

851		Thomas E. Lindly P.O. Box 938 Eureka CA 95502	I am the owner and Mater of a 42' Cruising Ketch [USCG Doc 1076560].	My primary sources of Weather information are USCG HF radio broadcasts and [while in close] VHF radio broadcasts.	I use Coast Guard HF voice broadcasts at least 3 times per day [of the 4 times available] and these are my Most critically needed resource.	I use Coast Guard HF radiofax broadcasts immediately before setting out and daily until the equipment malfunctions [regularly for me]. Therefore this mode is less important to me than [3] above.	I use Coast Guard HF radio Simplex Teletype over Radio (SITOR) (also known as Narrow Band Direct printing (NBDP)) when aboard a vessel that has the equipment. My vessel is not currently set up to use this service but I would still appreciate its continuance.	I am not aware of a suitable replacement for the tree technologies listed above. [6a] I can only imagine that user cost would be too excessive for my limited budget. [6b] I can only imagine that the usefulness of the information would be adequate.	The loss of Coast Guard HF marine weather broadcasts would affect me so severely that I do not think that I could continue to cruise without fear and trepidation. I can only image that the "alternatives" mentioned might be adequate and alleviate this fear and trepidation. But for now, it would put an end at least temporarily to my voyaging.	I operate my vessel primarily 100-250 nm from the west coast of the United States of America. Occasionally on the high seas. Only coastally when leaving and entering ports.	I would like to add that I believe that HV Voice service is so important that if it goes away, so probably will I.	
852		Dorothy Bennett, Jim Bennett Slip I29 Valdez Harbor Prince William Sound										This letter is in response to the Coast Guard's solicitation of public comment on high frequency radio broadcasts of weather forecasts and warnings. Due to the fact that we live on Prince William Sound, Alaska, nearly full-time in the summer, as well as due to the lengths of trips we take, the voice HF weather forecasts and warnings are the first things we listen to in the morning and the last thing at night. The forecasts play a major role in our planning as safety is our prime consideration when traveling marine waters in our 40' boat. While these forecasts are expensive to produce, it may be far cheaper in the long run to continue producing them than to rescue small (and large) craft owners because they could not obtain weather advisories. In Prince William Sound we rely solely upon the NOAA weather forecasts. We know of no other services we can access. In fact, the owner of a small boat in Fairbanks called this a.m. asking us to relay the forecast before they decided to drive to Valdez to go out on the sound. HF radio weather is one government service that would have a large, negative impact on the marine community if it were to be cancelled.
853		Steve C. Miley, Captain Culebra, Puerto Rico 007750854										Please do not discontinue the radiofax broadcasts for mariners. If you are in need of additional funds to supplement your current funding I believe that the marine community would pool together to help. It is of extreme importance to us that these broadcasts continue!
854		Eric B. Smith P.O. Box 14052 Springfield MO 65814	I am the owner and skipper of 31' Cape Dory Cutter [USCG Doc 660342].	My primary sources of Weather information are USCG HF radio broadcasts and VHF radio broadcasts.	I use Coast Guard HF voice broadcasts at least 3 times per day [of the 4 times available] and these are my most critically needed resource.	I use Coast Guard HF radiofax broadcasts immediately before setting out and daily.		I am not aware of a suitable replacement for the technologies listed above. [6a] I can only imagine that user cost would be too excessive for my limited budget. [6b] I can only imagine that the usefulness of the information would be adequate.	The loss of Coast Guard HF marine weather broadcasts would affect me so severely that I do not think that I could continue to cruise without fear and trepidation. I can only image that the	I operate my vessel primarily 100-250 nm from the west coast of the United States of America. Occasionally on the high seas. Only coastally when leaving and entering ports.		

									"alternatives" mentioned might be adequate and alleviate this fear and trepidation. But for now, it would put an end at least temporarily to my voyaging.	
855		Carolyn Sartor 3800 Riders Trail Hillsborough NC 27278								<p>This is a solicited comment on the need to continue providing HF radio broadcasts of weather forecasts and warnings. As a recreational voyager via sailboat on inland, coastal, and blue water ocean passages over the past 15 years, I can attest to the safety value of the radio facsimile and voice weather broadcasts.</p> <p>My colleagues and I use these services to voyage safely, for route planning, and to avoid inclement weather conditions. I personally use the voice and fax transmissions several times daily while transiting. Due to occasional difficulties with reception of one or the other, I believe that both are valuable. I do not use SITOR. I do not have access to satellite phone, nor do the majority of boaters that I know who do similar passage making. I find the fax transmissions to be more valuable than voice, because they contain more data, but this mode also requires a working computer. Newer technology (online access) is rarely available at sea where this forecast information is most needed.</p> <p>Consulting route planners do not always provide the full picture or appropriate interpretation of the data. I fully understand the limitations of outdated equipment and costs of replacement, but I strongly urge refurbishment of at least some strategic broadcasting stations to allow continuation of HF radiofax broadcasts. Lives depend on it, and it is one of the best functioning federally funded programs I have experienced.</p>
856		Leslie L. Sutton Sailing Vessel Gemini 2467 Sharon Oaks Drive Menlo Park CA 94025								<p>I am the captain and owner of a 42 foot sailboat "Gemini" cruising the coasts of Mexico, Central America and South America since 1999 with my wife Diane. We are both USCG licensed masters and we do delivery work along the Pacific and Caribbean coasts of Mexico and Central America when time and weather permit.</p> <p>Whether we are cruising or doing deliveries we use USCG HF radio broadcasts, weatherfax and NAVTEX along with any local, internet or commercial sources that are available to us. We use the USCG sources to confirm and crosscheck all other sources before making any decisions. We use the Coast Guard HF radio voice broadcasts during times of unsettled weather and find them essential when monitoring tropical</p>

											<p>weather.</p> <p>We find the Coast Guard HF radiofax broadcasts the most reliable and the most necessary of all the services we use in determining suitable weather. There are many poor alternative sources from paid sources and volunteers, depending on the area that we are cruising in. We have tried both and found them sorely lacking. We find the Coast Guard HF marine weather broadcasts very helpful and quite convenient. The loss would definitely affect the quality of information available. Example: many forecasters for pay or volunteer have predicted great conditions from their computer station located somewhere in the world. We always check for concurring information before proceeding on a planned voyage. Losing the Marine weather would take the most important tool for our safety out of our hands. This is especially true when we are out at sea.</p> <p>Our area of operation is the Eastern Pacific high seas and the southwestern Caribbean seaward.</p> <p>While there are other means of getting weather information, those are internet-based, require more complex equipment than we are able to sustain financially or physically our vessel. We are always out of range of NOAA VHF radio network; the USCG broadcasts are currently the ONLY operational means of getting weather information in a direct and timely manner. Setting aside operational status, the alternative means of getting information (e.g. radio email, satellite phones) involve much more complex systems at both ends and have many more points of failure. The current system of "broadcasting" the same information to large numbers of users is very efficient and keeps the best information available at my fingertips.</p>
857	Richard C. Beesley 4355J Cobb Parkway Suite 140 Atlanta GA 30339	I am the owner of a 45 ft sailboat which makes frequent ocean passages.	I utilize the radiofax and voice HF broadcasts to receive weather info when offshore as well as VHF broadcasts when near coastal. I have no satellite reception capabilities on board. When near coastal I am also able to receive internet weather broadcasts.	Yes, I do use Coast Guard HF voice broadcasts to receive weather. This service is utilized approximately 30 days per year. They are extremely critical to my safety as they are my only source of voice weather when offshore.	Yes, I do use Coast Guard HF radiofax broadcasts to receive weather. The service is utilized approximately 30 days per year. They are extremely critical to my safety as they are the only means of receiving weather maps when offshore.	No, I do not use SITOR.	If the USCG HF broadcasts were not available, I would be forced to pursue the commercial Iridium or Globalstar satellite products. I find that the costs of these products are out of my financial capability. I am also concerned with the poor coverage of these products. Even if I were able to purchase one of these products, I would much prefer to have the redundancy of the Coast Guard HF broadcasts in case the satellites were out of range or failed.	The loss of the HF broadcast would significantly affect me in that it would put my safety at peril.	I spend approximately 80% less than 25 miles from shore, approximately 10% of my time 25 to 200 miles offshore and 10% more than 200 miles to sea. My cruising grounds are primarily the Atlantic East Coast, Bahamas and Caribbean.		
859	David S. Wake 481 Paystreak Circle Wasilla AK 99654										I use HF radio weather voice broadcasts every time I am on the ocean. I spend a lot of time in Prince William Sound, Cook Inlet and the north golf coast waters of Alaska. The

											weather changes quickly, and while on the water, this is the only access to weather updates I have. Before going out, I also use the NOAA Anchorage forecast office web site to check forecast.
861		Bill Northington 5758 Churchland Boulevard Portsmouth VA 23703	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. I plan to sail to Bermuda approximately 650 miles offshore and to the Caribbean.	Keep up the good work. There simply isn't any other reliable and affordable source of weather information on the high seas.
863		Eric R. Govan South V Sirena of Oare TYSC Baltimore MD									HF broadcasts are an essential tool when sailing offshore. I am the captain of an offshore 42' sailboat involved in long offshore passages. This is the only economical method of obtaining reliable weatherfax and spoken forecasts. Navtex does not provide reliable reception offshore.
864		Frederick R. Snow Merchant Marine Captain 29168 Piping Rock Road Sun City CA 92586									I use the radiofax weather transmission from Pt. Reyes, CA station to ascertain weather info for Pacific Coast of Mexico and Sea of Cortez. Very important during hurricane season. Mexico predictions from Mexico sources are not reliable or accurate. My equipment onboard my boat will become useless if you cancel the weatherfax transmissions and I will be using less reliable info to deal with serious safety issues. Please do not cancel the broadcasts of weatherfax from Pt. Reyes.
865		John K. Lewis 632 Chapman Street San Jose CA 95126		My primary sources for marine weather forecast information are the internet, HF weather fax, VHF weather broadcasts		Yes I do use CGHG to receive USCG weather fax transmissions. I use them twice a month on average and they are my primary source of weather information when offshore	I do not use SITOR to receive weatherfax	The options I see, in the even the USGC discontinues this services, is the weather fax transmissions of other countries (mostly aimed at the needs of their fishing fleets) and satellite internet access that is prohibitively expensive.	The loss of USCG weatherfax would leave me with limited and dated weather information when offshore. It would leave me without a good way to know the position of the pacific high and react to its influences on wind patters needed for sailing.		Follow-Up Comment
867		Mickey Spillane 25 Young Street Newport RI 02840									I am a delivery captain, sailing frequently between the US East Coast and the Caribbean and Europe. Your SSB Weather products are vital to my safety and navigational routing, mainly Spring and Fall, but occasionally Winters too. The internet is fine for departure info but offshore, the SSB is my only source of weather info. I use both voice and wefax products. Please keep these systems alive.

868		Clifford B. Fletcher P.O. Box 8309, PMB 410 Saint John USVI 00831- 8309									I find these broadcasts not only useful, but critical in safe voyaging on the ocean. Good weather information is one of the most important tools any small vessel operator can use. In addition, cost is always a factor. These broadcasts make good weather reception available to any vessel operator for only the cost of a portable SSB receiver (around \$100 - 200 US), which is far below the cost of a dedicated SSB transceiver with modem/laptop hookup or satellite phone/internet connection. My only complaint with the current system is that I would like the broadcasts to be repeated with greater frequency, say hourly rather than the current 6 hours.
869		Arnold S. Gould 46 Wildwood Drive Bedford MA 01730	Recreational sailor	HF radio; TV – only when accessible	Yes	No	No	I don't know; Very expensive; Not as easily used	Yes, I rely on the CGHF MWF constantly – 4-6 times/day when sailing.	20-100 miles offshore. Occasionally more.	Follow-Up Comment
870		James G. Evans 830 Anchor Drive Forked River NJ 08731	My vessel type is 36' sailboat. I am the owner.							My cruising grounds are the E coast of the US and the Bahamas. My wife and I go to the Bahamas every other year and we have made 5 trips.	Follow-Up Comment ABS Consulting asked for the following information in regards to my earlier comments. A summary of my earlier comment is that I find HF weather forecasts critical to safe passages on my travels to the Bahamas where no weather information is to be had.
871		Peter N. Gruber 11 Reservoir Avenue Apartment 1 Bristol RI 02809									Weather broadcasts via HF radio are critical to the navigational safety of small craft. While shipping has large budgets and alternatives for receiving weather information, the most cost effective and smallest way for small vessels to receive offshore weather info is via HF. Discontinuing this valuable service will place life and property in jeopardy.
872		Brian L. Christie 4 Driftwood Irvine CA 92604	31' Sailboat – Pacific Seacraft – Owner							Pacific – Mexico; 6 mos. trip planned for fall.	Follow-Up Comment
873		Richard V. de Grasse De Grasse Marine 508 Ferry Road Islesboro ME 04848	I am a USCG licensed captain of auxiliary sailing vessels.	I obtain MWF via NOAA VHF weather radio when within range and NMN via SSB radio when offshore. I also use GRIB files received via SSB radio. Most important are MW Fax broadcast from Belle Chase, LA.	I use CGHF radio voice broadcasts and MW Fax to receive MWF when offshore. Voice broadcasts and MW Fax are critical because they are the only sources when the Internet is not available or I am out of range of VHF radio. I use both SSB voice MW radio and Fax at least once a day when offshore.		I rarely use SITOR or Teletype to receive MWF. I receive and use MW Fax via SSB radio daily. MW Fax is critical to my operation. My daily routine at sea is orientated around receiving MW Fax broadcasts in the morning.	The only alternative sources of MWF are satellite systems. They are expensive to install and operate and don't work well on small sailing boats at sea.	At sea I'm not certain how I would receive MWF without CGHF radio voice and Fax. Other than satellite systems that provide NOM based MWF via the Internet, SSB radio is the only source.	We operate in the western Atlantic Ocean, Caribbean Sea, Bermuda and East Coast of the US.	
874		Gayle H. Smith 482 Quince Street Windsor CA 95492									Yes. Please keep the HF radio broadcasts of weather information and storm warnings. It is a vital service to mariners, particularly those of us who circumnavigate. We depend on your broadcasts for accurate information and warnings.

876		Russell Tribe Southampton UK									I use the HF facsimile weather charts from Boston when sailing in Atlantic waters on my personal sailing yacht. I have found these transmissions to be easily received and the charts to be of a high quality with valuable additional comments. It would be a great shame if the service is withdrawn. Satellite communication systems for yachts are very expensive and the simplicity of HF radio is hard to beat. Please keep this great service running!	
877		Darrell T. Smith 208 Avenue I Redondo Beach CA 90277	I am the owner and captain of a 42' Krogen trawler.								I keep her in Redondo Beach CA. I purchased in Texas and brought her on her own keel through the panama canal and home. Planning to go to Alaska for the summer next year.	Follow-Up Comment The weather charts I am able to pull via hf are very helpful.
878		Victor M. Martin P.O. Box 735 Girdwood AK 99587										After spending over 20 years in the USAF I find it incomprehensible that the USCG would be eager to discontinue one of the most reliable weather transmission systems in the world. HF communications is and has been one of the most reliable long range systems available to the average mariner and needs to be kept in operation if for no other reason to provide a backup should our constellation of satellites fail from a hostile attack or a super sunspot era. Thank you for your consideration.
879		Lowell D. Stanley 3001 Ginnbrooke Lane Knoxville TN 37920	My wife and I own a 40 foot cutter rig sailboat (Pacific Seacraft 40) I am owner Captain.	It is only my wife and I aboard and we listen to HF weather forecasts every six hours while underway, and at least daily while anchored in the Caribbean.							We sail out of our homeport of Beaufort, NC. We coastal cruise during the summers in between hurricanes. In the fall we sail from Beaufort offshore to the Bahamas, through the Crooked Island Passage to Great Inagua, then through the Windward passage to the Cayman Islands and the western Caribbean. In the spring, we return to the US via the Yucatan Channel to the Florida Keys then up the coast to Beaufort, NC. Until the last 2 years, we made this trip annually. I have returned to work until July	Follow-Up Comment

										2008. We plan to make the above trip in the fall of 2008. And plan to sail to Europe in the summer of 2010.	
880		Don E. Cole 3326 Via Lido Newport Beach CA 92663	My wife and I have a 48 foot sailboat, strictly for pleasure. I have been a boater since 1976.							Up until the last couple years, my boating has been from Ensenada, Mexico to Santa Barbara. For the last two years we have spent 6 – 7 months in Mexico. Now that we are home, we will be cruising from San Diego to San Francisco for about the next year. We will then depart for the Caribbean and Eastern coast of the United States for a few years. We use our boat extensively.	Follow-up Comment
881		Edward V. Weber 231 Tilden Street Port Ewen NY 12466-1165	Vessel is a 38' Yacht of which I am owner & Captain.							Where: a) Hudson River & NE coast of US. b) Ocean between NYC and Nova Scotia and shore of Nova Scotia. c) Ocean between Beaufort, NC and Bahamas and around Bahamas. How Often: a) several weeks each summer. b) & c) typically 4 months each second year	Follow up comment
882		Wayne F. Rocheleau, DVM 20 Wood Street Jefferson MA 01522	I am the master of a 38' recreational sailboat and I also crew on other similar vessels.	I use HF to receive both standard spoken weather forecasts as well as facsimile, especially for weather charts.						My sailing is about equally divided between coastal cruising within 45 miles of shore and off shore sailing, mostly between Rhode Island and either the Canadian Maritime, Bermuda and the Caribbean. I spend about 20 - 25 days a year sailing offshore where I use HF weather reports.	Follow-Up Comment Finally, I have made a substantial investment in hardware and software in order to receive these transmissions.
883		Kenneth H. Britten 30100 Positas Road Winters CA 95694									I am the owner/operator of a 45-foot offshore cruising sailboat, Aquila. My wife and I are planning a 15-month South Seas voyage starting in under a year. Our planned route forces us to be

											at some risk of crossing paths with major tropical storms (eastern Pacific). We are planning to use HF weatherfax as our primary means of tracking and avoiding such storms, since this equipment is already installed on the boat. Losing this valuable information would significantly and negatively affect our vessel's safety on this trip. We do not at present have any other means of getting this information once offshore, though if the service is discontinued we would be forced to buy into some alternative equipment at significant cost. We do not yet know what system we would choose. If there is a significant operating cost to the alternative, like there would be for a satphone based internet connection, we would probably use it far less often, also materially affecting our safety. The daily weather chart, is, in my view, one of the most important services to our cruising community that the Coast Guard provides, and its termination would statistically almost certainly lead to the deaths of American citizens traveling offshore.
884		Kris Greene P.O. Box 512 Hyde Park VT 05655	I sail a 44 ft recreational sailboat as owner/captain...							...cruising the southeast atlantic seaboard and in the Bahamas. I am aboard about 6 months of the year, half in the Bahamas.	Follow-Up Comment I cannot receive fax or internet weather reports while cruising, and much of the time I am out of range of VHF NOAA forecasts. Please do not discontinue the HF broadcasts.
885		T. Harrington 2217 East Rancho Phoenix AZ 85016	Recreational boater	HF Radio (USCG); Paid subscription	Seldom – only if impending (bad) weather change	When at sea – daily using computer program auto/tuned download	Seldom	Paid subscriptions, private vendors. Would expect private vendor to increase subscription cost once USCG companion ceases. Information generally the same – but private vendors have more ‘bells and whistles’	Yes – this is my most reliable (& trustworthy) source. Private vendors sometimes not available at any cost.	1) +/- 200 miles offshore – West Coast Calif 2) Southerly all the way to Central America	
886		Patricia L. Wing Cap'n Patty Charters P.O. Box 3667 Valdez AK 99686	We operate a 38' power vessel from the Port of Valdez, Alaska. We have a sport fishing charter business, and are on the water daily (most days) from just before Memorial Day Weekend through Labor Day weekend, and also utilize the vessel privately before and after these dates at times.	Again, the radio broadcasts are vitally important to us, especially on overnight and multi-day trips when we don't have phone or internet access to forecasts. We also use the hourly updates to determine what track we will be using to get back to Port when the weather is "iffy".						“...from the Port of Valdez, Alaska.”	Follow-Up Comment First of all, thank you for your follow up. If lets us know that someone is really looking into this. You had questions about what/where we operate, so here it is
887		Johnny I. Murdock Mat-Su Borough, Emergency Services Department P. O. Box 872671 Wasilla AK 99687		As a daily user of NOAA local weather broadcasts for personal & emergency services reasons, I sent in earlier comment. Except for one or twice a year of recreational boat activities (on friends' boats), I do not use broadcasts for marine purposes.							Follow-Up Comment Coast Guard request was on NOAA Weather Radio for the Matanuska-Susitna Borough--not on a marine band.

888		Mark J. Savalla 709 Pacific Cove Drive Port Hueneme CA 93041	I am the owner of a 39' sloop. Used for personal recreation, cruising.							West Coast of California, specifically Ventura Ca. Three days a week, sometimes for one or two weeks at a time.	Follow-up comment
891		Stephen E. Runals 11280 Magnolia Place Smithfield VA 23430	pleasure sail 34 ft/owner CAPT							Operating location - off East Coast, vic of Chesapeake Bay out as far as Bermuda; monthly with offshore passages twice yearly	Follow-Up Comment
892		Landfall Learning Sharon E. Watkins 411 Walnut Street #3011 Green Cove Springs FL 32043									Please continue HF weather broadcasts. We are full time cruisers and rely on these weather reports for our safety at sea virtually every day. We are contemplating adding radiofacsimile equipment but could not justify the cost without assurance these broadcasts will continue.
893		Nuno S Matta 7220 Northeast 221 Street Melrose FL 32666	I'm a Yacht Captain for over thirty years, on power and sail. Also as an electronics engineer, by trade, I'm being installing and servicing marine electronics for the same time.	Voice broadcasts and radiofax.	At least twice daily, it's my primary source of MWF.	Normally I will receive four or five charts daily. In times of tropical activity it may increase.	SITOR equipment isn't normally available on pleasure or fishing vessels.	On deep sea routes, only satellite services will be available. XM and SIRIUS still lacking offshore coverage. Sat C is becoming widely used, and it may provide the text version of NOAA forecasts. Fleet and V-Sat are expensive and bulky for most pleasure boaters and fisherman.	It will affect most of blue water sailors. CGHF weather is the easier to receive. Anyone anywhere may keep a SW receiver. I carry a small battery operated one that I may use as a backup.	Primarily up to 2 or 3 hundred miles offshore, but I also have several trips between Europe and USA.	Follow-Up Comment
894		Phillip J. Seaman 2419 East Harbor Boulevard #121 Ventura CA 93001	I am a private sailor, sailing my own sail boat.	Prior to a trip the NOAA web site, just before departure VHF local broadcast - While underway both VHF and HR WfX	YES, whenever I am sailing more than 20 miles off shore - once every couple of months - Extremely critical	YES - every months or so - extremely critical	No, do not have the equipment to receive this type of broadcast	(i) Cost is very expensive and out of my budget range at this time and I do not expect the alternate units to reduce in price to be a viable alterative source of MWF. (ii) The information is very useful and could replace the current technology IF IT WERE AFFORDABLE.	YES, they are the ONLY current affordable source of accurate long distance marine forecast (within my budget)	currently within 200 miles of the CA coast - I sailed from California to New Zealand in 1997/8 at which time the CGHF service was my ONLY weatherfax service and was critical to my safety and navigation. I plan to depart for the South Pacific once again in the spring of 2009. At which time the CGHF will once again be my ONLY source of regular and reliable weather broadcasts. Again the safety of myself and my crew will depend 100% on your regular and reliable CGHF weatherfax services.	I sincerely hope that I have answered your questions fully and completely and that it will help in gaining the funding (as small as it is for a government agency service) which this service needs so badly. On behalf of the cruising community in both the Atlantic and Pacific let me please say "thank you for being there and to please continue such a great service).
895		Debra J. Axness 411 Walnut Street # 1417 Green Cove Springs FL 32043									We live aboard our sailboat, sailing the East Coast of the US, Caribbean Sea, and longer passages. We have used the Offshore Weather and High Seas weather reports from HF and rely

											on them for our safety at sea when underway.
896		Norman H. Bird 15714 Lakeview Houston TX 77040									As a frequent Gulf Coast fisherman and homeowner near Freeport, I utilize NOAA weather broadcasts frequently. When tropical storms approach this area, I also monitor them to quickly inform personnel at more than 30 Houston area banks that I support of possible detrimental weather. USCG needs to continue the radio broadcasts and update their equipment if necessary
897		fav bal 457 Lancer Lake Brownsville TX 78521									It would be a great disservice if the Radiofax weather advisory system were to be taken away. Please upgrade the transmitters in order to provide this great service to the people of the United States and Mariners.
898		Clyde Hancock P.O. Box 693 Silt CO 81652									IN Regard to the proposed elimination of HF weather broadcasts. The current users are generally cruising sailors, mostly American, and ships which do not have satellite reception available. Obviously this is a dying method of transmitting information to mariners. In my opinion it should be continued with the existing equipment. Then, to save the taxpayers money, not buy new HF equipment and discontinue transmission. Perhaps taxpayer money should be spent, instead, to enable a handheld gps device to be able to receive in addition to gps signals, text weather broadcasts as well as gif file graphical broadcasts. That is the way to go with our government tax dollar. For now,, I don't have satellite connection so I rely on the ssb receiver and the NOAA forecasts for offshore weather info. Currently I'm listening closely on TS soon to be hurricane Dean information.
901		Richard A. Mikulec 33 Clarkes Crossing Prism Technologies Inc Fairport NY 14450									I would like to see a 14 day forecast not historical data from the Ocean Prediction Center. When I select a 14 day report, I get a report that unfortunately starts 15 days late. As an example, a W Atlantic Surface Analysis - 14 day loop report selected today starts with 12 UTC 01 Aug 2007 and ends 06 UTC 15 AUG 2007. I believe most mariners would prefer to have forecast data to plan a voyage as it is difficult for some of us to travel back in time.
902		Anonymous									HF weather transmissions are a risk mitigation measure that must be sustained to ensure safety to mariners. Recent events in the USA and around the world demonstrate the fragility of the communications infrastructure during natural disasters and extreme weather events. Maintain this capability.

903		Norman K. Perkins Roehrig Maritime LLC 3518 Kingstown Road Apartment 2R West Kingston RI 02892									I am the Captain of the offshore tug Eileen M. Roehrig (Official# 645685). I rely heavily on the HF broadcasts (that is tied into my computer with the Weatherfax software) for my voyage planning. Our runs take us from the Northeast U.S. to the Gulf of Mexico and the Caribbean sea. To do away with the HF Broadcasts would affect the safety of my vessel in regards to avoiding areas of high seas. I understand that there are other ways to get the weather, but at this time the HF Broadcast is the favored mode for my needs. I respectfully ask that you do not get rid of this system.
904		James A. Swallow P.O. Box 141 Lizard Marine Services Mary Esther FL 32569									Please do not cease weather transmissions. I rely on them greatly when cruising, especially when out of the country. I use the weatherfax and Navtex text, as well as voice. Please do not discontinue HF broadcasts of this valuable weather information. Even when near shore (out of VHF range), I use these broadcasts. I primarily use radiofax, and voice. I have yet to use Sitor. Small vessels can't afford to have satellite capabilities.
905		Kurt M. Stephens 5533 Pilots Place New Port Richey FL 34652	I am a retired Coast Guard Officer who now enjoys sailing in the Gulf of Mexico and on occasion the Atlantic.	My primary and only means are HF weather broadcasts.	Yes, I do, and I use them nearly every day. They are critical to the safety of all souls onboard and to my vessel, a cruising catamaran sailboat. I currently have no other source of obtaining weather information. All other sources require additional equipment purchase and usually have fees associated with them. By using the HF system I have a "zero" cost.	Most certainly I do. I use them daily and not just underway. I use them no matter what my venue is at the time. I also use them for Hurricane monitoring and track storms through the weather fax information. It is much more important than local broadcasts if I'm in port or underway.	Yes, I use this feature daily, in port and underway. It's a great feature. They are critical to the safety of all souls onboard and to the safety of the crew.	I can't answer this question because I have not pursued alternative methods, however, I do know that it would cost me in the form of new and additional equipment and fee's associated to obtain MWF such as VHF Satellite, Iridium or Inmarsat. The costs are not something I am readily willing to incur now or in the future. Boating is expensive enough and getting much worse, at the rate costs for owning and operating a vessel are going the average person won't be able to safely transit the sea, cost wise it will be out of reach.	Absolutely, on any given day I would not know what to expect on the water and with either poor or no weather information could place myself, the crew and my vessel in harms way without fully understanding the weather situation. I realize that this issue is more than likely based on funding issues for the US Coast Guard. It is my hope that these issues can be worked out so that this very low initial cost system for the common boater that doesn't have much in the way of recurring costs remains intact.	I operate from the mainland shore out to 200 miles thus far. I hope to plan a trip down the island chain from Key West to Grenada in the near future. The only consistent means of obtaining weather information is the HF MWF system for someone like me.	Follow-Up Comment
906		Kirsti A. Pickering 14 Caws Avenue Seaview Isle of Wight PO34 5JU UK	Co-owner of 39 ft family cruising sailboat.	USCG HF radio broadcasts - both weather fax transmissions and voice transmissions on USB - we do not have LSB/ham capability	Yes We use the Coast Guard HF voice broadcasts daily and these are critical to our safety and operation	Yes We use Coast Guard HF radiofax broadcasts daily and these are critical to our safety and operation	No	We would use the internet to access weather information. Even though this is patchily available as wi-fi so it may be possible to get on board access, this option severely limits where we can go as, during the summer especially, we rely on having up to date information every day. It is also an additional cost to us every day. We may be able to also get access to weather information from cruisers net VHF broadcasts - again only available in some places In general, the currently available alternatives to the	Yes - we currently enjoy be able to go where we want with the safe and firm knowledge that we will be able to get a weather forecast by from the Coast Guard by HF anywhere we go. Without these broadcasts, we would have to restrict our cruising to areas where we could get either internet access or a VHF broadcast of weather.	Currently, we are coastal operating in the Caribbean chain up to 25nm seaward	

								Coast Guard HF marine weather broadcast are less than acceptable to us 1. they are more costly 2. they are not available everywhere 3. they would significantly affect our itinerary 4. they are not as convenient			
907		K. Arvaj Merchant Vessel Ascanius									Please note that we consider your HF radio-facsimile broadcasts as one of most valuable information for safety at high seas. We are using it constantly, both on the Atlantic and Pacific, and would be very much disappointed if these services are terminated. The only one service which can be discontinued is HF voice and SITOR as most of us do not understand English in such extent to follow it quickly on voice transmitted navigational warnings and having SATCOM -NAVTEX Warnings, HF SITOR is never used. Facsimile data are invaluable for executing voyages safely.
908		Peter Barbour 8331 Laurelwood Drive Huntington Beach CA 92646	Recreational operator of a 41 foot cruising sailboat, instructor for the United States Power Squadrons (USPS) educational department, Chief Radio Officer for a California coastal city's Radio Amateur Civil Emergency Service (RACES) emergency communications program and a communication volunteer for a chapter of the American Red Cross within the Pacific Service Area (a geographic area that includes the Pacific Island territories of the United States). The following comments are strictly my personal comments regarding the USCG's need to continue HF radio broadcasts and not an official position of any of the organizations that I am currently associated with.	a. National Weather Service (NWS) resources via internet while ashore in modern, developed areas with the complex infrastructure required to support affordable and reliable high bandwidth / high speed internet access. b. National Oceanic & Atmospheric Administration (NOAA) VHF Weather Radio broadcasts in coastal waters within range of the transmitters, in locations without reliable internet access infrastructure or in areas where the communications infrastructure has been disrupted. c. USCG HF voice & radiofax broadcasts while offshore, beyond the range of VHF coastal stations or in areas where the communications infrastructure has been disrupted.	a. Yes. b. I receive Coast Guard HF radio voice broadcasts and demonstrate their use in USPS Offshore Navigation and Marine Electronics educational programs. I have planned for the use of HF radio voice broadcasts on a daily basis for future passage making and cruising in the offshore waters of the Western Coast of the United States. These broadcasts would be critical to the safe operation and navigation of the vessel while offshore. The other delivery methods of this data would be unavailable, disruptive to the communication method or cost prohibitive to my vessel and plans.	a. Yes. b. I receive Coast Guard HF radiofax broadcasts and demonstrate their use in the USPS Offshore Navigation and Marine Electronics educational programs. I have planned for the use of HF radiofax broadcasts on a daily basis for future passage making and cruising in the offshore waters of the Western Coast of the United States. These broadcasts would be critical to the safe operation and navigation of the vessel while offshore. The other delivery sources this forecast data would be unavailable, disruptive to the communication method or cost prohibitive to my vessel and plans.	a. Yes. b. I receive Coast Guard HF radio Simplex Teletype over Radio (SITOR) and demonstrate its use in the USPS Offshore Navigation and Marine Electronics educational programs. I have planned for the use of HF radio Simplex Teletype over Radio (SITOR) for future passage making and cruising in the offshore waters of the Western Coast of the United States. This communication method would be critical to the safe operation and navigation of the vessel while offshore. The other delivery sources this forecast data would be unavailable, disruptive to the communication method or cost prohibitive to my vessel and plans.	a. Alternative sources would include satellite based voice & data communication and voice & data via HF amateur radio. These alternatives are not ideal and have serious drawbacks for all users of these systems. b. Satellite based voice & data would be cost prohibitive for my planned use. It has a much greater complexity of both the onboard systems and the shore side components. This increased complexity will likely lead to greater down time and availability. The onboard components have significant cost, physical footprint and electrical demands that exceed the traditional HF broadcast receive station. For smaller vessels upgrading onboard power systems to provide for the requirements of satellite based voice and data and finding the space to accommodate the equipment and required antennas becomes impractical. c. Amateur radio would be affordable for my planned use however it has a significant operational limitation. Currently HF broadcast data is 'Broadcast' on a schedule from one location to many simultaneous users at the same time. This is the most efficient method to transfer this identical data to many users. Using an amateur radio or satellite based	a. The loss would negatively impact me. It would severely impact the safe operation of the vessel and planned cruising on the West Coast of the United States. Its loss would require additional complex equipment to obtain replacement information or simply doing without the weather information. Its loss would require reliance upon a complex system both aboard the vessel and the link ashore to provide replacement information. b. The loss of HF marine weather broadcasts would eliminate a reliable source of weather information in areas experiencing communication disruptions. A key benefit of the HF broadcast service is that transmission sites are likely to be well outside of an impacted area so a minimum level of current weather data can be maintained in a disrupted area.	Currently the vessel operates in the West Coast coastal and offshore waters. Future plans extended this operational area to include the Pacific, Hawaiian and Alaskan coastal, offshore and high seas areas.	The Coast Guard provides unique benefits to the nation because of its distinctive blend of military, humanitarian, and civilian law-enforcement capabilities. To serve the public, the Coast Guard includes in its fundamental roles 'Maritime Safety'. Continuing HF broadcasting provides a basic tool to mariners to prevent dangerous situations, ensure the safety of crew and protect the environment. It is clear that HF broadcasting continues to be a critical component of Maritime Safety. Another fundamental role the Coast Guard provides is 'Maritime Mobility'. Once again HF broadcasting can and does provide a basic tool for all mariners. This tool is cost effective, simple and reliable. It impels the needs of maritime commerce to help eliminate interruptions and impediments to the efficient and economical movement of goods and people, while maximizing recreational access to and enjoyment of the water. Continuing to provide HF voice and data weather products to the maritime community is simply the best use of resources to accomplish both of the above roles. With reliable and economical weather data the movement of commercial and recreational vessels arriving and departing from American ports of call will continue to be done to minimize dangerous weather. Such weather if not avoided will require assistance of the USCG in rendering aid to mariners who are injured or their vessels damaged or lost due to contact with inclement weather. The costs involved

								system changes the bandwidth requirements significantly. Now this identical data must be transmitted multiple times – on demand if you will - to every user in the area. The bandwidth available to amateur radio operators is not sufficient to provide for this delivery method and it is arguable if the bandwidth available in some of the satellite delivery systems can provide the required bandwidth reliably. Broadcasting is hands down the most reliable, economical and efficient method to distribute weather data to the high seas.			in substitute methods place an undue burden on the maritime community and have serious limitations. Reliable weather data is a cornerstone of safe navigation and the USCG should be proud to be providing this fundamental resource for our citizens and visitors arriving and departing ports of the United States. In addition the availability of HF broadcast data during disasters that impact the communication infrastructure must not be overlooked.
909		Douglas R. Browning Morehead City Yacht Basin 208 Arendell Street Morehead City NC 28557									I am a recreational boater who frequently makes medium-range(less than 1500 miles)open ocean transits. While we use a private weather forecaster and routinely get weather information from OCENS via satellite phone, we would be deeply concerned with our safety if NOAA weather information was not available by HF voice and radio facsimile transmissions. We do not use SITOR. Our weather forecaster is occasionally not available at critical times. We often get NOAA radio faxes and copies of HF voice forecasts via OCENS but this is dependent on a satellite connection which often fails in the open ocean. PLEASE continue this valuable service.
910		David A. Jensen 11521 Brayton Drive Anchorage AK 99516									I am a licensed USCG master 100GT w/sail endorsement near coastal. I use HF radio for weather from Kodiak on a regular basis. My area of operation is North Pacific waters Prince William Sound and Kodiak. My vessel is moored on Resurrection Bay in Seward, AK. I use my vessel in both pleasure and coastwise commercial operations. The usual times of use are during the spring, summer and fall period with lay up during winter months. Please continue the 1800hrs and 0800hrs Kodiak HF weather transmissions. These transmissions are needed in Alaska waters with no VHF in the vicinity. I have used the Kodiak SITOR and WX facsimile in the past but I do not use them now. I do need to rely on Kodiak voice weather at published times. The HF Kodiak weather forecast is critical for safety in the waters between Prince William Sound and South Eastern Alaska...Cape Suckling to Cape Fair Weather.
911		Teresa A. Rothbauer 2204 216th Avenue South East Sammamish WA 98075	I am the master of a 45' sailboat and cruise in the Caribbean about 8 months a year for the last 17 years	USCG HF Radio broadcasts, specifically NMG and NMN.	Yes, I use HF radio broadcasts, daily for 8 months a year. About 30 days during this period I listen to broadcasts several	Yes, I use HF radio fax broadcasts 2 or 3 times a week, for 8 months, when planning cruises. The faxes have led me to make	No.	I don't know. It is expensive to change to satellite sources and I am frequently in locations where there is no internet access or radio/tv info.	I would be unable to make intelligent choices on when to travel and my safety would be at far greater	I travel over 4000 NM from the US coast, primarily in the Caribbean, on the high seas and	

					times a day. They are my primary weather source. I rely on the voice broadcasts for my safety. I use the information about adverse or deteriorating wx conditions to plan cruises. When in port I use the information to ensure my safety by changing anchorage locations or increasing my anchor's holding ability if necessary. I have used your broadcasts to adequately secure my boat successfully through the passage of two hurricanes within 60 NM of my location. I frequently share the information I hear on your broadcasts with vessels which do not have the capacity to receive it.	important and critical decisions on travel plans that have increased my safety for long distance cruising. I rely on them for planning and have enjoyed many safer and more comfortable cruises because of the information they provide. I frequently share the information I receive from your broadcasts with vessels which do not have the capacity to receive it. At times when other vessels have chosen to ignore your broadcasts we have later compared notes and confirmed that waiting for better weather was a wise thing to do.			risk.	island hopping.	
912	Eric H. Christensen 245 Gena Court Newport News VA 23602-6344										I feel that HF Voice weather bulletins are vital to the safety of mariners. I use HF as a backup to VHF comms and find that many times I'm out of VHF range. HF is also a great backup in the event of a VHF radio failure on the USCG side. Without the Coast Guard providing this service, mariners would be left either using satellite services which can be expensive and not as reliable or relying on the dedicated volunteers that operate the amateur radio networks on HF whom relay some of the information. The Coast Guard would have a more robust and timelier delivery of these bulletins which could save lives.
915	Michael L. Clayton 8450 M-119, PMB 227 Harbor Springs MI 49740	My wife and I are the owners and operators of a 33 ft recreational sailing vessel operating in full time cruising mode for 6 to 8 months each year. These comments are based on 25 years of cruising experience plus marine weather forecasting practices learned in a USCG approved marine weather course.	We attempt to access weather forecast data from all possible sources. Our primary sources of marine weather data depend on the venue: A) Shore-side we rely heavily on the Internet, when available, to access NOAA/OPC weather products due to the convenience. VHF is used as a supplemental source. B) Underway we use HF WFAX to obtain the same NOAA/OPC weather products. Again, we use VHF as a supplemental source for coastal weather forecasts and warnings and, when offshore, HF voice for marine weather and warnings plus Inmarsat-C for High Seas text forecasts and warnings. Since the Internet is not an official NOAA/USCG operational source of weather forecasts and	Yes. HF voice for USCG marine weather forecasts and warnings is used when underway or at anchor and beyond range of US based VHF marine weather and warnings. Frequency is as noted in (4) below. This service is a key factor in continuing longer offshore passages.	Yes. Frequency of use depends on the number and duration of coastal and offshore passages; perhaps 6 to 10 passages per season. During these times it is used at least once daily and, if weather conditions are suspect, twice daily. We don't leave dock without it! In addition, when at anchor we use it daily as our single, most complete and reliable source of weather data for the duration; ranging from a total of 45 to 90 days per season. We consider HF WFAX to be the single most actively used safety system on our vessel second only to the worn, but we hope never actively 'used', PFD's and harness/tether systems.	Not used.	The alternative would be to access the Internet via SSB. This would certainly be a added cost but could provide essentially the same NOAA/OPC weather products so it would be a 'useful' alternative. When offshore, beyond VHF range, we would have no voice source. As stated in (2) above, we do not consider this to be a reliable source since it is not an official NOAA/USCG operational source of weather forecasts. From a reliability perspective, this Internet access suffers from too many links to assure reliability.	We would have to seriously reevaluate our coastal and offshore passage planning. Even shore-side we sometimes find Internet access to be difficult to obtain and, occasionally, unavailable requiring the use of HF services for WFAX products. Passages extending beyond 24 to 36 hours would require a more conservative plan with more 'escape' options planned. Further, during extended anchoring we would be seriously deprived of the complete overview provided by NOAA/OPC weather products; surface analysis and forecasts, 500mb analysis and forecasts, and related weather charts. This	As indicated in these comments, our cruising takes us both to coastal and offshore waters. We currently cruise the southeast United States coast as well as the waters of the Bahamas. We have previously cruised for 25 years on the Great Lakes, particularly Lake Superior, prior to moving to the U. S. East Coast.	We consider the question of continued HF marine weather forecasts and warning broadcasts to be a serious safety issue. We hope that, in the face of harsh purely economic evaluation, the Coast Guard will conduct a cost/benefit analysis of continuing the HF system versus the potential cost of added search and rescue missions related to lack of adequate weather information among the maritime community. Small craft, both recreational and commercial, do not generally have the resources to resort to higher technology access to weather forecast data. And, once again to hammer home the point, there is presently no other official NOAA/USCG operational source of weather forecasts and warnings that achieve the broad distribution and end user penetration accomplished by the HF broadcasts.	

				warnings, we do not consider it to be reliable when underway.					loss would prevent us from independently evaluating other sources, notably VHF where available. Such loss also would be a factor in deciding to prematurely give up the cruising lifestyle.			
916		Clint Bush									We strongly believe, based on several years of sailing in the Caribbean and Pacific, that USCG should continue voice broadcast and radio facsimile broadcast of weather information. This is often the only source of info which can be truly vital to the safety of a sailing passage. We have no experience, and therefore no comment, re SITOR.	
917		Fred J. Gunther United States Coast Guard Auxiliary 2204 216th Avenue Southeast Sammamish WA 98075	I am the owner of a 45' cutter sloop who has been cruising in the Caribbean for the last 17 years about 8 months a year.	NMN and NMG for 8 months of the year. NOAA weather radio for 4 months of the year.	Yes, I use HF voice broadcasts, daily for 8 months a year. About 30 days during this period I listen to broadcasts twice a day. They are my primary weather source when I am on my yacht. I rely on the voice broadcasts for my safety from adverse or deteriorating wx conditions and react to the information by changing anchorages or increasing my anchor security when warranted.	Yes, I use HF radio fax broadcasts 2 or 3 times a week, once a month for 8 months when planning my cruises. The faxes have led me to making critical decisions on travel plans that have increased my safety for long distance cruising. I rely on them for planning and have enjoyed many more comfortable cruises because of the information they provide.	No.	I don't know. The cost is prohibitive to change to satellite sources and I am frequently in locations where there is no internet access or radio/tv info.	I would be forced to travel like a blind man. I would be unable to make intelligent choices on when to travel and be at far greater risk.	I travel on the high seas primarily in the Caribbean, over 4500 nm from Florida.		
918		April Fountain 13-3988 Honua'ula Street SV KWAI Pahoa HI 96778									We have a 120' cargo sailing ship that operates in the Mid to South Pacific Island group. We use your HF weather transmissions daily and hope that you will continue them.	
919		Joe E. Harris 520 Pine Avenue Kenai AK 99611	I own the vessel we use. It is a pleasure boat.								The vessel operates out of Homer, Alaska. We use the area waters approximately 20 times a year.	Follow-Up Comment
920		Kenneth Slater 18 Constitution Drive Bedford NH 03110										With the rapid growth of recreational boating and the improvement in yacht design and ease of navigation, it is essential for safety and comfort that the yachtsman have accurate offshore weather forecasts. A rescue of a yachtsman and his crew is dangerous and costly. It is penny wise and pound foolish to not replace and maintain HF weather stations.
921		Emmett S. Huff 15 Cattail Woodlands TX 77381	sail boat 44 ft capt								northwest carrib for the next 6-8 mo. 4-5 mo/yr	Follow-Up Comment I used the hf broadcast to monitor a potentially developing tropical wave that ended up not developing. We sat it out in La Ciba, Honduras. The other boat with us depended on us due to there was no available weather, internet or other contact at that time. A third boat in the area sitting out this potential cyclone also had hf radio and stayed glued to the reports as well. Without this we could have been in a

											life threatening situation if his system had developed. This service provides life saving information for those of us at sea.
923		Kevin A. Linn 16243 Headlands Circle Anchorage AK 99516									The USCG is asking for comment on the need to continue the weather radio broadcasts in Prince William Sound and Katchamak Bay. I always check the forecasts and coastal reports and check out what the winds and seas are doing. This provides another layer of safety for my boat and family both on and off the water. Please continue this valuable service.
924		Luke H. Kim 555 West Northern Lights Suite 207 Anchorage AK 99503									I'm weekend boater out of PWS and I'm on the water about 15 weekends a year. I monitor PWS weather broadcast twice a day while I'm out on water, and it is one of my critical information while making decisions. I would like USCG to continue with weather service. If current system is outdated can it be upgraded to newer system or reliable satellite weather service?
925		Richard D. Harter 906 Ridgetop Road North Pole AK 99705									I am for keeping the weather forecast and coastal reports for Prince William Sound. I am always checking the weather on that channel and I think it is great tool for safe boating.
926		Charles Johnson 200 Second Avenue South Suite 159 St. Petersburg FL 33701									Weather information provided by high frequency (hf) radio is critical to the well being of hundreds, if not thousands, of cruisers in the Southwest North Atlantic, the Gulf of Mexico and the Caribbean Ocean. With an hf receiver, a \$2.00 patch cord, a free shareware program and a laptop computer, anybody can download the High Seas forecast, and the periodic weather fax transmissions. This info is vital to a mariner in making informed decisions about the response to an upcoming weather event. On a daily basis, this information goes into the mix of wx information available to aid the mariner in deciding whether to stay in port or make the passage. After spending three years cruising in the Eastern Caribbean my experience is that the only way that a mariner can receive unadulterated wx information is through hf radio. Depending on local governments to provide timely information is foolhardy. The money required to up grade the radio equipment will save lives.
927		Karen L. Houston 72 Cherry Lane Madbury NH 03823	Owner/operator 64' cruising sailboat; Captain USCG, 50 GT Master Near Coastal; Currently on a 5 year voyage to include North and South Atlantic, South Pacific, and Indian Oceans.	primary: USCG HF radio broadcast; secondary: shore side internet; additionally: VHF in home waters.	occasionally	DAILY. CRITICAL TO OUR SAFETY. Our ONLY weather source at sea, and our primary source of weather information when we are land based.	We do not currently use SITOR.	THERE IS NO REASONABLE ALTERNATIVE. Satellite equipment and service are PROHIBITAVELY expensive. (Even if I had to good fortune to have satellite capability, we would want HF as a backup system.)	The loss of USCG HF marine weather would be a tremendous blow. We have already invested in a SSB radio, PACTOR II modem, backup Xaxero modem, installation costs and time invested for learning to operate	High seas (North and South Atlantic, Pacific, and Indian Oceans) for the next 5 years. Home waters are New England with voyages to Newfoundland, Bermuda, and the Caribbean.	

										software and hardware. We do not use our radio for chatting. We use our radio to receive information essential to our safety at sea.		
928		Guy Cosby	Owner/operator Sundeer 64 sailboat, USCG 50 Ton Near Coastal, on a world cruise.	Primary, USCG HF radio fax; Secondary, USCG voice; tertiary, VHF.	Yes, secondary to radio fax.	Yes, every day; the receipt of radiofax is critical to my safety at sea. It is my preferred method for obtaining weather info.	No	Iridium, Imarsat. Both alternative sources of High seas weather information are not cost effective and do not have reliability statistics.	The loss of the USCG HF marine weather information would have a huge impact on the safety of all small craft sailors. The service is the only proven affordable solution for obtaining quality weather forecast information.	High seas, 1500 miles and offshore. North Atlantic, Mid Atlantic, Central Pacific, South Pacific, Indian Ocean.		
930		Eric S. Posmentier 6105 Fairchild Dartmouth College Department of Earth Sciences Hanover NH 03755										Curtailment of these transmissions would lead to unnecessary risk to life, limb, and property. I regard it as a fundamental function of government to provide the protection of environmental forecasts relevant to normal activities of its citizens. This certainly includes marine weather forecast disseminated by high frequency radio transmission.
931		Linda Wanitschek 15503 South West Peridot Way Beaverton OR 97007										These are often the only weather we can get on our boat when traveling from Seattle to San Francisco or to Portland. These reports are invaluable to us on our boat. We don't go an hour without checking in on the weather. Makes a huge difference to deciding to leave a particular sail up or douse it.
932		John S. Stavrakas 9 Grace Drive Medfield MA 02052	I operate a 28' sport fishing vessel. I am the skipper.								I am typically out on the ocean at least once a week from May through October. I run out of Point Judith Rhode Island typically around Block Island Sound and out to nearby offshore tuna and shark grounds.	Follow-Up Comment
933		Terry L. Sparks P.O. Box 1604 747 Taylor Road Kalama WA 98625	Sail – Skipper								Pacific. Has been NW, but headed to MX next year. Post occasional. Starting next year full-time live aboard cruiser.	Follow-Up Comment Note: When cruising I get daily wfaxes. I recently upgraded from a Sea 222 to a new ICom 802, a \$4000 investment to assure best wfax on communications with shore and other vessels. Also purchased DSE, for HF. Sat. is still to expensive for cruisers.
934		Mario Carrara 2645 Bossuet-1 Montréal Québec H1N 2S3	sail vessel is a Irwin 33' MKII registered as NC 5731 AU and I am the owner and Capt'(canadian sail monitor)								vessel is on Lake Champlain but I regularly travel the east coast down to Bahamas (by high seas)not the ICWW and will do it again in 2009 I do have a HAM license VA2MCN and tru my Icom and lap top will monitor regularly	Follow-Up Comment

											Nam -and also Halifax (Canadian Coast Guard) weather fax and voice weather forecast	
935		Daniel Corcoran										It would be a great disservice if the Radiofax weather advisory system were to be taken away. Please upgrade the transmitters in order to provide this great service to the people of the United States and Mariners.
936		Lauren Buchholz 800 27th Avenue Seattle WA 98122										I would just like to add my request to upgrade the HF weather transmitters. As someone who uses them on a regular basis in the pacific while racing and delivering sailboats, this is an essential safety system that would be a devastating loss to the maritime community.
937		Ron Bruno 430 East 63rd Street New York NY 10065										I think it's important to keep the HF Weather Broadcasts operational as the costs are minimal compared to its importance to maritime interests.
938		Richard F Barnes 936 David Place Anchorage AK 99501										I depend on HF radiofax broadcasts by the USCG for safe navigation of my 57-foot documented motor vessel. I use the weatherfaxes throughout the North Pacific. I do not have access to any other source that provides this vital information. Please continue USCG high frequency radiofax broadcasts.
939		Terrence D Sargent 411 Walnut St #2446 Green Cove Springs FL 32043-3443										I have lived aboard a cruising sailboat for over 19 years and have depended upon the HF Radio broadcasts from the USCG for weather information that provides safety to my vessel, myself and my family. A vessel at sea does not have the luxury of obtaining information from the Internet unless it is equipped with very expensive satellite transceivers which, in my case, cost nearly as much as my vessel. To cease HF radio broadcasts would be a travesty ... it would place mariners in harms way through the lack of weather information.
940		Capt. Richard L Buehn										I operate vessels both professionally and recreationally, and both power and sail, 3-5 times a week in Brevard County, FL, and adjacent coastal waters. I use these broadcasts every time I operate these vessels, and the safety and enjoyment of me and my guests would be jeopardized in the event these broadcasts were terminated.
941		Jim Muhar P.O. Box 791 Girdwood AK 99587										I spend a lot of time on pws in the summer and would miss not being able to access an up to date weather forecast while there.

942		Anonymous	Capt. of Cement carrier	My primary sources for obtaining marine weather forecasts are: Inmarsat-C, Navtext	We do not use Coast Guard HF radio voice broadcasts to receive marine weather broadcasts	We do not use Coast Guard HF radiofax broadcasts to receive marine weather broadcasts	We do not use Coast Guard HF radio Simplex Teletype over Radio (SITOR) to receive marine weather broadcasts	WE would pursue NERA F77 ISDN System.	No	V/I operating in Caribbean waters	
943		Robert C. Austin, MD 1200 La Paz Street Pensacola FL 32507									It is imperative that the HF radio weather broadcasts continue. There are thousands of both recreational and commercial (mostly fishing vessels) which rely on the HF weather service. The loss of this weather capability will increase the loss of vessels and increase the cost of SAR far more than the cost of the upgrade and operation of the transmitters. The cost of one rescue attempt in severe weather, which could have been prevented, is enough to justify the continuation of the service. Let alone the risks both to mariners and CG members. This is a service which is silently used by multiple mariners--and other people who go into extreme latitudes and distant places, which you never hear from. The reason that there are not more comments is that this site takes a good deal of time to access and many people give up in frustration.
944		Brian Karcheski 2301 Green Forest Drive Palmer AK 99645									Please continue with the weather broadcasting for the Prince William Sound area as we recreational boaters rely on this to make sound judgments regarding our movements within the PWS area.
945		Todd P. Kelley 13591 Westwind Drive Anchorage AK 99516									To whom it may concern, Please continue to provide HF radio voice broadcasts of weather forecasts and warnings, as it has been and will always be an important tool for marine navigation.
946		Richard F. Barnes 936 David Place Anchorage AK 99501	Duplicate of 938	Duplicate of 938	Duplicate of 938	Duplicate of 938	Duplicate of 938	Duplicate of 938	Duplicate of 938	Duplicate of 938	Duplicate of 938
947		Andrea Sciuotto	Skipper of a 50' sailing vessel	WeatherFax - Grib files via Sailmail/saildocs - Metarea via sailmail/saildocs	yes - daily - same level as Gribfiles	yes - daily - These are the most accurate and most reliable sources of weather since they have been compiled by expert meteorologist.	no	Gribfiles from NOAA servers. These are not reviewed by meteorologist and can be inaccurate. There is really no serious alternative to weatherfax forecasts. Satellite systems don't allow for the same flexibility and reliability as weatherfax receivers (Satellite systems requires user interaction plus pc/computer interface which is not weather proof nor resistant to shocks). Even Sailmail requires the use of a PC.	Loss of HF broadcast would possibly put my life, my crews' life and the vessel integrity at risk by relying on incomplete or inaccurate weather models. Let me remind that GMDSS still list HF as requirements for all commercial vessel sailing in A3/A4 areas.	Coastal and Offshore in the Atlantic and Pacific Areas	
948		Ken Pearson 911 133 Street East Bradenton FL 34212									My experience on the water has always been planned around receipt of these broadcasts...my brother in law failed to check in the past and actually sailed into a hurricane that developed in the Caribbean and entered into the Gulf...the service to mariners is

											invaluable.
949		Dan Corcoran 5 Doti Court Huntington NY 11743	Owner of a cruising 39 foot sailboat.	NOAA Weather Radio, Sirius Satellite Weather Radio (limited due to product problems and power requirements)	Yes, it is sometimes my only source of weather information, like it is now. Currently the Sirius information is wrong for the Long Island Sound Area. Also, Sirius and combination display equipment use a lot of power.	No	No	I don't know that there are any good options that work within the power limitations of my sailboat, or the small amount of time I have available as the single qualified sailor on my boat to devote to weather research especially when the weather appears to be good.	Yes, I will be less aware of current weather after I leave port.	Normally less than 20nm from shore in New England area.	
950		Terry L. Sparks P.O. Box 1604 747 Taylor Road Kalama WA 98625									<p>Follow-Up Comment</p> <p>After faxing back the letter you sent, I thought of an additional factor, and maybe the most important factor, that should be considered. Decreasing the significance of HF radio by eliminating Weather Fax reception or any other Coast Guard product is not in the best interest of the Coast Guard or Mariners. Since the invention of cell phones, many costal and inland boaters have been trying to utilize the cell phone for marine communications. The primary issue here is that while the cell phone works well to call the coast guard it does not work well to call the boat you can see off in the distance to ask for help. Putting this on a global basis with satellite phones, the same issue applies on a larger scale. Boats at sea should have HF on board to communicate with others and to aid in emergency situations. Pushing folks to move to Satellite by eliminating HF services will result in reduced communication at sea and increased cost for Coast Guard rescues and phone calls. My point is primarily focused on the non-commercial mariners as they are the ones that will make the choose to go Satellite or HF and the ones most likely to call the Coast Guard for help.</p>
951		John R. Forder 4235 Southwest 91st Drive Gainesville FL 32608									The availability of HF weather broadcasts and weatherfax is critical information to those US citizens who are cruising in sailboats or powerboats. Timely weather information that is often unavailable from any other source makes decision- and passage-making immensely more safe, and provides us with the tools to make our lives more enjoyable and less dangerous.
952		Steven Henkind, M.D. 7 South Ridge Road Larchmont NY 10538									By way of background, I am a professional sailor (USCG 200 ton sail license) and sailing instructor. I also am a member of the Coast Guard Auxiliary (including coxswain and AuxOp qualifications and I am a fully qualified CG 41 crew member as well). I sail offshore rather frequently (I have over 20,000 ocean miles logged) and, in virtually every one of

											those trips, we relied heavily on the HF services including voice and weather fax It is my belief that these services are also extensively used by other offshore sailors as well. I believe ,that it is essential TO keep these services active as removal of them would likely lead to significant safety issues which ultimately would INCREASE the workload (and associated expense) for the CG because of the need to increase SAR activities. Said another way, it is much easier to prevent accidents and mishaps than it is to respond to them.
955		R. T. Sauer C/O Ligman 204 Marble Run Williamsburg VA 23185	I am the captain of a 40' sailing yacht. I have been sailing in the Pacific Ocean since 1993.	My primary marine weather forecast sources are: HF radio Wefax from Honolulu Honolulu and Guam text forecasts available from the internet via HF radio.	Yes, I do use Coast Guard HF voice broadcasts. I only use these occasionally - maybe once or twice weekly. They are critical when I have difficulty receiving fax broadcasts and internet e-mail forecasts using the HF, however my primary sources are most important to me more than 90% of the time.	Yes, I do receive the Coast Guard HF radiofax broadcasts for marine weather forecasts. I receive these normally twice daily and consider them the most important source of weather information.	No, I do not use SITOR broadcasts since I am beyond the range of them.	I would increase my use of internet e-mail receipt of text weather information from Honolulu and Guam and also seek alternative fax services from Japan or Australia. There is no user cost for any system I use since I am using amateur radio. The internet text weather is not as useful as the graphic fax service because it is more general in nature and doesn't always address the specific areas where I am sailing. The fax broadcasts also offer more total information than I find in text messages.	Yes, the loss of Coast Guard HF broadcasts would seriously affect the safety of me, my wife and my vessel. I rely on the fax information to provide the big picture of the weather situation in my location. I then add my own weather observations to that information to come up with my best personal forecasts. The three day forecasts, and streamline analysis products specifically offer the most comprehensive and understandable weather information available anywhere in my opinion. I frequently share the information I receive from the weatherfax broadcasts with other sailors who do not have facsimile receiving equipment. I also worked aboard a NOAA vessel in 2000 as a deck hand and observed the captain and crew utilizing the weatherfax services for vessel routing.	I operate my vessel primarily on the high seas and range from the dateline west to about 150 degrees east and from 20 degrees north to 25 degrees south - North and South Central and Western Pacific.	From personal experience, I know that hundreds of yachts of many nationalities utilized the Coast Guard HF fax and voice services annually. I am not aware of an adequate replacement for these services currently offered by any other government agency for the high seas in the remote Pacific regions.
956		Elroy C. Erickson P.O. Box 39452 Ninilchik AK 99639									I wish to let you know that we use the HF radio report daily for weather conditions whether we are going fishing or traveling by road. It is very important to us.
957		Thomas Bailey S/V Oddly Enough 358 Montrose Avenue South Orange NJ 07079									We are a 44' sailboat currently in the seventh year of an overseas cruise. We are in the Solomon Islands. We have been sailing for many years and offshore cruising for 17 years. HF Fax transmissions, satellite photos and streamline charts are a principal source of weather information. We have also used the coastal and offshore voice broadcasts extensively. If the HF fax transmissions were discontinued we would use other

											<p>weather faxes. At this time we do not have sat phone or direct satellite capability. An acceptable alternative would be fax transmission via low cost direct satellite receivers - world wide, similar to the ones coming into use for commercial radio. But this system is not yet worldwide and not in use for fax or data as far as I know. We have relied on the HF Fax for many years, and often, for our weather information and would be at a safety disadvantage if the system were discontinued without a replacement.</p>
958		M/V Fintry James L. Woodward 1080 Hillside Street Milton MA 02186									<p>I, and many other commercial and recreational Masters of relatively small boats (30-100') use the USCG Radiofacsimile service as our principal source of weather information offshore, both making passages from New England to Bermuda and the Caribbean and Trans-Atlantic. There is no other easy, inexpensive source of weather maps available to us -- the various Inmarsat and Iridium services require equipment costing five thousand dollars and up and, in the case of Iridium, significant fees for use. Navtex, while useful within 300-500 miles, is not useful offshore and, in any event, does not provide maps. Various voice broadcasts on HF do work (although many are not in English), but a map is much better than a voice description of a map. A MF/HF radio transmitter is not expensive technology -- it would be a shame to compromise the safety of many passage-makers for the lack of a few hundred thousand dollars.</p>
959		Diana Collins									<p>The HF Weather Fax is a very important means of weather information for sailboats. There are 1000's of us that sail in areas that have no internet or other means of getting Wx info (except by WxFax), and 95% of use cannot afford satellite or other forms of communications. By dropping the WxFax, you would be putting many people at risk by denying them the information needed to make proper decisions. On a personal note: while not in port, I use WxFax on a daily basis to keep me informed on potential weather problems and for planning. Please keep the WxFax on the air.</p>
960		Attainable Adventure Cruising Ltd John H. Harries #4 Harbour House Hamilton Bermuda HMEX									<p>As voyaging sailors who spend much of our time in the North Atlantic we are very concerned about any plans to discontinue the high frequency transmission of weatherfax charts. These charts are our primary method of staying up to date with weather movements and impending storms while at sea. To receive this graphic information by satellite would be too expensive for us because of the large</p>

											size of the files resulting in data charges in the region of US\$20.00 / chart. We need at least 5 charts a day to stay up to date with developing weather. If HF transmission is discontinued it will effect our safety at sea negatively. We can receive text forecasts via Navtex or satellite and GRIB files via satellite in cost effective manor, therefore HF voice radio is much less important to us than HF weatherfax. In summary HF weather fax provides an invaluable overview of developing weather for small recreational and commercial vessels that can't afford to source this information via satellite. We suggest that the retention of HF weather fax transmission may even be cost effective for the US Coast Guard since the cost of even a few major rescue missions would, I think, exceed the cost of the HF weatherfax service.
961		Russ Irwin 3 Fremontia Street Portola Valley CA 94028									I'm a taxpayer and offshore sailor. While NOAA does a nice job of delivering their content via the internet, access to the internet is not as universal or as reliable as HF radio. These broadcasts are truly a public service and should be continued. Thank you for your consideration.
962		Stephen W. Stelmaszyk 5 Tunbridge Wells Court Medford NJ 08055									I hold a 50 ton coast guard licence. I have used the service while crewing for yachts in the caribbean and bound north to and from Bermuda. The HF equipment can be difficult to operate particularly for the uninitiated and I find in much more useful to download and save graphic charts using Global Star phone services. In addition reception can be questionable in certain areas. Recently I have taken satellite phone calls from freinds sailing offshore to explain weather conditions while I am at my computer via their satphone because the HF transmission is to difficult to receive. It may be like giving up on tour old Loran receiver.
963		William A. Thomason P.O. Box 845 North Plains OR 97133			In general, no I do not depend on the voice broadcasts. In areas when I am more inclined to listen to a voice broadcast I am usual within VHF range and use that.		No	Replacement technology, such as internet satellite, is currently too costly in terms of both equipment and recurring costs. In addition to the limited space and power available in my craft and as such are not a viable option. Satellite based communication does not fulfill all the communications requirements I need, and hence would not be able to replace the HF equipment, but would need to be installed in addition.	The loss of this feature would effect my comfort and safety to a large extend when traveling in areas aware from common and readily available weather information, e.g. larger cities where I can rely on VHF, or internet based weather. While in more remote areas, the HF Weather information is my primary source for guidance in determining when to leave port. My typical cruising pattern provides a large degree of flexibility with	Primary operation of within 100 miles of shore, with occasional crossings greater then 1,000 miles. Primary usage is in areas where other forms of communications (internet, VHF) are unavailable or limited only to local communication (e.g. ship-to-ship VHF) and the HF Weather information is the only source of weather	Follow-Up Comment

									regards to schedule, and this flexibility is influenced primarily by weather. Loosing the HF weather capability would eliminate me being able to gain accurate weather information as it is not only the primary source, but often the only source when away from larger cities. Removal of HF source would limit my forecasting abilities to only what is achievable using local instruments (temperature, pressure, wind direction and sky conditions) again greatly increasing the risks associated with a much more limited forecasting ability.	information available for me outside of local conditions observations.		
964		Paul J. Reid 156 Robin Way Los Gatos CA 95032										The HF broadcasts provided by NOAA for weather forecasting are invaluable to the marine/boating community. As a long time recreational boater (20+ years, over 50,000 miles at sea) I can attest that these broadcasts are regularly downloaded and analyzed by boaters from around the world, not just the United States. This information is so important to boaters in determining when to make a safe passage, how to best route to avoid storms when on passage, etc. Without these broadcasts there will be without a doubt more lives lost at sea and many more dollars spent in S&R operations that will be spent in upgrading to new/more reliable radio hardware. Please do not shut down these broadcasts, they a vital part of the the marine community today.
965		Jean H. Daugherty										I urge Congress to fund restoration of all HF Weather transmitter facilities. When outside the range of VHF weather transmissions I rely exclusively on HF weather. We would be sailing blind without it.
966		F/V Northern Light Greg Moyer P.O. Box 920474 Dutch Harbor AK 99692										I am writing in about the Radio transmissions for the weather here in Alaska. Emily Hanson wrote me saying I had to finish questions 2,4,5,6,7, I can not seem to find thoes questions. I type in the web address http://dms.dot.gov to google and this is where I was sent. Like I said before. If you are asking for public coment on the need for weather broadcasting. It HAS TO BE EASY...!!!! This is not...!!! We are Fisherman, Not computer programers.... Sorry to vent my frustration on you..

967		Charles Dana Gibson P.O. Box 638 Camden ME 04843	Private motor yacht – owner & master							East coast of U.S. south to Virgin Islands; At least one trip south annually; and times more.	Follow-Up Comment
968		Dennis Driscoll 610 Dorian Road Westfield NJ 07090	43 ft. sloop; Watch captain/navigator							NE US coastal waters to Bermuda; Anually, I crew this boat during annual races to Bermuda	Follow-Up Comment
969		Sandra L. Larson 16630 North Seventh Street Lakeland MN 55043									It is come to our attention that the Coast Guard is considering abandoning the high frequency (HF) wather services in voice, radiofacsimilie and SITOR formats. As pleasure sailors, we rely heavily on VHF weather forecasts, but use the above HF transmissions - particularly on the weather fax and voice portions- while sailing beyond the distance where VHF weather forecasts are available. We also supplement the VHF forecasts, when available, with weather fax. We have never used SITOR. We sail annually for several weeks in the mid-Atlantic, New England, Bahamas, and/or Gulf of Mexico, and use the Boston and New Orleans weather fax regularly. If the HF services are discontinued, it would greatly increase our danger when sailing offshore and in the high seas. We, as undoubtedly thousands of others, will find it impossible to purchase alternative weather forecasting services, because of their high cost. It is highly probably that many boaters will sail without adequate weather information, endangering both themselves and their rescuers.
970		Bill Cottingham	I own and operate a cruising sailboat.	My primary sources of marine weather information are VHF Weather Radio, HF Voice and Radiofax, NAVTEX, HF Cruising Nets, and shoreside internet.	HF Voice broadcasts are, for me, less important than the others listed above.	HF Radiofax is my single most critical source of information. Integrating weather charts with satellite images gives the "big picture" that puts observations and forecasts into perspective.	I have not used SITOR.	If the USCG broadcasts were discontinued, I would rely on shoreside information before departure (if available), HF Cruising Nets and HF e-mail from friends and family. This is clearly a high-risk alternative.	I am not aware of alternative sources for HF Radiofax or NAVTEX information for vessels of modest means while underway. For me and most other cruising yachts that I know, these broadcasts are a sole source of weather information critical to safety.		
974		James R. Gracie Apartment 829 1025 Grenon Avenue Ottawa Ontario K2B 8S5 Canada	canadian naval officer for 32 years then cruising sailboat for past twenty years.	hf radio fax.	yes, whenever in range of your robot voice mechanical mike.. it is a necessary alternative to wefax.	yes, three or four times daily to ascertain the storm tracks. current and forecast weather data is critical to the safe and timely arrival of small sailing vessels.	no	amateur radio maritime mobile nets which do not give open ocean coverage (a)cost about 200usd to modify my hf rx.(b)quality is much less than your professional forecasters.	Yes as there would be large gaps in open ocean coverage.	Our vessel transits oceans and is presently on passage from japan to Vancouver island. at the end of an eighteen year circumnavigation	

978		Richard J. Preston P.O. Box 32438 Juneau AK 99803									<p>I am a commercial mariner - possessing a Master's Any Gross Tons license and numerous first class pilotage endorsements. I sail for the Alaska Marine Highway System on a route which routinely crosses the Gulf of Alaska at all times of year.</p> <p>I am also a retired USCG Captain - with over 13 years at sea and in command of cutters.</p> <p>I feel that radiofax and voice transmissions should continue. These methods of providing critical weather information are vital to all mariners. I concur with proposal that SITOR (NBDP) should be dis-continued.....I don't know of any ships using that method anymore.</p> <p>Radiofax, and voice provide the greatest coverage of the marine user groups - from recreational sailing vessels to the largest commercial vessels. While many ships now have satellite internet connectivity - there is a larger groups which is not so equipped....such as my fleet. We need to have a reliable method of getting weather updates - at all times. The redundancy of radiofax and voice is very important to ensure the info's availability should one system or the other be out of service.</p>
979		Maritime Pilots Institute George B. Burkley 401 North New Hampshire Street Covington LA 70433									<p>The HF wx broadcast program is a vital and important service to shipping and must be funded and updated.</p> <p>There are over 6000 vessels worldwide participating in the volunteer observing ship program and these vessels, while in US waters, rely on the HF broadcast system to receive their weather charts. Thousands of mariners submit their weather reports every six hours and then look to the HF weather report to see their and other ship reports on the HF charts. These weather reports are mission critical, directly affecting the safety of shipping, especially during tropical weather system season.</p> <p>Additionally, the graphical weather reports include a vast amount of information lacking in the verbal reports and text reports. Losing the HF broadcast program is unthinkable to a mariner. Continue funding the HF weather fax program.</p>
980		Hapag-Lloyd Al Murray M/V Charleston Express 401 East Jackson Street Tampa FL 33602	I am a licensed Master who has sailed on Commercial Container, Break Bulk, Tanker,Ro-Ro, Military Support and Research. My last position was Chief Mate onboard a US Government LMSR Ro-Ro. I have sailed in all Ocean Regions including Antarctic waters, Indian, Pacific, and Atlantic Oceans.	My primary sources of forecasts are Weather fax and high seas broadcast with NOAA weather radio near US shores.	I do not often use Coast Guard HF radio voice broadcasts to receive marine weather forecasts; however I do feel an urgent need for them to be available for times when they are a necessary source of information.	I do use Coast Guard HF radio-fax broadcasts to receive marine weather forecasts. We collect weather fax twice a day for reference purposes.	I do not often use Coast Guard HF radio Simplex Teletype over Radio (SITOR) (also known as Narrow Band Direct printing (NBDP)) to receive marine weather forecasts. However there is a need for these services because of the lack of information from high tech sources of information when a serious occurrence develops. With out this system being maintained it would not be available to help	There are no reliable alternative source(s) for obtaining marine weather forecasts if Coast Guard HF broadcasts were no longer available. I would rate the alternative source(s) in terms of (a) cost is excessively high for an unreliable and dangerous source of information the weather routing services provide. And (b) the information as compared to the Coast Guard HF broadcast it replaces IS	The loss of Coast Guard HF marine weather broadcasts would affect the mariner by removing the only low tech source of information one can obtain on the high seas. The lack of information given to ships concerning weather by the routing services removes the descion process from	I have worked on vessels that ply all these waters; coastal (0.25 nautical miles (nm) seaward); offshore (25.200 nm Seaward); or, high seas (more than 200 nm seaward.) I have worked on vessels in all geographic regions. For	The Commercial ship is a huge capital asset, itself as well as the cargo it carries is worth millions of dollars. The crew is a trained, licensed by the US Coast Guard and have invested years in learning and plying this trade. There is then a large liability and risks managed by these seagoing individuals. Society at large demands higher standards to protect the environment and the seaborne commerce they rely daily on to bring goods to their homes. The ships master manages the physical

							<p>a Master make a safety call on heavy weather avoidance.</p>	<p>unreliable and susceptible to company direction in terms of output of advice for weather routing. The routing services are a danger to shipping and the mariners aboard them.</p>	<p>the wheel house within the weather itself and places it in the companies The accounting department. solutions always given are great circle in complete disregard of Type of Vessel, Load, and weather conditions. All factors in safely delivering goods, ship and people to the next port. These things are the legal responsibility of the Master and giving this liability to a meteorologist with no shipboard experience, seamanship or legal liability is a very dangerous proposition. Already the routing services has caused damage loss of time and money but admitting this among those that desire the services would fly counter to the control these services give a company bean counter to force Masters to take routes against their better judgment.</p>	<p>example, mid-Atlantic, New England, North Central Pacific, Hawaii, Gulf of Mexico, North Atlantic, Indian, Pacific, South Atlantic, Great Lakes, Persian gulf, Med...etc.</p>	<p>risks of vessel, cargo and people in all climates they are called upon to operate. It is the master who is directly aware of the condition of his vessel, and cargo onboard. It is this awareness that has been developed after years of seagoing experience that deems him competent to be a ships master. The responsibility to maintain cargo and vessels free from damage during ocean transits in mandated under the legal obligations of national and international laws, insurance case law, and contract obligations. i.e. GENCON, Marine insurance act 1906, Hague rules, Hamburg rules... These developed over many centuries of casualties which led to the lose of life, damage to ships and the environment. These legal obligations directly spell out the ship's masters as the responsible party in performing due diligence and seamanship in relation to ship's actions to avoid damaging occurrences, i.e. ship weather routing. A recent development has been the commercial ship weather routing services, which are pushing politically to remove alternative weather information sources. These services are commercial and charge a fee. They rely on shipping companies accounting department feelings that they are getting a return by forcing routes of less distance, thereby fuel savings, upon ships master who would not other wise of taken these routes due to his personal judgment as dangerous. The routes given to us as American sailors and to foreign masters I have discussed this with has been less then ethical concerning the pressure the companies are placing on a ships Master to follow these routes when they could cause damages to ships or cargo. Thereby placing the Master in risk of liability personally for decisions he was coerced not make. I have personal witnessed the great circle routes issued by routing services in complete disregard of current weather conditions of the north Atlantic in winter or of the vessel in service causing injury to crew and complete damage to ships structure, angle iron twisted, light fixtures wiped from bulkheads... These routes are even issued by the routing service with a disclaimer of responsibility but these routes are taken as law by the company. A Master who does not follow these routes will find his position in jeopardy, and there have been firings to date over a Master trying to express his duty for the ships safety over that as perceived by the company. These attempts at misdirecting responsibility by political moves, to make other sources of weather</p>
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											<p>information absent, and thereby undermining a masters ability to due diligence is a very bad trend. These are not being done within the legal framework of lifting the legal obligations on a Master as they still remain valid in case law. It is going to be harder to perform these responsibilities. Giving these to a person withdrawn from the vessel, local conditions, and lacking skills of seamanship would be difficult to pass through any court. I have personally observed the outcome of these routing upon masters who completely disregarded diligent oversight. Given a third port to call upon half way through a voyage, the master directed the ship on a course directly into the direction of reefs, and then waiting for word back from the routing services concerning what route to undertake. This attitude of "what ever the office says" and not taking the effort to adequately undertake basic seamanship because no matter what he sent to the office would be changed by the routing service is extremely dangerous. This attitude is becoming more prevalent and this damage to the normal practice of seamanship is what is called a chain of errors in accident investigation. The weather maps provided by these weather routing services are one page and show and ocean basin with a position of Lows and Highs and wind direction only. They are useless to a mariner to make an informed decisions and are designed that way. The deep array of weather maps received by weather fax are a depth of information provided to mariners for many decades and have developed over time to be a more complete source of information. The deep Sea broadcasts are tied into the GMDSS console that is required on all Vessels for emergency communications. These systems are used as primary sources worldwide to provide weather information and other navigational warnings. Only the USA has failed to meet the standards the world has provided for these avenues of information. The quality and amount of information becoming less every year. These broadcast and fax supplement each other in giving a Master an opportunity to be able to make informed decisions, thereby being able to meet his legal obligations.</p> <p>The reliance on e-mail and internet is not a safe option. The first to go in heavy seas is your Satellite connection as it becomes impossible to track a satellite. There are interference and places on the Ocean where the satellite coverage is poor or not possible. There is a pressure by companies to limit air</p>
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										<p>time on data transfers which require long download times. The first to be sacrificed is weather maps. They then are not maintaining a history of weather development that assists in determining future weather.</p> <p>The Inmarsat-C/SafetyNet, USCG HF radio broadcasts, USCG medium frequency (MF) Radio Broadcasts, USCG very high frequency (VHF) radio broadcasts, NOAA Weather Radio, NAVTEX, are all apart of a low tech system and legally required to be carried onboard by the USCG and international GMDSS rules.</p> <p>The USA will be the first to end its required participation in these mandated systems for the Ocean regions they are assigned by international agreements.</p> <p>The input by mariners into the AMVER sea program provides information on ship positions for reference in providing Search and Rescue or medical assist on the high seas. They also provide weather input to NOAA and other international agencies of the local conditions every few hours.</p> <p>Removing the weather maps this information helps supplement, would also remove the desire to participate in AMVER, thus putting our deep sea search and rescue capabilities back about 50 years. The commercial weather routing relies on their own source of maps and they lack the input of seafarers in the environment they are posturing as safe. This lack of input may appear minor but the volume who rely on weather fax and deep sea broadcasts is enough to allow a fine tuning that is apart of NOAAs ability to provide the high caliber product they do.</p> <p>The pressures are real within the shipping industry and if ignored or perceived as being ignored by the company places pressure on a Master concerning maintaining his position. When corners are cut due to an attempt to save a few dollars on a ledger in operating costs the Master is expected to be a company man and disregard due diligence and better seamanship. A perfect example of this company attitude can be read in the Marine Electric disaster investigations. Here is a perfect example of a company over riding good seamanship in pursuit of a few dollars saved in a budget. The cost in the end is much larger and a company may argue it is there vessel to route as they will. It is in fact 25 or so lives they are in fact risking. These office people can go home at the end of a day and the poor practices being developed and becoming common practice today is going to allow a crew</p>
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											of 25 or so not to be able to go home. I would hope those that decide to cave into the commercial routing companies desire to be the only source of information available, and allows the limits or removal of the Governments independent source of information, can sleep with the conditions being set for a future disaster or death. I pray it is not my own.	
981		Martin E. Gilmore 1086 Countryside Circle Heber City UT 84032	I am the owner/captain of a 40-foot sailboat. We have been cruising the boat in the Pacific Ocean for at least six months of the year for the past three years. We have been to Mexico, Hawaii, and Alaska so we now have done some blue water sailing and some long coastal passages in remote areas. Good weather forecasts are essential to our safety in many of these areas.	Our primary sources of marine weather forecasts for any significant passage are USCG HF radio, particularly radiofaxes, and text forecasts from NOAA. We use NOAA weather radio when in range.	No, we do not use USCG HF radio voice broadcasts.	Yes, we use USCG radiofax broadcasts. On passages we use them once a day usually, and twice a day in critical areas such as the Gulf of Alaska. These radiofaxes are critical to our safety. They are our primary weather forecasting tool.	No, we do not use SITOR.	IF the USCG discontinued HF radio broadcasts I would be forced to use commercial services. They are expensive. One I have used, Commander's Weather, costs \$95 for an initial forecast and \$65 for updates. They are not as good since they only use text, no graphics, no synoptic charts or satellite photos. My understanding is that the commercial services are better for the Atlantic than the Pacific, where we cruise.	Loss of USCG HF radio broadcasts would probably limit our cruising, either because we could not get accurate forecasts, or because of high cost. We would feel less safe on long passages without the USCG HF radio broadcasts.	We operate offshore, and on the high seas. We have only operated in the North Pacific. This year we have been from California to Hawaii, and from Hawaii to the Gulf of Alaska.		
982		Laurence E. Shick										SSB access to WeatherFax products via SSB broadcast is vital to safe navigation for myself and other cruisers. My cruising territory includes US waters and the Pacific and Caribbean coasts as far south as the equator and out 250 miles. While underway I have no Internet access and rely upon WeatherFax broadcasts e.g., from Point Reyes and New Orleans to provide warning of developing conditions for passages that may last 7 days.
983		Steven L. Wolper P.O. Box 4287 Ketchum ID 83340	OWNER AND CAPTAIN 62' S/V PACIFIC DREAM	USCG HF RADIO BCSTS, USCG VERY HIGH FREQUENCY(VHF) , NOAA Weather Radio, NAVTEX, SAT PHONE INTERNET	YES. DAILY AND EXTREMELY IMPORTANT TO OBTAIN DATA AND INTREPERTATION AND TO COMPARE FCSTS. CRITICAL BACKUP TO SAT BASED FCSTS	YES. SAME AS 3 ABOVE	NO	WOULD BE FORCED TO RELY ON PRIVATE SOURCES. SUBSTANTIALLY MORE EXPENSIVE. ALL PRIVATE SOURCES COMPUTER BASED AND THEREBY SUFFER COMPUTER RELIABILITY ISSUES.	I WOULD BE FORCED TO RELY ON PRIVATE SOURCES AND ACQUIRE ADDITIONAL COMPUTER BASED EQUIPMENT TO PROVIDE REDUNDANCY. PRIVATE SOURCES ARE NOT SUBJECT TO THE SAME LEVEL OF OVER-SIGHT AS USCG	COASTAL TO 200 nm seaward. MID-Atlantic, New England, North Central Pacific, Hawaii, Gulf of Mexico, , CARABBEAN SEA, NE COAST CANADA		
984		Suzan L. Nettleship Bluewater Cruising LLC P.O. Box 99414 Seattle WA 98139	I am an owner/operator of a 33 ton vessel cruising both nationally and internationally.	My primary source of weather and safety information is the USCG radiofax system. I use the system twice a day to get this critical information. I do also use the HF voice broadcast as a backup to the radiofax system.				I do not have any other alternatives than the SSB/HF broadcast system.		I operate from 10 miles seaward of the US Coast to Mid Pacific.		

985		Catherine C. McCarthy P. O. Box 957 Homer AK 99603		While we can access internet weather while at home, HF weather forecasts are absolutely critical for our safety while we are on trips. We have no other weather resource and the weather in these areas is very changeable and potentially dangerous. Even with the current weather availability, we are unable to access weather in some locations.						We use our recreational boat in South central Alaska, specifically Kachemak Bay, Cook Inlet, Seward, Prince William Sound and the Kodiak area including Shelikof Strait.	This summer, we took a trip from Homer to Nuka Bay. In Port Chatham we accessed Kodiak weather through the HF which allowed us to know the weather through the passages we needed to traverse to reach Nuka Bay. In norther Nuka Bay, we were unable to access weather, but did so after we reached the southern end and Gore Point. The weather had deteriorated and we were forced to seek refuge in Tonsina Bay until the weather subsided. By going back out of the bay we were eventually able to access HF weather again. That allowed to us return to Homer via a route south of the one we previously used. For several years I worked on and owned a commercial fishing boat out of Kodiak. We regularly monitored weather twice a day at least. The ability to access weather on HF was absolutely critical to our safety. Under no circumstances should HF weather reports be discontinued in Alaska! They provide the only resource for safe boating that is available in many locations! Thanks you for your attention to this most critical matter.
986		T.C. Rownd ARMY NG, 2-151 AVN									I would entertain any other modern means of obtaining weather advisories and information that would be cost effective for all parties involved. As a costal and inland waters boater, the information provided by the USCG and the NWS is very important to me as I often have my family with me. I will adjust as needed to the system that DOT/USCG puts into place. "As technology advances, so do we."
987		Thomas W. Pratt Coastal Transportation, Incorporated 4025 13th Avenue Northwest Seattle WA 98119	Coastal Transportation, Inc. Information System Manager Domestic Break Bulk Cargo Vessels. We operate 8 vessels. We service between Seattle and Western Alaska, including the Aleutian Islands and Alaska Peninsula. My position is not on the vessel, but the office. I maintain the radio and computer systems on board the vessels.	The primary source for marine weather is the HF marine weather boardcast. It provides an easy to view diagram of the weather, something that all the captains and crew members use.	Voice broadcasts are used on a daily bases for plotting the course of a voyage. All information is critical.	The HF Fax is used daily and is the primary source of weather info. It is critical to the safe operation to the vessel.	The HF SITOR/NPDB is just as important as the HF FAX. In cases where the picture is not clear, the text data helps the capt. and crew determine the safe course for the vessel.	None via HF. A few are available to SITOR but not in an automated and dedicated manner.	We would loose our trusted primary source of weather information. We would have to spend over \$30,000.00 per vessel to received a quality satellite data image. Plus we would have to pay for the data access.	between Seattle and Western Alaska, including the Aleutian Islands and Alaska Peninsula. We sail up to St Paul Island in the Bering Sea.	
989		Patrick C. Aguillard P. O. Box 158 Iowa LA 70647									I want the HF weather broadcasts to continue. I am going to try to find the official comment form. Thanks.
990		Patrick C. Aguillard P. O. Box 158 Iowa LA 70647	I and my wife live and cruise aboard our 42' Pearson Sailboat. I hold a 100 ton Masters with sail and tow	USCG VHF, USCG HF, shoreside internet (when in harbor).	YES. I use all means available when in port to plan my offshore voyages. Once underway, I listen to the HF and VHF forecasts 3 -	NO.	NO.	I would have to subscribe (pay \$ for) to a private HF weather forecast broadcast such as Chris Parker. They are expensive but do give good specific	YES. I am able to check the USCG HF broadcasts at any time for any changes in the forecasts as well as	Offshore. East coast Atlantic, Bahamas, Southern Carribean and Gulf of Mexico.	I believe loosing the HF weather forecasts would leave a large gap in my ability to form a good overall picture of current and future weather. Since I do travel in a slow vessel,

			endorsement.		4 times a day. The farther from shore the more important the HF broadcasts become.			information at certain times of the day. As stated, I do have other means for weather in port but once offshore the HF becomes more important for my safe and the safety of my vessel.	weather warnings 24 hours a day.		weather is the most important factor in planning any voyage.
991		Daniel Evans	I work on 130'+ schooners							Coastwise and Caribbean and North Pacific; 180 days/year	Follow-Up Comment I would like the broadcast to continue. They are vital to our safety.
992		Janet M. Bachelder P.O. Box 4004 Bullfrog UT 84533									While sailing our catamaran off shore or near shore of the US we have frequently used the voice portion of HF Radio Broadcasts for routine weather forecasts and warnings associated with changing weather conditions. This information has been timely & very useful. I realize there is a greater variety of technology available for off shore/near shore sailing (as we do have some other technology on board)these days. However, when weather is changing rapidly, the use of the HF radio still remains our primary method of receiving weather updates in a timely and accurate manner. We will be greatly disappointed if this service is no longer available to us &it will make a difference in our sailing activities. We would encourage you to keep this service available into the future.
993		Bonnie Powell #3412 411 Walnut Green Cove Springs FL 32043									We are registered voters. Our lives depend on timely weather information at sea. We need NMN broadcasts as often it is the only weather information we can receive, especially during the hurricane season. BUY THE NEW EQUIPMENT - IT IS IMPORTANT, OUR LIVES AND MANY OTHERS DEPEND ON THESE BROADCASTS.
995		Keith C. Longly 117 East Louisa # 122 Seattle WA 98102									Responce to HF weather transmittions
996		Keith C. Longly 117 East Louisa # 122 Seattle WA 98102	I am a 200 ton Master. I have been working on the Pacific Ocean from Alaska to Mexico for more then ten years.	I have used all the above! Not every boat has every tool. I use what I can to get the information that I need. Which means it's good to have multiple sources of weather!	Yes, depending on the boat I am working on at the time. I will use it every day while at sea.	Yes, depending on the boat I'm working on at the time. I will use it every day while at sea!	Yes, depending on the boat I'm working on at the time. I will use it every day while at sea!	It would be sad to lose HF weather broadcasts. The prudent mariner uses all tools at his or her disposal to make the wisest decisions for the safe operation of ship and crew. While internet is becoming more prevalent and the private sector is also providing new and exciting tools, they may or may not give the information needed, or they may not be available. For example internet if very difficult to come by in many places in Alaska!	Of course it would affect me! It affects all mariners who ply waters off shore!	I am a Captain for hire; I sail on many different vessels of varying tonnages and areas. I have sailed from Nome Alaska to Cabo San Lucas. In many cases HF frequencies have been the only signals available with which to receive information about weather!	It has been and always will be the responsibility of the USCG to provide tools for safer navigation of the seas! To lose those services of weather over HF transitions takes away from why the Coast Guard was founded. In working with NOAA and transmitting weather and warning over HF and VHF frequencies, you fulfill a desperately needed role in helping bring sailors home to their families! Let that never be forgotten!

997		Eric W. Fels 1509 Bronwyn Road Richmond VA 23238									I believe we should keep the HF weather system. It is a reliable asset to mariners when technology, aka sat communications, fail and information is needed for the safe navigation of all types of vessels operating. thank you for allowing me to post.v
998		Jack Venezia									I am responding to the article regarding the discontinuance of the HF weather radio broadcasts. I believe discontinuing this service would endanger lives on the waterways. I personally depend on these broadcasts as do many of my fellow boaters. Please make every effort to continue these voice broadcasts
999		Edwin P. Cutler 2637 East Atlantic Boulevard P.M.B. 180 Pompano Beach FL 33062	We are the owner/operator of a 41' Morgan Out Island sailboat, Spaceship -- Documentation number 621106.	When at sea or in foreign countries, we use USCG HF radio broadcasts extensively -- both the voice and FAX. When we're close to the U.S. shore we can pick up NOAA Weather Radio (Wx). When we're ashore in the U.S., we use television (local stations, not cable or satellite) and if possible the internet.	YES! We listen to the voice broadcasts. Since the live speakers have been replaced with the computer generated voice, we all have a nickname: ours is Mad Max. The voice is very important for hurricane information and for the weather in our area.	YES! This is our main source of weather information! When at sea we collect every broadcast. We capture all the satellite images, the surface charts and the 500mb charts. They show us where the fronts are so we know what winds to expect. They show us where the hurricanes are and more important where they're going which gives us days to make preparation or to take evasive action.	NO	We have no idea. We have depended on the Coast Guard since we started sailing in 1984. Many U.S. sailors, like us, cannot afford satellite communication. We would be left to our barometer which only gives six hours warning, too late to take evasive action.	It would be devastating! You make it possible to sail out of sight of land.	High Seas, more than 200 nm seaward We sail in the Caribbean Sea, and the mid-Atlantic and the north-Atlantic to Newfoundland.	
1000		Michael E. McCarthy P.O. Box 957 Homer AK 99603									I am very strongly in support of continuing the practice of broadcasting the weather reports. The notion that this practice is no longer needed is not only ludicrous but extremely dangerous. Let me cite some personal examples. My wife and I were on an extended boat trip from Homer to Nuka Bay in the Kenai Fjords this past June. There were small craft advisories broadcast on our channel 2 weather band for the following day after we arrived in Port Chatham. The NOAA Coastal Pilot warns of the danger of transiting thru Chugach Passage in such seas. We were unable to receive the the weather radio broadcast because of surrounding mountains on our own radio. We made contact with a sailing vessel with a tall radio mast and learned on Channel 6, (Kodiak transmitter) that the seas were passable, but warned of heavy fog near Gore Point. That information was invaluable. We followed the sailboat thru the fog on our radar when visability was less than 1/4 mile in fact sometimes it was less than 100 yards and this particular transit can be very dangerous with numerous rip tides noted on the navigation chart. A second critical use of the NOAA weather broadcast involved our effort to stay ahead of a tornado while traveling across Kansas. We were able to seek shelter while the tornado narrowly missed us. After living in

											Alaska for more than 20 years, from the Arctic to Kodiak and Homer I could cite numerous times that the NOAA weather broadcasts were critical in making travel decisions.
1001		James A. Szabo 3250 County Highway 6 state government S.O.T. Hackleburg AL 35564									I feel that the coast guard should continue the h.f broadcast as hf radios are a lot cheaper then sat units and i feel that many lives would be saved through continued use of the hf broadcast im sure the government has the money to update to new equipment for the safety of mariners
1002		Timothy M. Smale 1540 Harbor Drive North Slip 123 Oceanside CA 92054									I am beginning up to a 2-year cruise on my sailboat that I have been planning for the last 15 years, and am sadly disappointed to learn that I may not have the ability to receive HF voice and radio fax weather reports on the high seas if this passes. Please reconsider this plan to discontinue this important and safety related service. I recently purchased and am installing a multiband receiver with the expressed purpose to receive these transmissions, and would be very disappointed to learn that this service is no longer available.
1003		Peter T Heyroth 16015 Essex Point Circle Anchorage AK 99516									I strongly support the continuation of high frequency (HF) radio broadcast weather forecasts and warnings in Alaskan waters. Alaska is a unique and dangerous environment for recreational boaters such as me. I sport fish and boat out of Whittier and Seward, Alaska on a regular basis, and the radio broadcasts of weather and warnings are a critical component of my safe boating. Alaskan weather can and does change quickly and when recreational boaters are out on the water they need up to the minute weather information. Please feel free to contact me if you would like additional opinion or other information. Thanks for the opportunity to comment.
1004		Wesley D. Jones 6850 Fox Mill Court Gloucester VA 23061	I am the owner/operator of a 40' cruising sailboat.	(a) When offshore I use Coast Guard HF radio broadcasts received by my HAM radio. I direct the Radio Fax signals by wire into the sound card of my laptop computer where they are processed by my WeatherFax 2000 software (sound card edition) as produced by Xaxero Marine Software Engineering of New Zealand and subsequently displayed on the laptop screen as a weather fax and saved on the hard drive. (b) When sailing on nearshore waters I receive NOAA Weather forecasts on my VHF radio.	I do occasionally.	Yes, almost exclusively. To me, a picture is worth a thousand words. I find it very difficult to copy/record a long voice broadcast from "perfect paul" and then plot it and end up with a very accurate product. A fax is far superior - plus the fax forecasts going several days into the future allow you to plot your likely future location into the conditions expected at that future time and location.	I do not.	My ability to carry a lot of equipment on a 40' light sailboat is limited. My current setup is a radio which is smaller than a shoebox and a small laptop computer. I must have the radio anyway for offshore voice contacts with shore. To that I have added the radio fax software (about \$100) and the laptop (about \$500). If the Coast Guard fax were discontinued, I know of only two options I would have to replace them, both of which are considerably more costly. The first would be to add a Pactor III modem to my radio, through which I could download weather faxes saved for me at a providers' site. The modem costs \$1200 and the Sailmail	Yes, the loss of HF weather broadcasts would affect me. It took me a long while to obtain and "tune" my setup for receiving weather faxes as I can do now very reliably - I made the investment in time and money to perfect the procedure while expecting fully that the Coast Guard HF weather faxes were a reliable resource that would be available well into the future. I feel that if I were unable to receive weather faxes at sea that my safety would be greatly diminished.	My sailing falls in 2 categories - coastwise and offshore. For probably 10 months of the year I operate on the East coast - primarily the Chesapeake Bay. For about 2 months each year I go offshore, primarily in the area of the western Atlantic described by Newfoundland, Bermuda, and the Leeward Islands. Last year I logged about 2500 NM on a voyage from the	

				(c) When I am at home in the planning phases of an offshore sailing trip I use the internet to access Marine Radio Fax charts (weather.noaa.gov/fax/marine.shtml) and various sites for Gulf Stream forecasts. I also use Grib.US (www.grib.us) for grib charts.				site is not expensive, but it is difficult or impossible to schedule and receive large files such as faxes - the use of this process is usually limited to short e-mails. The second method would be to buy a SAT phone and subscribe to a service - both relatively expensive at this time - and connect to the internet to receive weather faxes through the SAT phone. There is also the problem with this method that none of the services are ideal for all areas, which might force one to subscribe to more than one phone service.	Having the HF weather resource while far offshore in a relatively small boat adds to ones' sense of well-being, comfort, and enjoyment. To replace my current method with an alternate would significantly increase my difficulty and costs.	Chesapeake to Bermuda, thence Nova Scotia, thence the Maine coast, thence coastwise back to the Chesapeake. After the hurricane season ends this year I will sail direct from the Chesapeake to the Virgin Islands, thence Puerto Rico, thence the Dominican Republic, thence the Turks and Caicos, thence up through the Bahamas to Florida, thence returning to the Chesapeake.		
1005		Frances A. Mallory P.O. Box 1383 Cordova AK 99574-1383										In my opinion, voice radio is a necessary mode of weather forecasting for the fishing fleet of Alaska and their families.
1006		Mike G. Boom 2100 Montana Avenue, Northeast Saint Petersburg FL 33703	40 foot sail boat, Captain								Gulf of Mexico and Bahamas; monthly	Follow-Up Comment
1007		Andrea Seliger Zitadellenstr.10 C/O YHH 21073 Hamburg Germany										I would recommend to continue the weather broadcast over SSB. We own a 35-foot catamaran and were crossing the Atlantic East-West, cruising in the Caribbean and crossed the Atlantic back. We received the weather charts and also listened to the voice on the way back. Without that, it would have been very difficult for us to navigate safely and to avoid storm centers. The only alternative I know is the broadcast by Radio France Internationale, but they don't cover the whole Atlantic and you must be quite good in French to understand that.
1008		Warner E. Armbruster P.O. Box 500703 Marathon FL 33050										we need the uscg wx on hf radio, thanks
1009		George F. Zenker 191 U.S. Highway 9, Unit 22 Englishtown NJ 07726										I feel that it will be a terrible mistake to cancel this service. It will put a lot of sailors like me in danger.
1010		Kathy M. Emery 6022 Knotty Post Spring TX 77373										please continue warnings

1011		Mike Boom 2100 Montana Avenue, N.E. Saint Petersburg FL 33703	I sail on a 40' sailboat. I am the Captain.							My vessel operates in the Gulf of Mexico and the Bahamas. I sail monthly on those waters.	Follow-Up Comment
1012		Barrie D. Linley 600 Biltmore Way PH 102 Coral Gables FL 33134									As a vacational yachtsman enjoying both British waters and Florida & Caribbean waters, I lay great store on the professional forecasts of the USCG and the UK Coast Guard services as my primary source of information. My long experience convinces me that most yachting problems arise from inadequate understanding of prevailing and near-term weather conditions.
1014		Charles E. Anderson 2501 West Golf Boulevard #131 Pompano Beach FL 33064									As a Captain and a tax payer I feel that, at least, the radiofax should NOT be stopped. Many people from many countries rely on the safety net that is supplied with these HF broadcasts. It appears to we who "are out there" your comment request has been made so difficult to find and submit that you are "stacking the deck" to assure that you do not need to continue these broadcasts. In order to get a fair response you need to make the comment process much, much easier to submit! I hope this does not become another thing that the government does not do what the people need but rather let the private area charge for the information supplied by our tax dollars. Please do not stop this tax payer benefit.
1015		Robert J. Foster 100 Monument Road Pine Beach NJ 08741									I'm owner operator of S/V Caravela, a 36 ft cruising sail boat. I cruise/sail in Caribbean Oct to May every year for past 9 years and rely on receiving USCG weather reports on SSB to make my decision where and when to sail/cruise to minimize injuries to myself, my wife and my boat. I have never had damage to my boat or injuries to my crew sailing/cruising in Caribbean in past 9 years. I plan on continuing my life style indefinitely and if the USCG discontinues weather broadcasts on HF using my SSB, I will be in danger. I strongly encourage the USCG to continue providing this service daily year after year.
1016		Daniel S. Sagan 1589 Blue Heron Drive Sarasota FL 34239	I am the owner of a 45' sailboat and navigator on a 51' ocean race boat.							Both vessels sail in the Gulf of Mexico, the Atlantic Ocean and the Caribbean Sea. I sail in these waters ten to twelve times a year.	Follow-Up Comment
1017		Robert L. Reynard 411 Walnut Street #3899 S/V FoxSea Green Cove Springs FL 32043	Owner / Operator S/V FoxSea 43 foot cutter rigged sailboat. Master Rating 50 tons – Assist in delivering sailboats to Caribbean	Location is critical. We use a number of weather sources: a. VHF when needing only current weather and we are close to shore or preparing	Yes, we listen to them and tape the response so we may reference the data repeatedly to place them on our charts and plan our sailing response. We use them on a	Yes, we use the HF radiofax broadcasts. It is our PRIMARY means of receiving weather. Loss of this data will endanger my vessel, her crew and	No, we do not use SITOR or teletype.	I am not aware of any other available marine forecasting that is affordable. There is some data available in GRIB files, but these are an unsafe alternative and are not a	The loss of these forecasts would be a financial and safety disaster. We are retired and on fixed income. Therefore, any changes	We operate and intend to operate in a variety of places: Atlantic, Caribbean, Gulf of Mexico, Hawaii,	Please continue the radiofax broadcasts. There affect us and many of our friends.

				to leave shore. b. E-mail weather FAX for preparing for offshore sailing and to obtain longer range forecasts. c. GRIB files to overlay on navigational chart to substantiate my reading of the WX FAX. NOTE: GRIB files are not a safe alternative to WX FAX. They are only raw data from one model at a time and access to multiple models needs to be available and interpreted to be effective. d. HF Weather Fax via SSB and a Pactor Modem is the primary method and our only method when offshore.	daily basis in addition to receiving the Weather FAX.	captain. We sail more than 200 miles from land and other methods are not available except at very high costs. Other commercial broadcasts are not as dependable and do not provide adequate information unless there is a very high cost for the information and high equipment costs.		forecast, but a statement of conditions at the time. We need NOAA Forecasts delivered via SSB to our vessel on a timely basis. There are satellite data available, but the cost is extreme. SAT phones such as Global Star or Iridium are available, but the cost of the phone is only the start of the costs and you do not have any idea about how valid the forecast will be. The NOAA forecasts are signed by the forecaster; we get to know these people by reputation for quality.	in requirements to be safe will have significant impact, not only on my vessel and crew, but other family members and potentially other vessels and crews that may travel with us. As we continue to circle the globe in Atlantic and Pacific waters these forecast are needed	North Central Pacific, and South Pacific to name a few.		
1019		Ralph J. Kurka 11800 Circle Drive Anchorage AK 99507									Regarding the HF continuous weather forecast, I would like to say that I listen to it every morning, 7 days aweek, while I am shaving. It helps me determine my activities for the day, which could be influenced by the weather. I also use these forecasts to plan my activities for the week and would request that the extended forecast be broadcast more frequently than it is now. I sometimes have to wait a 1/2 hour to hear it. If these forecasts were discontinued I would miss them sorely.	
1020		Robn G. Diekow P.O. Box 1179 Sequim WA 98382	My husband and I are starting our seventh year of world cruising aboard our 34' cutter, currently in American Samoa and planning to head northwest. I also cruised in the early '70s for 5 1/2 years. My husband has worked in the merchant marine, crewed professionally on other yachts, fished the high seas as crew, and also world cruised single handed aboard his 24' sloop without engine in the early '70s for 5 years.	Our primary source of weather information is WeatherFax via SSB radio. When available we will download info from the internet before departure. When we can't get WeatherFax or we are watching a particular storm than we tune into WWV.	When we were still within range, we relied on USCG Radio on a daily basis, and would again, but we have been away from that source for the past 5 years. We listen to VHF channel 2 here in PagoPago which is, I believe, brought to us by NOAA without benefit of USCG.	We download National Weather Service, NOAA radio weatherFax broadcasts from Honolulu on a twice daily basis when on passage - reception permitting. Other than WWV we are unaware of any alternatives that we could access with our equipment. WWV has the advantage of being on multiple frequencies at least one of which we can usually get and also being available every hour although not always fully current. But WeatherFax is fairly comprehensive and its availability has vastly improved safety over what was available in the 1970's. We rely on it.	NO	Tough Question. That would require a fair amount of research, probably a capital investment in new equipment, and a reduction in comprehension. I believe you are referring here to coastal marine forecasts which are highly local. We do not have the skills to interpret weather fax in coastal areas to the same degree as the professionals who broadcast the local marine weather.	When we return to the US we would find lack of marine weather services inexplicable. Local AM/FM radio stations give temperature and rainfall predictions and even some wind information but it is not the information that sailors need.	We make ocean passages every few months as visiting permits expire and we continue on to the next country. Shorter local passages between the ocean passages. The world is our cruising ground but we happen to be currently in the western Pacific.	First I would like to say that despite the specificity of your questions, we find them confusing. We are not at all clear as to the relationship between NOAA and the USCG. The info in this web page refers to data being generated by NOAA and broadcast by USCG. But the faxes that we get from Honolulu make no mention of the CG.	
1022		James H. Craig S/V Scot Free 414 Northwest Knights Avenue #427 Lake City FL 23055	Hi, I have been going to sea about 50 years. I am now retired and live full time (since 2001) aboard my 43ft Catamaran and sail single handed offshore.	I listen to the voice broadcasts at least twice daily 0530 & 1730 even when at anchor and would never go to sea without listening for several days in advance. At sea I download the Radiofaxes with my ssb to my laptop		At sea I download the Radiofaxes with my ssb to my laptop daily.					I spend about 50% of the year at sea and cruise both North and South America. I left Isla Margartia, Venezuela last December I am now anchored in	The HF weather broadcasts are a very important and necessary report to thousands of cruisers who, like myself, depend on it, and have no other source that can compare. PLEASE, DO NOT DISCONTINUE THE HF WEATHER BROADCASTS.

				daily. I will listen to other sources of weather when possible, but, no other source that I have ever heard any where has as good reception over great range, as complete information, and reliable as the USCG HF Broadcasts. At many anchorages where full time livaboard cruisers hangout there is a net on VHF every morning (Georgetown, Louperan, DR., Grenada, Porlamar, Ve. to name a few) and the USCG OFF Shore Weather Report is always repeated for their area daily as part of the net.						Lewis Bay, Cape Cod Ma. And will sail back offshore to South America after the hurricane season peaks.	
1023		Dennis C. Johnson 2726 Shelter Island Drive San Diego CA 92106	I am a sailor on a small vessel...							...that travels on the Pacific ocean...	Please find a way to continue the HF radio weather fax transmissions. At times this is the only accurate weather information that I receive. If you discontinue the transmissions it will create life threatening conditions for me.
1024		David E. Verrett, Tug Boat Captain 301 Salem Drive Mandeville LA 70471	Captain ATB tug barge unit.	Primary source of weather data once underway is HF radio fax	yes at least once a day if radio fax is unreadable	Yes, This is my primary weather source I receive 4 times a day.	No	I have no other source at this time	It is now hurricane season once offshore it is the only source of weather info, vessel routing would be difficult and my last update would be whatever info was available before going offshore.	Offshore the gulf and east coast.	Please continue the High frequency radio broadcasts of marine weather forecasts. I have been using the weather product since 1981 and if it is cancelled i have no reliable back up at this time.
1025		Garrett M. Caldwell 7143 Murieta Parkway Rancho Murieta CA 95683	I am the owner of Executive yacht services servicing the Bay area. I am also an avid social sailor. I hold a 100 ton U.S. Coast Guard license and have been cert. to operate vessels to 100 tons with a coastal endorsement.	The primary sources for obtaining marine weather forecasts are U.S. Coast Guard H.F. forecasts as well as U.S. Coast Guard (VHF) weather forecasts. I constantly monitor Navtex. Prior to any offshore journey I will monitor the U.S Coast Guard/NOAA web site to watch trends and to develop a sense of what's been happening and to try to determine the short term future of the weather and sea state.	I do not use H.F. voice forecasts as much as the others listed above.	I frequently use H.F. radio fax data. I use these broadcasts up to four days monthly. Since the only other way to receive this information requires a costly up link system on board including hardware and per minute usage fees I never have used any other source for this data.		I do use XM radio to receive some weather data however this info is very basic and does not provide the information necessary for safe navigation at sea.	Having access to H.F. broadcasts are critical in my opinion. That is unless you have access to considerable financial resources to fund equipment necessary to uplink to the internet. The loss of this system would be detrimental to all mariners. I urge you to consider seriously the thought of abandoning the system	I travel offshore once a month on average. On these voyages a typical voyage is within twenty five miles of the bay. Several times a year I will travel up to two hundred miles in distance up to two hundred miles offshore. Central eastern Pacific.	In response to your request for information regarding H.F. Weatherfax weather and safety information I would like to submit my comments. These will be in the form requested by your post. I am wondering why you don't ask the Coast Guard why they built it to begin with? The answer is because it worked and provided necessary data for the safe operation of their vessels. Since technology has advanced much more rapidly than most sailors' wallets and most do not have the budget or the Federal Government to fund our yachts with the newest technology we rely on the old system. It is also important to note that this form of technology has been around for so long that getting information and instruction for new mariners on how to use the system is simple and accessible. I see the Coast Guard selling or transferring tens of millions of dollars in equipment to local police and sheriff departments because they have no practical use for the equipment. The tremendous budget increase from Homeland security and reserves can easily cover the needs of the system upgrade. Let's use these dollars to maintain the system.

											Old style analog systems must be easier to keep working in the event of the loss of the internet or sat. System. A great back up for public safety.
1026		Lars Axelsson, Commercial Fisherman 705 Hughes Avenue North Cape May NJ 08204	Captain of a 140' freezer trawler.	USCG HF radio broadcasts, VHF radio, NOAA Weather Radio	Yes, I use HF voice broadcasts two to four times a day. I am 70 - 150 miles from shore. Many times the vhf reception is just on the "fringe" and the different NOAA radio weather (vhf) will "talk on top" of each other.	Yes, I use HF Radionfax at least two times a week. If storms are approaching my fishing area, as often as the fax is transmitted. (At least twice a day).	Yes, I use SITOR. When storms are approaching, To get a "printed" forecast of the "track".	We have "Boatrac" on board, a text only sat service. We "pay" a fee for every character sent or recieved. I have to request every report from someone on land. Sometimes that someone is not available.	The loss of the Coast Guard HF broadcast here on the East Coast, Mid-Atlantic - New England area, takes the "security" of being able to "Track Storms", especially during the Hurricane Season, and Winter Storms	We work 70 - 80 miles off the Mid-Atlantic. When we work "Georges Banks", we are 180 miles.	
1027		Curt Slater Slater Yacht Delivery 3443 Albert Street San Diego CA 92103	I am in the yacht delivery business and use several forms of weather information gathering to plan and complete my trips.	If internet weather is available using Iridium phone service, then this is the first choice. But the investment is several thousand dollars for the laptop, phone, modem, etc. One of the few inexpensive weather resources available to most mariners is HF fax transmissions throughout the U.S. With the Iridium phone you are limited by file size to certain weather forecasts. I cannot download charts via this means. But with my old, trusty Furuno 206 Wfax I can receive HIGH QUALITY faxes from KVM 70 and NMC Pt. Reyes throughout the voyage. The weather fax system the USCG and NWS provide is the best and cheapest way to ensure a safe trip wherever you go. In the Caribbean I use the internet to receive realtime weather from the main airports in the basin via NWS Puerto Rico. Believe me there are not many resources in the islands for accurate tropical weather.		But with my old, trusty Furuno 206 Wfax I can receive HIGH QUALITY faxes from KVM 70 and NMC Pt. Reyes throughout the voyage.				I am presently involved in a delivery from Hawaii to the U.S. mainland.	
1028		Michael Richings 30 Montgomery Court Port Ludlow WA 98365	41' Pleasure sailboat, Captain/Owner							Southern Caribbean, Trinidad to Virgin Islands; 4-6 months each year during Dec-May	Follow-Up Comment
1029		Michael W. Egan 1218 Drake Street Madison WI 53715									I heard recently on USCG NMN short wave weather broadcast that the voice and WEFAX weather information broadcast service is to be discontinued. As a regular user of the service, I sail offshore frequently in my sailboat Shooting Star, and a taxpayer, I ask that the service be continued.

1030		Catherine M. Woods 18701 France Circle Anchorage AK 99516	My family has operated boats in Prince William Sound - both recreationally and commercially over the last 50 years.	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. It is the only option available to us to receive this information – there are no other alternatives available to us.	We use CGHF radio to receive weather broadcasts. We check broadcasts hourly when on the water. While we mostly utilize the voice broadcasts to receive our weather information.	We do not currently make use of either SITOR or Radiofax.	We do not currently make use of either SITOR or Radiofax.	As discussed before in this comment, we have NO OTHER ALTERNATIVE sources for weather if the CGHF broadcasts are no longer available.	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. The loss of CGHF marine weather forecasts would have a significant negative impact on me, as it would greatly reduce access to information that I can use to keep myself and my family safe on the water. It would impact the coast guard by causing an increase in rescue missions for situations that could have been avoided with good information, and it may ultimately affect the economies of small coastal Alaskan communities if boat operators don't feel safe to operate their vessels.	We have a boat in Prince William Sound Alaska which is used for recreational as well as fishing purposes. Our vessel operates predominantly within the confines of Prince William Sound.	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 are deadly. They are exceedingly critical to our safety on the water. Weather in Prince William Sound can change drastically within the space of 1 hour. Earlier this year we saw conditions go from flat calm to 8-10 foot rollers in the space of 1-2 hours. We have a high tidal variance, difficult localized wind and water conditions, and many opportunities for danger on the water. Our only protection is our own vigilance and the availability of high quality, detailed weather data. As stated before, CGHF weather broadcasts are our only alternative when on the water. Larger vessels transiting the sound and heading toward or across the gulf of Alaska does make use of Radiofax and SITOR. That said, 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. Thank you for your consideration.
1031		Cynthia A. Blondin P.O. Box 1161 Douglas MA 01516		MWF are obtained through HF radio either USCG, NOAA or subscribed transmissions.	YES! We always use USCG HF voice broadcasts for MWF. If we are cruising or planning a voyage we use them daily. Otherwise we use them regularly as needed.		No	Bouy Weather is a paid service that we would use. Additionally we would rely on NOAA broadcasts and weather info from the HAM networks. We would also rely on "local" forecasts which are usually given by amateur weather forecasters.	Yes as we are currently in the middle of an extended sailing trip throughout the Caribbean and eventually hope to transit the globe in our 41' sailboat. As a pleasure craft we rely heavily on all forms of weather information. Our boat and crew are dependent on CGHF MWF.		Follow-Up Comment

1032		J. N. N. Wasilla AK		i love weather band radio. but I could listen too it on a "regular" frequency, rather than the actual weather band. it helps me every day in the winter time to know the weather conditions. i know i can get the same info at noaa weather.gov online, but i dont have a commputer and the radio is better and more accessible.							
1033		Justin F. McJones 3 Tangerine Road Rancho Palos Verdes CA 90275		We use the Pt. Reyes broadcasts every year when we race from California to Hawaii, or down the Baja Mexican coast.		The weather faxes are vital to safe sail or power boat trips offshore. Being able to recieve them via HF radio is often the only real option on board a private vessel.				We use the Pt. Reyes broadcasts every year when we race from California to Hawaii, or down the Baja Mexican coast.	Please continue the weather fax broadcast service. Find the resources to keep this system operational, and to improve it. Terminating this source of readily available information to the public would be a terrible loss of another government service.
1034		William Brady 411 Walnut Street #1671 Green Cove Springs FL 32043	My wife and I are cruising owners and operators of our 46 ft. sailboat for 8 months a year.	Our primary source of weather information and forecasts in the eastern Caribbean are two of the wx nets run on the HF/MF frequencies. These are not always available due to poor propagation, so important second sources are the HF Coast Guard voice and radiofax broadcasts, as well as Navtex text and VHF voice broadcasts (when available). All these sources are also important for interim updates when hazardous weather is forecast.	Yes, Several times a week and more often if we are on an extended passage or if unsettled or hazardous weather threatens. It is generally a secondary source, but takes on a more critical role if we can't hear the weather nets.	Yes, we generally pick up the 2pm weather fax and the wind and sea state charts, and as in the previous answer these broadcasts are an important fill-in when other sources are not available. They also provide a graphic "overview" of the entire weather situation in the whole region which helps us understand the weather trends we are likely to see in the upcoming days.	No	Alternative sources of weather information would include: 1) local radio stations which don't specifically cover marine weather, but cost nothing, 2) weather information from the Satellite Phone (which we already have), but is extremely expensive, 3) use of the SSB radio to receive weather grib files from Sailmail or other sources, also a very cost effective alternative, and 4) signing up with paid weather providers like BUOYWEATHER which deliver wind and wave information over the SSB, a \$70 annual fee. All of these with the exception of local radio are reasonably good sources of marine weather information.	Loss of the HF marine broadcasts will remove an important and reliable source of weather information. We are fortunate that in the cruising area in which we operate there are a number of good, reliable sources of marine weather information. Yet from our experience the Coast Guard transmissions are sometimes the only source you can get. We also know that many, many other cruisers depend almost exclusively on the broadcasts for a variety of reasons. Thus, shutting down these stations would remove an important and reliable component of our weather gathering "network".	We spend most of our time in the coastal zone (less than 25 nm seaward), but occasionally make an extended offshore passage lasting three days to a week. All our cruising is done in the eastern Caribbean from Puerto Rico to Trinidad and Tobago.	
1036		Kristi K. 3500 Pierce Circle Wasilla AK 99654		I use it, especially in the summer, on a daily basis so I know how to dress & prepare for the day/s.							I heard on the weatherband that you all wanted to know who used the feature & how often. I greatly appreciate that option! I can get the weather any time of the day. Not having to wait for the news is very convenient with my hectic schedule. I hope I helped with your study. May God Bless you in every way possible!
1037		William A. Campbell 96 South Shields Road Columbia SC 29223- 5155	Live aboard Owner and Master of a 44 foot sailing yacht	USCG HF radio broadcasts for weatherfaxes and weather forecasts such as FZNT23.KNHC, AMZ086.TXT, PWEE11.tif	No	Yes. We probably average once every two days. In periods of high risk weather we probably use this twice per day. These are critical to us since these are really the only forecasts we use since they are the original source of the data that others use.	No	We don't know what other sources are available that are comparable to the USCG info. Therefore we don't know what we would use. We prefer not to rely on services such as Herb (Southbound II), Eric, George (Caribbean Weather net), or Chris (Caribbean Weather) since we prefer to see the raw	Definitely the loss would affect us since the raw NOAA text and graphic forecasts would not be available. This would be of particular concern during hurricane season, since we plan our sailing itinerary	We operate in all areas mentioned – coastal, offshore and high seas. To date we have operated mainly in the North Atlantic and Caribbean. That is Europe, mid-Atlantic,	

									data from NOAA. But if necessary we would have to adapt to these types of services. We do not know what the cost would be and cannot comment on that. Regarding usefulness, we feel that they provide interpretation of the data, which is not what we are looking for. So their usefulness would be good, but not as good, and would require much more effort on our part to figure out how to obtain the raw data (the NOAA text and graphic forecasts).	based on this info being available, and based on the content of the forecasts. We feel strongly that our own safety is our own responsibility. We feel that in forcing us to turn over weather interpretation to someone else and having that someone else prepare the info for us the USCG is forcing us to shift that responsibility to someone else. We do not believe that this is a good idea	Caribbean, Gulf of Mexico. Future will include Central Pacific, South Pacific,	
1038		Melissa A. Jenks 614 Front Street Marion MA 02738	I am currently the navigator on a crew of two of a 33-foot sailboat	NOAA's broadcast of weather via highfrequency radio waves is our only method of obtaining marine weather forecasts.	Both voice and weatherfax transmissions are essential.	Both voice and weatherfax transmissions are essential.		It is absolutely essential to our well-being. If HF weather broadcasts were not available, we would pursue other shortwave radio broadcasts of weather, but all of the SSB weathernets that I know of use the NOAA data as their original source data. We would probably be forced to use substandard weather forecasts on AM radio, or attempt to access weather from the British Admiralty.	Especially during hurricane season, the loss of the ability to receive weather forecasts via high-frequency radio waves would cause mass dislocation in the cruising community and almost certainly a loss of life. If the service is canceled, our lives will be in danger.	...cruising through the Bahamas and the Caribbean.	In fact, we purchased a shortwave radio receiver at great expense a month before the federal register notice was published, solely for receiving high-frequency weather broadcasts. Almost all cruising guidebooks refer to the NOAA HF broadcasts as the essential source for marine weather while offshore passage-making. Please reconsider canceling this essential marine service that has been provided to mariners for generations. Even in sailing narratives from the fifties and sixties, captains depended on shortwave broadcasts of weather for their safety.	
1039		Joseph A. Cloutier P.O. Box 341 Terre haute InN 47808	I am the owner/operator of a Kadey-Krogen 58' long-range trawler. My wife and I currently live aboard and cruise continuously.	My primary source of weather information while cruising in coastal waters is VHF radio and NWS forecasts and weather charts obtained via the Internet (the same charts provided by radio facsimile). My ONLY source for weather information while cruising out of VHF range is HF radiofacsimile and voice. My secondary source in this instance is weather reports read by ham operators on the Maritime Mobile Service Net which is sporadic.	Yes. Twice a day while cruising. Very critical as my secondary source is sporadic due to propagation issues and their single frequency on 20 meters.	Yes. Very critical. I have no other source of radio facsimile weather charts when cruising offshore.	Not at this time.	The only other source I know of for NWS forecasts and charts is satellite delivery, but the last time I looked into satellite it was very expensive for the equipment and usage time and therefore used primarily by commercial shipping. Satellite equipment is costly to install because of its placement requirements on the vessel (clear line of sight all around and above or below radar beams). I do not trust the so-called forecasts generated by such providers as XM Satellite Radio because to my knowledge they do not provide forecasts or charts that have been generated by an experienced, human forecaster. They send GRIB charts which are generated solely by computer modeling and while such modeling is getting better errors do occur.	Yes. Lack of professional charting and forecasts would reduce my trip and course decisions to observable weather conditions around me and what information I could obtain from ham radio operators willing to locate and read weather forecasts to me. I would, of course, investigate satellite delivery of National Weather Service weather forecasts and charts.	I currently operate along the east coast of the U.S. often taking open ocean direct routes of 400 to 600 nautical miles. My plans for this fall and next spring involve cruising to the Caribbean and South America with passage to the Pacific and westward. Accurate weather forecasts and charts will be critical.	I have a large vessel compared to many who cruise long distances in sailboats less than 40 feet long. I know there are many such boats whose owners have not heard and are unable to respond to this Request for Comments because they are cruising well offshore. These smaller boats do not have the deck space for satellite antennas nor the electrical power required to operate it, but they do have their backstay antenna and trusty, low-tech, ICOM radio.	
1041		Boat Owners Association of the United States Ashley L. Reed 147 Old Solmons Island Road Suite 508	This response is submitted on behalf of the members of BoatU.S, many of whom travel on waters beyond the reception range of the VHF	These citizen mariners largely rely upon short wave radio reception of HF-SSB weather information and warnings broadcast by the U.S. Coast Guard's HF weather					Discontinuing the present HF weather broadcast service would deprive these boaters of a useful and occasionally critical source of current and		On behalf of our 650,000 members, the Boat Owners Association of the United States (BoatU.S.) thanks you for the opportunity to comment on the continued need to provide HF radio broadcasts of weather forecasts and warnings.	

		Annapolis MD 21401	weather service provided by NOAA.	service transmissions. A number of these mariners also use weather fax equipment.					forecast weather information. It would critically deprive them of access to warnings of severe weather.		A vessel that has accurate and timely weather information can maneuver to avoid an area of severe weather, and will not as likely become the subject of a Search and Rescue Mission. The cost avoidance benefit from eliminating the need for just a few SAR missions will more than pay for the cost of new radio equipment for this vital service. BoatU.S. believes it is clearly in the best interest of its members, the USCG and its SAR function, and the taxpayer, to re-equip the HF weather broadcast service with new up-to-date transmitters. Where necessary antenna systems should be rehabilitated or replaced. Thank you for keeping the recreational boater's perspective in mind.
1044		Susan Steinway 1960 South Balsam Street Lakewood CO 80227	...pleasure craft operators such as myself and my husband.								Please continue voice High Frequency (HF) Radio Broadcasts of Marine Weather Forecasts and Warnings. They are extremely valuable to
1046		Jan B. Nielsen Odensevej 6 Bogense Denmark DK-5400	We are a danish couple that has been cruising fulltime, worldwide in our sailboat for the last 20 years.	We have been almost daily users of the HF radio broadcasts of weather fax charts for the last 10 years.		We have been almost daily users of the HF radio broadcasts of weather fax charts for the last 10 years.				...been cruising fulltime, worldwide in our sailboat for the last 20 years.	We find the weather charts very useful and far the best comparing with other forecasts and have no alternative way onboard to receive them. We know that a lot of cruisers in the Caribbean area, incl. many americans, are using weather fax, and we are many that will be sad, if they will be discontinued.
1047		Chris R. Brown Silent World Dive Center 103200 Overseas Highway Key Largo FL 33037		The HF marine weather forecast broadcasts are used exclusively by all mariners that I know of in the Florida Keys, including my own captains and crew.					In my opinion, the cessation of this service would be detrimental to public safety on the water, especially for small boaters who are often unaware of local conditions.		The weather here can change very rapidly and many small boaters would get caught unawares by storms and strong winds without the benefit of a regular real time weather report and forecast.
1048		S/V Utoke Wren James G. Force 411 Walnut Street #1918 Green Cove Springs FL 32043	I am an owner/operator of a 38-foot cruising sailboat	Primary source of obtaining marine weather is the HF Coast Guard Broadcast of NWS Offshore marine forecast at 0530 EDT. My secondary source of weather is the VHF broadcast (if it is range) or the Bahamas weather forecast on 4003 kHz at 0700 Nassau time.	Yes, I use the CG HF radio voice broadcast. Daily, I get up for the 0530 EDT broadcast. Occasionally I use the other broadcast times. This is for the six months I cruise in the Bahamas, Florida coasts (gulf side and Atlantic). The broadcast is important as I use the forecast to determine whether to sail or anchor for the day. I use the data from the Mid Atlantic, Southwest Atlantic and Caribbean Offshore forecasts to decide the safety in sailing or "holing up". I use this broadcast to track the tropical disturbances as well. My view is there is no substitute for the offshore broadcast and the other forecasts I listen to are not adequate.	No, I do not use the HF radio fax.	No, I do not use the SITOR	In addition to the secondary sources listed in #2, I am not sure. I do not listen to the Chris Parker weather and I would try that. Who else provides the NWS Offshore broadcast? I do not know. Bahamas HF does not. The VHF and Bahamas broadcast do not compare to the Offshore forecast.	The loss of Coast Guard HF broadcast will affect me is the sailing decisions to cross the Gulf Stream, to sail between the island groups of the Bahamas and Northern Caribbean. I use the forecast to decide how close to the boat I must stay. Should a frontal passage be forecasted, I would not leave the boat until it was over.	I operate my sailboat coastal and offshore in the Southwest Atlantic, Gulf of Mexico, Bahamas and Northern Caribbean.	

1050		Art Sansoucy P.O. Box 2587 Key West FL 33045				I regularly use the SSB WeatherFAX transmissions.					Request that you continue broadcasts for the next several years.
1051		Coleman Blake						The cheapest satellite systems are a couple of thousand dollars. Are systems like Iridium or Global Star going to be able to handle the increased load if all of the boats that operate beyond line of sight range from the shore shift from HF broadcast to on demand satellite communications for weather information? What competitive or regulatory mechanisms exist to keep the satellite service providers from using monopolistic practices? For example, what would keep them from increasing the price to receive NHC Discussions when a hurricane heads for a busy shipping lane? What boat owner wouldn't pay what they asked?			Please do not discontinue the HF weather broadcasts until there are alternatives available in the same size and price range. A shortwave receiver and some PC software will provide voice and fax coverage for a couple of hundred dollars.
1053		Anonymous	My name is Kristi Newth owner of a dive shop and we use this many times daily as a tool in our business.	My name is Kristi Newth owner of a dive shop and we use this many times daily as a tool in our business.							.. Please continue the broadcasts. Thank YOU!!!
1055		Bunnell Foundation Inc. Richard A. Bunnell 3033 North West North River Drive Miami FL 33142	As a marine contractor....	I have occasion to use the radio weather transmission frequently; it is an important tool in assessing risk associated with certain projects.					I also think the absence of the free broadcast will have a negative impact on recreational boaters who may not invest in the technology to gain this information through some other source, perhaps placing them in harms' way.		
1056		Frances M. Bohnsack 3033 North West North River Drive Miami River Marine Group Miami FL 33142	I have a concern for the cargo vessels that operate from the Miami River. Many of these smaller scale, degraded European vessels rely on the Coast Guard broadcast to make safety judgements in transit.						If the service is to be replaced eventually by a private provider for cost, short cuts will be taken. To me, this seems counter intuitive to the reasons the Coast Guard was created. If costs for the agency must be cut, I would hope they wouldn't jeopardize safety in any way.		If I understand this correctly
1057		Joseph A. Kovacs 179-4025 Dorchester Road Niagara Falls Ontario Canada N1G 1A2	Owner/operator of a 32' cruising sailboat.	USCG HF radio broadcasts, barometer. NOAA weather radio, Internet in port.	Yes. On ocean passages I listen carefully once a day. They are my primary and, currently, pretty well only real source of weather forecasts on this side of the Atlantic Ocean.	No. I will soon, because I'm settin up a receiving system.	No. Perhaps I will soon.	Barometer, cloud chart. Cost? They cost the same, I guess. Of course they're pretty useless compared to the CG weather forecasts.	Yes, ocean cruising will be much more dangerous and insecure. I will probably end up unprepared for a squall or something and sunk.	High seas, >200 nm offshore, North Atlantic.	As the British Admiralty List of Radio Services says, the USCG high seas weather forecasts are an integral part of the extensive worldwide high seas weather forecasting system. The US Coast Guard radio broadcasts of marine weather forecasts are indispensable. Their omission would kill many people. It is dismaying that the USCG would seemingly consider their termination, and even so much as require outspoken support for their continuance.

												In line with this, I have been bothered by so much as the unjustifiable retraction of service from NMN, the CG HF transmitter in Norfolk VA. Incidentally, we should note that many, many people who have a serious interest in this matter have limited ability to know about it or respond, being cruising sailors in far parts of the world or people whose native language is not English. For example, European cruisers within range of the USCG high seas forecasts depend heavily on them the same as anyone else.
1059	James E. Corenman 114 Mountain Shadows Lane P.O. Box 2143 Friday Harbor WA 98250	My role in the maritime community is both a long-time recreation sailor, and also as a provider of maritime communications services. I have been doing longdistance sailing in small (30-70') sailboats for the last 25 years or so, including a circumnavigation over a 9-year period in our 50' sloop. In 1998 I was a cofounder of the Sailmail Association (www.sailmail.com), which currently provides low-cost email service via HF radio to more than 3000 recreational sailors. I also founded Saildocs (www.saildocs.com) which provides internet-based weather information at no cost via email.	Our primary sources for obtaining weather information are USCG MF/HF radio broadcasts, primarily radio-weatherfax. We also make use of HF Sitor (text) broadcasts, Inmarsat-C (SafetyNet) EGC bulletins, and various text and coded (e.g. grib-format) forecasts via email from Saildocs (via Sailmail).	We rarely use USCG voice broadcasts, and prefer the "hard-copy" (i.e. computer capture) of the text forecasts (Sitor or via email).	We use USCG radiofax broadcasts extensively, and as our first priority. When sailing offshore we will typically copy 5-10 charts daily, including surface analysis and forecast charts, upper-level and sea-state charts. The ability to see the "big picture" in graphical form is critical, even when other more-detailed forecasts are available. While graphics images (e.g. fax charts) can be sent via some email services, it is not practical for the number of charts needed because of low speed and/or high cost.	We do copy USCG Sitor broadcasts as a backup to other sources (e.g. email), but not on a regular basis.	Alternative sources are available for the text bulletins (e.g. from Saildocs via email), the problem is that these sources are not considered operational by NWS or USCG. The reasons are many and will be discussed below. At this time there is no practical alternative for the radiofax charts without a significant investment (e.g. an Inmarsat data terminal), and even then there are no operational sources.	The loss of USCG radio weather broadcasts would have a severe impact on us, and would mean the complete loss of the analysis/forecast charts. We would be dependent on non-operational services (e.g. Saildocs) for text bulletins, and supplemental data such as grib-files.	Currently we operate our sailing vessel in coastal waters in the Pacific Northwest, during the last 15 years we have operated this vessel around the world. We have spent more time in the Eastern Pacific than elsewhere, but our travels also carried us across the South Pacific Ocean, Indian Oceans, Red Sea, Mediterranean, North Atlantic and Caribbean Seas. Most of our time has been on high seas waters, >200 miles offshore.	Some comments on alternative sources: As I mentioned above, I am the founder, developer and operator of Saildocs, which is one alternative weather service. I am also a cofounder, developer and system operator for the Sailmail Association, which provides radio-email service to recreational vessels via 18 stations world-wide. As such I intimately understand the issues involved with making critical weather data available to offshore vessels. The notion of using internet-based alternative services for delivery of weather information seems initially attractive, but the internet is not considered operational by NWS and internet-based delivery methods are not to be relied on as a sole source for weather data. The reason is the nature of the internet itself—an extensive, distributed network not under and central control, and subject to a variety of failure modes include malicious attack and simple breakdowns. Servers fail, routers go down, and hackers bring down entire networks- it happens every day, somewhere. So I agree completely with the NWS assessment that the internet cannot be considered part of the operational distribution system for weather information, but without USCG radio broadcasts that is all there is. Services such as Saildocs and Sailmail fill an important role by providing supplemental weather information (such as grib-files), but they should not be considered a replacement for operational systems. And yes, even operational systems can sometimes fail- but it that ever does happen then the folks who are responsible know exactly what needs fixing and how to do it- as opposed to a failure an internet link. So in conclusion, speaking both as an offshore sailor and provide a service that some might consider an alternative, I strongly endorse replacement of the USCG radio equipment. The cost is tiny compared to the value of the service and the need		

											of the maritime community.
1062		John H. Parker 14641 Huston Street Sherman Oaks CA 91403-1642	Owner/Operator of a 35' Cruising Sailboat located in the South Caribbean.	USCG HF radio broadcasts, USCG medium frequency (MF) Radio Broadcasts, shore side Internet	Yes. Very critical during times of storms. I use them to update the information I receive from the HF Radio Fax Transmissions.	Yes, and very critical. I was swept onto a beach in the Berry Islands, Bahamas because I was too far from Florida to receive NOAA Weather Radio. A Hurricane that was in the Gulf of Mexico came across South Florida and swept into the Bahamas. The Boat was eventually washed off the beach and I was able to avoid major damage. I vowed not to be in that situation again. I invested in a SSB Radio and Weather Fax Software. I use it every day during the Hurricane season and for planning long passages. Because of the HF Weather FAX Transmissions I have had at least 3 days prior warning of pending storms, and have actually taken refuge in the Mangroves in Southern Puerto Rico to escape a forming Hurricane! It is the only way to receive weather information while offshore. And there are no other alternatives...	No.	I have no idea what I would do, or if there are any alternatives while offshore! And it concerns me to sail "weather blind" and put my Family's safety at risk. I can see no alternative to the excellent information available on the HF Broadcasts, and the cost and maintenance that I have done to maintain my SSB Radio.	Yes. As an offshore Sailor and as I mentioned in all of the questions above, I would be sailing "weather blind".	While sailing SEBASTIAN, an offshore blue water sailboat, I will have operated seaward in all of the above, and primarily in the SW and Tropical N Atlantic, Caribbean Sea, and East Pacific Oceans. Please keep this valuable resource!	
1064		Simon Delode Bateau Nathanael Marina du Marin Marin Martinique 97290		I really like your HF Weather fax et voice service.							It saved me my family and my boat. The local Martinique warning and tracking of hurricane Dean was pretty useless with poor update. Without your information (which is frequently updated and accurate), I would not be here to congratulate you. I was told today was the last day that people could voice their opinion whether to keep or not the HF. Please, carry on!
1065		Sean D. Saslo 418 Martini Road Lake Ariel PA 18436	As the owner and operator of the 51' Sailboat "Intrepid" USA51785...	...we make numerous offshore passages each year and are completely dependent on our SSB forecasts and charts for our very lives.							It is incomprehensible to me that you are considering discontinuation of this valuable service. To place us at the mercies of whatever service replaces it would be disastrous. For those unable to afford the satellite conveniences, or those who can't afford anything beyond the SSB they've invested in, there is likely to be an astronomical increase in the number of MAYDAY calls the Coast Guard will have to field. This will result in increased expenditures and undue risk to lives. Please retain this service at all costs, including upgrading the equipment as necessary, for this ounce of prevention will surely save the proverbial "pound of cure", and certainly keep us all safer for your efforts.

1066		Brita Dupuis P.O. Box 774 Onset MA 02558	My friends are sailing the navigators of a 33-foot sailboat	NOAA's broadcast of weather via high-frequency radio waves is their only method of obtaining marine weather forecasts.	Both voice and weatherfax transmissions are essential.	Both voice and weatherfax transmissions are essential.				...cruising through the Bahamas and the Caribbean.	It is absolutely essential to their well-being. Especially during hurricane season, the loss of the ability to receive weather forecasts via high-frequency radio waves would cause mass dislocation in the cruising community and almost certainly a loss of life. Almost all cruising guidebooks refer to the NOAA HF broadcasts as the essential source for marine weather while offshore passage-making and all of the amateur SSB weather-nets use the NOAA data as their original source. Mariners would probably be forced to use substandard weather forecasts on AM radio, or attempt to access weather from the British Admiralty. Please reconsider canceling this essential marine service. If the service is canceled, their lives will be in danger.
1067		Sea Education Association, Incorporated David A. Bank, Director of Marine Operations P. O. Box 6 Woods Hole MA 02543	The Sea Education Association (SEA) of Woods Hole, Massachusetts operates two 135' LOA sail training research vessels.	Our primary sources for obtaining weather forecasts are radiofacsimile weather maps and images received continuously via a dedicated single side-band shortwave receiver connected to a personal computer with radiofax interface and software. HF voice broadcasts are also of great use and value for our vessels when seeking announcements of the Offshore forecasts, in addition to the High Seas forecasts.	In a normal day at sea, the ships make efforts to receive voice broadcasts for each 6-hour synoptic period, and generally print 8-10 facsimile maps for the same interval.	In a normal day at sea, the ships make efforts to receive voice broadcasts for each 6-hour synoptic period, and generally print 8-10 facsimile maps for the same interval.		Inmarsat C/SafetyNet provides backup text forecasts for High Seas but does not provide sufficient information for Offshore areas of operation. Another option available, though less desirable, is to seek weather maps and images with very costly web downloads via Iriium satellite phone. Given the bit rate of our current equipment, an estimate for this charge would be an increased operating cost of \$1000.00 per month per vessel, or \$24,000 per year.	Loss of the HF services would be of major disadvantage to our operations, and would represent a significant increase in communications costs for access to equivalent information via satellite uplink to the internet.	The <i>Corwith Cramer's</i> area of operation includes the SW North Atlantic and Caribbean Sea, and the <i>Robert C. Seamans</i> operates in the Eastern and Central Pacific as far west as Hawaii and as far south as the Society Islands. These vessels are in service for a combined approximate total of 600 sea days and 30,000 miles annually.	These two Sailing School Vessels, the <i>Corwith Cramer</i> and the <i>Robert C. Seamans</i> , work in support of a series of interdisciplinary ocean studies programs for college and high school students. These vessels are inspected and certificated for Oean service and typically sail on high seas routes, (more than 200 nm seaward), with a complement of 25 and 10 professional crew. These vessels are also active participants in the Volunteer Observing Ships, (VOS), marine weather reporting program with the National Weather Service. The functional and educational mission of SEA vessels requires access to quality Offshore and High Seas weather analysis and forecasting. Pursuant to this, we request that the US Coast Guard undertake the necessary measures to continue HF broadcasts of voice and facsimile weather forecast products. Please contact the undersigned if there are further questions regarding this request.
1068		David P. Echevarria 207 Club Court Wilmington NC 28412									Other than Commercial fishermen, I don't know anybody with an HF radio on their boat. The last HF radio I used was as a Marine Corps aviator flying the OV-10A in the 1970's. I think the USCG can go to VHF transmissions on any one of the reserved frequencies. It would certainly be more helpful to private boaters in coastal waters.
1071		Gene R. Strid 15001 Curvell Drive Anchorage AK 99516				I recently bought an HF radio for this sole purpose, when I am at sea and away from internet access, so that I may download 24, 48 and 96 hour national marine prediction center weather maps.					I would ask that you continue to broadcast HF weather faxes. Thanks for taking my input.

1072		Bill D. Munson Pathway Guidance Systems Airport Safety and Control Corvallis OR 97330									This is a basic need for operation on the waters. The past warrants a better understanding of available options and utilization of alternative action. You have a constant regenerating pool of very intellegent highly motivated young minds available to you.....please use it in a way that will assist in the continueation of this very important service, and in most of the other proceses and policies that may be outdated and need to seek retirement also. Thank you for your broadcasts in the past, and see you on the water.
1073		Kenneth Eddy	Owner/Opeartor of a 57' sailing vessel.	Primary sources of obtaining marine weather forecasts are: a) USCG HF radio forecasts; b) Navtex when within range; c) HF radiofax when reception is acceptable	Yes. We use Coast Guard HF voice broadcasts at least twice a day. When at sea they are our primary source of marine weather information for the safe conduct of ocean passages.	Yes. We use Coast Guard HF Weatherfax broadcasts to receive further marine weather information. We try to get 2 charts per day. They are an extremely important backup to the HF voice forecasts and are critical for the longer term forecasting of safe ocean passages.	No	We would be forece to pursue the Inmarsat C route. A) We beleive the user cost would be higher; b) Provided the Navtex contained most of the information currently broadcast by HF voice transmissions, it would be most acceptable. But the lack of equivalent weathefax imagery via SatC is a serious hangup.	Yes. The loss of Coast Guard HF maritime weather forecasts and weather faxes would make it far more hazardous to operate, and make safe offshore passages within the territorial waters of the United States.	At least 70% of our sea mileage is logged in the high seas, more than 250nm offshore. Our operational areas include trans-Atlantic passages in the North Atlantic, and North Central Pacific, including Hawaii and Alaska	
1074		Walter R. Paul 135 Davis Hill Road Weston CT 06883	I am: a) A past Commodore of the Lake City Yacht Club, Lake City, Minnesota. b) A past member of the Board of Governors at Saugatuck Harbor Yacht Club, Westport, CT. c) A former handicapper for the Western Long Island Sound Yacht Racing Association. d) A former USCG six pack license holder (which expired while cruising overseas). e) A former instructor in Celestial Navigation for the US Power Squadron. f) A past consultant to the Royal Perth Yacht Club, Perth, Australia (America's Cup 1987). g) Communications Officer for the 2002 Newport -Bermuda Race. h) In my retirement, cruising offshore on my 47' cutter in the North Atlantic Basin. i) I chair the Offshore Communications and Electronics Committee of the Cruising Club of America. j) I am a member of the	My primary sources for obtaining marine weather forecasts have been Wx Fax's mainly from Station NMG New Orleans for five years while in the Caribbean and from Station NMF, Boston since 1999 when they can be received. Voice Wx in the Caribbean was recorded on a small cassette recorder for five years and in crossing the Atlantic, Herb Hilgenberg near Toronto, Canada was consulted when in transit. While In the Mediterranean Basin, we relied on the German Weather Service's Shipping RTTY broadcasts and of course, Navtex. NMF could be received in the Med in early morning hours before sunrise, but generally not since the power reduction. This is ironic since the facsimiles could not be received in the area of coverage.	Yes. We used Coast Guard HF radio broadcasts on a daily basis while in the Caribbean. They were excellent and a critical source of information to us and the many other cruisers we relayed to on a SSB net. Unfortunately, they are not available in the Eastern Atlantic.	Yes. We receive Wx Fax's on a daily basis when propagation permits whether underway or not. Unfortunately, the reduction in transmitted power has had a significant negative affect on this which I commented about to the CG a few months ago. We consider Wx Fax's critical to our safety and are the primary source of our weather information.	No.	If the USCG broadcasts were no longer available, we would have to resort to Northwood which has haphazard and erratic operations and does not adequately cover the Atlantic Basin. For that matter, even Bermuda is not covered and further, the information broadcast is inferior to that broadcast by the USCG. We do not have plans to obtain a satellite phone because of the ongoing cost. If the USCG broadcasts were to be discontinued, there would be no weather source available for our safety aside from commercial weather routers. There is no question that these broadcasts are the best anywhere and we are opposed to any plans to discontinue them. Restated, terminating these broadcasts would be detrimental to our safety and contrary to what we have always thought the role of the US Coast Guard.	Yes. I doubt that my wife or family would want to go offshore if these broadcasts were no longer available. While at sea, the information they contain is a constant source of discussion and decision making. Their safety and mine is a paramount concern and we rely on them to guide us.	We sail coastal when we arrive at our destination. However, our passages involve offshore or high seas particularly when making a transatlantic or trans-Caribbean. For your information, we have sailed extensively over the past 13 years in the Caribbean, Northeast US and Canada, European Atlantic and the Mediterranean Sea.	I am writing from my boat, at the moment about 300 miles SW of Faial, Azores on our way to Newport, RI. The Wx Fax received from NMF this morning for the East and West Atlantic is taped to the bulkhead. It is the first time this year we've been able to do this because propagation has been poor and the power reduction has had a direct effect on the reception of these broadcasts. We consider these broadcasts to be the best available and are essential to the safety of our crew and boat.

			Offshore Cruising Club of England.								
1075		Derik S. Anderson 226 Center Street San Rafael CA 94901	HF radio broadcasts are a highly valuable tool for recreational mariners, such as myself.	HF radio broadcasts are a highly valuable tool for recreational mariners, such as myself.					Ending the broadcasts will jeopardize this and likely increase the burden on the USCG and endanger those undertaking offshore passages.		Continuing this service will greatly benefit the safety and wellbeing for all of us who utilize it.
1076		Brian P. Puhl 2721 4th Ave #435 Seattle WA 98121	Owner/Operator 27' Cruising Sailboat	USCG HF radio broadcasts, USCG very high frequency (VHF) radio broadcasts, NOAA Weather Radio, and Shoreside Internet.	Yes. I use HF whenever offshore and out of range of VHF forecasts. HF voice forecasts are critical as they are my only source of offshore weather info.	No	No	HF broadcasts from other cruising boats and shoreside elements: no additional cost, but unpredictable access, possibly unreliable. Not useful. XM Satellite Weather: \$700 and \$50 a month. A 17% increase in my monthly budget. Useful.	It would force me to buy more equipment, maintain it, and pay for monthly subscriptions.	Offshore. Occasional High Seas.	
1077		Charles Lee 557 River Road Arapahoe NC 28510	Owner-operator of a 33 foot ocean cruising sailboat; yacht delivery skipper.	At sea my primary sources of weather information are USCG HF Voice and Weather Fax transmissions. Secondary sources, when available, are amateur radio nets, amateur weather reporters operating on Marine HF SSB and commercial weather services.	Yes. I listen to the USCG voice transmissions 2-4 times a day, depending on the weather situation. When offshore on my own boat they are critical to our safety as we have no satellite communications capability. Amateur radio nets operate on limited schedules, on only one frequency at a time and with much less power than USCG transmissions, making them a less reliable source of weather information. Their area of coverage is generally less widespread. The same can be said for amateur weather reporters. On deliveries the gathering of weather information depends on the boats equipment and the owners budget. Satellite communications and commercial weather services tend to be expensive. In every case, whatever the ships equipment, I listen to USCG HF broadcasts at least twice a day.	Yes. Whenever the boat has radio fax reception capability I receive from 2-8, or more, each day, depending on weather conditions. These weather fax broadcasts are critical as I have no other way to receive the charts.	Yes, on my boat. Twice a day. As long as HF Voice broadcasts continue SITOR is nice to have available but not critical to my safety. It's most valuable when the weather has deteriorated and the crew is exhausted as it is quicker and more accurate than copying the voice transmissions by hand.	Amateur Radio nets, Amateur weather reporters operating on Marine HF SSB frequencies, commercial weather services. Both amateur radio nets and amateur weather reporters have limited schedules, lower transmitter power, limited coverage areas and are volunteering their services. Amateur radio nets generally read government supplied forecasts. Amateur reporters often gather their own data and make up their own, unofficial, forecasts. While useful, and free, these two methods of getting weather information cannot compare with the ability to get official NWS weather for where you are and where you are going, four times a day, from USCG broadcasts. Commercial weather services along with the satellite telephone equipment and fees are expensive. The weather information is very good, on par with the NWS.	Yes. Lack of regularly scheduled weather information would make any future ocean voyage much more hazardous.	High seas between the US East coast and Caribbean Sea. Offshore from Florida to Maine.	
1079		American Sail Training Association Michael J. Rauworth 240 Thames Street P. O. Box 1459 Newport RI 02840	The American Sail Training Association is the national sail training organization of the United States, and is a charter member of Sail Training International, the corresponding world-wide organization. ASTA conducts active programs relating to maritime safety for its vessel-operating members, and holds	Our member vessels primarily use a combination of USCG very high frequency (VHF) radio broadcasts, NOAA weather radio, USCG HF radio broadcasts and USCG HF radiofax broadcasts.	Yes. Members who use HF report that they are using the broadcasts every synoptic hour while they are at sea. These same members report that HF Wx when out of VHF range represent a primary source of weather information apart from actual Wx observations.	Yes. Members report receiving faxes every synoptic hour, especially SFC analysis, wind/wave fcst, 500 mb analysis and fcst, 24 and 48 sfc fcst. These fax maps are key to route planning when used in conjunction with the HF voice broadcasts and thus the overall safety of the vessels, trainees and crew.	Most of our members do not use SITOR.	The most likely alternative sources would be Inmarsat-C or commercial services. a) Our information suggest an initial hardware and installation cost of the antenna/receiver (such as Inmarsat) at about USD\$10,00. This initial lump sum cost is further amplified by an unbudgeted increase of \$1000 per month going forward to download an amount of weather information from the web comparable to what is today obtained by way of the	Sailing ships – our entire membership – are by their nature <i>profoundly</i> weather-dependent, far more so than virtually any other craft. In light of the very active weather seasons we have witnessed in the last 2 years, discontinuation of this service and the resulting loss of HF Wx broadcasts will be highly detrimental to	The ASTA membership is comprised of vessels that sail in a variety areas ranging from the Great Lakes to Bermuda, to Hawaii to Caribbean to Gulf of Mexico and all points in between. The largest components of the membership are	The American Sail Training Association (“ASTA”) appreciates this opportunity to comment in response to the Federal Register notice on this subject. The proposed shutdown raises very serious safety and economic concerns for ASTA’s members. Briefly, ASTA urges that the high-frequency (HF) weather broadcasts <i>not be discontinued</i> , for reasons that will follow. In addition, ASTA submits that the proposed discontinuation ought to be scrutinized for its <i>impact on small businesses</i> , in a manner akin to what is done as regulatory changes announced

			<p>national Safety at Sea conferences at least every other November. ASTA also serves as a collective voice for the sail training industry in the United States. It has an organizational membership of more than 250 sail training vessels – principally small business non-profit organizations with a small operating budget.</p> <p>Many ASTA member vessels operate in a near-coastal and ocean capacity carrying young sail trainees. A conservative estimate of trainees sailing on board these member vessels could number as high as 3000 individuals.</p> <p>In addition, ASTA organizes the Tall Ships Challenge ® series of races and port events. This typically involves an additional number of foreign-flag sail training vessels operating on the coasts of the United States, adding something approximating 500 additional individuals involved aboard sail training vessels.</p>					<p>HF weather services proposed for discontinuation. In the aggregate, these represent a very significant increase in operating costs for our members.</p> <p>b) The usefulness of the substitute information would be comparable to the USCG HF information, but at obviously a much greater cost burden per vessel, multiplied over a large number of vessels.</p>	<p>the safety and operations of our member vessels. This is in addition to the substantial unbudgeted financial burden mentioned above.</p>	<p>split between two demographics operating 0-25 nm offshore and 25-200 nm offshore. The remaining members (roughly 20%) operate more than 200 nm offshore.</p>	<p>in Notices of Proposed Rulemaking. ASTA recognizes and appreciates the public benefit that has been provided by the government’s program of high-frequency weather broadcast information, and understands the financial concerns outlined in the Federal Register. Digital weather information delivered via satellite represents a distinct advance in many ways, but receiving capability for the digital products continues to be cost-prohibitive.</p> <p>While it is true that <i>much of</i> the vessel traffic far from shore is in modern, industrial, deep-draft vessels – who can afford the digital receiving equipment – it is not exclusively so. To the contrary, ASTA’s membership represents a very significant cadre of vessels – and individuals – who venture out of range of VHF-FM marine weather broadcasts, and who will be entirely cut off from critical weather information if the proposed shutdown of HF broadcast services goes forward.</p> <p>This shutdown represents a very serious safety and economic issue for this entire segment of the United States merchant marine. It is a segment that does not represent a great deal of tonnage, but instead represents a large number of flags on sterns, and a large number of individual lives at risk. ASTA’s member fleet of U.S. registered vessels may indeed “carry the flag” with more aggregate visibility to the general public than the rest of the U.S. merchant fleet.</p> <p>In order to be most helpful in terms of the comment process, we set forth the key points in the question format set out at 72 F.R. 20863, pages 20864-65</p> <p>For the reasons set forth, ASTA respectfully calls upon the Coast Guard to continue HF broadcasts of voice and facsimile weather forecast products. In any event, there should be no discontinuation of these services without conducting an analysis of impact on small businesses, parallel to what is done in connection with a change in federal regulations.</p>
1080	Michael Saint Angelo 751 Kinhs Highway East Leonardo NJ 07737	I am a recreational boat who cruises offshore out of range of VHF stations.	HF radio is an economical and effective mode of communication and this is my primary method of receiving weather updated and storm warnings.					<p>The alternate to long distance broadcasts, satellite radio, costs the user much more. In addition, HF broadcasts offer an alternative method of receiving broadcasts in the even of a failure of the satellite receiver.</p>			<p>There is a need to continue providing high frequency (HF) radio broadcasts and warnings. Any sailor who has an HF Marine or Amateur radio transceiver or shortwave receiver can receive the voice broadcasts. The FAX and SITOR broadcasts can be received with an additional PC and appropriate software.</p> <p>I strongly encourage the enhancement of HF safety broadcasts, using updated modulation methods, instead of elimination. You can produce a greater data throughput with less power.</p>

1081		Steve VanderKooy Gulf States Marine Fisheries Commission 2404 Government Street Ocean Springs MS 39564	Therefore, on behalf of the Gulf States Marine Fisheries Commission and its agency partners,								In response to the growing population along our Gulf Coast, the continued broadcast of NOAA weather forecasts is a must for all users of the seas. Due to the ever increasing fishing and boating public, especially along our coastal areas, these broadcasts are more important than ever. As the marine participants are highly mobile and wide-ranging, the ability to receive boating, fishing, and weather information in real time is critical to protection of human life on the water. Even with the improved technology such as personal GPS systems and cellular/satellite communications, the immediate warning to boaters and fishermen in the event of squalls and deteriorating weather conditions is still noticeably absent. Until such time that an affordable alternative to the NOAA Weather Radio system is implemented, the current system is essential for safety on the water. we are formally requesting the USGC, NOAA, and the FCC to continue the broadcasting of the NOAA Weather Reports and the replacement and expansion of the existing VHF radio broadcasting system.
1082		The American Waterways Operators Angela L. Madden 801 North Quincy Street Suite 200 Arlington VA 22203	The American Waterways Operators is the national trade association representing the owners and operators of tugboats, towboats and barges serving the waterborne commerce of the United States. Our mission is to promote the long-term economic soundness of the industry, and to enhance the industry's ability to provide safe, efficient and environmentally-responsible transportation through advocacy, public information and the establishment of safety standards.	AWO member companies primarily use Coast Guard HF radio voice and fax broadcasts, VHF weather radio, National Oceanic and Atmospheric Administration (NOAA) VHFFM Broadcasts, National Weather Service VHF Weather Radio, NAVTEX and National Weather Service product requests via email. Some AWO members also utilize Inmarsat C/SafetyNet and Coast Guard HF radio Simplex Teletype over Radio (SITOR). Vessels that are equipped with Internet capabilities also utilize weather Web site information from NOAA.	Most AWO coastal member companies utilize the Coast Guard HF radio voice broadcasts on a daily basis. These transmissions are critical to the operations and safety of vessels operating in coastal commerce.	Most AWO coastal member companies utilize the Coast Guard HF radiofax broadcasts and receive most products multiple times throughout the day. The fax broadcast is one of the few ways mariners can receive geographical weather charts on many of their vessels and is crucial to the operation of their vessels. For vessels without Internet capabilities, the radiofax is the only method available to receive satellite photos.	Simplex Teletype over Radio (SITOR) is rarely used in the towing industry.	Outside of the Coast Guard HF broadcasts, towing vessel operators would pursue installing Internet capabilities (at a high cost) to access weather information through the NOAA Web site. Other sources of information are the NOAA VHF-FM Broadcasts, the National Weather Service email request service and NAVTEX receivers. There are other options such as satellite radio or Weather Channel Marine; however, these services are expensive and not offered throughout the industry's service area. Getting all weather information via email would be extremely costly and place a large burden on the industry to install new computer systems onboard the vessels. The only method for receiving Internet information is via satellite while at sea. This method is extremely slow and very costly for use on a per-minute basis.	The loss of the Coast Guard HF marine weather broadcasts could denigrate safety in the towing industry. The safety of vessels at sea would be adversely impacted and the alternatives leave gaps in service. This would be especially troublesome during hurricane season, when mariners need as much information as possible to transit safely. These broadcasts are a primary factor in protecting the lives of mariners and the environment during hurricane season and the extreme winter months on both coasts.	AWO's 400 member companies operate on the inland and intracoastal waterways; the Atlantic, Pacific and Gulf coasts; the Great Lakes; in the noncontiguous trades to Puerto Rico, Hawaii and Alaska; and, ports and harbors around the country. Towing vessels also operate internationally travelling to Canada, Central America, South America, Korea, Russia, West Africa and the Persian Gulf. AWO operators transit the Pacific and Atlantic oceans, the Gulf of Mexico, the Gulf of Alaska, the Bering Sea and the Sea of Japan. While towing vessel operators do not expect the voice and radiofax broadcasts to encompass their	The American Waterways Operators (AWO) is the national trade association for the inland and coastal tugboat, towboat and barge industry. AWO's 400 member companies include the owners and operators of barges and towing vessels operating on the inland and intracoastal waterways; the Atlantic, Pacific and Gulf coasts; the Great Lakes; and, ports and harbors around the country. The industry's 4,000 towing vessels and 27,000 barges safely and efficiently transport over 800 million tons of cargo each year, including more than 60 percent of U.S. export grain, vital energy sources such as coal and petroleum (including most of New England's home heating oil and gasoline), and other bulk commodities that are the building blocks of the U.S. economy. The tugboat, towboat and barge industry provides the nation with a safe, secure, and low-cost, environmentally-friendly means of transportation for America's domestic commerce. On behalf of AWO members, thank you for the opportunity to comment on the potential discontinuation of the high frequency (HF) radio broadcasts of weather forecasts and warnings. These broadcasts are crucial for the safe operation of smaller vessels, including tugboats that travel offshore. With safety in mind, mariners working on towing vessels use several methods for obtaining up-to-date weather information to increase the probability that they get the critical information

										<p>entire area of operations, the broadcasts are extremely beneficial when returning to the United States.</p>	<p>they need. The termination of the Coast Guard HF radio broadcasts will have a substantial impact on vessel operators who may not have access to high-speed Internet. The cost of high-speed connectivity, for both the hardware and service fees, is out of reach for many small operators. Because of this, Coast Guard broadcast services must be maintained. With these overarching comments as a backdrop, we offer the following responses to the specific questions posed by the Coast Guard in the April 26 Notice and Request for Public Comment.</p> <p>As emphasized throughout these comments, AWO has serious concerns about the proposal to discontinue the Coast Guard HF voice and fax weather broadcasts. We strongly urge the Coast Guard to continue to provide these services until a more efficient and cost-effective method can be developed.</p>
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