

Waves

Watercraft & Vessel Safety

The Newsletter from the U.S. Coast Guard Auxiliary
RBS Outreach Department

December 2012
Volume 15
Issue 3



SCAN TO SEE
PREVIOUS ISSUES!

U.S. Coast Guard Auxiliary Adds New Publications Partner to Further Boating Safety and Public Education

The U.S. Coast Guard Auxiliary's Recreational Boating Safety (RBS) Outreach Department recently teamed up with WindCheck magazine of Bridgeport, Connecticut, to help promote boating safety, maritime domain awareness, public education and other Auxiliary efforts that support the missions of the U.S. Coast Guard.

As the newest Publications Partner within the RBS Department, WindCheck joins Soundings magazine, Soundings Trade Only magazine and HeartLand Boating magazine in serving the interests of Auxiliarists by providing a wider reach for the Auxiliary's missions. WindCheck, a monthly magazine devoted to sailors and boaters in the Northeast, features stories about those who race, cruise and want to learn about boating – and boating safety – in the region. Their monthly editorials include boating news, a Coast Guard report, an events calendar, published tide tables, racing coverage, cruising topics, junior sailing, environmental updates and boats for sale in the region. The "Captain of the Port" column, written by First District Southern Region's District Commodore-Elect, Vincent T. Pica, provides timely tips, stories and suggestions to make boating a pleasant, safe and rewarding experience.

WindCheck is published eleven times per year, distributing over 30,000 print copies via more than 850

yacht clubs, marinas, marine stores, select restaurants and other waterfront havens in New Jersey, New York, Connecticut, Rhode Island and Massachusetts. WindCheck also is provided at numerous special events each month. Subscriptions are available to Auxiliarists for both print and online versions.

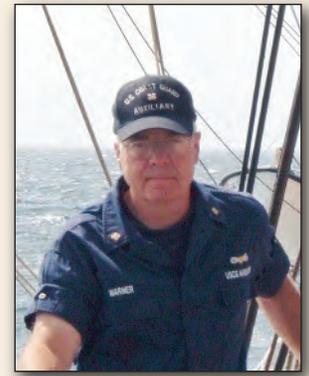


This new partnership also affords Auxiliarists an opportunity to publicize About Boating Safely classes and other public education efforts to readers within the magazine's region. When available, back issues of the magazine may be requested for Auxiliarists who are conducting boating classes and for regional Auxiliary conferences' courtesy packets. Members are encouraged to contact WindCheck with editorial submissions and public affairs information about class schedules and related topics. WindCheck is located at 110 Chapel Street, Bridgeport, Connecticut. Their phone number is 203-332-7639. To email the magazine with questions or to contribute news articles or press releases, go to

windcheckmagazine.com, click on "About Us," scroll down and click on "contact us."

A link to WindCheck will be available soon on shopauxiliary.com that will bring members to a special Auxiliary page for subscription information.

From the Director



We are off to a new start with a new National Bridge – and Recreational Boating Outreach has a new Chain of Leadership at the helm!

Coast Guard Auxiliary senior leaders elected Commodore Thomas C. Mallison of Bear Lake, Mich. as our organization's National Commodore for a two-year term, beginning November 1, 2012. In a subsequent election, Commodore Mark Simoni of Saginaw, Michigan, was elected Vice National Commodore. COMO Harold M. (Hal) Marschall has been named DNACO - Recreational Boating Safety (RBS). Our own COMO, Dan Maxim, has been appointed for a two-year term of office as ANACO-Recreational Boating (RB). He has previously served RBS Outreach as a Branch Chief in two divisions. We also have a new Deputy Director, Bob Myers, who brings a wealth of experience to the job.

I will serve as your new Director of Recreational Boating Safety Outreach. Both COMO Jack Gumb and Director Bruce Johnson have stepped down for a well-deserved break. I know that I will have some very large shoes to fill, and it will take me awhile to get the "sense of the sea" ahead, but I assure you that I will give it my best.

I had the pleasure of attending the National Conference (NACO) this year and had the opportunity to hear the address by Jeffrey N. Hoedt, Chief of the Boating Safety Division, USCG. I was indeed disturbed by the news that the wear rate of life preservers has not changed over several years. Clearly, whatever we are doing is not enough. One of the tasks of this new administration will be to devise new ways even more to stress the use of life preservers.

I also had a chance to hear Ms. Andrea Murdock-McDaniel speaking for the USACE. It is a sad fact that nearly 200 people died in 2011 in the waters within the Corp's jurisdiction. As a result of this statistic in FY 2014, the USACE has set a goal of a 50% reduction in casualties on their waters.

On the plus side, Bruce White, our Liaison Division Chief, reported that the BoatU.S. Foundation's Grass-roots Grants Program, which has funded more than \$1 million in local boating safety and clean water projects for the past 21 years, is more than doubling its maximum grant size to \$10,000 for 2013. The Foundation is looking to fund projects that utilize innovative strategies for educating boaters on safe and clean boating topics. BoatU.S. Foundation is hoping to reach even more boaters with its larger grants.

Please notice that your Waves editor, Tory Boroff, has gone all out on this issue. There is a ton of really interesting articles in it Thanks for a really great job, Tory!

- Scott Warner, DIR-B



Photo by Peter & Joyce Grace

Avoiding Collisions with Kayaks

In the past few years, there have been several tragic examples of small boats, notably kayaks, which were run down by larger, fast-moving boats. A group of prominent engineers recently presented the paper, "Visibility Factors in Small Boat Collisions," at the 2012 International Marine Forensics Symposium sponsored by the Society of Naval Architects and Marine Engineers. This paper offers some good suggestions on how to avoid being run over in smaller boats—kayaks—and, conversely, how to avoid running over small boats.

The suggestions on how to avoid being run over were based on a series of tests on the water using volunteers in kayaks and powerboats. Researchers found that kayaks aren't likely to be spotted by a powerboat until they're a quarter-mile away, which can quickly lead to an "extremis condition." The sooner a small boat is spotted, the better.

Seventy-five percent of the powerboat operators first reported seeing "paddle flash" when they saw the boat. A white or light colored paddle blade was much easier to see than a dark blade. The remaining 25 percent saw the luminous jersey that was being worn by the volunteers.

Among the recommendations to kayakers—

- 1) Carry an audible signaling device.
- 2) Wear fluorescent life vests or shirts.
- 3) Use paddles with white or light colored blades.
- 4) Avoid kayaking in areas with high boat traffic.
- 5) Use flags that can be mounted on kayaks.

Conversely, for owners of larger boats: wear sunglasses; keep a proper lookout; and, be especially alert in areas where you are likely to encounter smaller craft.

Source: "Seaworthy, the BoatU.S. Marine Insurance and Damage Avoidance Report," July 2012, p. 4.

Al Roker, Staff Receive Coast Guard Service Award



WASHINGTON, D.C. – Coast Guard Commandant Adm. Bob Papp meets with Al Roker and staff of Al Roker Entertainment at Coast Guard Headquarters in Washington Aug. 21, 2012. The group received the Meritorious Public Service Medal for exceptional advocacy of the Coast Guard through broadcasts of The Weather Channel's popular primetime series "Coast Guard Alaska." U.S. Coast Guard photo by Petty Officer 2nd Class Patrick Kelley

WASHINGTON – The Coast Guard honored NBC weatherman Al Roker with the service's Meritorious Public Service Award at a ceremony Tuesday at Coast Guard Headquarters.

Roker and staff from Al Roker Entertainment received the award for exceptional advocacy of the Coast Guard through broadcasts of The Weather Channel's popular primetime series "Coast Guard Alaska."

The program gives viewers an inside look into the world of Coast Guardsmen stationed in rugged Kodiak, Alaska, as they conduct dangerous search and rescue missions in the harsh environment.

"Al Roker and Al Roker Entertainment's production of the show 'Coast Guard Alaska' tells the story of Coast Guardsmen, our missions, and our heritage," said Coast Guard Commandant Adm. Bob Papp. "The show also tells the story of the courage, devotion, and support of Coast Guard families and the close bonds that we forge with neighbors as Coast Guard units are part of our local communities."

Roker is co-host and weatherman of NBC's "Today Show," The Weather Channel's "Wake Up with Al" and a 12-time Emmy winner. He is CEO of Al Roker

Entertainment which produces programs for cable and network television. C. Russell Muth, executive producer, Tracie Brennan, executive in charge of production, and Ed Tricomi, supervising producer, represented the production company at the award ceremony.

"The success of 'Coast Guard Alaska' is really telling of how fascinated fans are with our country's Coast Guard and the remarkable stories of true heroism," said Roker. "We are proud to help share the mission and accomplishments of the Coast Guard to viewers all over the country and are honored to receive this prestigious award."

"Since the show began, Mr. Roker's team has worked hard to understand the Coast Guard and tell our story to the American people," said Papp. "My shipmates and I look forward to future episodes of 'Coast Guard Alaska' and the arrival of 'Coast Guard Florida' this season."

The Coast Guard Meritorious Public Service Award is given to recognize: unusual courage in advancing a Coast Guard mission; substantial contribution to the Coast Guard that produced tangible results; and specific individual accomplishments that provide unique benefits to the public.



Photo by Per Palmkvist Knudsen

7 Tips for Swimming Boaters

There have been many tragic drownings this summer, and the BoatU.S. Foundation for Boating Safety has these seven DO NOT tips for boaters who want to swim:

DO NOT . . .

. . . permit anyone in the water until the engine is turned off and the key is out of the ignition.

. . . permit swimming until there is at least one life jacket or throwable flotation aid (tied to the boat) in the water, and every child is wearing a life jacket.

. . . swim at marinas. Electric current leaking from poorly maintained boat electrical and shore power systems can stun you and cause you to drown.

. . . dive in water headfirst unless you know exactly how deep the water is. Ease yourself down a boarding ladder to confirm the water depth.

. . . swim alone.

. . . swim under a boat's swim platform or near any boat with the engine running. You could die from a propeller strike or from carbon monoxide poisoning.

. . . swim in a navigation channel where you could be struck by a vessel or in an area with strong river or tidal currents, which can swiftly carry you away from the boat.

For more information on boating safety programs from the BoatU.S. Foundation, such as the free Kid's Life Jacket Loaner Program, go to their web site <http://www.boatus.com/foundation/>.

Source: BoatU.S. Foundation for Boating Safety and Clean Water

Hypothermia in the Summertime? You're Kidding Me!

WASHINGTON – Hypothermia is not just a winter danger...it's a summertime danger, too. With air temperatures climbing well into the 80s and 90s in many parts of the country, hardly anyone gives a thought to hypothermia while cruising down a river, spending hours fishing on their favorite lake, or heading out on a day-trip to the deeper waters of the Atlantic.

But the fact is water temperatures could be well below the air temperature and an unexpected dunking as a result of a boating accident could have disastrous results...particularly if you are alone.

For example, if you are boating in Miami's Biscayne Bay in mid-July, the water temperature will be in the mid-to-high 80s...and you can spend many hours immersed before the symptoms of hypothermia set in – plenty of time for a rescue.

But if you are boating on an inland lake or river, or off the coast of Long Island or New England, it's an entirely different story. In water temperatures from 70-80 degrees, exhaustion or unconsciousness can set in within 3-12 hours; 60-70 degrees, 2-7 hours, and in water from 50-60 degrees, you could be unconscious in 1-2 hours.

Once your core body temperature drops from normal 98.6 degrees to 95 degrees, your extremities are numbed

to the point of uselessness – trying to fasten the straps of a life jacket or cling to an overturned boat becomes nearly impossible. Panic and shock set in, and total disorientation can occur. Cold water robs the body of heat considerably faster than cold air.

To guard against the potential for succumbing to hypothermia as a result of a summertime boating accident, the Coast Guard Auxiliary suggests:

1. Know the weather conditions before you set out...don't leave your port or dock if the weather may turn rough.

2. File a float plan to tell your friends and family where you are going and when you plan to return.

3. Always wear a life jacket while boating.

4. If you wind up in the water, try not to panic as it can increase heat loss from your body and shorten your survival time...remain in a curled up, heat-retaining position.

5. Stick with your capsized boat and try to get as much of your body out of the water as possible.

6. Avoid consuming alcoholic beverages while boating...they allow heat to escape from the body more quickly because alcohol dilates blood vessels.

US Coast Guard, Auxiliary and Miami Marlins Team Up to Save Lives

MIAMI – The tragic deaths earlier this year of more than 40 Dominicans who drown when an overloaded smuggling boat capsized off the coast of the Dominican Republic have brought together the U.S. Coast Guard, the Coast Guard Auxiliary and the Miami Marlins baseball organization in a team effort to save lives.

Marilyn Fajardo, deputy public affairs officer with the Coast Guard's 7th District public affairs office in Miami, said, "The February tragedy involving more than 60 persons in the Bay of Samana cried out for an appeal to Dominican nationals and others to stop risking their lives on the open water in search of better opportunities elsewhere. We felt that if they could hear that message from someone they all knew about and respected, they might think twice before taking to the sea. We believe Miami Marlins centerfielder Emilio Bonifacio, a Dominican national well known in his homeland, is just that person."

Through the cooperative efforts of the Marlins organization, Bonifacio worked with Coast Guard and Auxiliary personnel shooting Spanish-language public service video announcements that were recently distributed to Hispanic television networks serving the Caribbean.

"Thousands of Dominican immigrants, along with many Haitian and Cuban migrants, attempt to cross the treach-

erous Mona Passage to get to Puerto Rico. The voyage to enter the United States illegally is dangerous and could cost you your life and that of your loved ones. The Coast Guard has saved many lives, but many have been lost at sea," Bonifacio said in his message. "Wanting a better life should not be at the risk of losing it. Do not risk your lives...do not take to the sea."

A Reuters news report on the tragedy said 19 other passengers on the immigrant smuggling boat were rescued and admitted to a medical center with injuries following a large scale rescue effort involving the Dominican Navy, and three helicopters and a cutter from the U.S. Coast Guard in Puerto Rico.

"Poor Dominicans in search of better opportunities often set out late at night on flimsy, overloaded boats, known as yolas, trying to cross the Mona Passage and reach the shores of Puerto Rico, but many die in the attempt." according to Reuters.

"Migrants are risking their lives when they trust ruthless smugglers to make the dangerous voyage...without any consideration to weather conditions or the safety and lives of their passengers," said Capt. Drew Pearson, Coast Guard Sector San Juan Commander.



Importance of EPIRBs and PLBs for Safe Boating

Recreational boaters can ensure their safety, especially when far off shore, by having a GPS-enabled Emergency Position Indicating Radio Beacon (EPIRB) aboard, and Personal Locator Beacons (PLBs) attached to crew members. These devices, which are lightweight, compact and easy to use, can instantly summon help and provide rescuers with precise location information.

EPIRBs are ideal for voyages where traditional communications are spotty. Once activated, either manually or automatically by submersion in water, 406 MHz GPS-enabled EPIRBs broadcast a repeating SOS signal with integrated GPS location from virtually any point on earth for 48 continuous hours. The signal is re-

ceived by Cospas/Sarsat satellites, which identify the beacon's position within a few hundred yards in mere minutes. Search and rescue personnel are then contacted and know exactly where to look.

The 406 MHz PLBs are like small EPIRBs, except that the PLBs can only be activated manually and are secured to the individual crew member, not the boat. They use the same satellites and send an SOS signal with GPS position to summon help. However, their smaller batteries are effective for only 24 hours of continuous operation once activated.

PLBs make a great addition to an EPIRB, providing greater peace of mind when it comes to the safety of

crew members, especially when on deck, on night watch, or solo cruising. They are also suitable for paddlers making outback voyages to remote locations.

Paddlers and boaters who find the price of these devices prohibitively expensive have the option of renting them from the BoatU.S. Foundation for Boating Safety and Clean Water, which is a nonprofit organization. For more information about these devices go to the Foundation site <<http://www.BoatUS.com/foundation/epirb>>.

Source: BoatU.S. Foundation for Boating Safety and Clean Water

National Safe Boating Week & The Adventures of Wampuss the Kitten

by Stacey Wright USCGAux
BAT PAK Outreach Coordinator



Hi! My Name is Wampuss (As in Kitty Wampuss) and I am the newest addition to the *Boating Advisory Trailer - Public Awareness Kit (BAT-PAK)*. I guess you could call me the "BAT CAT". I joined the BAT-PAK team after being rescued from the Miami Seaport. They say I was destined for a life in Boating Safety! My humans Bruce and Stacey Wright adopted me just 2 weeks before NSBW, little did I know then what I was embarking on. Of course arranging for a Life Jacket for me was their first priority! Yes there really is a jacket for a 2 lb kitten out there! I heard I was supposed to get it on one of the stops on something called the Life Jackets for Life Tour 2012. Soon after moving in with them "Mom" and "Dad" took me on practice runs in the car and the next thing I know I was on a 5 hour road trip that started my career as a Boating Safety Advo"CAT"!

The adventure really began in Tampa, where we met up with our friends from FWC for the very first stop on the *Life Jackets For Life Tour 2012*, the 3rd annual NSBW tour. I was purrfectly thrilled to find out that Emily, Brian and Alisha were big feline fans. What a great start for me! We had some breakfast and headed off to the Gandy Boat Ramp. The Pelicans there were huge and a little messy but I felt safe atop the deck of the BAT-PAK and I drew lots of attention from humans of every size, even small ones very close to my own age! It seemed that everyone wanted to pet me, and I

taught the humans how to "Cat-Fish". There was quite a bit of activity going on around us, and I heard the humans say it was something called vessel safety checks by Flotilla 7-9. Seemed from my view this was pretty important but with all those tires, I kept a very safe distance! There were folks from different agencies and TV cameras. I think they were there for a celebration of some sort since they inflated all these yellow balloons. Someone said they were Life Jackets. This got me very excited since I remembered I was supposed to get one too, except it didn't arrive yet and the one they had for me was way too big! I had my picture taken anyway just like everyone else **Wearing IT!!!** I was told a Life Jacket had to be the right fit, and I would have to wait a little longer for my very own.



It was a busy first day, but I had just begun to scratch the surface of this Boating Safety Stuff. Back at the hotel I was so exhausted I curled up on the pillow and fell fast asleep. The next day we were in a city named Leesburg and visited with Flotilla 4-3 at the Venetian Garden Park & Boat Ramp. I met Honey the Bloodhound there and she told me that her life was dedicated to Boating Safety too! She had a life jacket on and it fit her real well! There was the smell of hot-dogs in the air and all the folks that had the Vessel Inspections got a free lunch. For a little kitten like me this was a lot of work, and I did need a little recess now and then. I would encourage my friends Emily (My new Auntie Em!) and Alisha to go "CATfishing"

again and again. That started a new trend for the rest of the tour. Every place we stopped boys and girls were encouraged to wear a Life Jacket and go fishing! No one told them what they were fishing for. I was hiding in the fishing hole, and when folks realized that I was the CAT-fish it was very funny!

It was only the end of the second day, and I heard someone say we had already spread the Life Jacket message to more than 30,000 people. We packed up and again we were on the road... Next stop... next state...Georgia!

On the trip to Macon I made friends with my new pal Sammy the Sea Otter. He is very soft and we like to curl up together.

In Georgia we met up with new friends from the Georgia DNR and Bass Pro in both Macon and Lawrenceville. We ran into a lot of folks that were interested in learning more about Georgia State Laws and we gave away lots of some book called Regulations. Just like on the first stops we gave away a lot of other things too like Frisbees and Coloring Books. I met more Dogs, but I don't think they were good boaters because they weren't wearing Life Jackets. My first Life Jacket finally came and I thought it was really fun to try to put it on. My head would peek out just over the collar, but my legs were still too short to balance, I don't think that is what they meant by me being a ROLL model, but it sure made Mom and Dad laugh.

Our last State was South Carolina, they have a DNR too! We also met some folks from a place called the Army Corp of Engineers. Just like in Georgia they were all really nice. We were at several boat ramps over the two days there, and met some really nice boys and

girls wearing life jackets while they were boating with their Moms and Dads. The South Carolina folks gave them T-shirts that said they were caught wearing a jacket. "Dad" spent some time talking to the DNR folks about a program for paddlers and using a sticker to find their Kayaks. I heard Dad tell Mom it was time to head back to Miami and they figured out that more than 100 Vessel Inspections were completed and 147,000 people saw our message to **WEAR IT!**

So after 3 states, 5 hotels and more than 2000 miles my first tour as the BAT CAT was licked. I think I am really going to like this job! New sites, New sounds, New Smells, New friends what more can a kitten wish for... but it was time to make our way back to Miami. Before I romp off to my pillow, I want to send a loud Meow and Thanks to FWC, Georgia and South Carolina DNR, The US Army Corp of Engineers, the US Coast Guard, and last but not least the US Coast Guard Auxiliary Flotillas.

When I got back home to Miami I had a present from Paws Aboard. A new yellow Life jacket, boy do I look Handsome! I am ready to sail away on a CATamaran. I have a lot more training to do to learn all the things I will need to know as I grow into a pawsitively awesome Boating Safety Specialist. But, now I am going to take a catnap and dream of the Florida Keys and Mini Lobster Season.



Photos by Alicia Wellman and Stacey Wright.

Sarasota Resident Is New National Branch Chief for Coast Guard Auxiliary

SARASOTA, FLA. – At their luncheon meeting on Thursday, May 10, 2012, the Sarasota Power & Sail Squadron (part of the United States Power Squadrons) welcomed two members of the U.S. Coast Guard Auxiliary Flotilla #82, Long Boat Key Flotilla Commander Bill Myers and newly appointed National Branch Chief--Liaison to the United States Power Squadrons, Stephen Ellerin. Sarasota Power & Sail Squadron's Commander Susan Lomastro joined Bill Myers in performing Mr. Ellerin's "Changing of the (Shoulder) Boards" ceremony. The new shoulder boards reflect his new office.

This new position signifies a national commitment by the two organizations to broaden their cooperation in promoting recreational boating safety through increased boater education, recreational vessel safety examinations, and public awareness events.

District Commander Don Parrish of the Power Squadron's District 22 also participated in the ceremony.

The United States Power Squadrons, organized in 1914, is a non-profit, educational organization dedicated to making boating safer and more enjoyable. USPS members are boating families who contribute to their communities by promoting safe boating through education.



USPS has nearly 40,000 members organized into over 400 squadrons across the country and in some US territories. Each squadron's activities involve the three primary objectives of USPS: community service, continuing education, and enjoying the friendship and camaraderie of fellow members.

For more information on the United States Power Squadrons, visit <http://www.usps.org>.



BoatU.S. "Best Flotilla" Award Goes to Small Flotilla in Nevada

One of the smallest US Coast Guard Auxiliary organizations, Flotilla 97 of District 11SR, was honored by Boat Owners Association of The United States (BoatU.S.) with the prestigious "Best Flotilla in the Nation" Award for 2011 at this year's Auxiliary's National Convention held August 22-26 in San Antonio, Texas. The flotilla, which has just one patrol vessel and the bare minimum number of members to sustain a unit, bested over 1,000 other flotillas from across the US for the top honors.

Located in the southern portion of Lake Mead Recreation Area in Cottonwood Canyon on the shore of 67-mile long Lake Mohave, Flotilla 97's six Vessel Examiners managed to complete 1117 Vessel Safety Checks, over 400 more than the previous year. In addition, their single patrol boat, manned by 97's coxswains and crew, completed 21 safety patrols, verified the latitude and longitude of 33

Aids to Navigation, completed public affairs and educational missions, and provided recreational boating safety information to thousands of lake visitors.

The treacherous 67-mile stretch of water downstream of the Hoover Dam is hemmed by a sheer-walled canyon and has blistering summer temperatures as well as afternoon winds known to kick up four-footers that can smash boats against sheer cliffs and scuttle small craft. BoatU.S. President Margaret Podlich commended the members of Flotilla 97, noting that they "excelled at their duties and did an amazing amount of work to help boaters stay clear of the dangers of the lake. By doing that, they ensured everyone had a positive experience and came home safely."

Source: BoatU.S. Foundation for Boating Safety and Clean Water

Boaters Use a Checklist Before Getting Underway

WASHINGTON – Keeping track of appointments or events has become more complex in a very over scheduled world. A list of reminders added to the calendar on the refrigerator or in the smartphone can help make sure nothing is

forgotten. When it comes to leisure time a checklist is still valuable especially when heading out onto the water.

Create a pre-underway checklist like the Coast Guard Auxiliary has for their boat crews. Each time before an Auxiliary boat leaves the dock the entire crew reviews a standardized checklist together. Once all the items on the list are checked off it is time to get underway.

It does not have to be complicated; this is just an example of a pre-underway checklist you could use:

- Driver's license
- Current registration papers and boating safety course completion card
- Check fuel supply and oil level
- Working proper navigation lights for night operations
- Enough lifejackets, the right size for all
- Marine radio
- GPS
- Float plan left in your vehicle or with a friend
- Other emergency equipment such as flares, first aid kit, signaling devices and tools

If something does not add up it is OK not to get underway. It is always better to choose safety than take a risk with your life or the lives of your passengers



David Elliot USCG Auxiliary Assistant National Commodore for Response and Prevention reviews pre-underway checklist with crew member Wayne Johnson before getting underway. U.S. Coast Guard Auxiliary photo by Diane Riggan.

US Coast Guard Auxiliary Volunteers Work to Fill Fishing Boat Safety Check Gap

WASHINGTON – The U.S. Coast Guard's commercial fishing vessel examination program has helped save lives since 1991, but a new federal requirement means civilian volunteers of the Coast Guard Auxiliary will soon have a bigger role in checking boats and equipment headed out to sea.

Ken Lawrenson coordinates the work of civilian, active duty Coast Guard and Coast Guard Auxiliary vessel examiners throughout Alaska. He said harvesting crab, cod and halibut from the rich fishing grounds of the North Pacific and Bering Sea is "one of the most dangerous jobs a person can have."

Alaska has fewer than 30 qualified examiners to check about 3,800 vessels that will fall under the new requirement, and other regions face similar potential work overloads.

"I wish I had four times as many," Lawrenson said. "We're looking to the Auxiliary to augment the workforce."

Vessel safety examinations have been voluntary so far, but a provision in the federal Coast Guard Authorization Act of 2010 makes them mandatory for all fishing vessels oper-

ating in U.S. waters. The provision is expected to go into effect in late 2012.

"We're looking at an increase in workload without the proportionate increase in resources," Lawrenson said.

American citizens over 17 years old with experience or interest in the fishing industry can join the Coast Guard Auxiliary and help this effective program improve safety in America's commercial fishing fleet.

Nationwide, the Auxiliary currently has 216 volunteers qualified to perform commercial fishing vessel exams, but many more are needed.

Al Morris, an Auxiliary member and former commercial fisherman in Kodiak, Alaska, recently underwent a week of intense vessel exam training in Yorktown, Va., working alongside active duty trainees. He has seen firsthand the improved safety record of fishing boats that participate in the vessel examination program.

"I felt that I could help fishermen follow the rules," Morris said.

Partnerships with Purpose

by Barbara Burchfield, BC-BSS

Changing the way people think about boating safety is the key to successful boater education. In South Carolina, changing the way we think about promoting boating safety has improved the Auxiliary efforts considerably. Essentially, we are changing from a "competitive" to a "cooperative" attitude and position with other agencies and boating affiliates. And it makes sense; we all have the same fundamental purpose to minimize boating accidents and fatalities.

There are nearly 500,000 registered boats in South Carolina, making this state 8th in the nation in the number of registered boats. It's going to take all of our efforts to get the boating safety message out to all those boaters.

State Liaison Officers-South Carolina (SLO-SC) Festus and Barbara Burchfield have partnered with South Carolina Department of Natural Resources (DNR) on a number of issues. Since 2010, DNR has authorized Auxiliary boating classes to be advertised on their website, allowing students to register online. In 2011, DNR authorized SLO-SC Barbara Burchfield access to the DNR website to manage the Auxiliary classes and student registrations. According to Lt. Billy Downer, Head of DNR Boater Education, this partnership with the Auxiliary has increased boating education student enrollment by 15% in 2011. Additionally, SLO-SC receives and manages an annual distribution of DNR Boating Law & Responsibilities Handbooks for three Auxiliary Divisions with flotillas in South Carolina.

Representing the Coast Guard and Auxiliary, SLO-SC Burchfields joined the Lake Murray Safety Consortium (LMSC) with its formation in May 2010. This group of like-minded boating advocates teamed up after a particularly horrific boating accident to create a loose knit partnership: SCDNR, the four County Sheriff's Department (Richland, Lexington, Saluda and Newberry), Lake Murray Power Squadron, Coast Guard Auxiliary, South Carolina Electric & Gas, Lake Tours, Inc., and Lake Murray Association. All have a personal, business or jurisdictional interest in the lake and safety issues. LMSC meets every month with a candid exchange of information, ideas, and assessments. Over time, we have come to know each other, how each agency works, what contributions are made, and how we can help each other.

Now two years old, LMSC is successful because of its partnerships, their convictions and contributions. A number of LMSC press releases and public service announcements have generated boating safety awareness, and informational boating messages are included in floatable key chains given out to boaters. Recently, LMSC received \$3614.00 for boating safety signage from BoatUS in a highly competitive Facebook contest. We are many agencies on a course to change the way people think about boating safety and to minimize boating accidents.

We are all partners with a purpose.



SUP Supplemental Resources at RBS Outreach AUXBWiki

Additional materials about Stand Up Paddling (SUP), including bibliography and short online videos, have been added to the RBS Outreach AUXBWiki under Paddle Sports. In addition, videos for other paddling fields including whitewater and sea kayaking, rafting, and canoeing have been added. These videos run from about a minute and a half to five minutes and are useful supplements for Auxiliary Public Education instructors teaching the Paddle Sports safety classes.



Photo by BoBA

Boaters Must Consider the Effects of Prescription Medication Before Leaving Dock

WASHINGTON – Prescription medications can bring on unwanted side effects to boaters on the water far from emergency personnel. “The marine environment exposes people to heat or cold, motion, wind, noise and other factors that can cause fatigue in anyone,” says Richard C. Lavy, M.D. The physical condition of everyone on board should be assessed before leaving the dock. Lack of shade and over exposure to the sun and heat along with ever changing sea conditions can bring on dehydration, dizziness and heat exhaustion. Drowsiness or confusion will impair the ability to operate a boat safely much like too much alcohol.

Recognize the signs of medical distress and know how to call for help. Depending on geographic area, use VHF marine channel 16 or call 911. Know before you go.

Remember this acronym - BOAT SAFE – it stands for -

- **B**ring plenty to eat and drink – avoid dehydration
- **O**perate the boat in a safe and responsible manner
- **A**lways wear a life jacket
- **T**ake a boating safety course
- **S**un, wind and temperatures can be more of a factor than boaters think
- **A**nnual courtesy vessel safe check
- **F**ile a float plan – leave it with someone who will take action if overdue
- **E**valuate the readiness of operating crew and passengers – it is ok to not get underway when there is doubt

For more information go to www.uscgboating.org or for a boating safety class contact the Coast Guard Auxiliary at www.cgaux.org.



BoatU.S. Foundation Identifies Youth Programs for Life Jacket Donations by West Marine

West Marine, the nation’s largest specialty retailer of boating supplies and accessories, has partnered with the non-profit BoatU.S. Foundation for Boating Safety and Clean Water to donate more than 2,500 easy-to-wear, type-III vest-style life jackets as part of its Blue-Future(TM) initiative.

The BoatU.S. Foundation identified camps, programs targeting at-risk youth, and community swimming and sailing programs to receive these life-saving donations. Additionally, the National Safe Boating Council and several state boating agencies in Tennessee, Kentucky, Ohio, Pennsylvania, Washington, and Florida received jackets.

The camps and groups receiving the donated life jackets range from the Girl Scouts of Eastern Massachusetts to the Mataguay Scout Ranch (Boy Scouts) in San Diego. “We looked at the wide variety of summer camp and sailing programs that get youth on the water, and saw a real need,” said Lynne O’Hearn of the BoatU.S. Foundation. “We greatly appreciate West Marine’s effort and I’m sure the kids will appreciate wearing these comfortable jackets instead of the standard orange horse-collar-type jacket that most camps offer. If kids learn early that life jackets can be comfortable, they will embrace wearing them their entire lives.”

Source: BoatU.S. Foundation for Boating Safety and Clean Water

Working Together, We Can Leave a Bigger Wake

by Don Goff, BC-BLC

Currently, the national leadership of the Auxiliary is working with their counterparts in the United States Power Squadrons (USPS) to implement our recent Memoranda of Understanding.

Yet the question that I hear most often at the local level is, "Why should we 'feed the competition'?"

The answer comes from recognizing that, between the Auxiliary and the USPS, we only reach about 3% of the recreational boating public with our PE classes and Vessel Safety Exams. When, between our two organizations, we are only managing to reach about 3% of the recreational boating public, we really are not in competition with each other.

Rather, we are in a partnership to reach the 97% whose attention neither organization is currently catching.

Both the Auxiliary and the Power Squadrons share similar interests, in recreational boating, and similar avowed goals, to improve safety on the water. Why should we view ourselves as working to cross purposes when, by working together, we can "leave a bigger wake"?

By approaching our local media together with our USPS counterparts, we can legitimately claim to represent a larger share of that media's audience, which increases our chance of favorable coverage.

Also, by dividing our publicity tasks, we can often double our effective coverage. So cooperation is most likely to boost attendance at our "VSE Blitzes," safety demonstrations, and other events.

A frequent objection – from members of both organizations – is that, at some event, one group or the other will "capture" some of the vessel exams or potential new members. However, if our extra coverage draws more attendees, then each organization should leave the event with more vessel exams, class attendees, and new members than either group would have captured alone.

Let's also recognize that the Auxiliary and the Power Squadrons tend to attract different members. Although we share common educational and safety goals, our organizations are built on different foundations – the Auxiliary is rooted in the Coast Guard, while the Power Squadrons basis is primarily social.

Chances are, then, that we move in different circles, as well. Consequently, we probably have different friends and associates. We probably also have different skills and resources. So "they" may have members qualified to teach classes in areas where "we" have few or none. And vice versa.

Although it is not the purpose of this new cooperation to steal members from each other, many families do belong to both organizations. By reaching out to your local Power Squadron, you may find some USPS members who are not yet (or no longer) Auxiliary members who may want to join your flotilla; and some Auxiliary members may find expanded contacts in their local Power Squadron.

Since many members of the Power Squadrons own boats, encouraging cross-membership may increase a flotilla's roster of operative Auxiliary facilities, as well as its pool of experienced potential Vessel Examiners and Program Visitors.

Finally, there are some editors and event organizers, including some who came of age during the "protest" years, who may still have a bias against anything military (we have found that in our division). Approaching them in partnership with the USPS may open those doors.

In short, by building cooperation between two organizations that should be natural allies, we can enhance our ability to get our message out to our target audience, the boating public. By "leaving a bigger wake," perhaps we can generate more awareness of, and interest in, our mutual message.

Let's cooperate to reach the 97% of the recreational boating public that we're now missing – that segment of the boating public which, the latest Coast Guard statistics confirm, needs us more than they know.



The RBS Outreach Department

Mission Statement

The RBS Outreach Department, under the program guidance of the U.S. Coast Guard Office of Boating Safety and the direction of the Auxiliary Recreational Boating Safety Directorate, provides assistance to Coast Guard units, Auxiliary National Departments and Auxiliary District organizations in their efforts to promote and support recreational boating safety programs. RBS Outreach provides both informational and fiscal resource services to the Auxiliary membership.

In addition, the RBS Outreach provides liaison with State Boating Law Administrators and other recreational boating safety organizations, i.e., state, federal and the public sector.

Department Director (DIR-B)

Scott Warner

scott.warner@cgauxnet.us

Deputy Director (DIR-Bd)

Bob Myers

katiebob@comcast.net

Division Chief Communication Service (DVC-BR)

Bruce Lindsey

lindsey2818@bellsouth.net

Branch Chief Newsletter Editor (BC-BRN)

Victoria "Tory" Boroff

auxiemoron@gmail.com



Distribution: All FCs & DCOs with email addresses in AUXDATA, plus NEXCOM, CG-542, CG-5422, and CG-54222 via direct email from Director RBS Outreach Department (DIR-B). *Upon receipt, FCs are asked to forward the email or provide hard copies to flotilla members.*

Confidentiality Notice: PRIVACY ACT OF 1974: The disclosure of the personal information contained in this publication is subject to the provisions contained in the Privacy Act of 1974. The subject Act, with certain exceptions, prohibits the disclosure, distribution, dissemination or copying of any material containing the home address, home telephone number, spouses names, and social security numbers, except for official business. Violations may result in disciplinary action by the Coast Guard and/or civilian criminal sanctions.

Please send story submissions to:
auxiemoron@gmail.com