

April 22, 1991

Dolphin Feeding Cruises Affected

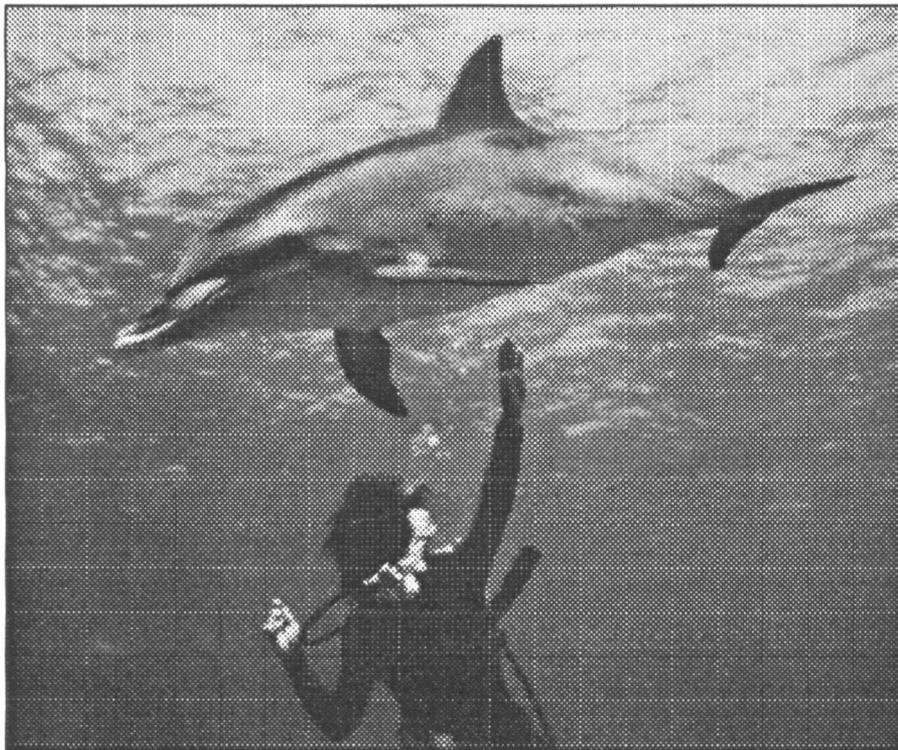
Marine Mammal Feeding Ban Begins

A Federal ban on human feeding of wild marine mammals took effect at midnight last Friday.

NOAA's move to outlaw the practice is in response to the rapid growth of so-called "dolphin feeding" cruises in the south Atlantic and Gulf of Mexico but will also cover the feeding of wild sea lions along the California coast, specifically in Monterey Bay.

The ruling was in response to scientists' fears that feeding marine mammals in the wild will disrupt their natural eating habits and have severe effects on marine mammal populations. NOAA, through its National Marine Fisheries Service, is charged under the Marine Mammal Protection Act (MMPA) to ensure that human activity does not harm marine mammals.

Problems associated with the feeding of dolphins and other



Sorry, Charlie: A Federal ban on the feeding of wild marine mammals will affect so-called dolphin feeding cruises in the South Atlantic and Gulf of Mexico, as well as the feeding of wild sea lions on the California coast.

marine mammals in the wild include dependency on human-provided food, disrupting

their natural feeding habitats and the timing of their normal migrations. Wild marine mammals that have been fed by humans will also be encouraged to approach boats, increasing the animals' chances of colliding with them. Animals that have learned to approach vessels may also increase their interaction with commercial fishing vessels, resulting in potential injury or entanglement in fishing gear.

There has been no way to control the quality or type of

NOAA Scientists to Evaluate New Weather Sensing Systems

An intensive, seven-week evaluation of how new remote sensing systems in the central United States can be expected to contribute to improved weather forecasting will begin this week in Oklahoma and Kansas.

Research aircraft, Doppler radars, mobile balloon launch vehicles and a network of automated surface weather stations will be used in a comparison with data pro-

vided by wind profilers now being installed and several Radio/Acoustic Sounding Systems (RASS) under development.

continued on page 2

continued on page 4

Germantown Fire Damage Put at \$1.5M

Recent Disasters Offer Lessons in Preparedness

Last month's fire at NOAA's Management Service Center, in Germantown, Md., reached temperatures over 1000 degrees and "melted everything," according to a NOAA official.

The March 6 fire caused \$1.5 million in damages, said Frank DiGialleonardo, NOAA's Director of Information Systems and Finance at a Commerce Department seminar on the lessons learned in light of this and other recent disasters, such as lightning striking the Department of Agriculture building across the National Mall from the Hoover Building, where many of NOAA's Washington employees are located.

DiGialleonardo stressed the importance of having an organized disaster recovery plan. "Disasters don't just happen in groups of three," he said. "The truth of the matter is, you don't know who it will happen to next. All you can do is be prepared and thus alleviate unnecessary costly and embarrassing situations."

The NOAA fire caused extensive damage to the file storage

area and general building structure. The building was immediately placed under the control of the fire department

- ✓ maintain current equipment inventories
- ✓ introduce reciprocal arrangements with organizations having similar network systems
- ✓ have access to training rooms as back up sites.

'Disasters don't just happen in groups of three,' DiGialleonardo said. 'All you can do is be prepared.'

which excluded NOAA leadership from re-entering the building to assess damage until 24 hours after the fire was out.

DiGialleonardo said that a simple checklist can help your office avoid the fate of the Germantown center:

- ✓ test your disaster recovery plan at least once a year
- ✓ extend computer network facilities
- ✓ keep important phone numbers current and accessible
- ✓ have a quick access to mobile phones

NOAA was lucky in many respects, DiGialleonardo noted. No one was hurt and all electronic data was recovered. However most historical data was lost and current files were destroyed. It took five working days to restore management finance operations elsewhere.

DiGialleonardo added that five days downtime is an unnecessary costly expense in addition to the tragedy of the fire. "Take it from experience, there is no time like the present to plan for your future," he said. ☺

Scientists to Evaluate New Weather Sensing Systems

continued from page 1

The new observational systems data will be compared with similar data from more conventional sources to understand the new systems' strengths and limitations. The evaluation will cover observed winds—the primary function of the wind profiler systems—RASS-collected temperatures, measuring of upper air circulation and other factors associated with a variety of meteorological phenomena.

A NOAA P-3 "hurricane

hunter" aircraft and a research plane provided by the National Science Foundation will collect data near potentially bad weather in the area.

Two NOAA mobile laboratories from the severe storms research facility in Norman Okla., will launch instrumented balloons from a variety of ground locations in Oklahoma and Kansas; Doppler radars at Norman and Cimarron, Okla., will sweep the skies; and a 15-station network of automated weather

stations provided by the National Center for Atmospheric Research is being installed to collect surface-level data.

The RASS instrumentation from NOAA's Wave Propagation Laboratory will collect upper air temperature data, complemented by a multi-frequency microwave radiometer gathering continuous observations of water vapor and cloud liquid. The information provided by these instrument systems also will be confirmed by the more standard data-collection processes. ☺

A Piece of History at the Bottom of the Channel

Somewhere off the coast of Cherbourg, on the French side of the English Channel, the *USS Kearsarge* battled the *CSS Alabama*, the most feared Confederate cruiser of the Civil War. It was June 19, 1864—Lincoln was President—and the *Alabama* had been wreaking havoc on Union commerce all over the world for two years.

"The *Alabama* would travel the world, looking for Union ships, ships flying the American flag, and they would easily overpower them, capture them, and often set them afire. They were heavily armed, much more than the merchant marine ships they went after. If a Union merchant vessel even spotted a sail, even if they knew the *Alabama* was on the other side of the world, they'd run. The *Alabama* was spotted in more places than Elvis. This," said Dr. Ervan Garrison, a marine archeologist with NOAA's National Ocean Service, "got the Union fairly concerned. So they sent the *Kearsarge* after the *Alabama*, and the two had quite a little battle in the Channel."

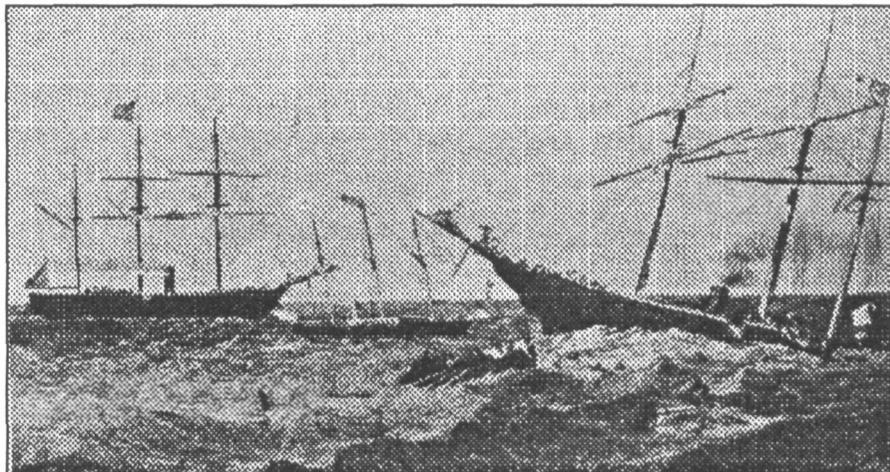
After two years of sailing all over the globe, the mostly British crew of the *Alabama* was perhaps a bit too confident. As Englishmen and Frenchmen lined up on either side of the Channel to watch, while smaller boats lined the shores "just like in the America's Cup," the two went at it. Rafael Seemes, the Annapolis-trained commander of the *Alabama*, let the *Kearsarge* get in the first rounds. Seemes was also a fine writer, Garrison noted, and left valuable journals. "He was quite a character. If this had happened today, he'd probably have a movie deal."

The *Alabama*, however, was hit, and began to sink. A British sloop sailed in, picked up the crew, and packed them off to England, where they received a hero's welcome from the Confederate-backing

and American officials to advise on the operation.

"I sit in the second row and whisper to the really important people," he said modestly, "but if I really wanted to, I could dive down to the site."

Most of the *Alabama* is still in good shape, Garrison said, except for part of its side and the upper deck, its bow and mast. "But from a video the French shot in 1989, you can see that the rudder's still there,



Alabama Getaway: The *USS Kearsarge* and *CSS Alabama* fought starboard to starboard off Cherbourg, France, on June 19, 1864. A NOAA marine archeologist is part of a joint U.S.-French mission to excavate the sunken Confederate raider.

British, thwarting the hopes of the commander of the *Kearsarge* to capture them. The threat of the *Alabama*, which had haunted the American merchant fleet for so long, was over.

The *Alabama* is still at the bottom of the English Channel, well-preserved by strong tides and a 180-foot depth, which have combined to limit divers' opportunities. Now, the French government is proposing an extensive study of this infamous shipwreck, and Dr. Garrison is part of a team of experts brought in by French

and so are the machinery and the guns. The bell, however, is another story."

The ship's bell had disappeared, and was found inexplicably in a pub in one of the British-owned Channel Islands, near the battle site, where it was used to sound last call each evening. It was then sold to someone in the United States. The government sued for it, claiming it was government property, "which is ironic," Garrison said, "because

continued on page 4

The Watery French Grave of a Confederate Warship

continued from page 3

it was from a Confederate ship." The government won—the bell is being returned, and is slated to go to the Naval Academy at Annapolis.

Garrison said he is interested in the "nuts and bolts" of the project, the small artifacts that still remain on the *Alabama*. "History is writ large," he said, "but archeology often focuses on smaller aspects. For example, the *Alabama* was two years old when it fought the *Kearsarge*. Would a matchup between the two ship two years before, when the *Alabama* wasn't as battle weary as she probably was, have had a different outcome? A large shell from the *Alabama* was found in the *Kearsarge*, but the fuse was so worn it didn't explode. Why didn't it, and

what if it had?"

"I want to reconstruct a Confederate raider, and find out what the crew had with them. How was a British tar different from an American seaman. When the Americans were bored they made scrimshaw. Few sailors could read back then—what did the British do? What did they eat and drink, and how did they cook?"

With NOAA since January 1990, and formerly on the faculty at Texas A&M University, Garrison inherited the archeological responsibilities for the *USS Monitor* sanctuary, which is administered by NOAA. The two ships, though contemporaries, are very different.

"The *Alabama* was the equal of the *Monitor*, but the *Monitor*,

the icon of the Union naval forces in the Civil War, was really the first modern warship. It was ugly but effective," he said. "The *Alabama* fits the image of a true 19th century warship...and it went down with its guns blazing." ☺

Marine Mammal Feeding

continued from page 1

food or other harmful items that may be given to the animals in the wild. Historically, wild animals have become ill or died from readily ingesting foreign objects that were given to them by humans.

Penalties for violations of the Marine Mammal Protection Act can include fines up to \$20,000 and/or one year in prison. ☺

Coming Events							April 1991						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
21	22	23	24	25	26	27							
	Seafood Inspector Training, presented by NOAA, Gloucester, Mass		NTSB public forum on fog and surface transportation, Chattanooga, Tenn. NOAA meteorologist will speak on forecasting fog.										
	Thru April 26												
28	29	30	31	1	2	3							
Univ. of Rhode Island Marine Affairs seminar. Dr. John Knauss slated to speak.													
From April 27													
							May 1991						

National Oceanic and Atmospheric Administration

ERRATA NOTICE

One or more conditions of the original document may affect the quality of the image, such as:

Discolored pages

Faded or light ink

Binding intrudes into the text

This has been a co-operative project between the NOAA Central Library and the Climate Database Modernization Program, National Climate Data Center (NCDC). To view the original document, please contact the NOAA Central Library in Silver Spring, MD at (301) 713-2607 x124 or Library.Reference@noaa.gov

HOV Services
Imaging Contractor
12200 Kiln Court
Beltsville, MD 20704-1387
July 23, 2010