



WAVES

Watercraft and Vessel Safety

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

VOLUME 8, ISSUE 6

DECEMBER 2004

Department Chief: Jesse L. Harrup, Jr., DC-B, 1201 Canterbury Lane, Colonial Heights, VA 23834-2709
Newsletter Editor: John Sikes, BC-BRN, 141 Southwold Circle, Goose Creek, SC 29445 jsikes@dycon.com

**ATTENTION ALL AUXILIARY UNITS: BOATU.S.
FOUNDATION 2005 CLEAN WATER GRANT
APPLICATIONS NOW AVAILABLE!**

Ed Sweeney DVC-BR

Grants of up to \$4,000 are available for projects that educate mariners about good environmental habits.

BoatU.S. Foundation Clean Water Grants are designed to educate boaters on issues such as petroleum pollution prevention, pump out education, and littering prevention - just to name a few clean boating topics.

Although all clean boating education proposals will be considered, the 2005 "focus topic" is reducing the spread of aquatic nuisance species - with extra consideration given to proposals that address the issue.

"When alien species are spread to new waters, they can devastate the native ecosystem," says BoatU.S. Foundation Environmental Director Margaret Podlich. "We are looking for proposals that educate boaters about practical habits to prevent the further spread of invasive species - for example, zebra mussels in middle America, purple loosestrife in the Great Lakes or even the infamous snakehead in Maryland."

For more information on Clean Water Grants, visit <http://www.boatus.com/Cleanwater/grants/>.

We encourage you to read the grant guidelines and frequently asked questions before applying, since not all projects are eligible for funding. Applications can be downloaded at the following links:

- In Word format:
<http://www.boatus.com/foundation/Grants/2005CleanWaterApplication.doc>
- In PDF format:
<http://www.boatus.com/foundation/Grants/2005CleanWaterApplication.pdf>

HURRY!!! Applications must be e-mailed or postmarked by midnight February 1, 2005.

SECOORA CONFERENCE SUMMARY

Bill Griswold, BC-BLN

I attended the Southeast Coastal Ocean Observation Regional Association (SECOORA) meeting in Jacksonville, FL., Nov 30 - Dec 2, 2004.

SECOORA, supported by academia and NOAA, is standing up to become a hub of information available to the scientific community as well as ocean users. This is but one of nine Regional Associations that are being formed around the coastline as well as the Great Lakes.

Articles of incorporation and a business plan were discussed and plans to continue this work were made. I represented the recreational boating area of interest, and was asked to provide answers to what the Regional Association (NC, SC, GA, FL) could provide boaters. Weather and sea conditions are the two most obvious. I have polled the Auxiliary, via the "What's New" feature on the web site, and written a letter to CCG D7(o) with a copy of my notes from the meeting.

The Coast Guard should become involved in the formation of the 9 regional associations. The Coast Guard's interest probably involves SAR, Marine Safety, Port Security and more. If anyone has ideas as to what observations would be valuable to recreational boaters in the tidal environment, please send them to me by Christmas 2004 at wsgriz@aol.com.

**ALSO REMEMBER: NSBC GRANT APPLICATIONS
ARE STILL AVAILABLE UNTIL 25 JAN 05!**

Ed Sweeney DVC-BR, from the NSBC web site

Program Overview: The purpose of the National Safe Boating Council's (NSBC's) Local RBS Grant Program is to further the North American Safe Boating Campaign's efforts to reduce accidents and

enhance the boating experience through public education, marketing and outreach, and expanding on the North American Safe Boating Campaign. Local projects of national significance will be considered as well. With funding from the Program, local efforts addressing boating safety concerns will be identified and grants will be awarded to improve those efforts.

Such programs may include developing and printing posters, purchasing billboard posters and leveraging additional free billboard space for a local flotilla or chapter, educational displays, or promotional items with safe boating messages. Programs expanding on the North American Safe Boating Campaign will be given preference. The NSBC will not consider applications proposing to purchase items such as laptop computers, projectors and other non-expendable equipment.

Program Goals: The goal of the Local RBS Grant Program is to reduce boating safety accidents and enhance the boating experience by distributing grants for local recreational boating safety programs. These programs should include, but not be limited to, the following:

- Improve the quality or quantity of essential safe boating services or materials
- Provide funds to small local non-profit groups to build on and support the national campaign's effort to enhance safe boating
- Develop innovative ideas that can be replicated by groups in other areas to improve boating safety.
- Provide an opportunity to improve boating safety for specialized activities, including, but not limited to, paddlesports (including canoeing and kayaking) and sportsmen programs.
- Develop children's programs or adaptive boating for the disabled.

Funding Cycles: The NSBC Board of Directors will appropriate funds for the Local RBS Grant Program each calendar year. There will be one funding cycle per calendar year. The Local RBS Grant Program must receive completed applications no earlier than October 25 and no later than January 25. Grants will be awarded in March. After the Grant Committee has selected the applications to fund, the recipients will receive written notification. Please do not contact NSBC staff before March 1; this will slow down the selection process. Grant checks will be distributed following the execution of a letter of agreement with the recipients. Any eligible application not funded may be resubmitted for the next funding cycle.

Program Criteria: All grant decisions are solely within the discretion of the Grant Committee and are not subject to appeal. The Local RBS Grant Program does not require that the recipient match grant funds, however the grant amount awarded must represent at least 50% of the project's budget. The Program offers grants up to \$1,000 for each boating safety project. The Grant Committee will have the discretion to award a grant amount lower than the requested amount. The project may not exceed one year in length. Methods to measure expected results must be identified and included in the application. The NSBC will **not** provide grants to fund:

- Salaries, transportation, meals or lodging
- Start-up money for new organizations or businesses
- Membership drives for organizations
- Endowment programs
- Debt reduction
- General operating expenses

All Auxiliary Units are eligible to apply. However, funding must be made through the Coast Guard Auxiliary Association.

Project Oversight: Grant recipients must keep accurate accounting records and comply with the reporting intervals specified in the letter of agreement. Excess funds must be returned to NSBC and will be included in program funding for subsequent years. All printed materials must be submitted to the Executive Director of the NSBC for approval prior to being printed. Camera-ready artwork of required Grant Program logos will be provided to grant recipients for display on all printed materials.

For more details and to complete the application, visit: <http://www.safeboatingcouncil.org/localrbsapp.htm>

NEW COMMITTEE INCREASES COMMUNICATION IN NEW JERSEY

Daniel Jacquish, BC-BSA

In most cases, Conventional Wisdom says, "If you want to kill something, assign it to a committee." Well, in this case, hopefully the creation of the committee will help eliminate confusion, some turf wars, and increase cooperative relations between several agencies.

The job of the SLO, among other things, is to coordinate the activities between various state agencies and the Auxiliary. One problem that

surfaced recently in New Jersey, was the inability to identify exactly which agency controlled a particular lake. Most often, the SLO deals with the Boating Law Administrator, but the BLA does not necessarily control all state waters. As the BLA's office put it, "We'd love to work with you there, but it isn't our swimming pool. You need to talk to the Park Service."

To make a long story shorter, the Park Service wasn't the controlling authority either. It was a "super commission" established a number of years earlier by the state legislature. This became a lesson. Each SLO needs to identify every major lake and body of water in his area and identify the controlling authority. Once done, identify any Auxiliary activity that occurs on the water or immediately surrounding it.

Now, enter the committee. Rather than trying to keep track of the activity all over the state yourself, assign someone to help you. Make that Auxiliarist a committee member under the SLO. Committees have no formal standing, but they can act as a powerful communication tool to collect activity data to send up the chain and provide a rapid communication link for data to be sent down the chain.

A locally connected coordinator can help identify problem areas, like turf wars between flotillas, and bring order and guidance to the problem. A member reporting to the SLO eliminates bias between local units. This can also help eliminate bringing those conflicts to the attention of our civilian agency partners, who do not want to deal with them.

Disputes among ourselves lower the professional image of the Auxiliary in their eyes. That needs to be corrected and eliminated before it becomes a problem statewide. Imagine if one location, a state lake for instance, controlled by the Forest Service, had problems with the Auxiliary. This would get communicated to their higher authority. If the same thing happened in another part of the state, they might decide not to deal with the Auxiliary on a statewide basis. The hard work of everyone is compromised by a few.

Think outside the box to find what works in each situation. Maybe there are enough agencies in your state, where it might be useful for a committee member to represent each agency to the SLO. It would provide for rapid communications in times of

emergency, and provide data collection in normal times. In any case, having several people organized under the SLO increases involvement of our members, increases communication between agencies and increases responsiveness in times of emergency. What could be better?

BOATER'S TOP TEN NEW YEAR'S RESOLUTIONS

From BoatU.S.

To help boaters have even better boating experiences in 2005, the BoatU.S. Foundation for Boating Safety and Clean Water suggests these top ten New Year's resolutions that will make your boating safer, cleaner, and more rewarding for everyone aboard:

1. Teach a child or friend how to sail, or introduce them to boating. You can get them started by sending them to the Foundation's [free online boating safety course](#). **(Editor's Note- Students can call the BoatU.S. Course line at 1-800-336-BOAT (2628) to find additional course offerings)**

2. Check your flares, fire extinguisher and other safety equipment to be certain it's in good condition and up-to-date. The U.S. Coast Guard Auxiliary and U.S. Power Squadrons offer free vessel safety checks that can help identify these or any other potential problems.

3. The next time you go fishing, experiment with circle hooks. These fish-saving hooks will save an angler's excitement of the catch for another day-- or perhaps even for your own child.

4. Familiarize yourself with an online weather service so it becomes a routine part of your pre-departure planning. Knowing potential conditions before you go makes float planning easier.

5. Fuel up your boat without spilling a drop overboard this entire season and contain engine room drops and spills with bilge pads and socks. The cumulative effects of a little drop here and there can add up.

6. Purchase and wear an inflatable life jacket. Being comfortable in your life saving, personal floatation device means you will use it.

7. Tune your engine. An engine running at top performance can drastically reduce harmful exhaust or oil emissions and you'll get more miles to the gallon.

8. Set up some easy to identify, separate trash and recycling containers aboard. A readily available disposal system helps everyone keep trash out of the water.

9. Save the alcohol for when you arrive safely back at the dock. The majority of all boating fatalities are alcohol related.

10. Make a donation to your favorite educational or marine conservation group. In doing so, you will make a positive difference for every boater in 2005 and gain a great sense of personal satisfaction.

Happy New Year!

INTRODUCTION OF NEW GRANT BRANCH CHIEF – RESOURCE DIVISION

Nancy Gardner comes to the National Staff from the Annapolis, MD area where she is a proud member of Flotilla 054-01-08. Joining the Auxiliary in 2000, she was elected FC in 2001. Supported by a great Flotilla membership, her eyes were quickly opened to what the Auxiliary had to offer ... and more importantly, what she could offer the Auxiliary. Coxswain, vessel examiner, instructor, FSO-PE/MT, SO-PB/MT, and ADSO-MT positions have kept Gardner busy.

Spending her teenage years on the Chesapeake with both a power and sailboat, Nancy learned to respect and love boating. Now holding Coast Guard Captain's license, she hopes to explore a nautical diversion from her own computer consulting business where accounting and computers may give way to fishing, transport, and that afternoon lighthouse tour.

You can contact Nancy with questions regarding grants at ngardner@sensitivesystems.com.

WELCOME ABOARD NANCY!!!

SOUTHBOUND SNOWBIRDS HAVE NEW POST-HURRICANE MESSAGE BOARD, MARINA AND WATERWAY UPDATES AT BOATUS.COM

From BoatU.S.

Following a record hurricane season, Boat Owners Association of The United States can help southbound snowbirds find their winter havens with a new "Hurricane Aftermath: Marina & ICW Reports" message board at BoatUS.com . This new service offers a place for ICW cruisers to share advice, ask questions, and spread the word about local conditions. Included are waterway updates by noted cruisers Tom & Mel Neale and updates of hurricane-affected marinas by Skipper Bob. The new "Hurricane Aftermath" information can be found under the "Message Board" area in the "Boater to Boater" section at <http://www.BoatUS.com> .

The Neale's reports include waterway cruising information from boaters currently transiting the ICW, information from the U.S. Army Corps of Engineers, U.S. Coast Guard, and their own experiences. Tom and Mel Neale have cruised over 100,000 miles since moving aboard in 1979.

They write for major boating publications and a bi-weekly column on cruising, Tom Neale's Cruising for You, also at BoatUS.com, which includes regularly updated East Coast Alerts and tips.

"This year Snowbirds will find that planning ahead is very important," said Tom Neale. "In some areas more than half of the marinas are closed for business or offering only limited services -- but that's not a reason to cancel the trip. It will just take a little more effort to find fuel, dockage, pump outs or other services," he said.

The Skipper Bob marina reports pass along information from boaters transiting the waterway and include marina ICW mile markers, operating status, phone number, and diesel, gas and transient dockage availability at dozens of marinas affected by hurricanes. Skipper Bob has traveled over 44,000 miles along the East Coast and ICW and published nearly a dozen cruising guides for those looking to save money while cruising.

With information changing daily, BoatU.S. advises snowbirds to check the Hurricane Aftermath message board often - and phone ahead.

Currently posted on the message board, BoatU.S. member and commercial ship captain Duane Lang reports that limited transient facilities and shoaling is leading some boaters to anchor dangerously close to busy waterways, potentially putting them in harm's way. "Commercial traffic seems to have increased as barges are bringing in a lot of supplies to rebuild," said Lang, who reports of some close calls at night as boaters have anchored in busy channels or not displayed an anchor light. "Boaters should also take extra care near 24-hour dredging operations which may not be fully lit, and always be on the lookout for floating debris.

Distribution: Via direct email from DC-B to NEXCOM, and all FC's In Nat. Email Directory. From BC-BRN to Others. 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 without email addresses Upon receipt, FCs are asked to copy and provide copies to flotilla members.