



# WAVES

Watercraft and Vessel Safety

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

VOLUME 8, ISSUE 3

JUNE 2004

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## FROM THE CHIEF-JESSE L. HARRUP, JR.

### INTRODUCTION OF NEW BRANCH CHIEF

The Boating Department takes great pleasure in introducing Richard Frenzel, a new Branch Chief, BC-BSB, in the States Division, supporting Boating Accident Investigation, Reporting and Analysis Committee (BAIRAC) and Waterways Management Committee. Both are standing committees in the National Association of Boating Law Administrators (NASBLA) and Richard will be representing the USCGAUX and taking direction from the NASBLA committee chairs.

As a new member of the States Division, Richard is looking forward to playing an active part on the NASBLA committees. His incredible experience and positive disposition will go a long way to give the Auxiliary exposure on both committees that will benefit all parties and especially the boating public. For the past twenty years, Richard Frenzel has brought a lifetime of commercial marine experience to the USCG Auxiliary, having operated and managed inland and offshore towboats, operated shipyards, and currently practicing as a Certified Marine Surveyor and accident investigator for both commercial and recreational vessels. Since 9-11 he has been very active in organizing and leading the members of Div.6, Dist. 8CR in becoming an integral part of the Houston/Galveston Marine Safety Office by training members for ship channel security/safety patrols, facility inspections, vessel arrival officers, and personally qualifying as a "T" Boat Inspector. He currently serves as DSO-Marine Safety, 8CR, and was the first member of the Auxiliary in Dist. 8CR to earn the coveted "M" device. Dick is an AUXOP, Coxswain, Instructor, and Vessel Examiner. He also holds a Masters License for Towing Vessels, 200 ton Passenger Vessels, and Sail Vessels.

We look forward to Richard's contributions to the Boating Department, the NASBLA committees and most especially, the enhancement of public boating safety. Richard and his wife Jerri reside in Portland,

Texas and can be reached via email:  
[dxlmar@earthlink.net](mailto:dxlmar@earthlink.net)

## CLEAN WATER GRANT WINNERS ANNOUNCED

Ed Sweeney, DVC-BR

The Boating Department is pleased to announce that four (4) Auxiliary Units received a total of \$7,295 in Clean Water Grants from the Boat U.S. Foundation. The winners and a brief description of their projects are as follows:

- FL 44 8CR in Lafayette, LA; \$2,200; Will construct 20 monofilament line collection sites and advertise the stations through brochures.
- FL 7-12 5NR in Long Beach Township, NJ; \$1,243; Will purchase 500 oil socks to distribute to boaters who are found to have oil in their bilges during vessel safety checks.
- FL 16-03 8WR in Grove, OK; \$552; Will post 18 signs on Grand Lake to help boaters learn how to prevent the Westward spread of zebra mussels.
- FL 35 D13 in Tacoma, WA; \$3,300; Will develop, duplicate and distribute 500 VHS tapes on how to properly refuel a boat and handle a fuel spill.

Congratulations to the winners for doing an outstanding job in protecting our environment.

Grant applications were up significantly this past year. The Auxiliary accounted for 17 applications requesting \$44,610; a total of 60 total applications were received, which means the Auxiliary accounted for 28 percent of the total Clean Water Grant applications submitted! Moreover, the Auxiliary accounted for 20 percent of the total number of Clean Water Grant applications selected to receive funds in CY 04. No Auxiliary units received funds in CY 03.

Let's keep up this upward momentum! Look for the Boat U.S. RBS Grant Applications to be available soon! Check the What's New page often!

**STATES BOATING LAW ADMINISTRATORS (BLA's)  
CONNECT WITH BOATING SAFETY EDUCATORS  
AND ADVOCATES**

Anthony A. Lorenc, DVC - BS

Some time ago, this was announced in this newsletter. At the 2002 NASBLA (National Association of State Boating Law Administrators) Conference, a number of administrators brought to Auxiliaries' attention that some of our public education presentations were not entirely consistent with current state laws. Furthermore, a discussion ensued relative to how our instructors got this information. It became obvious that there was a problem with information flow in spite of the fact that every state has a web site with all the critical information.

Last year Dr. Richard A. Clinchy III, Department Chief – Education, along with others, came up with a “fix” to the problem, once it was identified. The solution required two tools to remedy the distribution of information. **Tool One** is the Boating Law Administrator (BLA) server. **Tool Two**, a server for registration of the recipients of the BLA information. Both tools are simple and easy to use in the case of the recipients of the BLA's distributions:

All you need to do is follow an easy registration process.

Registration is very simple and all that the prospective recipient of the BLA distribution needs to do is go on line and type in the URL: <http://www.cgauz.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 see a button for **State Database Sign Up**, click on it and here is where you will do your registration for your state(s), by clicking on “**Go To Form**”. The above process is recommended, as it will pass through to the registrant 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.cgauzed.org/national/Library/F/formhtml/BLApage.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 the same, you will become one of the members of the state specific lists.

It is important to stress the usefulness of this initiative and involve as many individuals as possible, because this will make for more informed boating public, less mis-communications regarding the specific states boating regulations and allow the BLA's to reach greater numbers of the boating public with a message that is important to them and the state that they serve.

Where are we with this initiative thus far? As of April 2004, the system is operational and contains over 2,500 registrations and already there have been at least three states that have used it. The Auxiliary intends to publicize the availability of this resource, using all the channels at its disposal. Further, the Boating Department, State Liaison Officers (SLOs), will visit with every BLA and work with them to ensure that the system is used and all registered boating safety instructors are notified.

In addition, a slightly more expanded version of this article has been put together. It has a series of Frequently Asked Questions (FAQ's), which help to further clarify the program and it also has a flyer for posting on bulletin boards as reminders to register and to tell others to do the same. To obtain an electronic version (Word file) of it, send an email to: [alorenc@att.net](mailto:alorenc@att.net)

**SLO REPORT FOR 8WR**

Jackson J. Gumb, DSO-SL

This is the first DSO-SL report that anyone has submitted in 8WR. I wish to share what the State Liaison Officer (SLO) program is in general, how the SLO program differs from Legislative Liaison Officer (LLO), the upcoming SLO Handbook and how it will help everyone better understand duties/responsibilities of SLOs, importance of SLO to Divisions, recommendations that DCPs include SLO reports on their Division meeting agendas, some specific things happening with the SLOs and the current status of Auxiliaries testifying in uniform.

The SLO program is about communicating the needs of the Auxiliary and the Coast Guard to the

State Boating Law Administrators (BLA's) and also communicating the needs of the state BLA's to the Auxiliary and the Coast Guard. To that end, the SLO must also be very much in "step" with the USCG Recreational Boating Safety Specialist (RBSS). The tasks performed by the SLO have important consequences and impact the budgets of the Auxiliary, the Coast Guard and the states BLA's.

The Legislative Liaison Officer is a part of the National Legislative Liaison Committee which functions under direct control of the National Commodore. The functions of the Committee are:

- To inform the National Board, National Executive Committee and the National Staff of legislative and regulatory developments at the Federal, State and Local levels which affect Auxiliary missions.
- To recommend to the National Commodore appropriate Auxiliary responses to such developments.
- To assist the National Vice Commodores and District Commodores in implementing such responses as may be specifically authorized by the National Commodore.

The LLO's primary responsibility will be with the "Public Elected Officials" and therefore should have a good knowledge of: who those officials are; what they do; and how to contact them. The LLO serves as a conduit to pass information regarding any type of legislative activity that may be of interest to the Auxiliary or its affiliated organizations via each District's State Legislative Liaison Officer.

Each district commodore appoints the LLO. The LLO reports to one of the Committee's three coordinators. They provide information and assistance to the Coast Guard, District Commodores, National Departments and District Organizations in their efforts to promote and support the recreational boating safety program and the Auxiliary's legislative agenda. The LLO deals with local, state, and national elected officials, keep these relationships in mind and always work through the appropriate Chain of Leadership as well as the appropriate LLO Chain of Communications.

There will soon be a new SLO Handbook. This Handbook will assist the SLOs in doing their job more effectively and help everyone better understand duties and responsibilities of SLOs.

The SLO is very important to the various



Divisions in the District. It truly is amazing what a good relationship with the BLA will have on Divisions and thus the state. It is recommended that DCPs include SLO reports on their Division meeting agendas. Who knows, they may even get the BLA to come to a Division meeting. In Kansas we have made the BLA an honorary Auxiliarist with the help of the Director's Office. Many SLOs are having their annual meetings with the BLA's and getting to meet them for the first time.

The current status of Auxiliarists testifying in uniform is on hold due to the order of the Secretary of Homeland Security. Higher officials in Homeland Security wish to review what the Auxiliary has done in the past and the benefits to Homeland Security of Auxiliarists testifying in uniform. We will advise SLO's and LLO's if and when this restriction is lifted.

Jackson Gumb is the first District Staff Officer for the State Liaison program (DSO-SL) appointed in Eighth Western Rivers Region. He is also the SLO officer for 8WR with the state of Kansas. Jack has some good ideas and perspectives to share with everyone interested in the State Liaison Officer program.

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### **REPORT FROM THE CARIBBEAN SEARCH & RESCUE CONFERENCE**

Bill Griswold, Chair, NSBC

The Caribbean Search and Rescue Conference was held Miami, FL, 14-15 May 2004. The purpose of my attending this conference was to inform the delegates about our North American Safe Boating Campaign. Commodore Everett Tucker was the organizer, and the Seventh District Director of Auxiliary's staff acted as hosts, with

much help from a platoon of local Auxiliarists. Twenty-six (26) countries/islands were represented, including Australia, Canada, United Kingdom, and the U.S. Everyone had a working knowledge of English; the accents were pleasing. The Conference was funded by SOUTHCOM, a U.S. military command stationed in Miami. Notable Coast Guard attendees were:

- D7 Chief of Staff
- Capt. Mark Kern, SOUTHCOM & former CHDIRAUX
- Capt. Steve Sawyer, Chief Office of SAR
- Capt. Barry Smith, USCG International Affairs and future CHDIRAUX
- CDR Chris Olin, G-OCXd
- CDR Kevin Crawley, DIRAUX 7
- LCDR Johnny Gonzalez, USCG-GANTSEC
- And notable Auxiliary members:
- Como Gene Seibert, NAVCO-COS
- Peter Fernandez, VCO-7
- Como Carol Urgola
- Richard Clinchy, DC-E
- Jeff Mahl, DC-Id

With about 70 attendees, we were a full house. Most of the presentations were power point, and we should have a CD with all of them mailed to us shortly. The hosts welcomed the group; this was the second meeting of CSAR. Some of the major trends were described as a lack of law enforcement, safety equipment, statistics, regulations, government intervention and a surprising disregard for getting permits. In fact, several explained that paying the fees for a safe for sea registration, radio, departure from harbor, and others came to about \$300, whereas the fine for not having all that was about half. The delegates from Turks and Caicos said it was the first time they had spoken to representatives from the Bahamas' BASRA, and they are neighbors. A representative from the International Lifeboat Foundation called for standardization, sharing of training, statistics and global SAR plans.

The groups felt that a more localized and regional workshop might be beneficial in the future, and that this effort was helping to introduce each to others. A complicating factor is that some of the countries are self-governing, and European countries govern some. France and The Netherlands are two such countries. Curacao and Aruba are governed by The Netherlands, and are separated by about 25 miles of water, yet they are far apart regarding coordination, somewhat due to a \$200 airfare between the islands. They keep separate statistics, and once they began to

combine them, the magnitude of the problem became apparent.

BASRA gave a presentation on fund raising, which interested many. Governments often don't have sufficient funds, EVER, so they have tried several strategies to raise funds for their volunteer organization. They host a BASRA Ball, which nets them about \$53,000 per year. They sell \$150 tickets and it has become a premier social event. It's much work, and now there has sprung up other "Balls" competing for the scarce dollar. They also sponsor a "Pub Night", selling tickets around \$30 which gets one a meal and 2 free drinks. Subsequent drinks go for \$3, BASRA gets \$1. This is popular, easy to do and nets about \$4,000. They also sponsor a Fish Tournament, where someone else does all the work; they get publicity and about \$10,000. Some not successful deals were a Beach Party (alcohol and trash sunk this one), a car raffle (great with a donated car, but a lot of work trying to sell a car \$1 at a time). An airline raffle with 4 tickets from British Airways to anywhere they fly was great until BA pulled their support, and then they were selling 4 expensive tickets \$1 at a time. A great idea for them was selling space on a calendar, which covered the school year. They sell each day, for birthdays, anniversaries, and lots of other reasons. With a population on Grand Bahama of 65,000, they are able to raise \$35,000 and the task gets easier each year. They give the calendars away to the school systems.

Alex Hewitt-Jones from British Virgin Islands gave an excellent talk on fundraising. Much of this is a-pro-pos for the NSBC, and spoke to tactics and care and feeding. She cited a couple of web sites that are helpful, [www.nonprofits.org](http://www.nonprofits.org) and [www.raise-funds.com](http://www.raise-funds.com).

Turks and Caicos Rescue Association (TACRA) presented a study on their creation in the absence of any government SAR capability or even basic safety laws. Created by a group of volunteers they united boat owners, fishermen, ham radio operators and in 1991 affiliated with other SAR organizations. They almost folded but currently are rebounding and becoming effective. Their goals are to become the SAR agency in their country, to coordinate with adjoining countries, to propose legislation about safety equipment, to acquire a base, radios, boats and personnel to establish a RCC.

Curacao, CITRO – Citizens Rescue Organization Curacao a group of volunteers has become an effective SAR resource by acquiring

equipment and training people to respond to distresses. With strong trade winds and a hostile North East coast, they have little time to respond to a disabled boat between Curacao and Bonaire. They need a fast response boat and have assisted 5 boats already in 2004 from going on the rocks. Their Coast Guard mans watch standers, but volunteers man the boats. In some cases they can get assets from the Royal Dutch Navy, but their Coast Guard has to deal with 17 agencies, creating large problems. Their Auxiliary type organization gets no government funding and relies on \$30,000 a year in the form of donations. They have the problem of disregard of regulations; it seems that if the Harbor Master had law enforcement capabilities that would improve.

The group did some exercises to brainstorm problems, capabilities, training, resources and other subjects, with a surprising commonality between countries and groups. They heard about excess U.S. Government equipment, such as the upcoming 41 footer replacements, the non-standard boat replacements, etc. They were advised to draft a letter and send it to the U.S. Consulate requesting same. Capt. Sawyer briefed the group on how the U.S. SAR Organization is set up and how it can apply to contrasting worlds. We also held an exercise on a marine emergency of a ferry sinking in bad weather near nightfall within a couple of miles of a hostile shore. This scenario applies to many of the representatives. The problems were many, and all saw how much planning needs to be done. This scenario applies to the many migrant problems many of these countries experience.

We moved into the preventative SAR field with briefings from the Coast Guard Auxiliary and the America's Boating Course. BASRA is very interested in adapting this course to their country. I gave a short briefing on the Safe Boating Campaign, and made available the action kits and cited the website for the campaign where there is a generous amount of material on how to do a campaign, how to talk to the media, press releases, logos and the fact that any of this material can be adapted to any country. Jeff Mahl discussed many other websites and where materials can be obtained. He also warned us about problems with Windows and how to prevent contamination in your computer, and how to hold a conference call on your computer and share power point presentations, modifying them in real time. We heard about newsletters, how to create and

maintain one, sharing news to a diverse group. We had working groups discuss training of SAR crews, again with similar outcomes.

The entire effort was a great success and the representatives feel that their problems are common ones, that there are solutions out there to help them face the problems, that the U.S. presence isn't overpowering, but can be adapted to fit their needs, and that there is a long way to go to call for required safety equipment, communications, training and developing assets. Some countries are well on their way to solving much of this, while others are just beginning. SOUTHCOM's interest and funding have an alternative goal, raising the security of the region. But the one who captured the spirit of the conference was Osmond Griffith, a Coast Guard officer in Granada who is starting up an Auxiliary. He is rounding up equipment, facilities and people with zeal. His initiative and drive endeared him to the attendees, and we expect to hear great things from Granada in the near future.

It was a good conference and it should be noted that much of the SAR in the Caribbean is due to Americans playing in their waters. Between visiting yachts, and dive parties, many resources are kept busy. So it is certainly in our interest to foster a better response in the region.

<p style="text-align: center;"><b>BOATU.S.: TOP TEN TIPS FOR GETTING THE MOST FROM A TANK OF GAS</b> <i>Summer Fuel Prices Expected to Reach Record Highs</i></p>
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From BoatU.S.

With the cost of a gallon of gas continuing to reach record highs - and prices not expected to peak until late summer - Boat Owners Association of The United States (BoatU.S.) has a few tips that could significantly reduce your fuel costs.

1. **Leave the extra 'junk' home:** Don't load the boat up with weight you don't need. Do a little spring cleaning. Unused equipment that has been collecting mildew in the bottom of lockers for years should be taken home.
2. **Water weight:** This isn't about your mother's diet. At 8.33 pounds per gallon, why keep the water in the tank topped off if you're only going out for the afternoon?
3. **Tune her up:** An engine with fouled plugs, dirty air filter, erratic timing, a sputtering carburetor, or weak compression will gobble up fuel and perform dismally. The bottom line: A tune-up is an excellent investment and could easily pay for itself over the summer.

4. **Tune your prop:** You can lose up to 5 mph of boat speed with a poorly tuned prop. If your boat goes 50 mph with a like-new prop and only 45 mph with a prop that's dinged and out of pitch, you've lost 10% of your speed but are still using the same amount of fuel. That converts to a 10% loss in fuel economy.

5. **Clean the boat's bottom:** A fouled bottom is like a dull knife; it takes a lot more effort - fuel - to push it through the water. Barnacles and slime slow the boat dramatically and increase fuel consumption.

6. **Keep the boat in trim:** Either by using trim tabs or with weight distribution. A boat that is trimmed correctly will move through the water with less effort - and less fuel.

7. **Install a fuel flow meter:** A fuel flow meter is like a heart monitor; when consumption starts to rise, it's an early warning that something is amiss. A fuel flow meter also allows you to select a comfortable cruising speed that optimizes the amount of fuel being consumed. If you don't want to spring for a fuel flow meter (about \$300), you can calculate your fuel mileage by dividing distance traveled by gallons at fill-up. Using your logbook, you can then approximate fuel flow using average speeds and time underway.

8. **For sailboats only:** If you own a sailboat, all of the above apply, but the real savings begin when the engine is shut off and the sails are raised.

9. **Get a discount:** Many of the 750 BoatU.S. Cooperating Marinas around the country offer up to 10 cents off a gallon of gas. To get the discount all you have to do is to show your BoatU.S. Membership card. If you aren't already a member, join online now for a special rate of \$14.00 by going to <http://www.BoatUS.com/membership> or call 800-395-2628.

10. **Pass the Hat:** Stand up comic and BoatU.S. Magazine humor columnist Cap'n Drew has this sage advice: "You can always drop anchor just outside the gas dock, and sit there staring at the pump, sighing wistfully. Your guests will get the hint."

borrow a properly-sized children's life jacket at readily accessible launch ramps, marinas and waterfront businesses. Twenty of the sites were funded by a partnership with West Marine.

Since its inception seven years ago, the program has saved the lives of at least three children. It is estimated that BoatU.S. life jackets have been loaned out more than 50,000 times.

"Partnering with marinas allows us to reach out to boaters in their own element," said Chris Edmonston, Director of Boating Safety for the BoatU.S. Foundation. "We make it easy to keep kids safer while boating. If a boating family discovers they don't have enough properly fitting children's life jackets on board, they can simply visit a loaner site and sign out - at no cost - an infant, child, or youth jacket. Once the family is done enjoying the water, they simply return the jacket."

With over 300 sites across the country, the program is available to boaters in almost every region of the United States. The Foundation provides each new loaner site with a kit of 12 life jackets, protective storage bin, sign out sheets and program signage, allowing hundreds of children all summer long to safely enjoy an afternoon, day or weekend on a boat with their families and friends.

The BoatU.S Foundation for Boating Safety and Clean Water is a national 501(c)(3) non-profit education and research organization funded by the voluntary contributions of 565,000 members of BoatU.S., the nation's largest recreational boat owners association. The mission of the Foundation is to promote safe and environmentally sensitive boating, reduce accidents and fatalities, and increase stewardship of our water resources. The Foundation operates an online boating safety course, a low-cost EPIRB rental program, and awards grants to non-profit groups for boating safety and environmental projects.

Businesses or organizations interested in participating can next apply to the program in November 2004 by going to <http://www.BoatUS.com/Foundation>

**BOATU.S. FOUNDATION OPENS 40 NEW KIDS LIFE JACKET LOANER SITES**  
*Free Loaner Life Jackets Proven Life Saver*

From BoatU.S.

The BoatU.S. Foundation Life Jacket Loaner Program is adding 40 new sites to its nationwide program that provides a simple way for parents to

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