



# WAVES

Watercraft and Vessel Safety

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

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Department Chief: Jesse L. Harrup, Jr., DC-B, 1201 Canterbury Ln, Colonial Hgts, VA 23834  
Editor: John L. Sikes, BC-BNN, 141 Southwold Cir, Goose Creek SC 29445 [jsikes@aux.uscg.net](mailto:jsikes@aux.uscg.net)

Effective 1 October, COMO Warren McAdams has taken over as National Directorate Commodore for Recreational Boating Safety (NADCO-RBS) replacing COMO Daniel Maxim. Following is a message from our new Department Chief:

## FROM THE CHIEF

Jesse Harrup, DC-B

I have learned much “sitting at the foot of the Master” without ever “feeling the foot of the Master.” That’s a neat trick to pull off, but if you’re fortunate enough to have a mentor as I’ve had since way back in my Branch Chief-B days, it can be done.

I want to assure everyone that my management style will not be very dissimilar to that which Mac has exhibited. Changes will be in the areas of continuing our “moving forward” attitude and efforts of the last four to five years. It’s a changing world and we in the Boating Department are most unique among the various Departments. Our mission has so much more breadth and scope over a full range of efforts, affecting so many more similar non-Coast Guard and USCGAUX-related customers.

During my participation at NACON in Portland, OR, a few weeks ago, I was fortunate and pleased to be able to accomplish several missions associated with our Department’s responsibility in the area of BoatU.S. and National Safe Boating Council (NSBC) grants for the CY 01 and CY 02 campaign years. This responsibility is to you, the members of the Auxiliary, as we continue to:

1. seek out new grant funding opportunities,
2. streamline the application process, and
3. respond to feedback received from you, our customers.

Toward that end:

- ! I was able to meet with representatives of USCG HQ G-OCX-1 (Auxiliary Administration Division) to both learn from them and for them to learn from the Boating Department with our respective roles and responsibilities in grant funding sources and procurement. They have a very good “*Grant Writing Made Easier*” CD available for Flotillas and Division members. Our Division Chief in the grants area, Ms. Karen Miller [DVC-BN], will be in communication with G-OCX-1 during this remaining year on how we may procure this CD.
- ! I was able to coordinate a meeting with BoatU.S. and CGAuxA management to streamline the current and future grant submission process to allow you,

the members, to have even more time to make initial and/or revised applications for BoatU.S. Grassroots, Clean Water grants, and NSBC Local Recreational Boating Safety grants in the future. Some if not all of these dates have already been posted on the USCGAUX National website *WHAT’S NEW* page by now.

- ! We are responding to feedback from members attending NACON on how to both simplify the written instructions found on the applications and the USCGAUX two-page instruction document, as well as how to ensure more widespread probability that our internal processes are disseminated to all 34,000 members in a manner which creates recall and usage.

Let us know at any time any ideas you have on improving our “grants” process. ‘Til next issue: “Keep ‘er ‘tween the buoys”

## THE DEPUTY’S THOUGHTS

Ed Huntsman, DC-Bd

As I assume the role of Deputy Department Chief for Boating, a variety of issues facing the Auxiliary and the Department are racing through my mind. Principally, if the Auxiliary is to sustain its reputation as the premier boating safety organization in the world and live up to our new motto of *America’s Volunteer Lifesavers*, we must refocus our energy not on new and undefined programs, but rather those Auxiliary programs that already exist and in which we have experienced tremendous success, particularly within the areas of surface operations and public education.

In the first of these, surface operations, we are able to support the Coast Guard, our states and our local municipalities when called. In the second, public education, we can reinforce not just boating safety information we’ve become accustomed to sharing, but now the added and extra dimension of conduct of recreational vessels in proximity to U.S. Warships near naval facilities.

We continue to face challenges in many of the Department’s traditional missions, i.e., grant application processing. When a flotilla applies for a grant, the elected leadership needs to ensure that the application makes its way through the process as quickly as possible so the flotilla can launch its program. When a state’s boating law administrator calls upon the state liaison officer requesting additional patrols on sole state

waters, the local division needs to be in a position to respond quickly and efficiently.

If BoatU.S., West Marine or other established partners encourage a VSC program in a store parking lot, qualified and professional vessel safety examiners need to be able to set up a station and conduct safety checks as well as spot potential members because, after all, these folks will all have boats.

The primary mission of the Department of Boating has been and will continue to be to provide liaison with State Boating Law Administrators and other boating safety organizations; i.e., state, federal, and public sector. Just as before, the mission will be enhanced by assisting Coast Guard active duty units, Auxiliary national departments, and Auxiliary districts in their efforts to promote and support recreational boating safety programs.

I look forward to working with all Auxiliarists as we support the needs of the Commandant, our elected leadership and our fellow citizen boaters in keeping America's waterways safe.

### BOATING SAFETY GRANTS

Karen Miller, DVC-BN

What if someone offered your Flotilla or Division \$1,000, \$2,000 or even \$5,000? What would you do with it?

Buy child size PFDs to give away to children at the boat ramps? Post signs warning about pollution or zebra mussels? Produce two full-color launch ramp signs reminding boaters to wear life jackets? Produce coloring/activity books on boating safety? Reproduce and distribute copies of a video to address boating safety on a lake? Install informational kiosks that address river safety for kayaks, drift boats and jet boats? Implement a local Boating Safety Poster Contest for Children? Produce and distribute laminated handouts to address "Man Overboard – Prevention and Recovery"? Produce and distribute 10,000 stickers with tips for paddlesport safety? Purchase materials to construct a "Safety Wagon"? Create a mobile display that would be built around an existing sailboat hull? Produce weather-proof posters to advertise safe boating courses and life jacket use? Print and laminate cards with emergency and safety information? Produce cartoon place mats for children? Award T-shirts to children wearing life jackets and distribute ski flags with boating safety messages to participants of a Vessel Safety Check? Purchase PFD Pandas as part of a boating safety program for children? Purchase protective clothing for safety patrols?

These are just some of the projects that BoatU.S. funded last year with their Grassroots Grant Program. This particular program will fund projects up to \$5,000. Auxiliary participation has reached the deadline for the Calendar Year 2002 grants, but why not think about

what your Flotilla or Division could do with that kind of money for 2003?

Meanwhile, there are two other grants still available this year. The current one is also from BoatU.S. and is their Clean Water Grant. This has a maximum of \$2,000 and the orientation is more toward protecting the sea from people than the Grassroots Grants, which is more oriented to protecting people from the sea. The other grant, from National Safe Boating Council, will be available during October 2001 and will fund projects up to \$1,000.

These are several good opportunities to bring in some money to the Flotilla or Division and to support the Boat Smart initiative at the same time. Keep your eye on the What's New page for the latest information.

### NATIONAL SAFE BOATING COUNCIL

Virgil Chambers, Executive Director, NSBC

**Campaign 2002** - Randy Smith, our new Campaign coordinator, is moving along with the Campaign planning. We have a list of materials that will be available through the Campaign order form. We hope to include the "Saved by the Jacket" video on the order form. This will be a break even project – the 15 minute video will be \$6.00 per copy.

The graphic has not been finalized as the Campaign graphic but it will be used on the post card and we will be surveying the troops on its acceptance. The Campaign web site is promising to be a key to the success of the 2002 Campaign.

**"We don't expect everyone to be as excited about boating safety as we are but we do expect them to boat safe."**

**Summit 2002** - A post card will be mailed out soon announcing the Daytona Beach IBWSS. We, along with the NWSC, have interviewed and hired a new management firm to handle the administrative details of Summit. Karl Gebhardt, a partner in Teater-Gebhardt and Associates, will be handling the administrative details of Summit. Steve Fairbanks and I will again be co-chairing the program. We have 90% of the program put together and should be putting what we have on the web site by November. We will be promoting Summit 2002 at the NSBC booth at NASBLA.

**Boating Safety "SideKicks"** - We are in the process of reprinting 200,000 more copies of the Boating Safety "SideKicks" with some slight changes. The real good news is we have 95,750 copies of that print order already sold! To go along with the success of the "Sidekicks," we are producing a kid's video.

**Web Site(s)** - The NSBC web site [www.safeboatingcouncil.org](http://www.safeboatingcouncil.org) along with the Campaign site [www.safeboatingcampaign.org](http://www.safeboatingcampaign.org) will be updated this fall and winter. More of what the NSBC does will be

posted. Much of the Campaign support material will be available through the Campaign web site. The Boating Safety "SideKicks" site, [www.boatingsidekicks.com](http://www.boatingsidekicks.com), is remarkable thanks to Ted Walke of *Within Reach*. The interactive topics on this web site give kids an excellent way to learn about boating safety. If you haven't checked out the web sites recently, please do so.

## NEWS FROM BOATU.S.

### FOLLOW U.S. COAST GUARD DIRECTIVES

BoatU.S. urges all recreational boaters to support the U.S. Coast Guard as it issues new regulations regarding the use of recreational boats on New York, Washington, D.C. and other U.S. waterways. Updates will be available at [www.incidentnews.gov](http://www.incidentnews.gov).

In the New York/New Jersey area, the U.S. Coast Guard has reopened the port to recreational boating traffic on a limited basis from Monday through Friday from 8 a.m. until 4 p.m. with some restrictions.

A temporary Naval Vessel Protection Zone is in effect on all navigable waters in the U.S. The order requires all vessels within 500 yards of an official naval vessel patrol to operate at minimum speed necessary to maintain a safe course and prohibits any vessel to be within 100 yards of a naval vessel unless directed by an official patrol.

"The Coast Guard regulations are changing daily. We urge all boaters to keep their radios tuned to VHF Channel 16 when they are out on the water," said Richard Schwartz, founder of BoatU.S. "If you are hailed by the Coast Guard, answer them. In this national emergency, it is up to all of us to become part of the solution, not part of the problem," he said.

### BOATU.S. OFFERS FREE WINTERIZING GUIDE

BoatU.S., the nation's largest organization of recreational boaters, has a free *Winterizing Your Boat* guide to help owners prepare their boats for winter cold and storms. Some tips from this step-by-step guide include:

- N Don't assume you don't have to winterize your boat if you live in a temperate climate. An examination of BoatU.S. Marine Insurance claims showed California had more winterizing claims than any other state, including Alaska, Maine and Michigan. Bitter temperatures are a fact of life in northern states, so people prepare seriously for them, while those in balmy states often think, "It can't happen here."
- N If you have a choice, it is safer to store your boat ashore. Support the critical areas of the hull – the bulkhead, keel and motor. To prevent pooling water, make sure the boat is level.
- N If you leave your boat in the water, close all through-hulls (except for the cockpit drains) and ensure they are double-clamped at each end with stainless steel

hose clamps. Plug exhaust ports, use chafe guards on the dock lines and use longer spring lines to keep boats well away from the dock.

- N Cover the boat, using a frame to help circulate air and prevent pooling. If you shrink wrap your boat, use vents along the cover or put a series of foam pads between the hull and cover to allow condensation to escape.
- N Top off the fuel tank(s) and use additives to keep fuel healthy over the winter.
- N Engine blocks that freeze and crack are not usually covered by a boat's insurance policy, and half-hearted winterizing efforts will cause your engine to wear out prematurely. Change the engine oil to eliminate residual acids and moisture in the crankcase. Use non-toxic, environmentally friendly antifreeze to prevent freezing and corrosion in raw water cooling systems. Drain the sea strainer.
- N If you leave a battery aboard to operate a burglar alarm or bilge pump, fill its cells with distilled water and fully charge it so it doesn't freeze. Clean the terminals with baking soda, rinse and then put petroleum jelly on terminals and cables to prevent rust.
- N Discourage theft - take home electronics, smaller outboards, boat papers and other valuables. Store sails, cushions, dinghies and galley fuel ashore. Lock your boat and trailer.
- N If you aren't able to winterize your boat yourself, choose a competent contractor or marina and then spell out in writing exactly what is to be done. Don't assume anything.

For a free copy of the BoatU.S. *Winterizing Your Boat*, log onto the BoatU.S. Web site at <http://www.BoatUS.com> or call 1-800-283-2883.

### FLOTILLA OF THE YEAR

BoatU.S. has named **Kenai Coast Guard Auxiliary Flotilla 28** in Kenai, Alaska its "BoatU.S. Flotilla of the Year." The award was presented by BoatU.S. Foundation vice president Ruth Wood at the Coast Guard Auxiliary's recent National Conference in Portland, Oregon.

In presenting the award, Wood said, "Out of more than 1,000 flotillas in the U.S., we are awarding our annual 'Flotilla of the Year' award to Kenai Coast Guard Auxiliary 28 because of their outstanding record of accomplishment in 2000." This record, said Wood, includes the following achievements:

- N Sponsorship of two boating education campaigns, *Operation Deep Creek* and *Operation Dip Net*, which led to a death-free boating year in the Kenai Peninsula;
- N A 37% increase in membership;
- N Completion of 133 vessel safety checks;

- N Teaching three boating safety courses to the general public; and
- N Assisting the U.S. Coast Guard in recruiting applications to the U.S. Coast Guard Academy.

"We congratulate the Kenai Flotilla and its commander, Becky Moore, for this award and for their efforts to increase boating safety in Alaska," said Wood, noting that the Flotilla's performance was especially laudable given Alaska's short boating season.

#### NEW STAFF MEMBER

Michael Davis, BC-BSP (Pacific Area State Liaison)

As the newest member to National Staff, I find myself faced with many new and challenging projects. I would like to take a moment to first look back before going forward.

I began my boating life as many of you did, at the early age of 5. My family owned a 14-foot Glasspar which we used to explore the Lakes and Deltas of Northern California. As my years on the water grew, I began to notice how some boaters handled their craft a little bit differently than Dad did. I also began to realize that my father always had a unique comment or catchy phrase for those boaters.

The years have passed and I now find myself playing the role of Dad. My wife D and I own our first boat now, and we are exploring the local waters with our son Kyle, now 8. It wasn't until our son entered our lives that I found myself making some of the same unique comments about boaters that my Father did.

It was at this time I went to my first BS&S class sponsored by the local Flotilla. It was a great class and a real eye opener. I later joined that Flotilla. I wanted to learn more about not being one of **THOSE** boaters. It was not long 'til I found myself becoming so involved that I held multiple staff positions and was an active member of two local Grass Root Water Safety Groups. Boating Safety has now become a passion of mine.

I feel very fortunate to have been appointed to BC-BSP. This has presented me an opportunity to work with some of the finest people involved in Water Safety and Recreational Boating Safety (RBS).

One of my first challenges will be to get to know all the members of my team in the PAC area and to find out what great things are going on in their AORs. I also look forward to meeting their state and territory counterparts, BLAs, and State organizers to learn what they are all doing in the field of RBS.

My other challenge will be to open the door of communication, to encourage the PAC team to work together and to share information with each other. I know that the SLOs in the PAC area are dedicated to promoting boating safety and respect each one of them for the positions they hold. Having been there, I can appreciate the challenges they have met and overcome.

I look forward to hearing about all the successful projects and even the ones that were not. It is the ones that didn't go the way they were planned that we can learn from and build around.

I look upon myself as a highly motivated person, which at times drives my family crazy. When I believe in something deep down as I do boating safety, I will push to achieve my goals. I hope to share this energy with my team members, and provide some direction to them to help with their goals.

#### THOUGHTS ON RECENT EVENTS

Bob Orenstein, SO-VE 12 D7

As I sit at my PC, the events in New York City, Washington, DC, and Pennsylvania overwhelm me.

Being a long-time New Yorker and having worked in the World Trade Center for many years, thoughts of unaccounted for colleagues and friends I had known over the years fill me with a deep sadness and anxiety. I ask myself, "How can we respond to this and what can we do?"

It seems to me that all of us in the Auxiliary belong because of our strong feelings for America, what she stands for and how good she has been to us, our families and our forebears. We all work for this organization as a means of returning through service just a small piece of all that we have derived from being citizens of this wonderful country.

How can we as the "older generation" respond to this attack? All of us are helpless to react in a direct manner to this tragedy. But by doing the best possible job for this organization which is part of our government, whether we are doing SAR work, VSCs, Public Education, or participating in any other program, let us redouble our efforts to try to do the best possible job for "Uncle."

Let us be available for more hours "on the water" and take more responsibility within the flotillas.

In this manner, we can perhaps help and assist one small facet of what it takes to help our fellow citizens and boaters.



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