



WAVES

Watercraft and Vessel Safety

THE NEWSLETTER FROM THE U.S. COAST GUARD AUXILIARY DEPARTMENT OF BOATING

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GMDSS STATUS REPORT

Jesse L. Harrup, Jr., DC-B

For almost a year, the Boating Dept. has been monitoring the task force efforts associated with the Global Marine Distress & Safety System (GMDSS) and what impact final implementation might have on both the USCGAUX as well as the recreational boater. GMDSS is designed to enhance Ship-to-Shore communications and provide rapid, automated distress alerting with positional information, if available.

Task Force Director, Captain Jack Fuechsel, notified Task Force members that the FCC has released a Report and Order and Further Notice of Proposed Rule Making on their proposed changes to Part 80 of the Rules including GMDSS. These changes were scheduled to be discussed by the FCC representatives at the forthcoming Task Force meeting of May 16th in San Diego.

Recently the Boating (B) Department has reviewed the FCC Release of A Report and Order and Further Notice of Proposed Rule Making on Their Proposed Changes to Part 80 of the Rules Including GMDSS. Readers may access the entire report by using the following web site address: http://hraunfoss.fcc.gov/edocs_public/attachmatch/FCC-02-102A1.pdf Please recognize that this is not a "final" rule, but simply a notice indicating where the GMDSS initiative is in government and industry review.

The GMDSS Task Force was chartered by the U. S. Coast Guard to supplement government functions in expediting the implementation of the Global Maritime Distress and Safety System. The Task Force membership includes nearly one thousand representatives of government agencies, commercial vessel owners and operators, recreational vessel interests, training institutions, service agents, manufacturers, trade associations and maritime labor organizations.

In our review of the 124 page subject document; the sections below relate specifically to recreational boaters. As you read it you'll note, at this point, that there is no (zero) impact being projected for recreational boaters, particularly as relating to establishment of a voluntary restricted GMDSS license or other measures to address the needs of recreational vessel operators. There has been no discussion, at this point, of how USCGAUX operational vessels may be impacted, but the Coast Guard will probably handle that administratively, vs. thru the rules process.

Working with our BoatU.S. partner, Elaine Dickinson, who is the "Task Force" chair of the Recreational Vessel committee of this task force, again, we feel very assured in reporting that there is no impact, at this time, being expected for the recreational boater as a result of this report.

Additionally, the USCGAUX ANSC has the following brochure/pamphlet available for Auxiliarists' use and for providing to recreational boaters in PE, VSC, and/or PA missions, as related to the subject:

ITEM 3009 PAMPHLET, GLOBAL MARITIME DISTRESS & SAFETY SYSTEM (GMDSS) Overview for the recreational boater, to include system function and capabilities, and the use of Digital Selective Calling (DSC) equipped VHF radios. (REV. 03/2002)

In the previously referenced Further Notice of Proposed Rule Making, the task force solicited comments on whether they should: (1) establish a voluntary restricted GMDSS license or take other measures to address the needs of recreational vessel operators and revise our radiotelephone and radiotelegraph distress call and message transmission procedures to incorporate DSC and GMDSS procedures.

Voluntary Restricted GMDSS License

At this time, the task force declines to propose to establish an additional license to be issued to recreational vessel operators upon completion of a voluntary training course. License administration is an enormous task that is extremely taxing upon Commission resources. Furthermore, there is no precedent for such a license. Nonetheless, the task force recognizes that there may be some need for recreational vessel operators chartering recreational vessels in other countries to demonstrate competency in the use of DSC equipment. They are accordingly seeking additional information on the specific nature of this or similar needs of recreational vessel operators, as well as information on what other options may be available to these operators to meet such needs. They further seek comment on our tentative conclusion, and on other actions we can undertake to assist such operators with such a need.

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Coast Station Watches

40. Section 80.310 is revised to read as follows:

§80.310 Watch required by voluntary vessels.

Noncommercial vessels, such as recreational boats, may alternatively maintain a watch on 156.450 MHz (Channel 9) for call and reply purposes. Voluntary vessels equipped with VHF- DSC equipment must maintain a watch on either 156.525 MHz (Channel 70) or VHF Channel 16 aurally whenever the vessel is underway and the radio is not being used to communicate.

The frequency 156.525 MHz is to be used exclusively for distress, safety and calling using digital selective calling techniques. No other uses are permitted. The frequency 156.450 MHz is available for intership, ship and coast general purpose calling by noncommercial vessels, such as recreational boats and private coast stations.

As I am made aware of more RBS impacts from this initiative, I'll keep everyone advised. 'Til the next issue: "Keep 'er 'tween the buoys."

STATE LIAISON OFFICERS

Ed McGill, DVC-BS

Several years ago, our Auxiliary Leadership saw an increased need for us to improve our relationship with the states, and the **State Liaison Officer** (SLO) Program became reality. At the state level, the obvious point of contact with State Recreational Boating Safety (RBS) officials is the respective state's Boating Law Administrator (BLA). So as the SLO program gains momentum, the individual State Liaison Officer becomes the conduit for all communication between the state and all those involved in RBS. Taking a pro-active approach – and borrowing some similar objectives from **Operation Boat Smart** (so everyone is on the same page), the SLO should have productive, consistent dialogue with their State BLA.

While the BLA is only one person, the state generally has multiple resources available in the way of administrative staff, public education and public relations personnel, along with on-the-water law enforcement personnel – just to name some of these "people" resources. These resources, in turn, can also be an asset to the Auxiliary's Public Education, Public Affairs and Vessel Examination programs.

Our **Public Education** efforts, for example, are greatly impacted by the BLA. The State's Boating Law Administrator certifies that our various courses are NASBLA compliant and approved. However, before granting approval, the State BLA is probably going to insist that both the course material and exams include state specific information and exam questions. In such cases, the SLOs may find themselves working with a specific individual on the BLA Staff, as most state BLAs have personnel whose primary responsibility is Public Education. Within the BLA Team and in conjunction with the AUX Department of Education, the SLO should work to help ensure that in Public Education, we are all on the same page, and RBS is the winner.

In the area of our **Public Affairs** efforts, the BLA can also be a great resource for PA objectives. Think about it – your BLA has the mailing list of every single recreational boat registered in the state, and what Public Affairs Officer would not appreciate the SLO for convincing the BLA to include Auxiliary information in the state's massive mailings to most all of the boaters in the state? If the BLA has not been included in a Safe Boating Week "Signing" Ceremony by their Governor, the SLO should work to ensure that the BLA is included in the contents of the proclamation and the photo-op with the BLA's ultimate boss, the Governor. This works both ways, and in reverse situations, the BLA should make sure that the SLO participates in these type PA missions.

Not all of these objectives are applicable in each state, and the SLO must have the "savvy" to take advantage of the objectives that are offered and/or attainable. Having developed a good relationship with the BLA and the BLA's Staff, the SLO could encourage the BLA to equip all law enforcement vessels to a level allowing them to pass a **Vessel Safety Check**. Think of the RBS advantages if all state law enforcement vessels displayed the VSC decal ... the positive impact on the boating public would be tremendous. To ensure completion of this objective, the SLO must go beyond just selling the idea, because the details and subsequent work by our **Vessel Examiners** must be coordinated both with our VE personnel and the BLA's enforcement boat operators. Again, involving all on the same page, concentrate on planning and follow-thru, and RBS is again the winner!

State Liaison Officers are appointed by their respective District Commodores. Therefore, the SLO is directly responsible to their DCO to carry out the objectives in the Auxiliary Manual, while consistently serving as that Commodore's most direct conduit of communication to and from the state. Of the fifty-seven SLOs throughout our Nation, approximately 50% of them also serve as LLC Officer. The function of the LLC Officer is directed more towards communication regarding their specific states' statutory and/or regulatory changes that impact Recreational Boating Safety and other Team Coast Guard objectives. Therefore, SLOs and LLCs who are not wearing both hats in a state are strongly encouraged to work together, accomplishing a mutually beneficial objective.

SLOs also encourage BLAs to utilize the offered support of the Auxiliary. It's not so much the status of the SLO that can be so important to the BLA, it's the fact that the SLO can efficiently pass along information regarding state problems and issues in which the Auxiliary can assist ... always via the appropriate Auxiliary Chain of Communication and Leadership. In the Boating Department, we are extremely proud of our State Liaison Officers, just as you should be. Whether it's **Operation Boat Smart** or the broader **Recreational Boating Safety** (RBS) initiative, it's all about achieving further reductions in boating accidents and fatalities. SLOs are playing an important role in reaching this worthwhile objective, and they are appreciated!

On Your Mark. Get Set. GO!!!

Karen L. Miller, DVC-BN

Circle this date on your calendar – June 3rd. This is the big day! It's the start of our boating grant season. June 3rd is the first day that the Grass Roots Grants Applications will be posted on the BoatU.S. site. All you need to do is go to "Members' Deck," then "What's New" on the Coast Guard Auxiliary Site at www.cgaux.org and see the posting for instructions on what to do.

In addition, page 4 of this month's newsletter has a paper on "What Worked In Prior Years." This can be a useful document in planning and preparing your flotilla's grant request. Be sure to check it out!

In essence, the Grass Roots Grants are offered by BoatU.S. to any non-profit organization as well as the USCG Auxiliary and Power Squadrons. The plan is to offer Flotillas and Divisions up to \$5,000 to fund projects that will emphasize boating safety. BoatU.S. is looking for projects that will give you and them "the most bang for the buck". So, think big. Think creatively.

Included with this issue of *Waves* is a flyer describing what type projects were successful in 2001 (for funding in 2002). Don't limit your thinking to what was done before; but learn from the examples provided. In 2001, the Auxiliary submitted over sixty applications – more than any other group. That also resulted in our flotillas and divisions receiving more grants than any other organization.

Let's top those numbers this year!!

As the year goes on, we will bring you news of additional grant opportunities. Applying for a Grass Roots Grant will not affect your ability to submit an application for these other grants. So, start spreading the word and "tune in" to What's New by June 3rd.

Call for Presentations

Bill Griswold, BC-BLN

The Call for Presentations for the 2003 International Boating & Water Safety Summit has gone out. The deadline for submitting proposals is August 23, 2002. Applications can be requested from:

Program Coordinator
International Boating & Water Safety Summit
P. O. Box 1058
Delaware, OH 43015
(740) 666-3009

NEWS From BoatU.S.

DATELINE-May 15, 2002

On-the-Water Towing Assistance Calls On the Rise – Upward Trend Forecast for Memorial Day

BoatU.S. reported today that the number of year-to-date breakdowns and requests for on the water towing assistance is up over 9% from last year. And with Memorial Day around the corner, the trend is expected to continue for this second busiest boating day of the year, behind July 4th.

"TowBoatU.S. has handled well over 8,000 calls for assistance so far this year, and we predict that over 3,000 cases will come into our nationwide 24-hour call center from Friday May 24 to Monday, May 27," said Jerry Cardarelli, assistant vice president of towing services for BoatU.S. "Most of these cases are thankfully non-emergency, but everyone needs to take some extra steps to ensure their Memorial Day doesn't go awry," he continued.

More than half of the problems are related to incomplete spring commissioning and mechanical failures. These include failure to inspect cooling and exhaust systems, dead batteries and fuel system problems. "Topping off your tanks with clean, fresh fuel – and not trusting your fuel gauge – would save a lot of headaches for boaters," Cardarelli said.

Above all, BoatU.S. strongly recommends having an operable VHF radio to call TowBoatU.S., the Coast Guard, or other nearby vessels who may be able to provide immediate assistance. Cell phone reliability can be an issue for boaters, especially when a breakdown turns into a more serious situation.

Cardarelli also reports that "On the West Coast, Northeast and Great Lakes the majority of TowBoatU.S. assistance calls are related to fuel and overheating. Down South, submerged object strikes and groundings are big," he said.

Working with the "M" Department

Karen L. Miller, DVC-BN

The Department of Boating currently oversees the publicizing and review of all Auxiliary grant applications for the following programs: BoatU.S. Grass Roots Grants, BoatU.S. Clean Water Grants and National Safe Boating Council Local RBS Grants. As a prior article has already indicated, the Grass Roots Grants are now up and available to the flotillas and divisions.

One of the lesser known grants opportunities is the Clean Water Grant program. BoatU.S. has an annual program to award grants of up to \$2,000 to support education and hands-on efforts aimed at cleaning up our boating environment. Emphasis is placed upon funding innovative ways to reach boaters and anglers with positive messages about preventing pollution before it starts

This is an ideal opportunity for the joint efforts of the Department of Boating (B) and Department of Marine Safety and Environmental Protection (M). Helmut Hertle (DC-M) has pledged the resources of his Department to assist in the publicizing of this important grant opportunity. In addition, B will contribute articles to the M Department's newsletter – **Safety Lines** – to further promote the Clean Water Grants. An ideal partnership for the benefit of the Auxiliary and the Environment!

Distribution: Via direct email from BC-BNN to: NEXCOM, N-H, G-OPB-2, G-OCX-1, GOCX-2 and via individual mailings/transmittals by DIRAUX to: DCOs, VCOs, DCPs, and FCs. Upon receipt, all are encouraged to copy and provide widest possible dissemination. FCs are asked to copy and provide copies to Flotilla members.

BoatU.S. Grants for The Auxiliary – What Worked In Prior Years

As you prepare for submitting a grant request to BoatU.S., you might want some hints on what requests have worked in previous years. This is no guarantee that they'll work for this year, but here are some ideas, some do's and some don'ts. Don't limit your thinking to what worked in other years or for other groups. But, also, don't spend a lot of your time developing a grant request for items that BoatU.S. doesn't seem to fund.

The twenty-eight organizations that were awarded

over \$45,000 from BoatU.S. for calendar year 2002 shared certain project goals and seemed to avoid other pitfalls. Those are detailed below.

However, a review of the unsuccessful submissions from the Coast Guard Auxiliary showed a preponderance of applications for LCD projectors and other electronic classroom aids. The successful ones demonstrated a good grasp of their target audience and creative ways to meet their goals.

Successful grant requests ran from a low of \$235.00 to a high of \$5,000. So, as long as you keep it under the \$5,000 per grant limit, cost of the project does not seem to

be a significant criterion. Here are short synopses of the successful grant requests, both USCGAUX as well as non-USCGAUX organizations:

- Produce 1,500 wall calendars of the Carlyle Lake area printed with local rules, regulations and safety tips for boaters.
- Print 2,000 Weather and Current Guides for the San Juan Island and North Puget Sound area.
- Advertise their boating safety classes with a newspaper advertising campaign in the Contra Costa Times and its 8 subsidiary papers.
- Collaborate with the Utah Parks & Recreation Department to produce 60,000 brochures to simplify boating regulations and educate boaters about safety issues on Lake Powell.
- Post ten bulletin boards at launch ramps to display safety messages and upcoming boating safety classes targeted at trailer boaters.
- Signs at two boat ramps and 2,000 brochures about the new local law that requires boating safety education for powerboat operators on Lake Hastings.
- Print 10,000 tri-fold brochures to address safe locking procedures, towboat hazards and significant features of the Mississippi River.
- Print 2,500 laminated cards with a safety equipment check-list and VHF radio emergency procedures for paddle boaters.
- Erect 48 signs in the vicinity of the Statue of Liberty to promote Vessel Safety Checks and boating safety classes in the area.
- Print and laminate 10,000 Madison Lakes Quick Reference Cards with emergency contact information and local & state regulations.
- Print 5,000 water-resistant flyers to address boat traffic, life jacket requirements, and local charts to be distributed by 12 boat rental agencies.
- Frederick the Frog mascot, water safety flyers and certificates for a children's program conducted at least 50 times each year.
- Install an outdoor, enclosed bulletin board to display local boating safety information.
- Print 400 "Salty's Boating Safety Tips" T-shirts that will be given to 3rd and 4th graders who participate in a school-wide essay writing project to explain why it's important to wear a life jacket.
- Newspaper ads, bookmarks, business cards and cinema advertising to promote life jacket use and a life jacket loaner program for kids.
- Promote and implement the Safe Boat Operation And Training Retention (BOATR) program which tests boaters' safety knowledge with on-the-water activities.
- Produce 1,000 laminated cards with local safety information and a basic map of Smith Mountain Lake to distribute to visiting boaters.
- Advertise the Squadron's boating safety classes and Vessel Safety Checks on 15,000 custom-printed plastic sleeves for local newspaper deliveries.
- Brochures and whistles imprinted with "We're Blowing the Whistle on CO poisoning" to educate boaters about the dangers of carbon monoxide and "teak surfing."
- Produce and run boating safety public service announcements from April to September to reach viewers in Lake and Mendocino Counties, particularly in the San Francisco and Sacramento areas.
- Purchase a 40' radio tower to improve emergency communications during Auxiliary patrols on the Intracoastal Waterway between Coast Guard Stations Lake Worth and Ft. Lauderdale.
- Print 150 posters with safe boating messages in Portuguese, Spanish and Khmer or another Asian language.
- Produce 6,000 restaurant placemats that depict the 3 local lakes, identify area hazards to boaters, and promote the Flotilla's services.
- Print 1,200 coloring books to use in a water safety program at six area elementary schools.
- Advertise and host a Safety Weekend during National Safe Boating Week.
- Materials to build a robotic model called "Auxie" to use as an interactive educational tool for children.
- Produce 10,000 safety check-list cards to promote the Vessel Safety Check Program and provide contact information.
- Nine banners and two magnetic signs to display on members' cars to advertise Vessel Safety Checks.