



# WAVES

Watercraft and Vessel Safety

The Newsletter from the U.S. Coast Guard Auxiliary Department of Boating

VOLUME 03

ISSUE 02

April 1999

Editor: Karen L. Miller, BC-BNN 2931 Buttonbush Court Palm Harbor, FL 34684  
Department Chief: Warren E. McAdams, DC-B 894 Surrey Ridge Drive Cincinnati, OH 45245

## NASBLA News

Jesse L. Harrup, Jr., DVC-BN

### GRANTS

I've presented information about the *BOAT/US Grassroots Grants* program in the December, January, February and now the March *WAVES*, and I hope all of them will be widely disseminated and given out at Flotilla/Division meetings, particularly to Flotilla Commanders. Again, this program is an excellent opportunity, particularly for Flotillas with limited resources, to obtain funding to start or enhance boating safety programs at the local community level. The CY 00 grant applications are still scheduled to be online by July 1999 – that's only a few months away. There's still plenty of time to access the old 1999 application to use as a template for being ready in July.

FCs, DCPs, and DCOs, or any Auxiliary member can request these CY 00 Grant Applications by:

- ◆ Contacting Boat/US directly via: [www.boatus.com/foundation/grgapp](http://www.boatus.com/foundation/grgapp), or
- ◆ Contacting Vanessa Pert, at [Vpert@BOAT/US.com](mailto:Vpert@BOAT/US.com), the new Boat/US Grants Administrator for CY 2000 or
- ◆ contacting me at [HarrupJL@msn.com](mailto:HarrupJL@msn.com).

I've already received 15 requests for information from Auxiliarists who are interested in information on filing an CY 00 BOAT/US Grassroots Grant application; there's still plenty of time for the rest of you to get started.

Collectively, these requests represent potentially over 150 Flotillas who may be involved in the program for CY 2000!

In the current *WHAT'S NEW* section of the **U.S. Coast Guard Auxiliary National Website**, there is a posting for the two (2) page instruction guide for completing the *BOAT/US Grassroots Grants* application – PLEASE TAKE A MOMENT AND READ/DOWNLOAD THIS IMPORTANT DOCUMENT. After completing the steps indicated in the instruction guide, you may wonder where will the application go next.

After the Flotilla/Division/District grant applicant completes the on-line application, it will take the following routes:

- To the DVC-BN for technical review only; any suggestions and/or recommendations will be communicated back to the applicant.

- After return from DVC-BN, the Auxiliary applicant (if FC or DCP) will forward the application to their District Commodores.
- District Commodores will serve as USCGAUX National Board, Inc (NBI) Directors and will review and forward the approved application to Mr. George B. Thomas, NBI Director of Gift Planning. He will countersign/approve and forward as appropriate to BOAT/US for their review and consideration.
- BOAT/US will then notify the NBI of its grant award decisions via copies of letters to the award applicants. In its response to Mr. Thomas, USCGAUX applicants will be notified by the NBI President via these BOAT/US letters, a check, and a congratulatory letter from the NBI President.

I look forward to being "swamped" with your grant requests in July and August 1999.

### NASBLA

- ❖ Our DC-V and BC-BNA, Don Smutz recently attended a Boats & Associated Equipment NASBLA Committee meeting in Memphis. An excellent report was filed by Don and is posted on the *WHAT'S NEW* section of the U.S. Coast Guard Auxiliary National Website. Take a moment and review the recreational boating safety topics that this NASBLA committee is addressing.
- ❖ Our BC-BNB, Bob Auchinleck recently attended a Boating Accident Investigation Reporting/Analysis Committee (BIRAC) meeting in Chicago. Bob's excellent report on the actions of this committee is on the *BOATING* section of the U.S. Coast Guard Auxiliary National Website. Some of that report is excerpted in this issue of *Waves*.

Well that's a little flavor for what has been happening since the last issue. Drop us a line if you want to know more about how we can help you in your RBS programs.

## MOUs a Winner

Betty Oakey, BC-BSP

Part of the responsibilities of the State Liaison Branch Chief for the Pacific states is to gather all of the Memoranda of Understanding (MOUs) generated by these states. As a result, I requested that the Boating Law Administrators (BLAs), State Liaison Officers (SLOs) and Recreational Boating Safety people (RBSs) get their MOU and forward it to my attention. **[Continued on page 2]**

Unfortunately, this was not going very far or so it seemed. In the past, most requests appeared to have been side tracked or became everyone's low priority. Well, this time it was different. States and their representatives were eager to share what they had done to increase the quality of their working relationships with each other.

It looks as though almost all of the "Pacific" States have responded. It also seems that the States' enthusiasm has carried over to the BLAs and got them fired up. Plus, that overflowed to the SLOs who have begun tracking information. As always, the RBS folks were a great help.

It might be tempting to call this the dance of the "Alphabet Soup" because we deal with so many acronyms to describe who we are, who we're working with and what we do. But, no matter what we call it, the importance of what we do and the relationships we foster cannot be understated. The "search" for MOUs was a valuable exercise and there will be a lot learned from the analysis of the details in each state's packet.

### **National Safe Boating Council**

Bill Griswold, BC-BLN

The Third Annual International Boating and Water Safety Summit (IBWSS) is happening in Albuquerque April 22-24; the Boating Department will be represented. Ralph French, DCP2, 8CR, is coordinating the event for local Auxiliarists, and the new National Boating Booth will debut on the premises.

The National Safe Boating Campaign kits are in the field, and this year is the prelude to a North American Campaign coming in 2000. Both the U. S. Coast Guard and the Canadian Coast Guard have worked out most of the details, and Canada formed their own Canadian Safe Boating Council to work with our National Safe Boating Council (NSBC) to bring the campaign to both countries.

This remarkable relationship is demonstrating the benefits of partnering organizations. NSBC is looking for partners, and is reaching out to commercial concerns. Their newest partner is Naya Bottled Water Company, a natural to promote drinking water while on the water.

NSBC hopes everyone likes this year's kits, and can plan and execute a great campaign in their area. So, open your kit, plan your unit's activities, and please let us know how it went and how your materials met your needs. The Saved by the Jacket Manual should be out this summer. It is a collection of first person accounts of being saved by wearing or using a PFD. It also contains the history of the PFD, and should be fascinating for anyone connected with boating. We will put ordering information on the NSBC website when it's available. If anyone wants to know what the Council is doing, check the website at: [www.SafeBoatingCouncil.org](http://www.SafeBoatingCouncil.org)

Remember:

**"Boat smart from the start. Wear your lifejacket."**

BAIRAC met in Chicago on 27-28 February. The Electronic Data Transfer Project continues to make slow, but steady, progress. Data entry of boating accident reports (BARs) continues to challenge some states. Coast Guard headquarters has no staff to do data entry and neither do some of the states. The legal requirement is only that the states provide paper copies to the Coast Guard. They would like to issue the 1998 BAR report by Memorial Day. It won't happen.

They discussed Auxiliary assistance in this data entry task. It was reported that the Auxiliary doesn't always have members willing to do data entry in the state capitols where the work is usually done. Bruce Schmidt (G-OPB-1) is going to look into whether Auxiliarists could do data entry at Coast Guard Headquarters, for those states sending in paper reports. There is a good opportunity for the Auxiliary to help solve this dilemma, if we can match up our resources with the time and place of the need.

The Coast Guard has obtained permission to conduct a National Recreational Boating Survey. There will be 200 registered boaters and 50 non-registered boaters (canoes, small sailboats, etc.) surveyed in each state. This size sample will provide statistical accuracy within  $\pm 1\%$  at the national level and  $\pm 4\%$  at the state level. Although a key objective of this research is to collect exposure data (how often are boaters on the water), there are a number of questions concerning types of boats being used, boating activities, equipment used and quality of the boating experience. Opinions are also sought on a number of regulatory initiatives. Worth noting is the fact that the non-registered boater sample will be obtained from a screener survey of 20,000 people in each state, stratified by household income. These respondents will also be asked about the regulatory initiatives, so there will be a sizeable number of non-boaters offering opinions regarding the regulation of boating. The survey is planned to hit the field later this month. It will be repeated every year or so.

BAIRAC obtained 6 conventional boats and 2 PWC for a series of crash tests. These tests will be video taped for use in training. Following the tests, the crashed boats will be shipped around the county to the UL advanced boating accident investigation training schools.

There was a discussion concerning raising the property damage accident reporting threshold. BAIRAC voted last year to raise this to \$2,500. The motion, however, was not brought to NASBLA by the chair. The Coast Guard, however, has now initiated a rulemaking project to deal with the issue. It became evident that there is more divergence of opinion within BAIRAC concerning this. The law enforcement community wants only the more serious property damage accidents reported. The boating safety community, on the other hand, wants most accidents reported so that public education and information programs can be used to reduce the accident rate.

Distribution: **NEXCOM, N-H, DCOs, VCOs, DCPs, FCs, G-OPB, G-OPB2, G-OCX, G-OCX2**