

PROMOTING SAFETY THROUGH VESSEL SAFETY CHECKS



• PUBLIC EDUCATION • RECREATIONAL BOATING SAFETY OUTREACH • VESSEL EXAMINATIONS • PROGRAM VISITS

LEAVE SAFELY • STAY SAFE • GET HOME SAFELY

RBS-Job #1



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*Summit North Yacht Club, Del. A happy boat owner proudly displays his new decal for 2016!
Auxiliary Photo by: Barbara Sama, Flotilla 11, D5-NR*



PROGRAM VISITATION & SOCIAL MEDIA

By Vince Cerverizzo, Jr., DVC-VP

U.S. Coast Guard Auxiliary National Directorate of Vessel Examination and Program Visitation

As I was watching co-workers and family members working the social media venues on their electronic devices (i-phones, tablets, etc) checking on what events are happening in their area, I asked to myself, how Program Visitation could benefit from using social media. After doing some research, I realized that Program Visitors can indeed use social media to get more information out to the public.

No matter what generation you grew up in, chances are, that you search the web or use Facebook, Twitter, etc. Program Visitors can “post” notices about upcoming vessel safety check days, safe boating classes, marine safety events, in fact any information they may need to send to the public.

Think about how social media works: if a person posts an event on their Facebook page, it reaches all of their friends. If one or more of their friends acknowledges or “likes” it, that notice is then sent to all of their friends, and so has the potential to reach hundreds of people who are interested in boating.

The more information we send out over social media, the greater chance we have of educating and interacting with the boating public. That could fill our classes and bring new members into the Auxiliary.

Semper Paratus

Right Photo: Paul Berka, FSO-VE, Flotilla 12-8, performs a Vessel Safety Check at the Leeds Avenue Boat Landing in North Charleston, S. Car. Auxiliary photo by William Carter, VFC, Flotilla 12-8, Charleston, SC.



Vince Cerverizzo, Jr.,
DVC-VP



RBS IS JOB #1 IN PUBLIC EDUCATION

The RBS Mission and the Boating Public

By COMO Robert M. Laurer, Director, Public Education Directorate (DIR-E)



COMO Robert Laurer
Director, E-Directorate
Public Education

Public Education presented by the United States Coast Guard Auxiliary plays a very large role in the overall safety and skill level of our customers in the boating public. The work we do as instructor's ranks near the top in terms of opportunity and priority.

A recent event reminded me about the importance of delivering a well-balanced education to our boating public. We have to focus a sharper lens on night operations embarked upon by both our students and those who have yet to take our courses.

All of us have seen this headline:

Marlins pitcher Jose Fernandez, 2 others killed in Miami boat crash

This story brings the night operations piece to life for me. Mr. Hernandez had a great life in front of him, he was a soon to be father who had recently told his girlfriend, "I'm so glad you came into my life. I'm ready for where this journey is going to take us together."



Unfortunately, he and his fellow-boaters made some poor choices that night; catastrophe could have been avoided if the crew had been aware of safe boating, day and night operation.

That tragedy prompted me to suggest a review of our night ops presentations to make sure that our customers in the boating public are aware of all best practices. At every public event we should be preaching about the dangers of night ops to our friends in our communities. Perhaps a workshop in your local marinas will be enough to improve the overall safety performance of the marina members. A night ops workshop is available on the Response website (*at U.S. Coast Guard Auxiliary - Response*), which I recommend reviewing with your flotilla members and with everyone in your community who could benefit from that education.

That accident did not have to happen. Our focus is Recreational Boating Safety, and we are in a unique position to have a positive effect on boaters everywhere. Let's get out there and make sure those getting underway are properly prepared.

Thank you all for the great work you do in support of the United States Coast Guard Auxiliary, your communities and our customers in the boating public. Your work helps maintain our status of *SEMPER PARATUS*.

LIFE JACKET CAUTIONS

United States Coast Guard Headquarters
Inspections and Compliance Directorate, Washington, DC
Safety Alert 13-16, September 12, 2016

This safety alert reminds all inflatable life jacket users of the importance of performing periodic maintenance on their equipment. Instances of fatal accidents where inflatable life jackets failed to properly inflate have been documented. When a life jacket fails to inflate properly, the results can be life threatening.

The following inflatable life jacket inspection guidance is for informational purposes only and does not supersede any manufacturer recommendations or instruction:

1. Each voyage, prior to getting underway:
 - a. If there is a service indicator check it to ensure it is GREEN. If the service indicator is RED the mechanism has been fired or is incorrectly fitted.
 - b. Check for visible signs of wear or damage by ensuring that there are no rips, tears or holes; that the seams are securely sewn; and that the fabric, straps and hardware are still strong.
 - c. For auto-inflating life jackets, ensure all auto components are armed and not expired. Following the manufacturer's instructions, reveal the inflation system and oral inflation tube. Check that the CO2 cylinder is firmly secured. Examine it for rust or corrosion. If you remove the CO2 cylinder for inspection, be sure to carefully replace it without over-tightening.
 - d. Repack the lifejacket as per manufacturer's instructions. Ensure the pull-tab lanyard is accessible and unlikely to be caught when being worn.

2. Each voyage, prior to getting underway: Periodic checks as recommended by the manufacturer or when in doubt:
 - a. Inflate the bladder using the oral tube and leave it overnight in a room with a constant temperature. If the bladder loses pressure,

take the lifejacket to an authorized service center for further tests. Do not attempt to repair a life jacket yourself.

- b. Repack the lifejacket as per manufacturer's instructions. Ensure the pull-tab lanyard is accessible and unlikely to be inadvertently snagged when being worn. Store your life jacket in a dry, well ventilated location away from dampness and out of direct sunlight. It's important to rinse your life jacket with fresh water after salt water exposure and dry it thoroughly prior to storage. If your life jacket is set for auto-inflation, remove the auto-inflation cartridge prior to rinsing. The life jacket manufacturer may have specific requirements, so read the instructions on the lifejacket.

This safety alert is provided for informational purpose only and does not relieve any domestic or international safety, operational, or material requirements. Developed by the Office of Auxiliary and Boating Safety and the Office of Investigations and Casualty Analysis. Questions or comments may be sent to HQS-PF-fldr-CG-INV@uscg.mil.

<http://www.uscg.mil/hq/cg5/cg545/safetyalert.asp>

Tom Dardis, Program Operations Branch (CG-BSX-22)
U.S. Coast Guard Boating Safety Division

<http://www.uscgboating.org>

Just because you didn't plan on going swimming doesn't mean you won't end up in the water.



US POWER SQUADRONS LAUNCH RBS OUTREACH INITIATIVES

Submitted by Nan Ellen Fuller

Division Chief -RBS Outreach Liaison (DVC-BL)

The United States Power Squadrons (USPS), one of our major partners in Recreational Boating Safety, recently launched a new Digital Media Library (DML) as a repository for multiple formats of digital media focused on boating safety and safe boating education. The debut of the DML featured streaming media video focused on Vessel Safety Checks (VSCs). The following is a link to the website:

<http://uspsdml.org/>

The USPS Digital Media Library is produced under a grant from the Sport Fish Restoration and Boating Trust Fund administered by the US Coast Guard.

The Digital Media Library (DML) Website and mobile app launch date was 1 Oct, 2016. The DML will introduce a total of 18 -20 "how to" Boat Safe videos and a variety of slide shows of 3 to 5 minutes each, featuring different types of boats, each with professional voice-over narration. Each week from the launch date to the end of the year, two new safe boating videos and several boater education slideshows will premiere in the DML and be shared across all major social networks.

Auxiliary members can make use of the images and videos in the DML to enhance their unit publications and PA presentations. You may use them freely when you credit the USPS DML.

USPS AND CG AUXILIARY EMBRACE COLLABORATION IN DISTRICT 5

By Jim Colston. Reprinted from *The Ensign*, Fall 2016, with permission from the US Power Squadrons

When I was commander of Mid-Potomac Sail & Power Squadron/5, I attended the local U.S. Coast Guard Auxiliary flotilla meeting to talk about United States Power Squadrons. Since that time, the two organizations have collaborated on vessel safety checks and promoted safe boating at the Fredericksburg Boat Show.

I represented District 5 at the USCG Auxiliary's 75th anniversary celebration in Washington, D.C., in 2014, which led to a renewed interest in working together more closely in keeping with the memorandum of understanding between both national organizations.

My Auxiliary counterpart, Dave Adams, and I had worked together before. Now, I, as District 5 commander, and Dave, as the Auxiliary's District 5 SR chief of staff, began to plan how we would promote interaction between our two local groups.

In September 2014 I attended to the Auxiliary's District 5 fall training, where we demonstrated DSC radio, and I talked to attendees about United States Power Squadrons.

Dave attended the USPS District 5 fall conference in Oct. 2014, where he talked to members about the Auxiliary and got to use the Boating Skills Virtual Trainer.

Since then, we have attended each other's conferences and stressed cooperation, recognizing our differences as well as our similarities. We cooperate on things we can do together, such as vessel safety checks, teaching classes and sharing social events, and have developed a working group with members from both organizations. We are cooperating in some areas better than others, but we still have a long way to go.

A CONDENSED HISTORY OF NATIONAL SAFE BOATING WEEK

By Bill Griswold, BC-BLA, and former Chair, National Safe Boating Committee (NSBC)

Taken from 'The Modern History of Recreational Boating Safety' published and with permission of the National Safe Boating Council (www.safeboatingcouncil.org)

http://www.safeboatingcouncil.org/files/pdf/products/Modern_History_Book_Order_Form_2011.pdf

It all began with Steve Sadowski, a Coast Guard Auxiliarist in Amesbury, MA, who persuaded the town to issue a proclamation on Auxiliary Day, in June 1949. Three years later, he helped organize a CME (Courtesy Marine Examination, now termed Vessel Safety Check) weekend which led to the idea of a Safe Boating Week. This then pulled in governors from Maine, New Hampshire, Massachusetts and Rhode Island.

Auxiliarists in Hawaii broke new ground in 1956 by enlisting a local entertainer, "Lucky" Luck to promote CME's and Safe Boating Week. Luck appeared on the television show, "Hawaii Five-O", which opened the door for celebrities to give the week a boost.

In 1957, Auxiliary leadership launched the first nationwide observance during the week of June 30 – July 6. The Coast Guard then prepared a formal resolution to establish National Safe Boating Week (NSBW) and convened a committee from industry, yachting groups, the Auxiliary and the United States Power Squadrons (USPS) to promote the resolution.

Representative Charles Chamberlain, MI, sponsored a bill which passed on June 4, 1958. The Senate insisted on dates covering July 4th, and the NSBW was kicked off with a publicity bang by President Eisenhower's White House. The Federal Safe Boating Act of 1958 became law just months later, and the National Safe Boating Week Committee (later to become the National Safe Boating Council – NSBC) was formed.

In the 1960's fiberglass power boats became affordable and water skiing became popular. The American Water Ski Association joined NSBW to

buffer the sport's tarnished image, to repair apparent damage and to ward off government regulation. In 1964 the Coast Guard established a Boating Safety Division at their Headquarters and authorized their districts to follow suit. In that year the National Association of State Boating Law Administrators (NASBLA) established a Boating Safety Education Committee and signed on to the NSBW.

The Federal Safe Boating Act of 1971 transformed the boating landscape and introduced funding for the states among other notable changes. That Act made arrangements between many organizations possible and organized enforcement activity under the Coast Guard, providing order and energy to this rapidly expanding activity. The 1971 Act also spurred organizations to join; and due to Federal funding limitations, turned to the non-profit National Safe Boating Week Committee to become the national focus.

Meetings in early 1972 with all the major boating organizations reached a unanimous conclusion to turn the Committee into a National Safe Boating Committee, incorporate in Washington, DC, and make the mission year round, rather than linked to a single week. This was accomplished in 1973, and in 1974 it became the NSBC, Inc. Part of its charter was to prepare promotional materials and unite the various organizations.

The Bicentennial celebration in 1976 gave NSBC a huge opportunity with the Tall Ships – OPSAIL to kick off radio and television programs, safety exhibits, search and rescue demonstrations, parades, open houses, posters, milk cartons and giveaways promoting boating safety.

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A CONDENSED HISTORY OF NATIONAL SAFE BOATING WEEK

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NSBC responded and also in 1976 inaugurated the annual Boating Education Seminar, and moved NSBW to early June, in that many boats were already in the water by July 4. The week migrated to early June by 1981.

Some urged an earlier date and the National Boating Safety Advisory Council (NBSAC) joined the cause persuading the Coast Guard in 1993 to designate the first full week before Memorial Day in May as NSBW. NSBC kept the focus on a year round effort using the NSBW as the kick-off signature event.

The passage of Wallop-Breaux in 1984 provided a steadier source of funding for State recreational boating engagement, as well as a non-profit grant program. 1987 brought Popeye to the Campaign and in 1998 "Coastie", the robotic boat, joined in Auxiliary efforts. NSBC introduced "Sidekicks" in 2000, a series of booklets, CD's and a web site to engage children.

In 1997, NSBC and the National Water Safety Congress (NWSC) combined their respective annual conferences and joined in hosting an annual International Boating and Water Safety Summit (IBWSS), which is held in the spring and introduces the Campaign, among other safety presentations.

In 2003 NSBC, in its capacity as coordinator of the Campaign, boiled down numerous catchy and amusing slogans to a blunt command - WEAR IT.

This issue has been in the headlines for some time now, with various organizations supporting or opposing mandatory wear. Most states now have laws directed at children of various ages, and a Federal regulation has been enacted.

NSBW will continue to generate interest, provide materials, and energize volunteers and safety personnel to spread the message. All 50 States have adopted the Wear It theme in some capacity, tailoring it to their particular state. NSBC continues to provide leadership and impetus to the Campaign, by hiring a public relations specialist whose full time job is to run the Campaign. Web sites and the Internet have provided new openings, as the transmission of the safety message evolves. The site now posts events anywhere in the country with a simple process of entering the event or seeking one in a particular area.

Active participation by volunteer units and people is essential to the success of the Campaign, and all are urged to provide feedback to NSBC regarding their successful event. NSBC, with over 330 member organizations, continues to lead the Campaign and fulfill its mission of providing information and materials for others to promote their own boating safety event.

For more information, visit their website at:

www.SafeBoatingCampaign.com



Left Photo: Boating Safety display at the Oakbrook-Ashley Riverfest in Summerville, S. Car.
Right Photo: "Wear It" Lifejacket signs posted at the boat landing in Folly Beach, S. Car.

Auxiliary photos by Rick Tomlin, FSO-PA, Flotilla 12-8, Charleston, S. Car.



SPEAK A NEW LANGUAGE – RBS-PADDLECRAFT

By Stephen Ellerin,
Immediate Past Director, Recreational
Boating Safety Outreach (IPDIR-B)

At the Auxiliary's National Conference (NACON) last month, National Commodore (NIPCO) Mark Simoni interrupted his flow of "good news" with a sobering statistic: while 2016 was on track for perhaps the lowest number of recreational boating deaths on record, the month of July, alone, saw more recreational boating deaths than the whole previous year combined. The most sobering part of that statistic is that this we racked up this record number of fatalities in "paddlecraft" alone.

Clearly, we face a challenge in bringing our Recreational Boating Safety (RBS) message to this new community of boaters. Clearly, we need to rethink our traditional approaches. They are not working.

In partnership with the American Canoe Association (ACA), the Auxiliary has developed, and the Coast Guard has approved, an Auxiliary "paddlecraft outreach" program (AUXPAD) that trains Auxiliary members to communicate with this new generation of boaters in their own terms.

Unfortunately, I've heard many of our more experienced members scoff at this approach – "This isn't the way we've ever done it." And you're right; it isn't...because experience confirms that, to reach this new class of boaters, we need to approach them more on their terms (preferably in a kayak, canoe, or paddleboard), and we need to speak their language when talking to them.

Imagine trying to lecture a bored teenager about cleaning his room. Picture the expression on her face as you lecture her or try to reason with him. If you can, then you'll recognize the expression you'll see if you approach a young paddler "the way we used to." We need a new language to "reach" them, and we all need to speak that language.

During this time of reduced budgets, the Coast Guard increasingly looks to the Auxiliary to take on more mission tasks, and we are glad to respond.

However, Rear Admiral Paul Thomas, Chief of Prevention (to whom we all report), told us clearly last month, "RBS remains job #1 for the Auxiliary. Stay focused on it." [Hence the title of this publication.]

And, clearly, focusing on the paddlecraft community will require new skills, even as it offers new opportunities to engage the fastest-growing category of new boaters – fastest growing in number of new boaters and fastest growing in fatalities.

Take up the challenge – get trained and certified in AUXPAD. To learn more, join the Auxiliary's new online resource at <http://my.cgaux.org/home>. Not only will this make your Auxiliary life easier (over time your dashboard page will show interactive content specific to you as a member and member leader, including RBS Key Stats by unit, all the forms you need, classes you can take (and have taken), and a record of the hours you've invested), but you can join specific "Communities of Interest" (COI):

Current Communities include:

- RBS Partner Visitation (<http://my.cgaux.org/forums/viewcategory/47>)
- Public Education (<http://my.cgaux.org/forums/viewcategory/49>)
- Vessel Examination (<http://my.cgaux.org/forums/viewcategory/51>), and
- Auxiliary Paddlecraft AUXPAD (<http://my.cgaux.org/forums/viewcategory/1265>).

The latter will keep you updated on opportunities to help the Auxiliary turn the tide on paddlecraft fatalities. Good Sailing means Safe Sailing... no matter what kind of craft the boater is in.

WE'RE BEING BOARDED BY THE COAST GUARD – NOW WHAT?

By COMO Vincent T. Pica, II
District Directorate Chief – Strategy & Innovation, D1-SR

If you've ever seen the reflection of the blue-rotating hailing light in the reflection of your windshield, you've undoubtedly felt the quickening in certain parts of your body, as you ask – "Jeez, what did I do wrong??" The United States Coast Guard can and will board you at their discretion. They need no search warrant, no provocation, no reason other than "Good Morning, sir. My name is Officer Jones with the US Coast Guard - the Coast Guard is here today to ensure you are in compliance with all applicable federal laws and regulations."

What Happens First

First, you will be impressed by their youthfulness and their polite and professional demeanor. These are highly trained Federal officers. And the very first question that they will ask you, before they even step off their vessel onto yours, is, "Without reaching for them or touching them, do you have any weapons on board?" Subtly but powerfully, the tone is set. "I am polite. I am professional. I mean business." Let's assume (and hope) that the answer to that question is "no" since I would need a lot more space than this column if the answer is "yes."

What Happens Next

The inspection that follows is driven largely by the size of the vessel, with a few standard exceptions. Your actual registration needs to be aboard and current. That "HIN" (Hull Identification Number) number, like your car's "VIN" number, needs to be the same on your registration and on your boat (it's on a plate fastened low on the starboard side of the transom.) If they don't match, someone has a lot of explaining to do.

Next, your registration numbers must be properly affixed, of proper size (at least 3"), of contrasting color to your hull, and be the most forward of any numbering or lettering on the boat.

If you have a "MSD" (Marine Sanitation Device, a.k.a. a "head" or toilet), regardless of the size of your vessel, it must conform to regulations.

In the US, all bays and creeks are "No Discharge Zones" so, if your boat has an over-board through-hull from the MSD holding tank, it must be in the locked/closed position and the key must be under the control of the skipper. Alternately, it can be seized closed or, lastly, the handle can be removed, and it must be in the closed position.

The rest of the boarding inspection is largely going to be driven by the size of your vessel:

- How many personal flotation devices (life jackets) you need – at least one for everybody aboard – and they must be in good working order and readily available.
- Fire Extinguishers – boat size dependent but all must be in working order.
- Flares – boat size dependent but all must "good to go", i.e., unexpired!

And so on and so forth...

What Happens Then?

Well, there are three outcomes from here. First and best, you will get a Report of Boarding marked, "No violations." You are good to go for the season. Second, your Report of Boarding could be marked "Written Warning" noting some violation that has not risen to the level of Notice of Violation.

One caveat: If the boarding officer returns to the station and finds that you previously received a warning for the same issue, your warning becomes a Violation. That is also the third possible outcome – a "Notice of Violation" is issued. There are two general outcomes from here.

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WE'RE BEING BOARDED BY THE COAST GUARD – NOW WHAT?

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If the boarding officer believes that the nature of the violation is inherently unsafe, you will be directed to follow the Coast Guard back to the dock. They are not going to allow you to keep fishing if some condition of your boat can lead to serious injury or death to you, your crew or other boaters.

Secondly, it can take on the aspect of a driving violation. In this case, a notice is mailed to the Coast Guard hearing office in Portsmouth, Va. There the boarding report will be reviewed by a case officer who can issue fines, further letters of violations, etc. You will be notified of these by mail, and you will have time (15 days) to file an appeal.

How to Avoid All This?

Well, the United States Coast Guard Auxiliary and the United States Power Squadrons (USPS) conduct free (your favorite price) vessel exams all season long – and they are not enforcement events. If your boat “fails” virtually the same examination that would be conducted by the active duty Coast Guard, you get a report that details the deficiency – and the examiners cell phone number.



Above Photo: Summit North Yacht Club, Del. A happy boat owner proudly displays his new decal for 2016. Auxiliary Photo by: Barbara Sama, Flotilla 11, D5-NR

He or she will tell you, “When you have this addressed, call me. I will come down and re-run the examination.” Successfully passing the VSC earns your vessel a USCGAux sticker of compliance, which the examiner affixes to your windshield.

Did I mention the price? Free.

<http://www.safetyseal.net/GetVSC/>

MANDATED TRAINING IS TWO MONTHS AWAY

The Deadline Will Be Here Soon!

Your Member ID Card Cannot Be Renewed without Completing Mandated Training

Auxiliary Mandated Training (AUXMT) prepares United States Coast Guard Auxiliarists to effectively serve as members of a volunteer organization that is in frequent contact with the American public and which augments and supports the U.S. Coast Guard.

This training provides a basic understanding of critical human relations policies, personal safety and organizational security topics, and the National Incident Management System.

Mandated Training cannot be taken lightly. The policy incentives and consequences related to AUXMT have been approved by Auxiliary national leadership

and the Chief Director of Auxiliary, and became effective on January 1, 2016. Click on [here](#) to review the policy incentives and the consequences of not completing your training.

Although failure to complete your AUXMT by the end of this year will not result in disenrollment, you will be greatly restricted in the Auxiliary activities in which you can participate.

The details of this policy are given in the following ALAUX – AUXILIARY MANDATED TRAINING (AUXMT) - NEW DELIVERY METHODS AND POLICY CHANGES 03 June 2015 at this link: [ALAUX AUXMT](#).

RBS JOB #1 STAFF

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Because this issue of RBS Job #1 is being published after the 01 NOV change of the NACO's term and the corresponding adjustments to the National Staff, some of the people listed here who prepared this edition have stepped down from their respective positions.

I particularly want to thank and acknowledge Stephen Ellerin, Michael Klacik and Kelly Townsend, who served as Directors in the RBS group. They served with enthusiasm, skill and distinction and left very large shoes for their successors to fill. Fair winds and following seas to them and to all of the RBS Group staff who have gone ashore. Welcome aboard to the new crew, whom we will introduce in the next edition of RBS Job #1.

COMO Bob Shafer, ANACO RBS

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