



# WAVES

Watercraft and Vessel Safety

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

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## FROM THE CHIEF

Jesse L. Harrup, Jr., DC-B

WHY I SEE. Boat Safely.

Well, now that I have you reading to find out "what is this going to be about," let me re-phrase my opening:

Y I C Boat Safely.

Okay, now that you should be sufficiently curious, let's cut to the chase. Still not sure where this is headed? The point is, (and I do have one):

You're In Command. Boat Safely.

Have you heard about this step forward in support of our program outreach and promoting safe and responsible boating under the auspice of the U.S. Coast Guard? I hope you'll all soon be hearing, practicing, and preaching it! Team Coast Guard says that as a boat owner or operator, you are responsible for your safety and the safety of your passengers. That's why they say, **"YOU'RE IN COMMAND. Boat Safely"**

Key components for you as Auxiliarists, as well as our recreational boating customers include:

- Vessel Safety Checks
- America's Boating Course (ABC)
- Wear Your Life Jackets, and
- Boat Sober

Partners with the U.S. Coast Guard [USCG] in promoting YIC Boat Safely include the:

- U.S. Coast Guard Auxiliary [USCGAUX]
- United States Power Squadrons® [USPS]
- National Association of State Boating Law Administrators [NASBLA]
- National Safe Boating Council [NSBC], and
- National Water Safety Congress [NWSC].

A handy twenty-page booklet and CD are available through the Coast Guard and I recommend that you have your Materials Officer order some thru the Auxiliary National Supply Center (ANSC).

Remember, Team Coast Guard wants all boaters to know that the more prepared they are, the less chance that the Coast Guard, state, and local marine LE resources will need to be dedicated towards search and

rescue missions for recreational boaters. Why is that important? Because it could result in more time to devote to the protection of our nation's waterways. Read the YIC Boat Safely booklet; share it recommendations with our customers, and remember: You're in Command Boat Safely.

That's it for this edition; till next time-"keep her 'tween the buoys."

## EDITOR'S NOTE:



Visit the **You're In Command Resource** Center located at: [http://www.uscgboating.org/incommand\\_rc/index.htm](http://www.uscgboating.org/incommand_rc/index.htm)  
There you'll find free tools to help promote VSCs, life jacket usage, taking America's Boating Course, and sober boating.

## CASH AWARDS

Bill Griswold, BC-BLN

Among volunteers, there's plenty of interest in raising money for their organizations. With Auxiliarists, many are looking for small grants to underwrite their flotilla's project. I have another suggestion that may already exist within your flotilla. Cash awards are given each year at the April International Boating and Water Safety Summit for outstanding programs around the country that belong to non-profit organizations. Are you interested? Read on.

The National Safe Boating Council (NSBC) sponsors two such awards, and you are eligible to compete for them. It isn't hard, and many don't think to submit their projects for nomination. We really have to beat the bushes to find great entries, so why not jump into the pond with your great program? These awards are spelled out on the Council's web site: [www.safeboatingcouncil.org](http://www.safeboatingcouncil.org), click on awards at the top of the column on the left of the home page. Details of the award and application forms are there for you. Look at the following:

- Coors Brewing Company sponsors the **Boating Education Advancement Award (BEAA)**. This award recognizes a boating education effort that can be shared with other groups for the

betterment of safe boating across the country and which creates a closer partnership between national, state and local boating education organizations. Each state can sponsor one award nomination, done by that state's Boating Law Administrator. From there they go to the 3 regions, which judge and send one winner to the Summit to compete for the national winner. Coors generously contributes \$1,000 prizes for each regional winner, and the national winner receives an additional \$1,500 (total = \$2,500). The regional winners present a short session about their program at the Summit, where they are judged.

- West Marine provides a grant of \$2,500 to the winner of the **Boating Safety Youth Program Award**. This award recognizes a program that has an innovative boating safety education approach directed at youths. Nominations are evaluated by members of the NSBC Awards Committee, and are judged on uniqueness and/or innovation, aimed at people under the age of 18, and how they increase boating safety awareness among youth.

Recipients of past awards are on the site, and expenses to the Summit are part of the deal. I would encourage anyone with a great program out there to check out these awards and get them in the competition. I know the Auxiliary has some great programs, let's recognize them.

#### **PROCESS:**

1. Please contact the CGAuxA Director of Development, Steve Budar for further instructions/guidelines in applying for/being nominated for these cash awards.
2. Contact data:

Mr. Steve Budar  
[SBUDAR@aol.com](mailto:SBUDAR@aol.com)

**EDITOR'S NOTE:** In this issue we are introducing a new feature beginning in the next column, which highlights legislative developments around the country. We begin with the Atlantic Area Roundup. Stay tuned for information from the other areas.



# Atlantic Area Roundup

Rich Rasmussen, BC-BSA  
and featured SLOs

## **NEW JERSEY LOOKING TO EDUCATE BOATERS**

By Dan Jacquish 1(SR) SLO-NJ

Well, New Jersey is hard at work trying to pass another law. For a state that was one of the original colonies and hated being held down by less than inspiring laws, we sure do try to pass more legislation than any other state.

It seems that a problem arose down in beautiful Barnegat Bay with boats speeding all over. A few local groups saw the danger and tried to stop it by getting a speed limit established. Now, I know Barnegat Bay from my early boating days and I remember looking out over this vast expanse of water and thinking, "Something seems odd about those seagulls." Finally it dawned on me that I could see light under their bellies. Now if you've even seen what is affectionately known as a "South Jersey Chicken", you know their legs are only about three inches long. For me to see light under his belly, well I guess it's safe to say, "Don't go boating over there fella!"

Problem with the speed limit was, just no real way to enforce it. The battle was joined by another group who wanted the freedom to test speed boats in the area and a great impasse arose. Finally, everyone agreed that the best course to take (no pun intended), was to better educate the boaters. The hope was that a speeding boater would hear that little voice in the back of his head and think, "Didn't the Auxiliary say in that class, that going too fast was dangerous and we had to be careful of our wakes?" Once this sunk in (sorry), the speeding boater would slow down and everyone would be safe again.

I think they're on to something! Most people, if they recognize the danger through proper training, will respect others. Passing a speed regulation that isn't enforced just adds to the problem. In an attempt to stuff a little more education into our boaters, a law was sponsored that makes a boating safety class mandatory for everyone boating on state waters. Of course, they recognized that forcing it all at once was near impossible, so they phased the requirement in by age. Knowing that I was almost fifty, I had a head start and hoped I would be able to out-live the requirement and beat the system. But, they put it in just a little too fast for

me and I couldn't get old enough fast enough. Isn't that a good thing? Anyway, then I realized, "Hey, I'm a coxswain, I already took that class," and I felt smarter already.

The Bill hasn't moved very far. It's still sitting in committee, but there are a lot of folks trying to push it along. In the mean time, you can go to the link below to check on it, read the language, see when you will need the course, and basically find out anything you want. The link is: <http://www.njleg.state.nj.us/bills/bills0001.asp> and search keyword "boat" or bill S2246 or A3184.

In the mean time, have your boating friends in New Jersey go get "edgimicated" by taking a Boating Safety Class from their local USCG Auxiliary Flotilla. We either teach 'em now...or look for 'em later! This seems like one law we can all live with.

Safe boating to you all! And as a great Auxiliarist by the name of Charlie Winch often said, "Let's go get some salt on those uniforms!"

**BOATING LAW ADMINISTRATORS  
FROM NORTHERN STATES MEET**

COMO Carolyn Belmore, SLO-MA

I just attended the Northern Association of Boating Administrators conference in Bar Harbor, ME. While Maine managed to show its famous fog and a lot of rain we did manage to get one day of sunshine and that coincided with the date for the on-the-water event with a tour of Frenchman's Bay sightings of Harbor Seals, Egg Rock Lighthouse, a Bald Eagle and much other local nature. The day ended with a true Maine Lobster Dinner.

The meeting brought together Boating Law Administrators from all of the northern states as well as NASBLA, and many of the associated organizations such as the US Coast Guard Auxiliary, Coast Guard, Power Squadron, National Boating Federation, National and local Safe Boating Councils, etc. There were opportunities for a lot of dialogue between the organizations, as well as the official meetings and sessions held throughout the four day conference. Several of the states of recently enacted Boater Education Legislation, unfortunately, Massachusetts is not one of them. However, much good exchange of concerns and successes was evident during the sessions. I have found that attending these meetings and the NASBLA conference is a great opportunity to get to know the BLA's and exchange ideas and concerns on our common interest of saving lives on the water, inland or coastal. Certainly a great deal of the discussion time was spent on how to reduce the deaths in canoes/kayaks and other hand powered craft and in particular how to reach these boaters and convince them that WEARING a PFD really can save their lives.

Massachusetts does not currently have any Boater Education Legislation pending, although it has been

submitted for the past few years, getting more support each year. Massachusetts did, however, just pass a new DUI law making a Breathalyzer result of .08 or more proof of operating under the influence. This is a good step in helping with the BUI concerns.

Additionally, boating safety just received a lot of headlines in MA and New England as Gov. Romney and his son saved a couple of boaters lives this past holiday weekend using their PWC to assist. The PWC Industry has already announced an award for this event.

First District Northern Region also has a SEAL OF SAFETY WEEK effort over the Fourth of July week to push the VSC program, including an award to the unit doing the most VSC's during this week. That effort wraps up this weekend with a push on VSC's all over the District. Since this is the first really good weather we have had in New England for boaters this year, the VSC effort should be well received.

**DISTRICT 7 COMMODORE RECOGNIZES  
STATE LIAISON OFFICERS IN 7TH**

Ed McGill, State Liaison Officer, Georgia

Commodore Jay Dahlgren, DCO-7, has appointed all D-7 State Liaison Officers as Assistant Staff Officer, Public Affairs, effective immediately. The primary responsibility of SLOs is to serve as a conduit for communication between each State Boating Law Administrator (BLA), the U.S. Coast Guard, the Auxiliary District Commodore (or as designated), and the National Boating Department. However, the appointment of SLOs to the position of ADSO-PA additionally recognizes SLOs and places them in a better overall RBS position with the District Staff.

In that SLOs act as advocates for Auxiliary PE, VE, PA, and other applicable RBS programs, these appointments should prove to be a win-win situation for the overall SLO Program. As we have said before, the future of the Coast Guard Auxiliary's objective to enhance our relationships and dialogue with the individual states rests in the hands of sitting and future DCOs and VCOs. If District Commodores select the most capable, qualified, and responsive Auxiliarists for the SLO jobs in each state, and follow-through by insisting upon completion of basic guidelines and responsibilities, this program can yield a tremendous amount of success for the overall RBS initiative. Congratulations to Commodore Dahlgren for enhancing District-level recognition of SLOs by these appointments.

**HIGHLIGHTS FROM FLORIDA'S STATE BOATING  
ADVISORY COUNCIL**

Karen L. Miller

After the standard introductions of board members and the audience, the meeting commenced with various presentations and discussions. While some of the items do not affect the Coast Guard or the Auxiliary, they are

presented to provide a complete report on the meeting. The Boating Advisory Council (BAC) is chaired by Florida Fish and Wildlife Conservation Commission (FWC) and is composed of various boating and environmental groups as well as marine industry and public members. The highlights are listed below:

National Safe Boating Week – Capt Richard Moore. FWC attended a proclamation issued by Governor Bush in honor of NSBW. The press attended and FWC used two vessels as backdrops that were substantially damaged by a collision. Capt Moore reported that the USCG Auxiliary will be handing out literature at various information booths around the state and conducting VSCs at many ramps.

Southern States Boating Law Administrators (SSBLA) – Reported by Capt. Richard Moore. The meeting was held in Alabama at the end of March. Education was a big issue for the conference and Florida seems to be faring well in that regard. There were also sessions on Boating Accident Investigations, Boating Under the Influence and nomination of Officer of the Year. The Coast Guard presented a study on small vessel accidents, and is considering a proposal of changes in manufacturing standards. These changes cover the gamut from electrical, buoyancy, ventilation, etc.

International Boating and Water Safety Summit (IBWSS) – Reported by Lt. Steve Carter. This conference covered a variety of items in various sessions, including: Death Notifications in cases of fatal boating accidents; BUI education as a National program, Marine Law Enforcement logistics vis-à-vis enforcement on land; Public Service Announcements and establishment of a library/database of these; and vendor displays ranging from PFDs to the latest in technology in vessels.

2002 Florida Boating Accident Statistical Report – Reported by Lt. Kent Harvey. Florida is ranked third in the number of registered vessels and number one in accidents. As an interesting aside, Florida has more registered PWCs than some states have total vessel registrations. FWC issued a 2002 Boating Accident Statistical Report. Besides all of the expected uses of this material, FWC plans to custom design marketing campaigns for safe boating based on the information gleaned from the report. They have targeted the top ten counties in accidents and then further identified what type of vessel was involved, what type of accident it was and what was the underlying cause. Then, using this information they will custom design their law enforcement, PSAs, news articles, etc. to prevent these accidents.

Tampa Port Security Safety Committee - Reported by Mike Shea, USCG Auxiliarist. The Committee conducted a Safety Assessment Survey that placed terrorists at a 9 and proficiency of recreational boaters at an 8.6. Since traditionally the committee was under-represented by recreational boaters, they have enlisted Eckerd College to head a Safe Boating Council of Tampa Bay made up of yacht clubs, retail outlets, USPS, USCGAUX, sailing

groups, etc. Their goal is to increase safe boating, proper carriage of safety gear, effectiveness of ATONS, updates of charts, use of GPS, proper observance of no wake zones and use of law enforcement.

Florida's Life Jacket Law - Reported by Capt. Richard Moore. Capt Moore presented the case for changing Florida's Life Jacket law from under six year's old to be consistent with the Federal Law of 13 and under. He was joined by a Mrs. Balateri who presented several reasons to change the law. The committee debated the issue and seemed to feel that since only one child from the age of 7 to 13 drowned in the last seven years as a result of not wearing a life jacket, that the issue wasn't critical. As a result, the motion was defeated.

Legislative Update - Reported by Capt. Richard Moore. Capt. Moore reviewed a list of recommended committee motions to change or amend laws and recommend them to the legislature. These included: requiring livery operators to report accidents involving rental vessels; enhancing the penalties for BUI when the Blood Alcohol Content exceeds 0.16 to confirm to DUI standards, prohibiting PWCs from operating between sunset and sunrise as opposed to the current 1/2 hour after sunset and before sunrise (this would make the rules consistent with Navigation Rules); reverting back to the September 30, 1980 requirement for boating ID cards vis-à-vis the current under 22 requirement; cleaning up of the language of several statutes to reflect the change from Florida Marine Patrol to the consolidated department of Fish and Wildlife Conservation.

Boater Education Correspondence Course - Reported by Capt. Richard Moore. Capt. Moore presented options to the current delivery methods for Boater Education classes. This included purchase of a Correspondence Course. After some deliberation the Committee decided to defer the decision to next year.

**\$\$\$\$\$ REMINDER: \$\$\$\$\$**

From Ed Sweeney, DVC-BR

It's Grant Season, and we would like to remind you about the following programs and corresponding deadlines:

- BoatU.S. Grass Roots Grants Program, with awards of up to \$5,000 to help promote recreational boating safety. Applications accepted thru 1 November 2003.
- BoatU.S. Clean Water Grants Program, with awards up to \$2,000 to help promote clean water and environmental education. Applications will be accepted beginning 1 August 2003 thru 2 February 2004.

**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.**