



WAVES

Watercraft and Vessel Safety

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

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NORTH AMERICAN SAFE BOATING CAMPAIGN: "EVERY WEEK SHOULD BE NATIONAL SAFE BOATING WEEK"

Bill Griswold, BC-BLN

The National Safe Boating Campaign goes on past "The Week." Units can practice and do things that are normally done during "the week" all year long. The Campaign web site, www.safeboatingcampaign.com has it all. Camera ready logos, press releases, PSAs, statistics and a bulletin board where one can announce by posting their "event," even if it's a VSC booth. Check it out.

The National Safe Boating Council will be bringing out a new version of **SIDEKICKS**, the popular children's activity books. The new version is **SIDEKICKS GO PADDLING**, to accompany the original and **SIDEKICKS GO FISHING**. This publication comes to you at just over cost, and is a great supplement for children's activities. There are also the ever popular **SIDEKICKS** Tattoos, which kids love and feature the characters and boating scenes. Look it over at: www.safeboatingcouncil.org.

There are many great features on this web site. I urge each of you to visit the Council's site and use whatever suits your needs.

STATE BOATING LAW ADMINISTRATORS' (BLAs) CONNECT WITH THE AUXILIARY

Anthony Lorenc, DVC-BS

The Public Education Department, in partnership with the Boating Department, put in place an innovative, web based, server registration process for all Auxiliary personnel and others, dealing with the boating public, to help them stay current with their states changing boating laws. All Auxiliarists working with the boating public should register so they may receive state BLA information.

Why Is This Important

Background: At the 2002 NASBLA (National Association of State Boating Law Administrators) Conference, it was suggested that some of our public education presentations were not entirely consistent with current state laws. A discussion ensued relative to how our instructors got this information and it was obvious that there was a problem with information flow.

Problem: Find a better way to mass-distribute regulatory and statutory changes to anyone in the Auxiliary, United States Power Squadrons (USPS) and for that matter, anyone else interested in law changes.

Solution: The "fix" to the problem, once it was identified, was to create two tools to remedy the distribution of information. **Tool One:** The Boating Law Administrator (BLA) list server. **Tool Two:** Registration of the recipients of BLA information. Both tools are simple and easy to use. In the case of the BLA list server, all that needs to be done is type in the message and hit return and all registered participants will receive the BLA's message. However, the recipients will not be able to send messages back to the BLA; any communication with the BLA needs to go through their state's SLO. Check your District Directory for the names of your states SLO or visit the Boating Department web site.

All you need to do to register is follow an easy process:

Registration is very simple. All the prospective recipient of the BLA distribution needs to do is go on line and type in the URL: <http://www.cgaux.org>. From there click on "MEMBERS DECK" and then again on "DEPARTMENTS". Once you have the listing of Departments, click on "E. EDUCATION" and you're almost there. At this point you'll find a button for "State Database Sign Up." Click on it and register for your state(s), by clicking on "Go To Form." The above process is recommended, as it will pass you the wealth of the information offered by USCG Auxiliary. But, if you are already familiar with the Auxiliary and want to go directly to the registration page, enter the following URL in your Web browser: http://www.cgauxed.org/national/Library/F/formhtml/BLA_page.html and click on "Go To Form".

At this point you will fill out the online form. Please fill in the blanks – you'll be asked for name, address, E-mail address, etc. and will be able to select those states about which you want to receive statutory/regulatory updates. Once you enter your personal data and confirm the submission of same, you will become one of the members of the state specific lists.

It is important for us to continuously stress the usefulness of this initiative and get as many individuals involved as possible, this will make for a more informed boating public, less miscommunications regarding the

specific states' boating regulations and allow the BLAs to reach greater number of boating public.

NADCO–RBS, Warren McAdams, urges all to “take every opportunity to let all instructors, Vessel (VSC) Examiners, USPS members and other boating individuals involved in public boating safety propagation to learn and know about this service and encourage them to participate.”

The PE Department posted the entire document on its site and all individuals are encouraged to check out, become familiar with, register and spread the word so that others register as well. The Boating Department, State Liaison Officers (SLO's), will visit with every BLA and work with them to ensure that the system is used and all concerned boating safety individuals are notified.

In addition, complete document has a series of Frequently Asked Questions (FAQs) which help to further clarify the program and it also has a flyer for distribution at Division and Flotilla meetings.

INTERNATIONAL BOATING AND WATER SAFETY “SUMMIT” HELD

Capt. Bob Melvin
(USCG Retired),
DC-Bd

The International Boating and Water Safety “Summit” was held April 12-17, 2003 in Las Vegas, NV. This Summit is a cooperative effort between the National Safe Boating Council and the National Water Safety Congress. It provided an international forum for the exchange of boating and water safety information. There were over 400 participants from across the United States and seven foreign countries.



During this period, members of Flotilla 97, 11S manned the National Display throughout the Summit. (Pictured are Dave Esparza and Michael Davis).

The National Display is maintained at the Auxiliary Center and may be scheduled for major boating events as directed by the National Staff or requested by any District, Division, or Flotilla.

The display is a standard floor stand-up display. It has a 10' Arc Frame with telescoping channel bars and comes with activity pictures, lights, and a U.S. Coast Guard Auxiliary banner that attaches across the top.

The Boating Department, DC-Bd, has the responsibility for scheduling the display for major National Events. For additional information, contact Bob Melvin, DC-Bd at dc_bd@uscgaux5sr.org.

WATERWAYS MANAGEMENT COMMITTEE

Robert J. Auchinleck, BC-BSB

The NASBLA-WSBAA Waterways Management Committee was created in response to the emergence and encroachment of environmental management issues and social policy actions on recreational boating safety. Efforts to restrict the use of certain types of recreational boats are having unintended consequences. Moreover, as boating agencies are increasingly tasked with the enforcement of environmental and social policy mandates there is the potential for the diversion of scarce boating safety resources to other purposes. Through a proactive review and analysis of the environmental and social issues affecting the state RBS programs, NASBLA is better able to assist both the states and the Coast Guard in meeting the challenges these issues present.

Mitigation of Engine Impacts

Paul Donheffner reported on the committee workgroup studying the mitigation of engine impacts (primarily 2-cycle engines). The workgroup surveyed NASBLA and associate members with the following responses so far: California is focusing on what they see as a major problem, MTBE fuel additive pollution by removing it from gasoline sold in the state. In addition, regulations exist on the manufacture of high-emission 2-cycle engines. Local jurisdictions can also regulate in this area and the state has a website at <http://www.dbw.ca.gov/mtbe.htm> that has information on all known 2-cycle restrictions in California. A number of states have entered into MOUs with the Marine Retailers Association to promote the sale of low emission 2-cycle and 4-cycle engines. These include Florida, New Jersey, Rhode Island, Wisconsin, New Hampshire, Connecticut, Maine, Vermont, New York, Oregon and Massachusetts. Many of these states are currently only buying these engines for their own use. The NMMA (manufacturers) has reviewed 75 studies and concludes that the data on water pollution from marine engines is inconclusive. Many studies attempt to extrapolate data taken from tank studies to open water.

It is felt that the Auxiliary and the Power Squadrons as primary providers of boating safety education can make a major contribution to educating the boating public on the engine choices available, particularly with respect to new technology, low emission engines and the trade-offs involved with particular choices.

The NMMA has a publication titled **Marine Outboard Motors and Personal Watercraft Emissions – A Summary of Progress** that documents the industry view of environmental impacts of marine engines.

Homeland/Port Security & Harbor Safety

Ray Tsuneyoshi reported on the growing diversion of RBS resources and funding to port security. He reported that USCG D9 is discussing revision of their MOU with Wisconsin to allow RBS funding to be used for homeland

security. In California, naval and port security zones cause a loss of recreational boating water. One harbor safety committee is discussing closing an entire port and river to recreational boating at certain national security levels. There was general discussion that recreational boating interests should be represented on all harbor safety committees and the Auxiliary was mentioned as one source of such representation. Awareness needs to be increased that state and local marine agencies are not receiving federal homeland security funding, but are being tasked with homeland security duties. These are presently unfunded mandates.

Committee Chair Report

Eleanor Mariani reported on Connecticut's Clean Marina/Clean Boater campaign. This is a voluntary certification program. There are 320 coastal and 30 inland marinas participating. There is a self-assessment followed by an agency visit. Considerable educational materials have been prepared and distributed to promote voluntary compliance. This program is largely EPA funded. Mariani complemented the partnership she has with the Auxiliary VSC program. She provides a fuel-absorbing pad, a pump-out map and other educational materials that are distributed to boaters during a VSC. They are encouraged to "take the pledge" and be a clean boater.

STAFF MEMBER INTRODUCTION

Pete Fuhrman, BC-BIM

I am a 32-year veteran of the marine industry. My last 28 years were as an area representative for Grady White Boats. I have also been an active member of the Auxiliary for 41 years. When I became active in the marine industry, I saw that the industry as a whole did nothing to promote safe boating. As a matter of fact, the industry in general did not think much of the Auxiliary. Not because of anything we did but what we did not do, and that was market the programs of the Auxiliary. That's what I started to do a few years ago after I retired. I am also changing the opinion of members of the marine industry about the Auxiliary.

In a nutshell here is what I have done and am continuing to do. First of all I contacted the NMMA, the trade association of marine manufacturers and more. I got their endorsement on my little program and then I started contacting boat builders to get them to include a safety message in their catalogs. The message reads, "BOAT SMART FROM THE START, TAKE A BOATING EDUCATION COURSE AND GET A VESSEL SAFETY CHECK FOR YOUR BOAT. For information call the U.S. Coast Guard Auxiliary at 800-368-5647 or at www.cgaux.org, or the United States Power Squadrons at 888-FOR-USPS or at www.usps.org."

This message has appeared in many NMMA boat show programs and NMMA has linked their DISCOVER BOATING web sight to our National site. Also, about a dozen major boat builders have included the message in

their 2003 brochure as well as the Yamaha Motors and Mercury Motors brochures.

I am continuing to contact manufacturers for the 2004 season. So far this year I have contacted over 50 builders and have gotten a few positive commitments. So far I figure several million messages have been printed in literature that is passed out to boaters. Getting this many messages out has to do some good.

SAFE BOATING COUNCIL PRESENTS AWARDS

Bill Griswold, BC-BLN

As of this writing, we're in the midst of National Safe Boating Week and the Campaign. The National Safe Boating Council helped with the kick-off's in New York and Los Angeles with high profile events. In Washington, DC the Council hosted a Congressional Reception along with the Coast Guard and the National Association of State Boating Law Administrators. They presented seven Confluence Awards to Members of Congress who have greatly assisted the safe boating program during the last year. They include:

- Senator John Breaux (LA)
- Representative Howard Coble (NC)
- Representative Scott McInnis (CO)
- Representative E. Clay Shaw (FL)
- Representative Gene Taylor (MS)
- Representative C. W. "Bill" Young (FL)
- Commissioner Anibal Acevedo-Vila, Esq. (PR)

VADM Barrett, Vice Commandant and VADM Allen, Chief of Staff led the Coast Guard contingent and there were several Congressional Staff members present. The food was excellent, the string quartet marvelous, and the kind words from the recipients recognized the hard work by all. Congressman Coble noted that during a visit to a Coast Guard Station near Wilmington, NC he saw several Auxiliarists working alongside the regulars. Congressman Taylor is a 13-year veteran of the Regular Coast Guard and speaks fondly of his experience in the service. Congressman Shaw, a native of Ft. Lauderdale spoke of his boating experiences in his small vessel, and how grateful he was of the safety efforts of all. Congressman McInnis is very pleased about the quick reaction to rectify the carbon monoxide issue with houseboats.

Albert Marmo, a retired Coast Guard civilian employee, was inducted into the NSBC Hall of Fame, and George Stewart from NASBLA was also recognized as a Hall of Fame recipient who will receive his award this fall. A proclamation from President Bush was read in part and all acknowledged the outstanding safety record in recreational boating, a result of hard work by many organizations. I hope your Safe Boating Campaign is in full swing and reaching America's boaters.

NEWS FROM BOATU.S.:
BOAT OWNERS ASSOCIATION OF THE UNITED STATES

**KNOW THE SALVAGE TRUTH –or-
Ask Questions First, Not Later**

Breakdowns, running aground or other mishaps on the water can ruin a day of boating fun. But when the towing service arrives, ask your tow boat operator first whether you will be “towed” or “salvaged” - so you won’t be in for a surprise later.

“Whether or not there is ‘peril,’ or exposure to the risk of being injured, destroyed, or lost, determines towing or salvage,” said Jerry Cardarelli, director of BoatU.S. towing services. “Take it away - you have towing. Add peril, and you have the potential for salvage.”

While there’s sometimes a fine line between the two, there are a few clear indicators that point to each. Generally, most commercial towers agree that if there is no peril, and only one tow vessel is needed with just lines attached to remove the grounded vessel, that’s a tow job. Fuel deliveries and jump-starts are also towing, which are covered by a towing service plan. Representing about 98 percent of all calls to TowBoatU.S, towing and soft ungroundings are least expensive with the average cost about \$320 and \$500 respectively.

Salvage cases are covered by insurance and potentially much more expensive. Historically and legally, salvage is any voluntary and successful rescue of a boat, its cargo, and/or passengers from peril at sea, and today that includes the successful avoidance of damage to a legally protected marine environment. Salvage continues to be the way to award a rescuer who maintains a 24-hour state of readiness to risk life, limb and vessel for others, and often results in a request for a percentage of the boat’s post-casualty value. While it’s a reward for extraordinary service, the amount awarded factors in the degree of peril as well as the risk to the salvor and their crew.

Vessels hard aground, taking on water or sunk, as well as collisions, fires, breakaways or other types of immediate danger are also salvage. The same goes if pumps, air bags, divers or other special equipment are needed - even at the dock.

All TowBoatU.S. Companies narrow the definition of salvage and are committed to informing the captain of a boat, before beginning any work, if the procedure is salvage. TowBoatU.S. also provides towing service to members at their lowest towing rate.

Cardarelli also suggests - peril permitting - that if it’s a salvage job, boaters should try to call their insurer to reach an agreed price with the salvor. If they can’t, ask the salvor for a fixed price based on time and materials and attempt to get it in writing.

For boaters who can’t do any of this, have a BoatU.S. Open Form Yacht Salvage Contract handy, which

assures any claim will go to local binding arbitration if negotiations between your insurance company and salvor fails. Designed to be more understandable, relevant to U.S. laws and potentially money saving for all parties, the contract is available free of charge at <http://www.BoatUS.com/salvage> or by calling 800-274-4877.

SALVAGE TRUTH TIPS:

Protect yourself by having a towing service plan and an insurance policy that fully covers salvage - not all do.

Ask questions first, not later, to confirm towing or salvage.

Have your insurance company phone number aboard. If it’s salvage, you’ll want to contact them to help negotiate a fixed price - peril permitting.

When all else fails, have a copy of BoatU.S. Open Form Yacht Salvage Contract aboard.

**SPRING ANGLERS LURED INTO
FALSE SENSE OF SECURITY**
Warmer Air Temps Belie the Frigid Waters Beneath

As winter fades into spring, anglers are eager to return to the water. But while the air above may feel warm, the water below is still cold and presents spring anglers with the threat of hypothermia.

“Even the most seasoned fisherman eventually finds themselves in water cold enough to take their breath away,” says Chris Edmonston, director of Boating Safety for the BoatU.S. Foundation. “Knowing how to handle the situation could mean the difference between life and death.” The Foundation has five tips an angler can do in advance to prepare for an accidental cold water dunking:

1. **Wear a life jacket.** The single most effective action to save your life is to wear a life jacket designed for anglers. It’s estimated that the majority of boating fatalities could have been prevented had the angler been wearing a life jacket.
2. **Dress for the water temperature, not for the air temperature.** Even the smallest ways to trap heat will give you a survival edge. If it’s warm outside, try to wear a shirt with buttons or zippers - which can be opened to keep cool while fishing, and then closed if you do go in. Stay away from single layers like a T-shirt. Also, 50 percent of a person’s heat is lost through his head - wear a hat to help slow heat loss.
3. **Carry a whistle.** While a noisemaking device is required on most boats, wear an attention-getting whistle around your neck or attached to your life jacket.
4. **Make every effort to get out of the water.** Try to climb on your boat, even if it’s capsized. Pull yourself onto a log, a buoy, or anything that will get some of your body out of the water. The more of your body that’s in the water, the more heat you will lose.

5. **Do not swim.** Think twice about attempting a long swim to safety. Swimming forces warm water from clothing layers and causes you to expend valuable heat. Simple survival floating positions may be your better chance of survival.

**CY 04 CHANGES IN BOATU.S.
GRANT APPLICATION PROCESSING**

Ed Sweeney, DVC-BR

With A New Year, come some new procedures. Here is a summary of the changes in BoatU.S. Grant application processing, comparing last year's procedures (CY 03) with this year's (CY 04):

- **Application Type:** For CY 03, a Special application was used by USCGAUX Units. For CY 04, USCGAUX units would use the same web based application used by non-USCGAUX units. The application can be filled out directly from the Boat U.S. web site, or hard copies can be submitted via U.S. mail.
- **Submitting and Screening of Applications/Review Process:** In CY 03, USCGAUX Units submitted their applications to the BC-BNG for technical review to ensure the request adhered to the grant guidelines. Applications would then be forwarded to CGAuxAssn Directors (DCOs) for approval, then on the CGAuxAssn Executive Director for approval. For CY 04, USCGAUX units would submit applications directly to BoatU.S. without any technical review by the Boating Department. BoatU.S. would screen out applications that were inconsistent with the grant program guidelines. Once an application was selected by BoatU.S. for an award, the application would be forwarded to the CGAuxAssn Director of Development for an electronic signature.
- **Application Timeframe/Deadline:** For CY 03, USCGAUX units had a shorter deadline, so that applications approved by the Boating Department could be forwarded the CGAuxAssn Directors for approval. Deadline was first week of September. In CY 04, USCGAUX units would have the same application timeframe as non-USCGAUX units. Boat U.S. suggested this change because they suspected that many Auxiliarists were busy with boating season during the application period (June-September). Application deadline would now be 1st week of November (again, same as non-USCGAUX units).
- **"B" Department Staff Utilization:** In CY 03, Boating Department Staff, particularly the Branch Chief and Division Chief of the Resources Division, were deeply involved in reviewing grant applications for adherence to grant guidelines. In CY 04, Boating Department

staff will now serve in more of an advisory capacity and coach. Ultimately this may enable us to take on more grant programs with the same staff level. However, because of the significant change in procedures from CY 04 grants, it is expected that the staff will be busy answering questions from USCGAUX units applying for the GRG programs. Boating staff will be actively involved in educating units on what worked in prior years, etc.

- **Funding Objectives:** In CY 03, and in prior years, these GRG were designed to fund various types of RBS projects, **excluding computers and peripheral equipment used for PE classes.** The funding objectives have not changed for CY 04.
- **Funding Timeframe:** In CY 03, decisions from BoatU.S. were made in late January, with funding of grants made in March. In CY 04, the funding timeframe is expected to remain the same. Decision on winners will be made in late January 2004, and funding is expected to occur in March 2004.
- **Funding Limits:** In both CY 03, and for the upcoming CY 04 grant application season, the maximum amount that can be funded is \$5,000 – same as prior years.

Our goal is to get at least 125 Auxiliary applications, and to get at a minimum, 25 successful Auxiliary applications, which receive funding.

While the above changes apply to the Grass Roots Grants Program, the Clean Water Grants (CWG) Program is also expected to have many similar changes. The expected date for which applications for CWG will be accepted is the first week of August. Applications for the CWG program will be accepted through the first week of February 2004. We **REALLY** want to see an increase in the number of CWG applications from Auxiliary Units this year (more on that in the next issue).

Questions regarding the application process should be addressed to Robert Johnson, BC-BRG at bmjohnson@atlantic.net or Ed Sweeney, DVC-BR at esweeney-uscgaux@attbi.com.

GOOD LUCK!!!

Distribution: Via direct email from BC-BRN to: NEXCOM, N-H, G-OPB-2, G-OCX-1, GOCX-2. Upon receipt, DCOs are encouraged to copy and/or provide the widest possible dissemination to DCPs; DCPs are further requested to provide the widest possible dissemination to FCs. Upon receipt, FCs are asked to copy and provide copies to Flotilla members.