

US COAST GUARD AUXILIARY

F A L L 2 0 1 4

V O L U M E 1 7 ~ I S S U E 2

Waves

Watercraft & Vessel Safety



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From the Director

RBS Safety Message from Kelly Townsend, DIR-B

My Experience with Classic Boats & Vessel Safety Checks

We are all familiar with the old axiom “once a man, twice a child”. In April of 2014, I officially entered my “second childhood”. I purchased a boat that has long been on my bucket list. I have always wanted a classic 70’s Glastron Carlson. But this was not just any Carlson. It was a 1973 Carlson with gold metal flake paint, exactly like the boat driven by Roger Moore playing James Bond in the 1973 movie “Live and Let Die”.

The previous owner assured me that all I’d have to do is tow her home and put her on the water. As with many used boat sales, (especially for a 41 year old boat), we’ll just say that was a very overly-optimistic opinion! Other than some much needed mechanical and cosmetic repairs, the foremost thing in my mind was to get the boat up to USCG safety standards to pass an Auxiliary Vessel Safety Check. In very little time, I discovered that getting my “second childhood” classic boat up to USCG Vessel Safety Check standards would entail a lot of work on my part, and a fair investment of time and money.



Kelly Townsend
Director, RBS Outreach



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FROM THE DIRECTOR

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In almost four months time, I equipped this vessel with new life jackets, a throw cushion, and an updated fire extinguisher. Then came a re-wiring of the anchor light; installation and re-wiring of a new bilge pump; a bilge exhaust air fan along with new duct hoses; and installing battery terminal covers. When all safety equipment was up to par, I proudly submitted the boat to my Flotilla's FSO-VE for its Vessel Safety Check, which it passed with flying colors.



While undertaking this restoration project, I became curious as to why it seemed my 41 year old boat lacked a cohesive layout of standard safety equipment. After some Google searching, I discovered the Federal Boat Safety Act of 1971. This was the first update by congress of boating safety regulations since 1958. (The 1958 act was an update to 1940.)

While doing this research on the 1971 Boating Safety Act, I discovered that the first phase of this act did not go into effect until March 1973. And that first phase only required that all vessels carry personal flotation devices for all persons onboard. Other safety

standards became requirements in the years that followed. Until 1973, boat manufacturers had no central requirements on standardized safety features that we all take for granted with NMMA and ABYC standards on today's modern boats.

I know there are not a lot of 40+ year old classic boats left on the water, but there are a few. I regularly see some of them every time I go boating. Based on my experience while partially restoring a classic boat, please be aware, when performing VSC's on these older boats, that they had none of the centralized safety requirements that we have today.

So...give that bilge pump, bilge fan & hose, battery terminal covers and fire extinguishers a good look when doing Vessel Exams on older classic boats.

It could certainly help save some lives!

Kelly Townsend
RBS Outreach Director (DIR-B)



CONGRATULATIONS TO DAN MAXIM

Como Dan Maxim, ANACO RBS Inducted into the Boating Safety Hall of Fame

Earlier this year, a boating safety champion was inducted onto the National Boating Council's Boating Safety Hall of Fame. The Boating Safety Hall of Fame recognizes individuals who have shown exemplary leadership and performed outstanding service on behalf of boating safety. Dan Maxim was one of only two inductees this year.



Dan Maxim

Throughout many years, Dan Maxim has held U.S. Coast Guard Auxiliary posts from Flotilla Commander through District Rear Commodore, and has been appointed to various national staff positions including the Branch Chief through Department Chief of Education.

Dr. Maxim has also served as the U.S. Coast Guard Auxiliary liaison to the National Boating Safety Advisory Council (NBSAC) and served as the former National Directorate Commodore, Recreational Boating Safety.

In addition, Dr. Maxim has U.S. Coast Guard training at the National Search and Rescue School, National Aids to Navigation (ATON) School, National Advanced Vessel Operator School, and numerous leadership courses. He is the only U.S. Coast Guard Auxiliarist nominated to attend the U.S. Coast Guard Academy Loran-G Engineering course and one of just two U.S. Coast Guard Auxiliarists funded to attend the University of Southern California course in Aviation Safety Program Management.

"Dan's dedication to boating safety and his continuous work of thinking outside the standard concepts has truly shaped the recreational boating safety community," commented Fred Messmann, deputy director of the National Safe Boating Council. "His ability to articulate what is missing and provide suggestions on possible solutions is key to many of the intervention policies being developed for boating safety today and into the future."

His unique talents are now being utilized on the Research and Development Objective, a new objective the National Strategic Plan of the Recreational Boating Safety Program. At his suggestion and guidance, those committed to shaping the Strategic Plan have helped to better collect data, fill in the gaps and look into the future to mitigate the consequences of missed opportunities. It's important to note that Dr. Maxim does all of this work on a volunteer basis. Dr. L. Maxim is president of Everest Consulting Associates, a consulting firm located in Cranbury, New Jersey, that conducts research in health, safety and environmental

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PADDLE READY APP FROM THE ACA

Article provided by the American Canoe Association (ACA)

Paddle Ready is a new app designed for paddlers who want to maximize their fun and safety on the water. Free on the [App Store](#) and [Google Play](#), Paddle Ready allows users to get real-time environmental coverage for various paddling venues, fill out a float plan and easily send it to friends, search for ACA instructors and courses, and have important safety and rescue information at their fingertips.

More than ever before, people are choosing paddlesports as a way to keep physically fit, experience adventure, and spend time with family and friends in the great outdoors. Whether kayaking on a lake, rafting down a river, stand up paddleboarding in the ocean, or canoeing down a stream, millions of Americans participate in paddlesports each year. With the influx of novice paddlers on all types of waterways comes an increased risk of injuries and deaths. Canoes, kayaks, and stand-up paddleboards were involved in 20% of all boating casualties last year (U.S. Coast Guard 2013 Recreational Boating Statistics).

Paddle Ready is the newest addition to our ongoing campaign to develop, produce, and disseminate a wide range of safety, education and instruction programs to serve the 50+ million Americans who participate in paddlesports annually. This convenient app will benefit new and experienced paddlers alike. It will help inform your friends and family where you'll be paddling, let you quickly check the conditions of your favorite routes, allow you to watch videos to refresh your memory on self-rescue techniques, and so much more. For those who are new to the sport, the app also makes it easier to connect with local ACA-certified instructors and get involved with the paddlesports community at both a state and national level.

Visit the [App Store](#) or [Google Play](#) to download the FREE Paddle Ready app today!

[American Canoe Association](#)



Congratulations to Dan Maxim (Continued from Previous Page)

quality for clients in the mineral industries. Dr. Maxim holds three Masters Degrees and a Ph.D. in operations research with an emphasis on statistics and economics.

He is an experienced navigator, both aircraft and marine, is an aircraft pilot, rated for commercial, instrument, single and multi engine land and sea, gliders, advanced and instrument, is a flight instructor and owns a Post 42' Sport Fish boat.

Editor's note: COMO Dan Maxim is the current Assistant National Commodore for Recreational Boating Safety, US Coast Guard Auxiliary.

This article is reprinted from the SCA (*Small Craft Advisory*), July-August 2014. SCA is a publication of the National Association of State Boating Law Administrators (NASBLA).

A LIFEJACKET BUYS YOU TIME!

Promoting Lifejackets Using Cold Water Immersion Logic

By Paul Newman, USCG LCDR (Ret)

Eleventh District Recreational Boating Safety Specialist

The TV crew was on a boat dock interviewing a Coast Guard Auxiliarist about lifejackets. “I’m a good swimmer,” said the reporter, “So why should I wear a lifejacket?”

I waited, hoping I wouldn’t hear the answer I knew was coming.

“Well, you could hit your head and go unconscious,” said the Auxiliarist.

“Ugh!” I groaned at the TV. “What a missed opportunity.”

We’ve been trying to scare people for decades telling them they’ll hit their head or get hypothermia and it just isn’t supported by the facts or statistics. Besides, most people just shrug it off and think, “That won’t happen to me.”

It’s time we updated our conversations using common experience, backed by credible research such as that done by Cold Water Boot Camp USA.

Everyone knows what happens when you step into a cold shower: it takes your breath away and you gasp. Well, Cold Water Boot Camp USA (CWBCUSA) proved that boaters gasp when they fall into cold water too. If they can’t control their breathing in that initial splash, they’ll drown.

CWBCUSA was a 2008 research project of the National Water Safety Congress, funded by a Coast Guard grant to understand how critical the first few

minutes are to survival in cold water. “Cold” is defined as less than 70° Fahrenheit so most waters in the USA qualify as “cold” most of the year.

This research showed that most of people who drowned probably died of cold shock or cold incapacitation (not to be confused with hypothermia which takes much longer). When volunteers jumped into 45° water they experienced the symptoms of cold shock: an initial gasp, hyperventilation, and extreme difficulty swimming. Some couldn’t even swim the length of a 25-foot Coast Guard boat without needing help.

If they calmed themselves and stayed in the water a few minutes longer they experienced cold incapacitation. Their fingers and arms stopped working. They couldn’t climb back onboard a boat or help themselves. They succumbed to swim failure: their arms and legs couldn’t make effective swimming motions to keep them afloat. They would have drowned if they didn’t have a rescue swimmer to hold them up.

They took a few people all the way into mild hypothermia and that took a lot longer than most people think. It takes an hour or more for hypothermia to take effect (depending on water temperature, body composition, etc.) and another hour after you lose consciousness for your heart to stop. Without a lifejacket you’ll drown before you die of hypothermia.

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A LIFEJACKET BUYS YOU TIME!

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There is more research on the Cold Water Boot Camp USA DVD*, but they summarized the three stages of cold water immersion with the 1-10-1 Principle:

1: Cold Shock (first minute)

- Gasp reflex (inhaling or aspirating up to a quart of water if underwater)
- Hyperventilation (rapid, uncontrolled, ineffective breathing)
- Drowning if you can't calm yourself.

10: Cold Incapacitation (after 10 minutes or more, if able to survive cold shock)

- Loss of muscle dexterity (can't get back in the boat, operate radio, etc)
- Swim failure (can't swim, no longer a "strong swimmer")
- Drowning if not rescued

1: Hypothermia (after one hour or more)

- Only if wearing a lifejacket.



Utah officer training with an inflatable.
Photo provided by Paul Newman.

Now pair this with research with a new slogan:

“A Lifejacket Buys You Time.”



Stand-Up Paddle board, Utah, July 2009.
Photo provided by Paul Newman.

1: Cold Shock

- “A lifejacket buys you time to catch your breath.”

10: Cold Incapacitation

- “A lifejacket buys you time to rescue yourself”

1: Hypothermia (only after an hour or more)

- “A lifejacket buys you time to wait for rescue.”

Still not convinced? Picture this: Summer on Lake Tahoe; air temp about 70°, water temp 60° on the surface: A man falls off his Stand UP Paddleboard (SUP) and goes straight down, drowning instantly. He experienced cold shock response (witness statement showed he did NOT hit his head).

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A LIFEJACKET BUYS YOU TIME!

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A week later on the same lake a 17-year old boy with a bunch of friends all begin to panic while swimming 25 yards back to the boat from a small island. While rescuers try to put lifejackets on the other boys having difficulty in the water the 17-year old drowns. He experienced swim failure caused by cold incapacitation.

So now what do you say to that “strong swimmer?”**

“That water is cold and a Lifejacket Buys You Time.”

Time to catch your breath (1 minute)

Time to rescue yourself (10 minutes)

Time to wait for rescue” (1 hour or more)

**Note: Ask the person where they usually swim. If it’s in a pool, then remind them that swimming pool water is typically 80-90°, according to the US Fitness Association.



Newman discussing the basics of inflatable PFD's.

Paul Newman is a retired Coast Guard Lieutenant Commander and is the Recreational Boating Safety Specialist for the Eleventh Coast Guard District.

Additional Information

The 1-10-1 rule is also on the top of page 64 in the USCG pamphlet A Boater’s Guide to the Federal Requirement for Recreational Boats available from ANSC. It refers to it as the three phases of cold water survival.

*For more information and a DVD on Cold Water Boot Camp USA, contact the National Water Safety Congress, at:

www.watersafetycongress.org

LIFE JACKET TYPE CODE LABELS GO AWAY

Step Toward Eliminating Confusion and Introduction of New Designs

Article provided by BoatUS

ANNAPOLIS, MD. September 30, 2014 -- In a move that's expected to benefit recreational boaters, on Oct. 22 the US Coast Guard will drop the current life jacket type code scheme -- Type I, II, III, IV and V -- that has been used for years to label and differentiate the types of life jackets and their specific use. Chris Edmonston, BoatUS Foundation for Boating Safety President and Chairman of the National Safe Boating Council, said, "The boating safety community believes this move by the Coast Guard will help lead the way toward more comfortable and innovative life jacket designs, help boaters stay on the right side of the law, lower costs, and save lives."

Explains Edmonston, "This is positive news is that we will no longer see a Type I, II, III, IV or V label on a new life jacket label after Oct. 22. This type coding was unique to the United States, tended to confuse boaters, limited choice and increased the cost of life jackets." He says removing the type coding is a first step towards the adoption of new standards that will eventually simplify life jacket requirements for recreational boaters.

"This move is expected to lead to the introduction of new life jacket designs, especially those made in other countries as US standards will be more 'harmonized,' initially Canada and eventually the European Union," said Edmonston. "Along with a wider variety, aligning our standards with those to our neighbor to the north and across the Atlantic will help

reduce prices as manufacturers won't have to make products unique to the US market."

However, Edmonston cautions boaters must still abide by the current standards when using older life jackets marked with the Type I-V labeling, as they will remain legal for use. "We must continue to have a properly fitted life jacket for all aboard, and as always, you'll need to follow the label's instructions regardless of when it was made. Simply put, if you follow the label, you're following the law." A full list of the current life jacket types and descriptions can be found at BoatUS.org/life-jackets, and any update on new life jacket types and styles will be posted here when available.

In additional effort to help change the mindset of what a life jacket must look like, The BoatUS Foundation, the Personal Floatation Device Manufacturers Association (PFDMA) and the National Marine Manufacturers Association (NMMA), recently kicked off a "Innovations in Life Jacket Design Competition" to seek out the newest technologies and design ideas. Running through April 15, 2015, the contest seeks entries from groups or individuals, including collegiate design programs, armchair inventors or even boat and fishing clubs. Entries may be as simple as hand-drawn theoretical designs to working prototypes and will be judged based on four criteria: wearability, reliability, cost and innovation. For more, go to:

www.BoatUS.org/design

STRATEGIC PARTNERSHIPS FOR RBS

Herb Angell, President -NASBLA

National Association of State Boating Law Administrators

In the promotion of Recreational Boating Safety, we must understand, among other safety issues, the importance of State Liaison Officers (SLOs). State Liaison Officers serve as the Coast Guard Auxiliary's communication with the states, and should serve as a conduit for communication between each State Boating Law Administrator (BLA), the U.S. Coast Guard and the Auxiliary District Commodore. If it's working the way it was designed, the State Liaison Officers will have periodic contact and visits with the State Boating Law Administrator.

The purpose of this is to establish and maintain a good working relationship with the State RBS partners. Auxiliary SLOs work with State BLAs to ensure that Auxiliary Public Education courses are state (NASBLA) compliant. In most all cases, the State Boating Law Administrator will insist that both the safety course material and exams include state specific information, as well as exam questions. In some cases, the state may even supply its own course materials.

While the Boating Law Administrator is only one person, the state generally has multiple resources available in the way of administrative staff, public education and public relations personnel, along with on-the-water law enforcement personnel – just to name some of the “people” resources. These resources, in turn, can be an asset to the Coast Guard Auxiliary's Public Education, Public Affairs and Vessel Safety Examination programs.

There is a huge benefit to the states. The State Liaison Officer can act as a pipeline for boating information to pass between the Auxiliary and the State Boating Law Administrator. The exchange of information is valuable to both the state agency and the Auxiliary, and therefore the boating public which both entities are serving. The State Liaison Officer can also advise the Boating Law Administrator on how to contact the Auxiliary using the proper chain of communication.

State Liaison Officers are appointed by their respective District Commodores (DCO). Therefore, the SLO is directly responsible to their DCO to carry out the objectives in the Auxiliary Manual, while consistently serving as the Commodore's most direct conduit of communication to and from the state.

One of the hurdles the District Commodores are faced with is who would make the best SLO for a specific State Boating Law Administrator. The relationship between these two people starts with an atmosphere of trust. Just as all partnerships survive, the key element is one of complete trust. Each party must feel comfortable and relaxed enough that various discussions can be had without a threat of overpowering the other. The relationship should be one of a strategic partnership. The strategic partnership should be mutually beneficial relationships between the state and the Auxiliary. The assets each has contributes to the strategic partnership can be tangible or intangible.

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WHY WE ARE HERE

By Stephen Ellerin, DVC-BL
(Chief, National Liaison Division – RBS Outreach Directorate)

Recreational Boating Safety (RBS) is why we're here; it's the primary mission assigned to us, members of the Auxiliary, by the Coast Guard. It's a pretty wide umbrella, and like a good umbrella, the term Recreational Boating Safety "covers" almost everything we do. However, RBS works only when we, individual Auxiliarists, get involved.

Every time an Auxiliarist stands watch at a station, cooks a meal for active duty members, inspects the underside of a bridge, goes out on a safety patrol or teaches a class, s/he frees up an active duty member to focus on securing our borders or enforcing our country's laws.

One of my last stops was in Scotland. While I didn't relish putting on long sleeves in summer (one reason I moved to Florida was so that I wouldn't need long sleeves even in winter), it was a thoroughly enjoyable visit. And a store window in Edinburgh offered a local variation on the ubiquitous T-shirt: "Keep Calm and Get Oan Wae It."

Let's do that. If you are at the point in your career where you have ample free time, get out there and enrich your life by volunteering. If you're still building your career, take on a new task that adds to your skills and helps build your resume. However you choose to participate, let's get on with it.



Left photo: A commonly used theme I found on T-shirts while traveling in England. Right photo: A variation of this theme. Graphics provided by Stephen Ellerin.



For part of this summer, I was privileged to travel to a number of places, from Israel to Western Europe and Great Britain. Wherever I went in England, shops featured T-shirts with the theme "Keep Calm" Most of the time, they read, "Keep Calm and Carry On." Then there were variations on the theme, ranging from "Keep Calm and Dream Big" to "Keep Calm and Go Fishing."

But We're Not Alone

When we patrol our own little pond or area of responsibility (AOR), it's easy to believe that the Auxiliary is the biggest presence in RBS. But step inside the halls of the next meeting of the National Safe Boating Council or attend a session of the International Boating and Water Safety Summit, and you quickly realize that we're only one point of a

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WHY WE ARE HERE

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multi-pointed star. The Compass Rose shown below is listed as free and available to use at ClipArtBest.com.



There is a legion of boating safety organizations out there. And while we may be the only one authorized to perform Coast Guard patrols, many of those organizations that want to partner with us may be doing a better job than we are at reaching some key boating or water safety constituency.

To pretend that we don't need them is illusory. So in your district, in your division, in your flotilla, reach out to compatible organizations in your AOR. If you're not sure which organizations have current Memoranda of Agreement (an "MOA") with the Auxiliary, check the [National Outreach Directorate \("B"\) website](#), and click on the "[Partners](#)" tab at the left.

Remember that no one of us is as good as all of us, and that when we sail together, we can leave a bigger wake. As a speaker from the International Maritime Rescue Federation reminded the Auxiliary leadership at our recent National Conference (NACON), when our goals are to save lives on the water, "There is no competition except with the elements. Collaboration is the key to our success."

By Stephen Ellerin, DVC-BL



Strategic Partnerships for RBS (Continued from Page Ten)

Each faction may also contribute resources such as expertise, infrastructure, labor and equipment. Furthermore, they may share their accesses to the boating public. The key in order to have success is again, two individuals who respect each other and trust that they have mutual missions.

Herb Angell, President -NASBLA
National Association of State Boating Law Administrators



MISSION STATEMENT

The RBS Outreach Directorate Mission Statement

The RBS Outreach Directorate, under the program guidance of the U.S. Coast Guard Office of Boating Safety and the direction of the Auxiliary Recreational Boating Safety Outreach Directorate, provides assistance to Coast Guard units, Auxiliary National Directorate 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.

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