

(3) the failure of Coast Guard Group Humboldt Bay and CAPE CARTER to inform Coast Guard Station Chetco River of the expected change in weather conditions; and (4) the fact that the NWS did not use Citizens Band (CB) networks at Crescent City and Brookings to disseminate weather information to small boats.

Contributing to the inadequate communications was the inability of the Coast Guard to monitor requests for assistance that were transmitted on CB frequencies.

09 M-40 Not 1344 RECOMMENDATIONS thru M-74-32-36

The National Transportation Safety Board recommends that:

1. The National Weather Service and the U. S. Coast Guard, under 14 USC 147, provide a more effective means of collecting weather information. (Recommendation M-74-32)
2. The National Weather Service provide a rapid and more informative transfer of weather information between San Francisco and Portland Weather Service Forecast Offices. (Recommendation M-74-33)
3. The National Weather Service amend its present procedures to provide the most effective methods of disseminating local weather information to small boats including the use of available Coast Guard facilities. These methods should include the direct transfer of weather information from National Weather Service offices to established Citizens Band networks, in addition to all commercial radio and television media in the local area. (Recommendation M-74-34)
4. The U. S. Coast Guard amend its internal procedures to ensure rapid and efficient transfer of weather and emergency information between group commands and stations in adjoining Coast Guard Districts. (Recommendation M-74-35)
5. The U. S. Coast Guard use all available means of communications, including Citizens Band radio, in situations where a more rapid rescue response could be provided. (Recommendation M-74-36)