in the Gulf of Alaska during the summer and early Autumn months.</p> <p>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.</p> <p>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</p> | |

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| | | | | | | | | | | | 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 radiifax 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! | 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. | Follow-Up Comments | |
| 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 | | | | | EFFECTS OF LOSS OF SERVICE; less confidence sailing, especially for offshore and ocean passages. | ...currently cruising the Caribbean and North Atlantic Waters. (include /l in body of message) | THIS IS VITAL TO SAFETY ALTERNATIVE SOURCE IF HF DISCONTINUED. | |

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| 819 | Jim K. Halpin 424S Lake Drive Milton DE 19968 | | | | | | | | | Discontinue of HF radio weather broadcast will definitely jeopardize many lives of all boaters. We greatly rely on this service. | |
| 820 | William E. Sandelin 3156 Tyler Street Hollywood FL 33021 | | | | | | | | | To discontinue the HF weather forecast would be of a great disservice to the many cruising boats that are in the oceans of the world depending on this forecast. Which could mean their life or death | |
| 822 | Steven R. Sommerfield 301 East International Airport Road Anchorage AK 99518 | | | | | | | | | I believe that it is necessary to continue providing high frequency (HF) radio broadcasts – voice of weather forecasts and warnings. The weather in Alaska is extreme and can change quickly. My area of concern is Prince William Sound and with the high influx of weekend boaters this service is a critical safety issue. | |
| 823 | Jeannie M. McDonald P.O. Box.14 Kojonup WEST AU 6395 | My husband and I are the Owner/ Operators 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: - Weather fax 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 prognoses most frequently and also warnings particularly any Typhoon, hurricane warning/forecasts. 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 the source of weather forecasting and weather warning 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 files 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 seas 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. | |
| 825 | Fred H. Whitfield 12462 SouthEast Winston Road Damascus OR 97009 | The vessel I own and operate is a sailing vessel used for pleasure cruising. | | | | | | | | The above vessel is operated in the waters of the Pacific Northwest and British Columbia. I use the waters of the home port in the Columbia River frequently; and visit other areas in the Pacific Northwest annually. These | Follow-Up Comment |

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| | | | | | | | | | | trips involve offshore passages where access to weather information is essential. | |
| 826 | Jay Savur M/V 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. | | | | | | | We are engaged on trans-pacific voyages, between Japan ~ Pacific northwest ports (Tacoma and Vancouver B.C.) | The service provided by the USCG pertaining to voice and radio facsimile weather report broadcast is of significant importance to us. We hope that the USCG will continue their scheduled broadcast of weather reports/forecast on radio facsimile and HF – the service provided is excellent! |
| 827 | Diane B. Stevens 411 Walnut Street, #2687 Green Cove Springs FL 32043 | | | Once out of VHF range, we use SSB to get Weather from CG. It's out #1 source. Last year, we needed it for 2 separate 7 day stretches. | | | No. | Would have to turn to paid service either on SSB or satellite. Have you seen those prices!?! They are outrageous! But the sites are useful as far as I could tell. I haven't tried them. Many are connecting via the Internet but we don't have the money needed to invest in a satellite Internet connection. | Yes, see #6. | Both coastal and crossings to Bermuda/Azores/ Europe | Follow Up Comment |
| 829 | Martin Mentrasti 1400 Marina Drive Hollywood FL 33019 | I am a Professional Merchant Marine Captain, actually working as Yacht Captain of big motor yacht, and also as delivery Captain of motor yachts and sailboats from 30' to 150'. | Primary sources for weather forecasts while at sea are USCG HF Radio broadcasts, and NOAA NWS web page while on land or at port. | YES, I use USCG HF Radio broadcasts all time when at sea, and I consider them essential for the safe operation of the vessel. I always switch to a Voice broadcasts when weatherfaxes are difficult to receive because of bad atmospheric conditions and/or propagation anomalies. | YES, I use USCG HF Radio broadcasts to receive weather fax when at sea, and I consider them very useful for the safe operation of the vessel. I use weather faxes, BUT when it's difficult to receive because of bad propagation, I switch to VOICE Radio Broadcasts, that are better and easier for me to understand in such situations. | | NO, I never used SITOR. | If HF Weather forecasts no longer available, I'll need to find an option for when at sea. Small boats often DO NOT have internet access when offshore. Alternative sources could be other countries HF transmissions related to the area where sailing, at same cost, and probably with similar utility. Other options as could be having internet on board will depend on vessel equipment, in general more expensive equipment and service provider. | YES, the loss of Coast Guard HF marine weather broadcasts will affect me and will be a great loss. It's always better to add more options than subtract the one that was a very good option and used a lot! | I mainly operate sailing offshore and mostly in High Seas, in Mid Atlantic and US East coast to Caribbean Deliveries. | I consider USCG HF Broadcasts of weather forecasts -VOICE and WEATHERFAX- of great utility and ESSENTIAL for safe operation of small and medium vessels at sea. I hope the USCG will decide to continue with this much needed and useful service. |
| 830 | Seymour R. Friedman 186 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. | | | | | | | We are currently cruising the east coast of North America and the Caribbean. | |
| 832 | Richard M. Rollins 323 Preakness Court Walnut Creek CA 94597 | | | | | | | | | | Please continue HF radio weather broadcasts. |
| 834 | Mark P. Gilg Raebmatt 15 Zug Switzerland 6300 | Cruising on sailing vessel. | | | HF Fax very important to us. | | | | | | |
| 836 | 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 |

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| | | | | | | | | | | | grave safety issue to discontinue the High Frequency broadcast. As mariners depend on these broadcasts to steer around storms and have an idea what the weather will be. Yes we should upgrade our systems and not delay. |
| 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. | The loss of the HF radiofax 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. | We operate throughout the Atlantic, Arctic Ocean, 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 108 Aero Vista Lane Kingsland TX 78639 | Officer on tuna fishing vessel western pacific area. 90-96 03-04 | HF 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. | No sitor was aboard the vessel 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, irridium, 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. | I think this question is somewhat redundant. While it is possible to do without HF broadcast/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. | The vessels that I served on worked in excess of 1000 miles from land. | |
| 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: shoreside 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. | 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. | Would the loss of Coast Guard HF broadcasts affect me: a most emphatic – yes. It would be a terrible shame to see the Coast Guard, with its constant primary mandate of preserving the safety of life at sea, to lose a weapon in its arsenal that is preventative in nature. By losing this source of warning, it is easy to imagine an increase in | As discussed in the answer to question number one, I have cruised areas in the past and plan to cruise a different area in the near future. Past areas include coastal and near offshore parts of the North Central Pacific including Alaska, British | |

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| | | | | | | | | | <p>the number of truly expensive rescue and recovery operations. Even though paid private sources may be available, it is unreasonable to assume they are affordable to all sailors of all nations or that the means are available to implement these services. With the USCG, though always under-funded, continuing to be the one part of the government that Americans are extremely proud of, it would be sad to see their SOLAS services cut further. Several other countries of much more modest means continue to provide this service. Let the USA do its part for the common good.</p> | <p>Columbia, and Washington State. Many of these areas are extremely remote with HF being the most viable method for obtaining information. Pending plans include extensive high seas operations for several years.</p> | |
| 841 | <p>Jeffrey R. Woodward 5233 Northeast Broadway Portland OR 97213</p> | <p>I own a 40 foot cruising sailboat which we are preparing for extensive cruising in Mexico and Central America.</p> | <p>We use VHF Weather broadcasts where available. When internet connections are available we use the NOAA site. When out of range of WIFI we download the NOAA weather graph and text on our SSB radio using a Pactor modem to connect the radio to our laptop computer.</p> | <p>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.</p> | <p>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.</p> | <p>No.</p> | <p>I don't know of any alternatives to the USCG service.</p> | <p>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.</p> | <p>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 off shore. 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</p> | | |

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| | | | | | | | | | | service. That was a major factor in deciding to install the SSB radio, the Pactor modem, and the laptop computer. | |
| 842 | | Bert E. Lemke 258 Farallon Court Aptos CA 95003 | | | | 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. |
| 843 | | Forest Markowitz 757B McCord Street Westhampton Beach NY 11978 | 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. | | | | | | ...on Eastern Long Island | Concerning Coast Guard marine radio broadcasts. The broadcasts will be missed if cancelled. |
| 844 | | Patrick J. Kalup, Private Citizen P.O. Box 529 140 Island Street Brant Rock MA 02020 | | | | | | | | | As an occasional user of HF products provided by the USCG I would like to submit a point of view. The products transmitted by costal stations may have a limited audience, what is missed is that infrastructure has another value. In a post 9/11 world, the costal 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. |

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| | | | | | | | | | | | A natural or man made disaster is minimized by controlling authorities being able to inform citizens. The USCG HF Network can be a part of this process. |
| 846 | | Anthony L. Maurer P.O. Box 864 59200 Beaver Road Homer AK 99603 | As an Alaskan sport fisherman... | ...I rely on marine weather reports verbally....Charts, numbers, and coded messages don't do me a squat of good. | | | | | | ...in the Pacific Ocean... | Keep voice weather reporting...there are hundreds of fishermen like myself who feel the same way as I. |
| 847 | | Rick A. Bergstrom 21101 Cancun Mission Viejo CA 92692 | I operate a 44 ft sailing boat... | ...radiofax is my primary source of weather info. | [I do not use] HF voice information | I, as most cruisers in the Caribbean and throughout the world rely on the transmission of fax via HF radio. | I do not use SITOR... | | | Boat is currently located in the western Carib. | Please urge the powers that be to upgrade the equipment and continue with the weather broadcasts. |
| 848 | | Bruce A. Olson 411 Walnut Street #3082 Green Cove Springs FL 32043 | 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. | | | | | | | Please do not discontinue these services. |
| 849 | | Kit C. Wilson 49100 Marimba Court La Quinta CA 92253 | I am an owner/operator of 44 ft cruising sailboat... | ...and use USCG HF radio broadcasts as my primary weather source. | | | | The alternatives are not comparable to what is provided now and the cost of replacement and upgrading the equipment is much less than the potential costs of search and rescue efforts for mistakes made by mariners that will or can not pay the costs of commercial weather services. | ...the loss of the service would be detrimental to our safety. | When sailing in the Pacific from California to Hawaii and Alaska... | 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. |
| 850 | | Scott Cann 926 Northwest 58th Street Seattle WA 98107 | 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. |