

US COAST GUARD AUXILIARY

S U M M E R 2 0 1 3

V O L U M E 1 6 ~ I S S U E 2

Waves

Watercraft & Vessel Safety



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From the Director

RBS Safety Message from Kelly Townsend, DIR-B
Out of the mouths of babes...

Everyone is familiar with the old saying, “Out of the mouths of babes.” Since I became a proud grandparent on January 4, 2008, I have gained a new-found respect for this timely old saying. For this edition of *WAVES*, I want to relay a true experience I had with my own 5 year old granddaughter, Alex Marie Maines.

It was mid-October of 2012. It was the time of year when only the most devoted recreational boaters are still on the lake, enjoying the cooling air and the changing colors of fall foliage along the shoreline.

Normally, when I operate my 24’ boat with others onboard, I assign a lookout. In addition, I also maintain a vigilant lookout, as the vessel operator. But on this October day, there was hardly a boat in sight on the lake as far as the eye could see. With so little boat traffic, I was enjoying talking with my granddaughter as I drove the boat. I don’t remember exactly what we were talking about...but it’s a pretty sure bet that I was answering an infinite number of questions from her that began with the word “Why.”



Kelly Townsend
Director, RBS Outreach



Continued on
Following Page

TABLE OF CONTENTS

In This Issue

RBS Safety Message

Kelly Townsend, DIR-B
Pages 1 & 2

Life Jacket Wear Observers

Gary Christopher, DVC-BC
Pages 3, 4 & 5

Dangers of Electric Shock Drowning

Bruce Lindsey, DVC-BR
Page 6

RBS Outreach Directorate

Bob Myers, DIR-BD
Pages 7 & 9

US Coast Guard Force Multiplier

Stephen Ellerin, DVC-BL
Pages 8 & 9

Water Safety Interview

Bruce Lindsey, DVC-BR
Page 10

A Flair for Paddling

Don Goff, BC-BLC
Pages 12 & 15

ORION Incentive

Kelly Townsend, DIR-B
Page 13

Know Your Ropes

Bruce Lindsey, DVC-BR
Pages 14 & 15

From the Director (Continued from Page 1)

Since my granddaughter started coming onboard my boat, at one year of age, I have always preached boating safety to her. I've made her wear a life jacket at all times; made her stay seated in the rear of the boat; never allowed her to lean over the gunwales; and all the other things that we required our kids and grandkids.

All of us can recall occasions when our children make statements so profound that we're left baffled as to how a child could grasp the concept about which they are speaking. What happened to me next was one of those moments. During our conversation, my granddaughter suddenly placed her hands on her hips, gave me a disgusted look, and said, "Paw Paw Kelly, you need to pay more attention to where you're going and quit talking to me."

I was so taken aback, and amazed at her perception, all I could reply to her was, Yes ma'am, you are right, I do need to pay more attention to where I'm going." With that comment, she flashed me a big grin, and took her seat. For the rest of the day, I did pay more attention to where I was going, even on a deserted lake.

All Auxiliarists are aware of the fact that failure to maintain a proper lookout is consistently among the top two reasons for boating accidents and collisions. Believe me, it's a very humbling experience to be reminded of that fact by a 5 year old! I remind you all...pay attention to where you're going! Spread the word about the importance of maintaining a proper lookout while performing Vessel Safety Exams, Partner Visitations and Public Education. It could save yours or someone else's grandchild's life! Have a great summer and stay safe!



Director Kelly Townsend and his granddaughter Alex Marie Maines

LIFE JACKET WEAR OBSERVERS

Life Jacket Wear Observers: A New Opportunity for Auxiliaries

By: Gary Christopher, DVC-BC

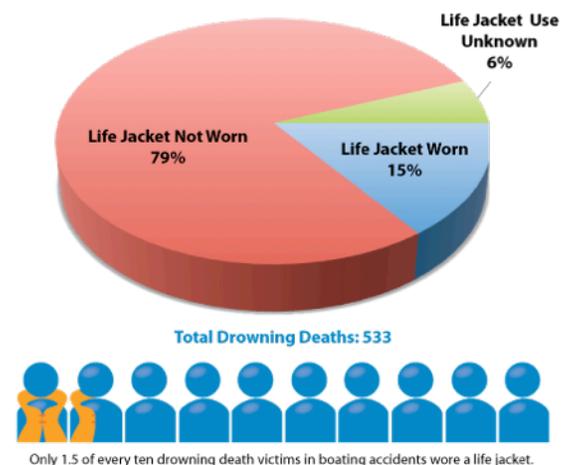
Background

Year after year, recreational boating accident statistics indicate that drowning accounts for the majority of fatalities and that most drowning victims were not wearing a life jacket. This is because most fatalities result from capsize and falls overboard; unexpected events that offer little or no time for the victim to find and put on a life jacket. These facts demonstrate the importance of wearing (rather than just carrying) a life jacket when boating. Wearing a life jacket won't always save you from a potential drowning incident, but the data show that it will substantially increase your chances of survival. These facts explain why the United States Coast Guard and its partners have made it a priority to convince recreational boaters to wear life jackets using outreach efforts such as the "Wear it" program.

The acid test of the success of the various outreach programs requires data on actual life jacket wear rates among recreational boaters. The Coast Guard has awarded a grant for many years to the non-profit firm, JSI Research & Training Institute of Boston, Mass, to conduct an observational study designed to measure and document life jacket wear rates. JSI conducts a field survey using direct observation of recreational boats by specially trained observers using image-stabilized binoculars from defined shore observation points in 30 states. Field personnel observe vessels and their occupants and record the type of vessel, approximate length, the number (and approximate ages) of the persons on board, whether each was wearing a life jacket, and

other relevant data. These data on the forms are scanned, tabulated, and analyzed to determine trends. Ultimately the results of this analysis are summarized in an annual report submitted to the Coast Guard. (see e.g., <http://www.uscgboating.org/statistics/pfd.aspx>).

2011 Recreational Boating Drownings



The pie chart above was from the USCG Auxiliary website for the 2013 National Safe Boating Week. For more information, please click on the following [link](#).

Could Auxiliaries do the job?

The JSI studies have provided valuable objective data on life jacket wear rates. But these studies have also been expensive, largely because of the logistics costs of housing, feeding, and flying observer teams to sites located in the 30 states now included in the national survey. Moreover, these costs have precluded getting data at different times during the year. This might be important as several states have seasonal rules that mandate the wearing of life

Continued on
Following Page

LIFE JACKET WEAR OBSERVERS

Life Jacket Wear Observers (Continued from Page 3)

jackets. And other states, such as Florida, are very hot in the summer, which might lower life jacket wear rates. But, what if we could substitute trained Auxiliarists (who reside near the observation sites) for the paid observer teams? This could save money and, perhaps more important, enable the Coast Guard to obtain data at multiple times during the year and/or increase the survey's sample size.

**Life Jacket Wear It!
"It floats you Don't"**



USCG Auxiliary image from public safety brochure.

To test the feasibility of an Auxiliary 'observer corps' the RBS Outreach Directorate and JSI started a pilot program in two states, New York and New Jersey, to provide 'proof of concept' and enable us to identify critical enabling factors to expand this program ultimately to all 30 states. Auxiliarists from Districts 1S and 5N were trained as observers by Dr. Thomas Mangione and his colleagues from JSI at Coast Guard Stations Jones Beach (for New York observers) and Manasquan Inlet (for New Jersey observers). The training included a PowerPoint presentation on the overall program followed by a practice observation and data recording session. After being trained, two-person teams conducted the

actual observation sessions at sites on Long Island, Manhattan, Greenwood Lake (NY), and four locations (two at or near the shore and two on the Delaware River) in New Jersey.

Most teams collected data at one location from 0800-1200, and a second location from 1300-1700 on the same day. Team members rotated the duties of looking through binoculars and recording observations on a special collection form. JSI personnel also took observations at these sites, which enabled a comparison of results from the 'pros' with the trainees. At some of the sites this evolved into an informal competition to see who could collect more data. In the end, the pros did better, but we gave them a run for their money.



Use of image-stabilized binoculars made it relatively easy to observe whether (and what type of) life jackets were worn. Here a small cabin cruiser exits the Manasquan Inlet intent on fishing. The male adult operator and male passenger are not wearing life jackets, but the two young female children riding near the bow are both wearing old style life jackets.

Continued on
Following Page

LIFE JACKET WEAR OBSERVERS

Life Jacket Wear Observers (Continued from page 4)

We have not analyzed all the data yet, but it looks like the Auxiliary teams were successful in terms of both the quantity and accuracy of their observations. And all participants enjoyed the experience. The only inconvenience was some rain showers that occurred late in the morning at Manasquan Inlet—fortunately the Auxiliarists were able to continue taking observations from a car parked at the site. Some on the team thought that this would be a great program for both new members in the process of completing their qualifications, and older members who might like a less strenuous job rather than serving as Boat Crew or Coxswains.

“A key objective of the various RBS Directorates is to bring the Auxiliary and the Coast Guard RBS efforts into closer alignment” noted Dan Maxim, ANACO-RB. “If we can expand this effort successfully, we can increase the frequency of observation and reduce the cost” Maxim added.

The Coast Guard is similarly impressed with the program’s potential. “This collaboration between the Auxiliary and the Boating Safety Division is important to the Coast Guard in this era of constrained resources” said Jeff Hoedt,

Chief of the Boating Safety Division at Coast Guard Headquarters. “By providing a trained observer corps, the Auxiliary is able to make a valuable contribution to the RBS mission by supporting this study, which allows the national RBS program to make better-informed decisions on how to increase life jacket wear” Hoedt went on to say. We will keep you informed on developments and plans to expand the effort.

Gary Christopher, DVC-BL



Auxiliarists Lawrence Galiano (holding binocular) and Ian Mosley (with clipboard) trying to estimate the length of one of the boats being observed. The above photo and observation photo on page four submitted by Gary Christopher.



www.cgaux.org



DANGERS OF ELECTRIC SHOCK DROWNING

Swimming near your dock or Marina? Make sure you understand the dangers of electric shock drowning.

Bruce Lindsey, Division Chief Communication Services (DVC-BR)

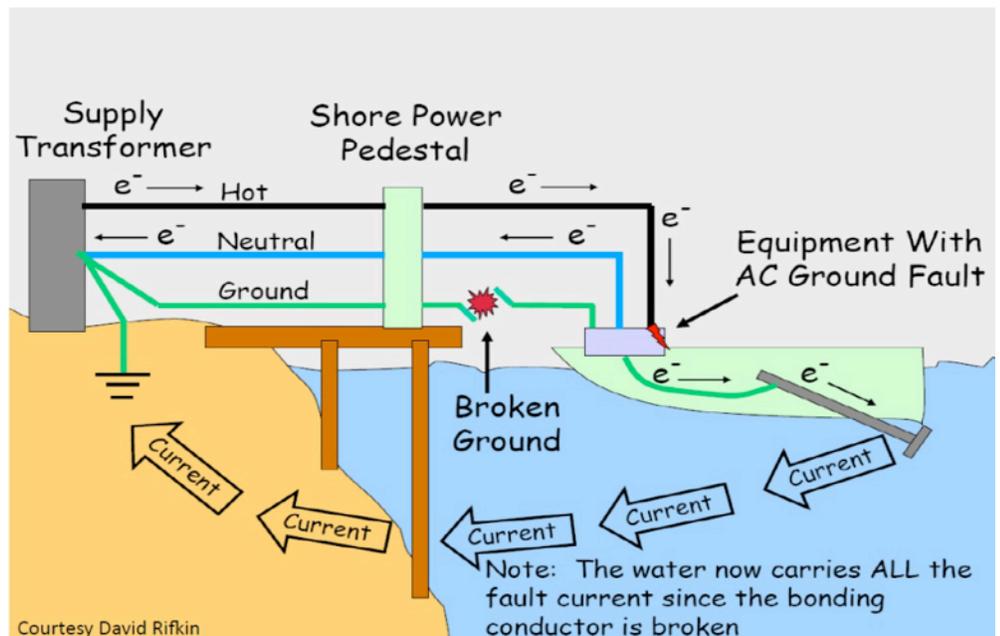
Summer may be almost over, but it's not too late for swimming! But wait a minute about swimming in your marina, or even near your own boat dock if you have electric power to the dock or boat. Swimming is prohibited in most marinas for many reasons- boat traffic, pollution, and debris top the list. However, another reason to stay out of the water if there is electricity present, in places like marinas and private docks, is that there is an unpredictable and undetectable danger of electric shock. Once you're in the water, especially fresh water, your body is actually a better conductor of electricity than the water itself, and it is too late to do anything about it.

If you feel tingling, you're lucky, but high current is paralyzing. The only way to help is to shut the power off, but who knows that this is what needs to be done, and where the switch is?

There are various ways to determine if dock and boat electrical connections are safe, but they require extensive testing. In a marina, the boats are constantly changing, so what is safe today may not be safe tomorrow. The best rule of thumb is to stay out of the water in marinas, and, at private docks, make sure that the

shoreside power has been disconnected before swimming. Once you're in the water, and in proximity to an electrical source, it may be too late to be safe. Even walking barefoot along a dock that has power cords can result in electric shock!

Extensive information on Electric Shock Drowning is available, and the diagram below from the Boat US Foundation illustrates how electricity from the dock gets into the water, either from the dock or through a boat's (any boat's) running gear.



Above is an illustration of the dangers of electric shock drowning.

RBS OUTREACH DIRECTORATE

What Are People Looking for from Us?

Bob Myers, Deputy Director, RBS Outreach (DIR-Bd)

I am the RBS Outreach Directorate's Point of Contact for inquiries received through our "Contact Us" link on our website:

<http://bdept.cgaux.org/wp/>

I receive quite a variety of different requests, and thought I'd share some with you. As expected, the majority have to do with our Public Education program, with individuals looking for upcoming classes in their area. In most cases, I refer them to our PE Directorate's course finder at:

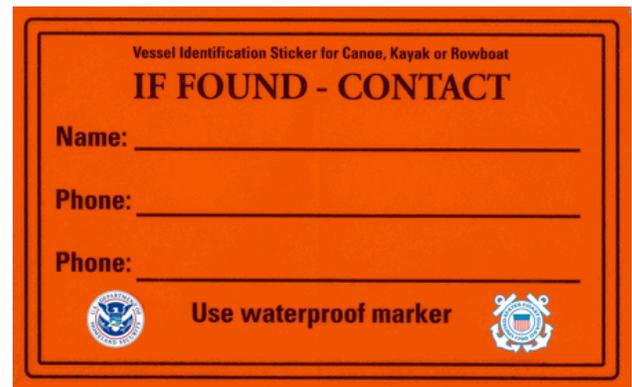
[Boating Education Class Finder](#)

This page informs the public of all of the PE courses we offer, their usual duration and an upcoming course locator based on their zip code. All Auxiliary PE courses reported to AUXDATA are listed in this databank.

With mandatory course completion required in almost all states now, the next big inquiry we receive is from folks who have lost or misplaced their course completion certificates and/or state certification cards. I received such a request recently in which the individual had graduated twenty-two years ago, in 1991. In some cases I am able to refer the individual to the flotilla that taught their course to see if they have maintained a record of graduates. But since we do not yet have a national databank of course graduates, and Auxiliary Flotillas do not have any requirement to maintain records of their graduates,

we're unable to help out in most of these cases, including the 1991 graduate.

Lately, due to the word being spread in various paddle sport publications, we've been receiving requests for paddle craft Vessel Identification Stickers. Owners provide their personal contact information on these bright orange, adhesive stickers, which are then placed on paddle craft. The information helps search and rescue personnel in the event of an emergency, and return recovered or lost boats back to owners.



Vessel Identification Sticker for Canoe, Kayak or Rowboat

We receive a number of inquiries about joining the Auxiliary as well as joining the Coast Guard. If you're interested in joining the Auxiliary or the Coast Guard, you will be directed to the following links.

[Join the Auxiliary](#)

[GoCoastGuard.com](#)

Continued on
Page Nine

US COAST GUARD MULTIPLIER

Stephen Ellerin, Branch Chief -Division Chief -Liaison (DVC-BL)

We like to say that the Auxiliary is a "force multiplier" for the US Coast Guard. We say that because the Auxiliary helps the Coast Guard extend its Recreational Boating Safety (RBS) effectiveness much further than it could otherwise. This is especially true in times of limited budgets, such as during the current sequestration. So how, in turn, does the Auxiliary "multiply" its force effectiveness? Who could be our force multiplier?



With a little creative research, we might discover many groups in our communities who would be ready to assist us with our boating safety mission. Perhaps we can expand our own effectiveness by reaching out to work with some of these organizations.

We currently have official "Memoranda of Understanding" or "Memoranda of Agreement" with a few select organizations. (These groups are chosen carefully, and our memoranda are worked out thoroughly, with these select organizations by our

National Executive Committee and their legal staff, in close coordination with the Coast Guard and its legal staff, to assure compliance with all applicable Federal laws and Code of Ethics.)

Once these Memoranda are in place, we work with these organizations to extend our effectiveness - and theirs. For example, the US Power Squadrons and the American Canoe Association share many of our RBS goals. West Marine and Orion Signals offer discounts to boaters who take our Vessel Safety Checks. See our full list of Partners at the following link:

[RBS Partners](#)

Flotillas that reach out to these organizations in their local communities often find that they can extend their common effectiveness, and that, by working together, they reach more of the recreational boating public than either group can alone.

**Celebrating 74 Years of Volunteer Service
Coast Guard Auxiliary - Become one of Us!**



Continued on
Following Page



US Coast Guard Multiplier (Continued from Page 8)

By sharing social functions, as well as common missions (such as Vessel Safety Checks and, soon-to-be-authorized, Marine Dealer Visits), with members of the Power Squadrons, for example, Flotillas often find a refreshing degree of common interests that leads to further cooperation - and even some new Flotilla members or facilities.

A little brainstorming would probably suggest other organizations in our communities that might be sympathetic to our RBS mission. For example, if a Flotilla could schedule an ABS class in the chapter house of its local Red Cross, might they not reach out to an entirely new community of the boating public? (In advertising for any such event, we must be careful not to "endorse" the hosting organization.)



Admiral Robert J. Papp, Jr.
United States Coast Guard

As the Commandant of the US Coast Guard, Admiral Robert J. Papp, Jr., said during his [appointment speech](#) on May 27, 2010,

"I am committed to partnerships. They are a force multiplier. As demand for our Service continues to expand, a unilateral approach will not be the best or the most efficient means to achieve mission success. Strong partnerships are critical to enhancing our capability, effectiveness and credibility in the maritime domain."

Perhaps every Flotilla might give some thought to expanding and improving working relationships with like-minded organizations in our communities. Wouldn't active community partnerships multiply everyone's force effectiveness?



What Are People Looking for From Us? (Continued from page 7)

We've also received inquiries about using Coastie the Safety Boat, or Sammy the Sea Otter, obtaining a Captains License, VHF calling procedures, documentation requirements, clubs and groups seeking pamphlets, life jacket requirements, a request for statistics on boat registrations, and one for federal requirements for steel pontoons vs. aluminum pontoons.

Each and every inquiry that comes in receives a reply within 36 hours, and we're very pleased that we're able to satisfy the request in almost all cases.

WATER SAFETY DAY

Bruce Lindsey, Division Chief Communication Services (DVC-BR)

On Saturday, June 22, The Weather Channel devoted the days report to water sports and water safety, and invited members of the US Coast Guard Auxiliary for an interview. On-site broadcasting for the day was from the Lake Lanier Islands Resort on Lake Lanier, just outside of Atlanta, GA, where The Weather Channel is headquartered.



Bruce Lindsey explaining the different types of PDF's.

We had a great day for the interview, typical Atlanta, sunny, hot, humid, and with the usual selection of cruisers anchored offshore. The interviewer, meteorologist Reynolds Wolf, was on air discussing the next spot with the studio the entire time, so we were lucky to have four uninterrupted minutes of planning before the interview. His two pieces of advice were that he would not ask any questions that I didn't have answers for, and there would not be any questions on how long to keep tax records. He also said that it would be the fastest two and one-half minutes in my life. He was right on all counts.

Not having any idea how long the interview would last, I'd arrived with an outline of boating safety issues such as Type III and V lifejackets, and the concern that we might run out of material. Reynolds started the interview by referring to the boats behind us, and acknowledging that while many operators were experienced, it was likely that some were not. This provided an excellent opportunity to discuss, briefly, the need for boating safety education. He then handed me the Type III lifejacket so I could talk about sizes, impact ratings, and wearing it, followed by the Type V for comfort and wearing it and...we were done!

As he had mentioned, the interview was the fastest two and one-half minutes. We were never able to discuss vessel safety checks, or the importance of weather and its effect on boating safety. I am always glad to talk about boating safety, and I am very appreciative of The Weather Channel's interest in promoting it. The interview clip, provided courtesy of The Weather Channel can be found at the following [link](#).



Reynolds Wolf thanking Bruce for his time and service.

PROUD TO SERVE YOU

William Carter, Branch Chief, Newsletter, BC-BRN

As your newsletter editor, I'd like to say what an honor it is for me to be able to serve the US Coast Guard Auxiliary in this capacity. I'm from Charleston, South Carolina, and have been with Flotilla 070-12-08 since May of 2011. I'm currently serving as their FSO-PB as well as SO-PB for Division Twelve of the Seventh District.

In reading the previous issues of the *WAVES* newsletter, I can say that the B-Directorate has a long and distinguished history in helping the Coast Guard in its mission of recreational boating safety. I'm very proud to be a part of this and it is my goal to continue making *WAVES* a first-class publication.

I would encourage everyone to submit articles for *WAVES*. If you have an article to submit, I will need it around the 15th on the month prior to release. If you're going to need a few extra days, just let me know. This will allow ample time to prepare a rough draft for peer review by the 20th and submit the newsletter up the Chain of Leadership for approval and release by the first of the month.

I'm also quite fond of photography and graphics, which are skills that I look forward to utilizing for the RBS Outreach. One of the advantages of living in the Charleston area is that we have a vast amount of waterways, marinas, beaches, and other locations that can be photographed to illustrate articles on recreational boating safety.

The quickest way to reach me is by email which is william.j.carter@icloud.com. Please feel free to contact me if you have any questions. Once again, I'm very thankful for this opportunity and look forward to working with the staff at RBS Outreach.



William Carter
BC-BRN



Charleston Harbor from left: Downtown Charleston, Ravenel Bridge over Cooper River, and Patriots Point. Auxiliary photo taken by William Carter.

A FLAIR FOR PADDLING

A Flair for Paddling Needs a Flag for Safety

Don Goff, American Canoe Association Liaison (BC-BLC)

Recently, two sea kayakers on the Potomac River had an “oops” moment and found themselves in the water. Try as they might, they could not manage to get their tandem kayak righted and themselves back on board. Fortunately, they were both wearing life jackets and decided to stay with the boat. The weather was good and the water warm enough that hypothermia would take several hours to set in. Unfortunately, though, they were within a mile or so of the main shipping lane, and they were virtually invisible to passing vessels. After two and a half hours, they were spotted at random by a passing boat, brought aboard, and their kayak towed ashore. They were greatly relieved and also very lucky.

**"Always wear your life jacket.
It could save your life!"**



USCG Auxiliary image from public safety brochure.

What could they have done to communicate or attract attention? They had a cell phone, but it didn't survive the dunking. If it had, it would have been subject to availability of a cell tower—never guaranteed along the river—and an adequate battery.

A handheld marine VHF radio would have been better.

More important, they could have signaled for help if they had carried an appropriate Visual Distress Signal. The safety equipment required for paddlers is minimal—a life jacket, a whistle, and, in periods of reduced visibility, a white light visible all around, such as a flashlight.

Visual Distress Signals, or VDSs, are optional safety items and most paddlers do not carry them. VSDs are generally understood to mean flares or skyrockets. In fact, flares create a risk due to the following reasons:

- They have a statutorily defined shelf life of 42 months, after which they expire.
- They are non-persistent since they operate for only a short period of time, ranging from a few seconds to a few minutes.
- Having them on board creates a fire hazard and the need for a fire extinguisher in case of an accident.
- Finally, what goes up must come down; the Coast Guard bars aerial flares in waterways less than 2.5 miles wide for a reason—a falling rocket can cause fires ashore.

There are some VSD choices available to paddlers that are low cost, low risk, and highly effective.

Continued on
Page Fifteen

ORION INCENTIVE

Kelly Townsend, Director RBS Outreach (DIR-B)

The RBS Outreach Directorate is pleased to announce a new partnership with Orion Signals, a leading manufacturer of flares and other emergency signaling devices. Orion is offering Auxiliaries a free "Safety Awareness Kit."

This kit includes laminated flare charts (Visual Distress Signal Guides), Saved by the Signal brochures, and some useful "Upcoming Vessel Safety Check" posters. It also includes rebate coupons that Auxiliaries can use when purchasing needed Orion safety products. To enroll in the program, Auxiliaries should go to the following link:

[Orion Safety Awareness](#)

In the Guestbook window, enter your name and mailing address. Clicking "Submit" will launch a short introductory video, followed by a 20 minute instructional video (which you can pause at any time). This 20 minute video is a tremendous resource to deepen your understanding of the various types of marine flares and the proper use of each. It's so comprehensive that it can even be used for Auxiliary Member Training. As you watch the video, take careful notes -- every Auxiliary will learn several useful pointers from this video, and chances are that you will not pass the questionnaire (required to receive your Orion RBS Kit) unless you do.

After the video, a 20 question review of the video begins. Answer the questions with a passing ratio, and you will receive your Orion Safety Kit,

directly from Orion. More importantly, you will be a better Auxiliary, Vessel Examiner, Program Visitor, and Instructor.

The RBS Outreach Directorate sincerely thanks Orion for helping to make us all better Auxiliaries by increasing the knowledge we pass along to the boating public.



Never Too Young to Learn

Dana Point, CA (October 13, 2007) -- Mariners of all ages participated in the flare demonstration that USCG Auxiliary Flotilla 29 helped organize. The U.S. Coast Guard Cutter NARWHAL, under the command of LTJG Kristopher Ensley, provided the crew needed for the public practice session; The Ocean Institute of Dana Point provided the practice area and the discharge of flares was under a Special Event permit from the Orange County Fire Authority. Seen here a young mariner prepares to fire an ORION 12 Gauge launcher with the guidance of NARWHAL crew BM2 C. Curry.

Photo by Howard Phillips, USCGAUX.

KNOW YOUR ROPES

Marine Safety Alert issued by the USCG for Parasailing Operations

The Coast Guard has recently released a Marine Safety Alert for parasail operators, with implications that the public should be aware of. Parasailing is documented to have started on land over 50 years ago, and been adapted to a water sport about 40 years ago. During these years many businesses have been started to offer this experience to the public with services available at ocean or lakeside locations, hotels, resorts, cruise ships and inland lakes. In the US, the Parasailing experience is known to be available in at least eleven states plus the Caribbean.



Special thanks to Custom Chutes for providing the above photo.

In the 40 years parasailing has been a water sport, the industry has grown without regulation or standards, and while many operators have years of safe experience, there is no guarantee of safety. Per

the Coast Guard Marine Safety Alert, there have been 11 parasailing deaths, and 52 injuries since 2006. All of these appear to have been due either to weather and operational problems, or equipment failure.

Recently the American Society for Testing and Materials (ASTM), working with parasailing industry groups and the Water Sports Industry Association (WSIA) approved a weather standard for parasail operations. This standard, plus four standards being developed for Crew, Operations, Equipment and Emergency Procedures became the basis of the Coast Guard Marine Safety Alert which is intended to provide guidance to parasailing operators.

[Marine Safety Alert Information](#)

The Marine Safety Alert announced the mnemonic 'Know Your ROPES' to remind parasail operators of important safety issues that may help prevent future casualties. The acronym, ROPES stands for:

- **Remember** that most parasail fatalities and injuries are related to the failure of the towline.
- **Observe and monitor** weather conditions continuously.
- **Prepare for emergencies.**
- **Ensure** that all equipment is properly maintained on a continual basis.
- **Safety is up to the Operator.**

Continued on
Following Page

KNOW YOUR ROPES

Marine Safety Alert issued by the USCG for Parasailing Operations (Continued from page 14)

The details of the mnemonic are in the **Marine Safety Alert** available at the following [link](#). While there is no regulation or inspection of the industry, and no barriers to entry of business operators, it is anticipated that development of the ASTM standards will lead to insurance standards for the industry and operator compliance.

As a parasailing participant/customer it is important to check not only how long an operator has been in business, but to also check their safety record. Each parasail operator is free to run their operation as they please, but there are some operators that have and adhere to their own high standards of operation. Finding and patronizing such operators should help to assure a safe and enjoyable experience.



Parasailing photo provided courtesy of Custom Chutes.

A Flair for Paddling (Continued from page 12)



Distress Flag

The most cost effective VSD is a distress signaling flag (left photo). This flag, three feet square, is orange and has a distinctive black square and ball imprint on it. On line, they are available for as little as five dollars. They fold down to a small space and easily fit

into a kayaker or canoeist's gear. They are persistent and they don't expire. To use one, there are several options, such as the following:

- Tie the corner strings to your paddle and wave it like a flag.
- Place the flag across your shoulders like a shawl to increase your visibility, if you are in the cockpit.

- Drape the flag over your deck to increase the boat's visibility (and your own), if you are in the water.
- Wave it by hand. Use it however you need to, if you need assistance.

One problem is most paddle craft outfitters do not sell these flags. To find one, a paddler must cross over into the world of power boaters and find a recreational boating equipment supplier rather than an outdoor adventure store. Of course, they are also available online. Put "distress flag" into your search engine and you will come up with multiple suppliers.

Good luck and safe paddling.

MISSION STATEMENT

The RBS Outreach Directorate Mission Statement

The RBS Outreach Directorate, under the program guidance of the U.S. Coast Guard Office of Boating Safety and the direction of the Auxiliary Recreational Boating Safety Outreach Directorate, provides assistance to Coast Guard units, Auxiliary National Directorate and Auxiliary District organizations in their efforts to promote and support recreational boating safety programs. RBS Outreach provides both informational and fiscal resource services to the Auxiliary membership. In addition, the RBS Outreach provides liaison with State Boating Law Administrators and other recreational boating safety organizations, i.e., state, federal and the public sector.

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• Branch Chief - American Canoe Association	BC-BLC	Donald Goff
• Branch Chief - NSBC/NWSC	BC-BLN	William Griswold
• Branch Chief - Publications	BC-BLP	Thomas Violante
• Branch Chief - Safety Partners	BC-BLS	Manuel Alfaro
• Branch Chief - Liaison to US Power Squadrons	BC-BLU	Stephen Ellerin
• Branch Chief - West Marine	BC-BLW	James Fogle
• Branch Chief - Youth Partners	BC-BLY	Bruce Johnson
• Branch Assistant - Youth Partners - NSCC	BA-BLY	Michael Fulgham
• Branch Assistant - Youth Partners - BSA	BA-BLYB	Stephen Reckie

Division Chief - Communication Services	DVC-BR	Bruce Lindsey
• Branch Chief - Documents	BC-BRD	Evan Astrin
• Branch Chief - Electronic Communications	BC-BRI	Alan Dove
• Branch Chief - Grants	BC-BRG	William Griswold
• Branch Chief - Newsletter	BC-BRN	William Carter
• Branch Chief - RBS Promotion Specialist	BC-BRP	Jonathan Yoder

Division Chief - State Liaison	DVC-BS	Pauline Longnecker
• Branch Chief - Atlantic North	BC-BSA	Peter Bohler
• Branch Chief - Atlantic West	BC-BSI	Pauline Longnecker
• Branch Chief - Pacific	BC-BSP	Gail Ramsey
• Branch Chief - Atlantic South	BC-BSS	Barbara Burchfield