



# WAVES

## Watercraft and Vessel Safety

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

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### NASBLA News

Jesse L. Harrup, Jr., DVC-BN

The 11/1/99 deadline for BOAT/U.S. receipt of Flotilla and/or Division applications for the Grassroots Grants was reached and I'm happy to share some statistics with you that are indicative of our successes with this program in CY 99. There were 53 total grant applications prepared nationwide; this is a 666% INCREASE in participation over CY 98! I want to thank all applicants, Flotilla Commanders, NBI Directors and the NBI 1<sup>st</sup> Vice President for all their work and efforts to support the Boating Department in this project; without everyone working as a team, this success would have been much less in magnitude.

47% of all applications prepared were ultimately received by BOAT/U.S. for funding considerations (which continue on even as this is being written). More importantly, over 55% of all applications prepared and submitted to the Boating Department, on time for review, were ultimately received by BOAT/U.S. for funding considerations. I certainly overestimated the number of on-line applications that would be submitted versus the hard copy (U.S. Mail) versions. An on-line application was determined to have been submitted, reviewed by all USCGAUX levels, and submitted to BOAT/U.S. (on average), in approximately 4 days (assuming all review levels acted within 1 day of receipt) — see below. Before coming to the end of my page, however, I want to share some final prefunding grant application statistics:

<u>USCGAUX DISTRICT</u>	<u>USCGAUX UNIT APPLICATIONS</u>	<u>RECEIVED BY BOAT/U.S.</u>
01N	00	00
01S	03	00
05N	01	01
05S	06	03
07	05	04
08C	03	00
08E	05	01
08W	04	03
09C	03	01
09E	12	07
09W	01	01
11N	05	01
11S	01	00
13	03	02
14	00	00
17	01	01
TOTALS	53	25

All was not as we had hoped for, however. As you can tell from the statistics above, over 45% of applications received on time, did not make it through the U.S. mail, hard copy process, in a timely enough manner. A hard copy (U.S. Mail) application was determined to have been submitted, reviewed by all USCGAUX levels, and submitted to BOAT/U.S. (on average), in approximately 17 days (assuming all review levels acted within 1 day of receipt), or 425% longer than an on-line application processed similarly.

Some things to look at next year to enhance our review rate will include, but not be limited to, either somehow increasing the use of the on-line application, or move the deadline back from 10/15 to 10/1 for Dept. of Boating receipt. Also 74% of all applications were received by me after 9/15/99 and 27% were submitted the final week of 10/11-15/99. When these statistics are combined with those in the preceding paragraph, it becomes clearer how almost 1 in 2 applications submitted on time were ultimately not received by NBI reviewers in time to forward on to BOAT/U.S. We've learned a lot this year in our successes and non-successes to make next year even better.

All in all though, lets reflect on the tremendous efforts this year of our members, over last year, and give all applicants and reviewers a BRAVO ZULU for a "batting average" of .666!!!! Next issue: Some NASBLA News.

### National Safe Boating Council

Bill Griswold, BC-BLN

As the new Century dawns, the 4<sup>th</sup> Annual International Boating and Water Safety Summit leads the way. Recreational boating's premier event is scheduled for Las Vegas, NV April 16 – 19, 2000 at the Alexis Park Hotel, a non-gaming facility. Sponsored this year by the partnership of the National Water Safety Congress and the National Safe Boating Council, the Summit is partially funded by a Coast Guard grant administered under the Wallop-Breaux Trust Fund.

The Summit attracts dozens of presentations addressing concerns that Auxiliarists are deeply interested in. Past Summits have had sessions on:

- Creative Teaching Strategies for the 21<sup>st</sup> Century
- Boating and Water Safety with Kids in Mind
- Beyond English – Multilingual Water Safety Programs for Diverse Communities
- Stamp out Boring Meetings

(continued on following page)

### National Safe Boating Council (Continued)

- Getting PWC Operators into the Classroom
- Inspection of Inflatable PFD's
- Maryland's PWC Safety Campaign
- Angler and Hunter Safety
- Crew Overboard – The Reality
- Boating in Canada – How Things have Changed
- NASBLA Minimum Boating Education Standards – Where are They Headed?

An added benefit is the networking between over 400 boating and water safety professionals, from all over the country and from several foreign nations. The Summit is designed to have several general sessions, of interest to all of the attendees, such as the final report from the NTSB on their study of PWCs. Then there are breakout sessions focusing on education, communications, law enforcement and other subjects in more specific areas of interest. Attendees are free to cover those sessions, which will benefit them most.

Several organizations hold their meetings in conjunction with the Summit; one of particular interest is the NASBLA Education Committee. These meetings are open and you can see first hand how recreational boating safety is guided.

For more information about the Summit, like registration fees, hotel and transportation plans, please visit the National Safe Boating Council's web site at: [www.safeboatingcouncil.org](http://www.safeboatingcouncil.org). Up to date information will be posted there, or you can call the Council at (740) 666-3009 to speak with a knowledgeable person. The Summit is one of the best training sessions that can be found for Auxiliarists in Education, Public Affairs, Operations, Marine Safety, or any area. A strong case could be made to request funding to the Summit, and there are scholarships available to cover the registration fees. Please consider attending this premier training opportunity, it is a terrific way to begin the Century and further your own boating safety experience.

### West Marine in Review

Jim Fischer BC-BLA

This past January, I met with the people designated by West Marine management and we agreed to an exciting program for the summer of 1999. Due to some difficulties in implementing the full program, we were not able to get everything completed but we made some interesting progress.

In honor of the Auxiliary 60th anniversary, West placed in all their catalogs for that month and the catalogs for E&B stores a very fine tribute to the Auxiliary. They also sent out a letter to all the store managers around the country describing the Coast Guard Auxiliary's programs and how we assist the Coast Guard. It also suggested that each store manager get in touch with the Auxiliary in their area and how they can do that through the web page or through me. It suggested making stores available for classes and seminars.

We also put in place a method that enables us to find out who the store managers are in each store. At the present time by using the zip code of the store, I can get the information. As these programs were not set up until recently so all the bugs are not yet found. If a flotilla or district wants that information they can contact me at [auxops@aol.com](mailto:auxops@aol.com). I will obtain that information for the time being. Many other things are in the works and we hope to have them in place for the summer of 2000.

### Boating Liaison Division

Tom Mallison, DVC-BL

As we move into the 21<sup>st</sup> century, the Boating Liaison Division is adapting to change, and reorganizing for the future. It has been decided to focus our attention in areas where we have been able to establish and maintain active interfaces at the National level.

During the 2000, we will be pursuing active liaison with some of the organizations with which the Auxiliary has signed Memoranda of Understanding. Those include Boat/US, Boater's World, and West Marine. In addition, we will continue to maintain a strong relationship with the National Safe Boating Council and National Water Safety Congress. The Coastie program is a dynamic, growing program, which also operates within the Boating Liaison Division. The primary points of contact for each of these are COMO Henry Pratt, COMO Clyde Hungerford, James Fischer, William Griswold, and Michael Robeano respectively.

Special programs that have been coordinated through the Boating Liaison Division include the National Clean Boating Campaign and the equipment giveaways by Yamaha Corporation, both of which were in their second year in 1999. It is expected that these initiatives will continue to be supported in future years.

We expect additional formal relationships to develop during the next year, and as they do, additional liaison contacts will be established to maintain and nurture those relationships. Our focus is to not be territorial and micro-managers by insisting all contact be handled through the Boating Liaison Division. In fact, that would be counter-productive to the Auxiliary as a whole. The function of the Boating Liaison Division is to identify and encourage interface in all Departments and at the lowest level possible in order to facilitate partnering efforts at the working level where the action is. We will endeavor to publish opportunities for all Auxiliarists to interface with the organizations with which we maintain liaison, and to encourage the policy makers in those organizations to authorize and foster interface at the division and flotilla level whenever possible.

The Boating Liaison Division in its reorganized configuration is moving ahead to facilitate cooperation between the Auxiliary and our partners in the pursuit of safe and clean boating in the Year 2000 and beyond.

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