



# For Safety's Sake

Volume VI, Issue 1

Spring 2013

## Vessel Safety Check Starts With Coast Guard Commander's Personal Boat.

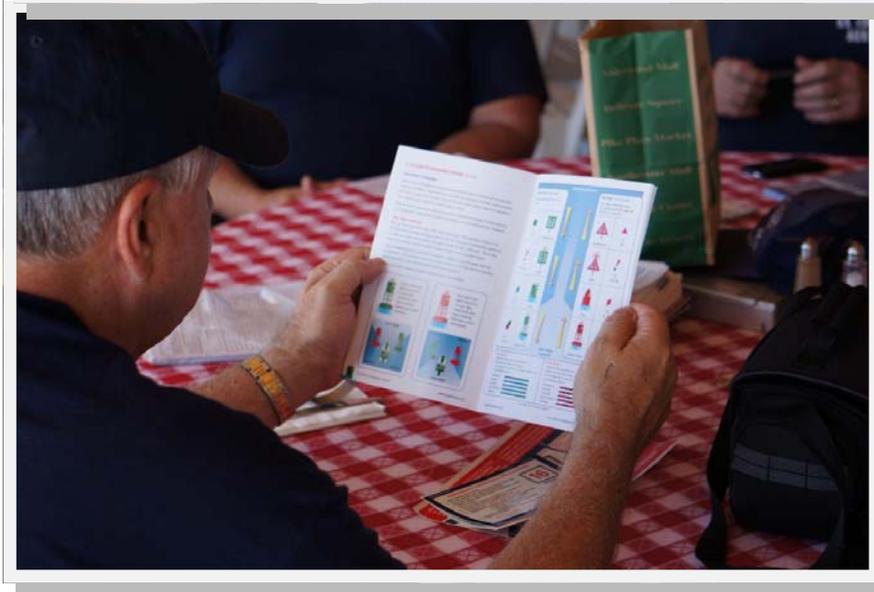
Robert A. Fabich, Sr., FSO-PA St. Croix

**TEAGUE BAY, ST. CROIX.** – The Christiansted Coast Guard Auxiliary launched their Fall Vessel Safety Check program for returning seasonal recreational boaters at St. Croix Yacht Club Saturday September 15, 2012. Lt. Roger Bogert, Commander, United States Coast Guard Regional Inspection Office St. Croix was the first boat owner to get the free Vessel Safety Check verifying the presence and condition of specific safety equipment required by Federal, state and local regulations.

"Being a Coast Guard active duty Officer does not relieve me of responsibilities for operating my personal boat safely," explained Bogert. "I am having this Vessel Safety Check to ensure my boat meets the regulations and to relay the Coast Guard message that 'Safe Boats Save Lives'."

Inviting local Coast Guard units to participate in Vessel Examination events is an ideal way to validate the message that safe boats do save lives. For recreational boaters, operating any size or type of boat, safety should be an all-important part of the boating experience. In addition to wearing life jackets and completing a boating safety course, getting an annual Vessel Safety Check is an ideal way to boat smart from the start. ❁

TEAGUE BAY, ST. CROIX –Duane Minton, Vessel Examiner, conducts a Vessel Safety Check aboard the personal boat of Lt. Roger Bogert, Commander, USCG Regional Inspection Office, on September 15, 2012. Photo by Robert A. Fabich, Sr., FSO-PA 16-1, St. Croix, U.S. Virgin Islands



Lower image: TEAGUE BAY, ST. CROIX –Paul Lordi, member of Flotilla 61-1 St. Croix, reviews the Vessel Safety Check handbook with boat owners at the St. Croix Yacht Club, September 15, 2012. Photo by Robert A. Fabich, Sr., FSO-PA Flotilla 16-1 St. Croix, U.S. Virgin Islands



# National V-Directorate "Recreational Boating Safety Alert Notice"

*\*This Notice is intended to be read by ALL USCG Auxiliary and USPS qualified Vessel Examiners \**

In accordance with The Vessel Safety Check Manual, COMDTINST 16796.8, the vessel safety check (VSC) is intended to serve as a "prevention through education, outreach, and volunteer compliance" activity and to help recreational boaters gain a respect for the boating environment. Generally, any recreational boat is eligible for a Vessel Safety Check by a certified Vessel Examiner.

Per the Coast Guard Auxiliary Manual, COMDTINST 16790.1G, Commercial Fishing Vessels, Uninspected Passenger Vessels (vessels carrying not more than six passengers, including at least one passenger-for-hire and of less than 100 gross tons), and Uninspected Towing Vessels (commercial vessel engaged in or intending to engage in pulling, pushing or hauling alongside or any combination of pulling, pushing, or hauling) are not part of the recreational boating Vessel Safety Check program. Examinations of these vessels require that an Auxiliarist hold a specific letter of designation from the Sector Commander/Captain of the Port/Officer in Charge of Marine Inspections under whom they work and from whom they have received orders to conduct such examinations.

The best course of action for an Recreational Boating Safety-Vessel Examiner when walking the docks for potential exams is to be upfront with the vessel owner/operator: "Is your vessel at any time engaged in commercial activities?" If yes, then the Recreational Boating Safety –Vessel Examiner will explain that the vessel should have an exam that covers that category of vessel. It is important that the owner/operator understand the difference between vessel examinations for Recreational and Commercial Vessels. Multiple decals are authorized only on the commercial side. The vessel and crew must be appropriately fitted and manned to the commercial activity that the vessel is engaged in at the given time.

In an effort to provide consistent education and compliance of Federal Regulations within the Commercial Vessel (Commercial Fishing, Uninspected Passenger Vessels and Uninspected Towing Vessels) field of activity, the Recreational Vessel Examiner, after determining the owner/operator is engaged in Commercial endeavors (full time or part time) and in lieu of awarding a Vessel Safety Check decal, should refer the owner/operator to their nearest Coast Guard Sector.

U.S. Power Squadrons qualified Vessel Examiners are not authorized to conduct Vessel Safety Checks on any commercial vessel.

Any questions should be directed to the V-Directorate, DVC-VE. ☼

## ***V-Directorate Staff Vessel Examinations Program Visitor***

***Kelly L. Townsend, Director***

***Michael Klacik, Deputy Director***

### *Division Chiefs:*

***Perry Reece Taylor, Vessel Safety Check***

***Vincent Cerverizzo, Visitation Programs***

***Paul J. Mayer Jr., Communications***

***Keith R. Knotek, Incentive Programs***

***John Yskamp, Technical Support***

### *Branch Chiefs:*

***Dorothy J. Riley, Publications***

***Jan R. Munroe, Data Analysis***

***Tai Chan, Database Management***

***Dana Lynn Kirk, Paddle Sports***

***Anthony S. Ruque, (Assistant) Paddle Sports***

***Andrew J. Render, Vessel Safety Check***

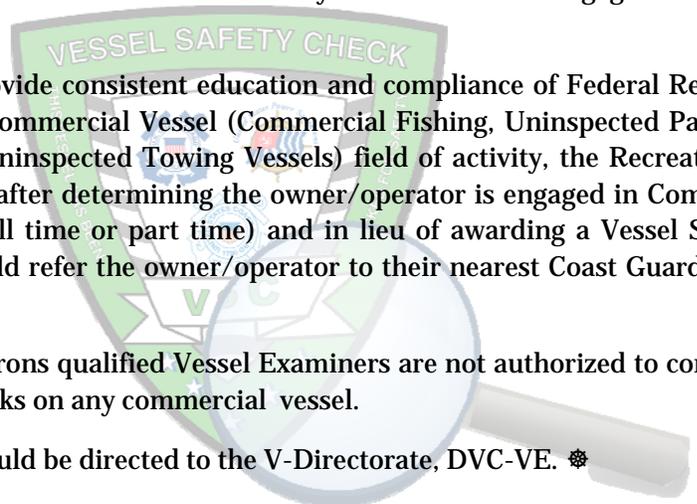
***Charles W. Reul, (Assistant) PV Awards***

***Joseph C. Reichal, Program Visitor***

***John R. Raab, (Assistant) Program Visitor***

***Norman Arthur Hoffman, Outreach Programs***

***Louis Dellis, Technical Support***





# SafetySeal.Net Moves to a New Home.

Paul Mayer, DVC-VC

The National V Directorate's Vessel Safety Check Website, which started on my home web server in 1999, has been redesigned and moved to the National Auxiliary web server. This was a major change to the look and feel of the original website and uses new "websites without webmasters" (WOW) technology to make our website even better.

Working closely with the Auxiliary Information Systems personnel to convert the old website to the new WOW technology available on the Auxiliary web server, our time-tested and most valuable tool, the "I Want a VSC system" was completely redesigned using technology from the National Flotilla Finder.

On the old website, boaters entered their ZIP Code and received a list of Vessel Examiners in their area. This worked as well as could be expected considering changing email addresses, members moving, losing their VE qualifications, etc.. We experienced some contact failures due to non-responses from Examiners to the boater requesting a Vessel Examination (VE).

Our new WOW tool is fully automated and the database is updated each week from AUXDATA and the US Power Squadrons (USPS) member database.

The new WOW system gives the requesting boater a better chance of getting a response and Vessel Safety Check (VSC). The new WOW system takes the boater's ZIP Code and auto-

matically picks the five closest Vessel Examiners and sends out an email to the boater as well as to the closest five Vessel Examiners, the Flotilla Staff Officers and Staff Officers-Vessel Examination.

For USPS volunteers selected, the system sends an e-mail to USPS Vessel Safety Check Chairman.

The instructions of the VE request email suggests the examiner taking the request to "reply all" so other examiners know the VSC is covered. The instructions in the email also ask the boater to contact examiners if they do not hear back soon.

That is just one of the big improvements in the website. I urge all of you to go to <http://safetyseal.net> and explore and become familiar with the new website. A lot of time and effort has gone into it. All Auxiliary Vessel

Examiners should verify that your email address and home address and ZIP Code are correct in AUXDATA. You can make corrections by logging into the AUXDIRECTORY at <https://auxofficer.cgaux.org>, search for yourself, and make corrections if needed. USPS members should insure that their data is up to date as well in the USPS Member Database.

The V Directorate offers our heartfelt thanks to COMO Steve Johnson and the members of the Information Technology group for their time, talents, and extraordinary efforts to make this upgrade to our website a great success in helping us put safer boaters on our waters. ☼



# Questions and Answers – The Q&A Tool on the National V Directorate Website

Paul Mayer, DVC-VC

**RBS Partner Visitation**

- Job Aid Kits ←
- Job Descriptions
- Member Q & A
- Ask Question
- Idea Exchange
- Member VSC FAQs
- Newsletters
- Find Your DSOs
- Workshops
- Get VE Counts
- SUP Survey Results

**SOUND PRODUCING DEVICE**

**Question:** The Vessel Safety Check Manual indicates vessels over 20 meters and a bell. Has this requirement been recently changed?

**Answer:** There has been a change to the requirement for vessels clearly stated in "A Boater's Guide to the Federal Requirements for vessels less than 20 meters (65.6 feet) are no longer required to follow International Rule 33(a) in 2004 and a regulatory change is forthcoming with the International Rule. In the interim, follow the guidance in the Vessel Safety Check Manual.

28 Feb 13 Categories: VSC Non-Safety, VSC Safety

**BATTERY REQUIREMENTS FOR OUTBOARDS**

**Question:** The question has come up several times regarding motor vessels equipped with outboard motors. How do the requirements...

with experts, (like a 30 year Marine Surveyor), ready to answer your questions. By posting your questions, we constantly build this great library of information for all of our members to access and use.

Want to take a look? It's really easy...Go to our website at <http://safetyseal.net> and scroll down the page and locate the menu of links on the left side of the page. When you see the "Job Aid Kits" selection, click it. That will open the sub-menu items that you see in Figure 1. Click on the sub-menu link that reads "Member Q&A" and it will open the Member Q&A Blogs with questions and answers previously asked and answered.

Please take some time to browse through the questions and answers in the panel on the right side of the page. As a Vessel Examiner, you will find a lot of great information. Even if you are a

seasoned Vessel Examiner, there are always new things to be learned in the ever changing world of recreational boating.

If you want to ask a question, it is a simple process.

Figure 1: Go to our website at <http://safetyseal.net> and scroll down the page and locate the menu of links on the left side of the page. When you see the "Job Aid Kits" selection (above), click it. That will open the sub-menu items that you see above.

The V Directorate has a question and answer (Q&A) tool for both the boating public and our members. The member Q&A tool is most important and useful to our Vessel Examiners who may not be sure about a rule regarding the Vessel Safety Check for a boat. This is the place where you cannot only browse through questions and answers already posted in the Q&A blog system, but also to ask your own questions.

We have a Technical Division staffed

**MEMBER ZONE**

Member ID:

Password:

Figure 2: Member Zone log-in tool.

Thursday, February 28, 2013

**Member's Ask a Question**

**Submit your Question**

This form is intended for the USCGAUX members to submit a question to the National V Directorate for the Member Questions and Answers blog.

Question:

Submitted by:

Your Email Address:

**V-Directorate Vessel Examination & Partner Visitation**

- Welcome
- Virtual Safety Check
- I Want a VSC
- Questions & Answers
- RBS Partner Visitation
- Job Aid Kits
- Job Descriptions
- Member Q & A
- Ask Question
- Idea Exchange
- Member VSC FAQs
- Newsletters
- Find Your DSOs
- Workshops
- Get VE Counts
- SUP Survey Results

Figure 3



## The Q&A Tool on the National V Directorate Website (Continued from previous page)

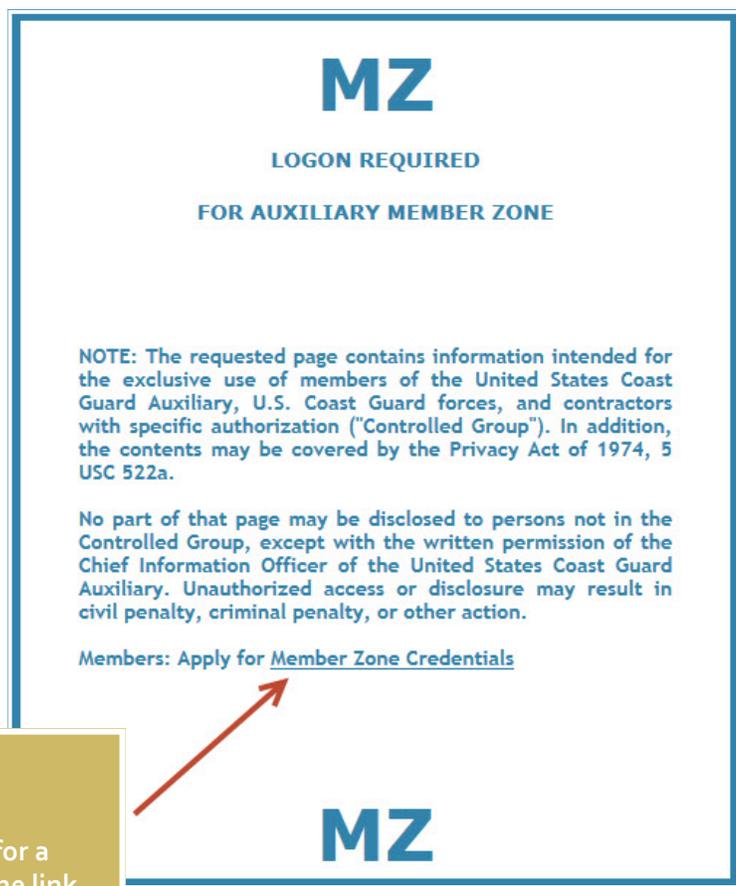
cess but does require that you have a Member Zone password. Note the “Ask Question” submenu item as seen at left under the mouse pointer. It has the “slashed circle” to let you know that it requires a “Member Zone login”. If you are not “logged in,” look further down the menu for the “Member Zone” login tool (Figure 2). Enter your Member ID and Password and click the “Log In” button. Then click the “Ask Question” menu selection.

If you don't have a Member Zone Password, it is easy to get one. If you clicked

that “Ask Question” submenu selection, you will see a page like Figure 4. There is a link where you can apply for and get your own Members Zone Password to use on all of our password protected websites. Once you do log in you can ask your question and submit it with the “Submit Your Question” page as seen in Figure 3. Our technical division experts will get back to you with an answer. We will then add the question to our database. ❁

*“If you want to ask a question, it is a simple process but does require that you have a Member Zone password.”*

*Your Member Zone password can be used to access all of our password protected sites.*



**Figure 4:**  
You can apply for a password with the link found on the “Member Zone” login screen.



# Electric Shock Drowning

Photos and text by Perry R. Taylor, DVC-VE

There is an invisible killer in fresh water that most frequently strikes near boat marinas and docks. Since the mid 1980's at least fifty people have died from this invisible killer. Most victims are young because young people are more likely to be frolicking in the water around marinas and docks, and often, the first victim is followed by a second, who jumps in the water to help someone who appears to be drowning.

## What is Electric Shock Drowning?

This invisible killer is known as Electric Shock Drowning (ESD) and is the result of the passage of a typically low level AC current through the body while immersed in fresh water. The passage of current through the body results in skeletal muscular paralysis, rendering the victim unable to help him/herself, with drowning the eventual result. ESD has become the catchall phrase that encompasses all in-water shock causalities and fatalities.

It is referred to as electric shock drowning and not electrocution because there is no physical injury. The victims either lose muscle control or suffer ventricular fibrillation (uncoordinated contraction of the cardiac muscle). Because victims typically show no sign of injury,

many electric shock drownings are mislabeled as deaths attributable to alcohol intoxication or heart attack.

Since seawater is 300 times more conductive than fresh water, you would think that more problems would occur in seawater, however, just the opposite is true. Our bodies are saline; about the same conductivity as seawater, so in seawater we're nothing special. In fresh water, however, we are little floating islands of good conductivity in a sea of poor conductivity. A stray current try to get back to its source by the path of least resistance, so it will "jump" through a saline human swimming in fresh water. It only takes a small voltage gradient in the water (as little as 2 volts per foot) to cause cardiac and respiratory paralysis.

## Prevention

So how do you prevent ESD? The best defense is to never swim near docks with energized 120 volt AC power. Signs should be posted warning children and parents, "Stay Out Of The Water!". If someone must to go into the water to retrieve something lost overboard, the electricity to the dock should be shut off.

Additionally, The American Boat & Yacht Council (ABYC) E-11 adopted standards in 2010 that requires an Equipment Leakage Circuit Inter-

*(Continued on page 7)*



Though worn and faded, the owner of this dock has posted a warning about the dangers of swimming near electric outlets on docks.



*(Continued from page 6)*

rupter (ELCI) be installed on new boats. These standards are however, voluntary, and not all boat manufacturers follow them and there is no requirement to retrofit ELCIs on older boats. There is also no requirement for docks and marinas to install Ground Fault Circuit Interrupters (GFCIs). The use of both types of devices would prevent almost all ESD accidents.

Finally, when as Vessel Examiners or Recreational Boating Safety Program Visitors you talk to marina owners and boaters with power on their docks, encourage them to have an annual check of grounding system integrity. Boat AC electrical circuits and equipment as well as floating docks should be installed, maintained, and inspected by qualified marine electrical personnel. Boaters should only use marine approved appliances and electronics.

### **What to do**

If you are swimming and feel a tingling sensation or muscle paralysis, back up! The voltage gradient radiates from the current leak and increases as you get closer.

Stay upright. Upright, in a treading water position, you cover only a few feet of voltage gradient. By swimming horizontally, you could worsen the situation by covering voltage gradients with the entire length of your body.

Call for help using 911 or VHF Channel 16, as appropriate. Turn off the shore power connection at the meter base. If you don't know how to do this, call the harbormaster.

Get the victim out of the water. Remember to reach, throw, row, but don't go. Never enter the water to rescue someone. Practice retrieving a person from the water. It is a valuable skill and not easy to do.

If trained, perform Cardiopulmonary Resuscitation (CPR) until the Fire Directorate, Coast Guard, or ambulance can arrive. Victims of electrical shock drowning are good candidates for successful CPR efforts.

Electric shock drowning is preventable, and through increased awareness and education, incidents of ESD can be reduced. As responsible boaters and parents, make sure that the area is safe before entering, or allowing anyone to enter the water.

✿





## “Ready, Set, Wear It!” – A New Name, A New Outlook



**“Setting a World Record to bring a world of change to boating safety and life jacket wear”**

**5-18-2013**



What will it take to beat the 2012 National Safe Boating Council ‘Ready Set Wear It’ world record? During the third annual "Ready, Set, Wear It!" event held on May 19, 2012, 3,993 people gathered at more than 145 events around the world to set a new world record for the number of participants who inflated their inflatable life jacket or wore an inherently buoyant life jacket.

Hosted by the National Safe Boating Council and Canadian Safe Boating Council, ‘Ready Set Wear It’ ushered in National Safe Boating Week, May 19-25, 2012. The previous record of 1,685 participants worldwide was set in 2011. This year’s totals represent a 422% increase. Mike Klacik, Deputy Director-V Directorate tells us what it took to beat the 2011 record.

Klacik, the Coast Guard Auxiliary point of contact for Cabelas for this event stated in August, 2012, "In 2012 a different approach was taken on the Auxiliary side and we crushed last year’s record!" "There's no telling how many phone calls, emails and Cabelas store event coordinators I

spoke to during the planning process last year. It involved countless e-mails, phone calls and hundreds of hours of time, but it was well worth it!"

“Everyone worked hard on this and I was thrilled we broke the world record last year. This is one of my favorite projects to coordinate as an Auxiliaryist.”

The National Safe Boating Council again asked Klacik to coordinate Auxiliary participation in the 2013 event. ‘Ready Set Wear It’ will take place on May 18, 2013 to usher in the 2013 National Safe Boating Week, and the time to plan is now! If your flotilla has not already made plans to participate, don’t hesitate; register today! This year, can we demonstrate a 400% increase over last year? We will not know unless we try!

To register, go to:

<http://www.readysetwearit.com/>

For more information go to :

<http://www.SafeBoatingCampaign.com>

*By D. Riley*



<https://www.facebook.com/ReadySetWearIt>



<https://twitter.com/readyssetwearit>



<http://www.youtube.com/readyssetinflate>



# Vessel Examiner’s Responsibility to the Boater.

Paul Mayer, DVC-V

As Division Chief of the Vessel Safety Check website, I get feedback from boaters that have received vessel safety checks. I hope that every Vessel Examiner has been through our Vessel Examination manual and hands on training sessions with experienced Vessel Examiners.

Sometimes, from the feedback I get, some of our Vessel Examiners are not clear what the rules are in the Vessel Examination manual. That manual is a Commandant’s instruction, and we must adhere to what is in those instructions.

Recently a boater posted a question through our website’s interactive Q&A system. The following is what he asked: “I just had my boat checked last weekend at Lake Washington. It passed but they said that they didn’t have any safety check stickers for my window.

They said that one could be mailed. How many of you seasoned Vessel Examiners believe that what happened here is correct? It is incorrect. We cannot send a decal to a boater in the mail. Our manual states that when the decal is awarded, “The Vessel Examiner shall ensure it is affixed immediately by the operator in the presence of the VE.” We do not hand it to the boater and leave; and we don’t tell the boater it will be mailed to them. As a Vessel Examiner, you are required to have strict accounting of the decals in your charge.

In my email exchange with this boater, I suggested he take the copy of the 7012 form that the Vessel Examiner gave him and call the VE to ask him to come out and issue him a decal. The boater said even though he passed, he was not given a copy of the form.

Again, how many of seasoned Vessel Examiners believe that what he was told is correct?

Our manual, a Commandant Instruction states, “When the Vessel Safety Check (VSC) is completed, the operator should be given a copy of Form 7012 and a copy of the Federal Requirements pamphlet”. This is even if they fail the VSC. Since this boater was not given a copy of the 7012 form, he could not call the Examiner. That form is proof of a VSC even without a decal. As a VE, you complete the form and enter your name, member number, and phone number.

The V Directorate staff is asking that all District Staff Officers -Vessel Examination, Staff Officers- Vessel Examination, and Flotilla Staff Officers-Vessel Examination take time to go over things like this in the manual. These are not isolated incidents, but this incident was the one that finally made me aware that it was time to write about it in this newsletter. ☼

*“When the VSC is completed the operator should be given a copy of Form 204 (which is now the 7012) and a copy of the Federal Requirements pamphlet.” This is even if they fail the VSC, not just those who pass.”*



I certify that I have personally examined this vessel and find it meets the above requirements at the time of this Vessel Safety Check. I am a qualified Vessel Examiner of the: CGAUX  USPS  State of \_\_\_\_\_  or \_\_\_\_\_

Printed Name of the Examiner \_\_\_\_\_ Examiner Number \_\_\_\_\_

Examiner Signature \_\_\_\_\_ Telephone Number \_\_\_\_\_



## Paddlecraft: the Newest Wave of Recreational Boating Vessels.

Dana Kirk, BC-VEP



Top photo: LORAIN, Oh.—Dana Kirk points out a set of incorrectly spaced numbers on a kayak examined at a symposium at Lakeview Park, Oh. With her is trainee George Beris.

Lower photo: FAIRPORT BEACH, Oh.--Dana Kirk pulls her stand up paddle board (SUP) out of the water at Fairport Beach, Buckeye Lake on May 27, 2012.

Because it was a bit chilly, she wore a shortie wetsuit and bright orange paddler's jacket as well as her life jacket with whistle and personal marker light attached. Photos provided by Dana Kirk, BC-VEP, is a member of Flotilla 76 Grand River, Oh., District 9ER

### ***Stand up paddleboards: are they vessels?***

The United States Coast Guard says “yes”, stand up paddleboard (SUP) are vessels, therefore person on SUPs must abide by the Code of Federal Regulations when on Federal waters such as coastal waters. Required safety equipment for paddleboards includes: 1) a United States Coast Guard approved life jacket and 2) a sound signaling device. Ideally, the paddlers should wear the lifejacket with the whistle attached.

As Vessel Examiners, it's our duty to educate the public when performing vessel safety checks. We should educate the paddler on what equipment they should carry on board while on coastal waters as well as about local and Federal boating regulations.

### ***Do Vessel Examiners need to broaden their horizons?***

Paddlecraft vessels are increasing in sales annually nationwide. For that reason, Vessel Examiners should make an effort to increase their knowledge on performing vessel safety checks periodically. Some vessel examiners laugh at the idea of performing vessel safety checks on a canoe, kayak, rowboat, or stand up paddleboard, mainly because they regard paddlecraft as “toys”. Kirk had a discussion with some of the Guardians at USCG Station Fairport, Ohio on this subject. One thing that stuck in her mind was what one of them said: Every time the Auxiliary performs a vessel safety check on paddlecraft and educates the paddlers on equipment and safety regulations is a pre-empted search and rescue. So, think twice before you bypass the chance to perform a vessel safety check on any type of paddlecraft. ☼



## Paddle Craft Event

Text and photos submitted by Perry R. Taylor, DVC-VE

Members of Sector North Carolina's Flotilla 9-11 Cary, N.C. (054-09-11), supported a Member's Day event sponsored by the local chapter of the Carolina Kayak Club on Falls Lake, near Raleigh, N.C. The event took place on Saturday, May 19, 2012, which also kicked off National Safe Boating Week across the nation.

Alan Oneal and Ron Sanders, members of the flotilla's Vessel Examiner team, conducted vessel safety checks, distributed paddle craft safety literature, and provided an in-

flatable life jacket demonstration as part of the Ready, Set, Wear It event.

This is the second year the Cary flotilla has participated in this event, which provides a great opportunity to educate paddlers on safety requirements and conduct free vessel safety checks. ❄



Alan Oneal (left) and Ron Sanders participate in "Ready Set Wear It" on May 19 at Falls Lake, N.C.



Ron Sanders, a member of Flotilla 9-11 Cary, N.C., conducts Vessel Safety Check at Falls Lake near Raleigh North Carolina on May 19, 2012.



## Valuable Information to Share With Boaters When Inspecting PWCs. Perry R. Taylor, DVC-VE

A recent incident involving a personal watercraft (PWC) at Long Lake Marina in Naples, Maine, highlights the inherent danger with the buildup of gas fumes in the engine compartment. In this incident, the PWC operator had just fueled his PWC and when he attempted to start the vessel, it exploded while he was sitting on the vessel.

- Do not start craft if liquid gasoline or vapors are present.
- Always replace engine cover or seat before starting.

When conducting a vessel safety check on a PWC, it is important to remind the operator that after fueling or before starting the vessel, they should check the engine compartment for gasoline or gasoline vapors. The best check is your nose, or the "sniff test". If you observe or smell gas, determine the source and make repairs immediately. ☼

Subsequent investigation revealed a lock ring securing fuel lines to the gas tank was loose and allowed fuel to enter the hull. The explosion most likely occurred when the PWC was started and gas fumes were ignited.

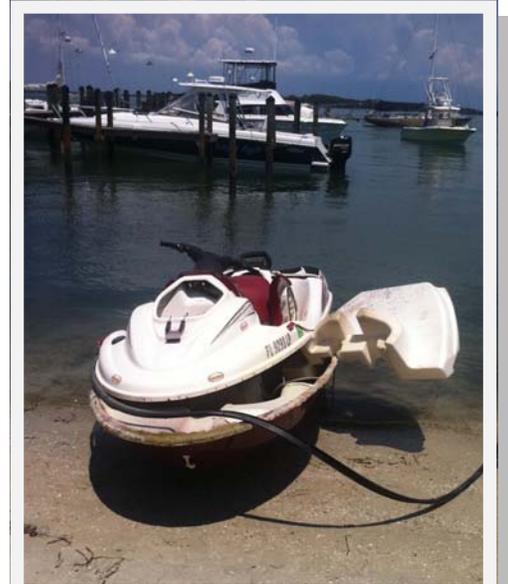
Unlike power vessels, PWCs do not have a powered ventilation system. Instead, they rely on natural ventilation when moving on the water. PWCs will have a warning

label, typically in the area of the fuel fill cap, indicating the following:

- Gasoline vapors may cause fires or explosions.
- Do not over fill fuel tank.
- Keep the craft away from open flames and sparks.



Above: The label warning personal water craft operators about the dangers of gasoline vapors is "fine print" when compared to the size of the PWC. It would be wise for Vessel Examiners to encourage operators to do a "smell" test before starting, to include removing the seat to check for gasoline fumes and then replacing the seat before starting. Photo provided by Perry R. Taylor, DVC-VE



Ouch! This PWC in Tampa exploded with two persons on board who luckily, survived with just minor injuries. Photo by Robin Conn, BC-UCS



## Recreational Boating Safety Committee in Action: Teamwork Promotes Successful Outcomes.

Perry Taylor, DVC-VE

What do you get when you combine members of your Public Affairs, Public Education, Program Visitor, and Vessel Examiner teams? Simple, a strong team committed to promoting Recreational Boating Safety. As Flotilla 9-11 Cary, N.C. (054-09-11) has learned, a committee made up of members from each of these teams working together to identify opportunities to promote recreational boating safety has proven invaluable in creating new programs, tools, and innovative solutions to help deliver a branded message to the public.

The most recent example is a joint effort to develop a "New Boater Information Packet". New boat owners receive little, if any, safety information when they leave the dealer. There seems to be more safety information included with a lawn mower than a bass boat with a 200 hp motor on the transom. After discussing the issue with several local dealerships, the Recreational Boating Safety team developed a packet of safety information to be given to every new boat owner as they leave the showroom or store.

Material is provided by each of the Recreational Boating Safety Committee members. Packets include Federal and State Regulations, Coast Guard Auxiliary public education offerings including flotilla current class schedules, information on how to obtain and pass a vessel safety check, and additional pamphlets from our large stock of boating safety subjects. Two different packets are assembled, one for power/sail, and one for paddle

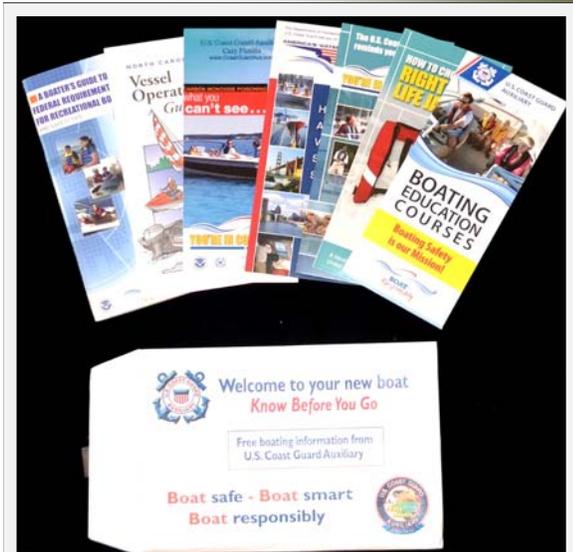
craft, with material specific to each type of boating.

The material is then placed in 6-1/2 x9-1/2" white envelopes with pre-printed labels. Program Visitors then deliver the packets to dealers, which are then made available to the dealer's Finance Manager who is typically the last person a new boat owner sees before they leave. The packets are given to the owner along with all manufacturer documentation. In the case of storeowners who sell paddle craft, they are typically kept at the cash register for distribution to customers purchasing paddle craft.

The program has been well received by local dealers and sporting goods stores and the demand for packets has been extremely high as the boating season ramps. Cost is minimal, envelopes and ink; and the potential benefit far outweighs the cost.

This is just one example of how the Cary Flotilla's Recreational Boating Safety Committee has developed an innovative approach to promoting recreational boating safety. ✿

*Read more about this flotilla's Recreational Boating Safety activities on page 5.*



Power/Sail Packet



Paddle Craft Packet



FORT PIERCE, Fla.—The largest event on record in Florida, Division 5 District 7 boasted 85 participants in the 2012 'Ready Set Wear It' event that included Coast Guard, Coast Guard Auxiliary, and members of the general public. Photo by Gary Barth, Division 5 Commander



### A word from the Editor

*For Safety's Sake* communicates news and information both up and down the chain of leadership and responsibility. It is a vehicle for V-Directorate division and branch chiefs to relay program changes and new information to our Vessel Examiners and Recreational Boating Safety Program Visitors. It is also a means by which we can publish and applaud the creativity and accomplishments of our members.

true as well as new venues and activities to get the message out. *For Safety's Sake* wants to hear about what you are doing! We also need photographs of Vessel Safety Checks and Program Visits. The editor is a member of District 7 and has immediate access to photos from this district, but we want to publish the best from every district. Don't allow District 7 to dominate *For Safety's Sake*!

Send your photos to:  
dottieriley1@verizon.net.

When sending photographs, please send them as attachments. Do not embed them in a document. Be sure to tell us **who** is in the photo, **when** and **where** it was taken, **what** is depicted, and be sure to name the photographer.



Innovations do not always originate at the top. Often, they originate at flotilla and division levels. *What has your flotilla done to promote Vessel Safety Checks and Program Visits? What have you done to deliver the Boating Safety message?*

We have amazingly creative members who take advantage of the tried and



We need you to contribute photographs for publication in *For Safety's Sake*!

