



For Safety's Sake

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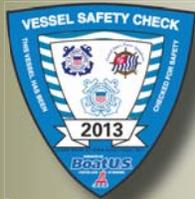
'Ready Set Wear It!' Sets New World Record.

By Michael Klacik, Director, V-Directorate

In the Spring 2013 issue of 'For Safety's Sake', we asked the question, "What will it take to beat the 2012 National Safe Boating Council 'Ready Set Wear It!' world record?"

Well, the answer is in...

...it took all of you!



V Directorate

Vessel Examinations

Partner Visitation

***Michael S. Klacik,
Director***

***Perry R. Taylor
Deputy Director***



GREENWOOD LAKE, N.Y.—Members of Flotilla 10-13 Wyck-off, N.J., (District 1SR) host a 'Ready Set Wear It!' event on May 18, 2013. Members shown are top row, from left: Kevin Fear, Henry Uiga, Robert Martone; second row from left: Tony Palfy, John Morgan, Stan Oczkowski; third row from left: George Smith, Amy Vaughn, Mike Lucas; kneeling: Ken Hall, and Jerry Potschantek. Photo by Michael Klacik

To read more about the world-record breaking 'Ready Set Wear It!' event, turn to page four.



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Safety on the Great Lakes: *Coast Guard and Coast Guard Auxiliary Join Forces to Kick Off National Safe Boating Week*

By Tony Ruque, DCAPT-Logistics, D9ER and Dana Kirk, BC-VEP

CLEVELAND, Ohio--During the National Safe Boating Week kick-off event held on May 19, 2013, at Sector Cleveland, Rear Adm. Michael Parks, Commander 9th Coast Guard District, stressed the importance of always wearing a life

jacket while underway on a boat. He went on to say that waiting to put on a life jacket when an emergency takes place is just as effective as trying to put on a seat belt just before an accident.

Continued on next page



CLEVELAND, Ohio—Tony Ruque, District Captain-Logistics D9ER, Rear Adm. Michael Parks, Commander 9th Coast Guard District, and Dana Kirk, Vessel Examination Directorate Branch Chief-Paddlecraft, prepare to kickoff National Safe Boating Week at Station Cleveland Harbor on May 19, 2013. Photo by BM1 Jeremy Cole, USCG



Continued from page 2

Parks also stressed the importance of being sober while boating. When boaters mix alcohol with other stressors such as wind, waves, the boat rocking, the sun, and other factors, they are likely to become impaired more quickly than they would on dry land.

Tony Ruque, District Captain D9ER, explained to the audience that the goal of the Coast Guard Auxiliary is to reduce search-and-rescue cases through safe boating public education and vessel safety checks. Although presently there is no federal law requiring adults to wear life jackets while underway, he stressed to the boating public the importance of doing so. The latest Coast Guard statistics show that in 2012 there were 459 victims of drowning with nearly 85 percent, or 379 victims, known not be wearing a life jacket.

Coast Guard statistics show that paddle craft ownership is the fastest growing segment of the recreational boating community in this country. Dana Kirk, Vessel Examination Directorate Branch Chief –Paddlecraft, spoke about preventive search and rescue for paddle craft through the combined efforts of vessel safety checks and completion of the Paddle Sports America course. Due to recent tragedies on Lake Erie, she stressed the importance of dressing for the water temperature and not the air temperature. She referred to this as “dressing for immersion.” Kirk went on to stress to paddlecraft



CLEVELAND, Ohio.--Future Coast Guard officer Bram Podoll, son of Cmdr. Nathan Podoll, USCG, 9th District Director of Auxiliary and Chief, Recreational Boating Safety Branch, stands ready to inspect Station Cleveland Harbor's 45-foot Response Boat-Medium while demonstrating a properly fitted lifejacket for his weight. Photo by Dana Kirk

boaters the importance outfitting their vessels with the proper safety gear. Kirk also recommended that all paddlers take a “hands-on” skills related class from an association like the American Canoe and Kayak Association to learn basic safety skills like self-rescue in the event their vessel capsizes.

All in all, this event was a great way to kick off National Safe Boating Week for the Cleveland Great Lakes area. Ω



Ready Set Wear It! Sets New World Record.

(Continued from cover)

By Michael Klacik, Director, V-Directorate



On Saturday, May 18, 2013, 5,774 participants gathered for the fourth annual “Ready Set Wear It!” event at more 189 locations around the world to help shatter last year’s world record of 3,993 participants who inflated their inflatable life jacket or wore an inherently buoyant life jacket.

The “Ready Set Wear It!” event, hosted by the National Safe Boating Council and Canadian Safe Boating Council continues to kick off National Safe Boating Week each year and has continued to gain momentum. This year’s totals represent a 31% increase in participation over last year. Ω

GREENWOOD LAKE, N.Y.— Members of Flotilla 10-13 Wyckoff, N.J., (District 1SR) are pictured after inflating their life jackets while participating in a ‘Ready Set Wear It!’ event on May 18, 2013. Members shown are top row, from left: Kevin Fear, Henry Uiga, Robert Martone; second row from left: Tony Palfy, John Morgan, Stan Oczkowski; third row from left: George Smith, Amy Vaughn, Mike Lucas; kneeling: Ken Hall, and Jerry Potschantek. Photo by Michael Klacik



For more information and to plan participation in next year’s event, go to:



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

<https://twitter.com/readyssetwearit>

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

<http://www.SafeBoatingCampaign.com>



Ready Set Wear It! 2013 Results

Participants - 5,774

Inflatable Life Jackets - 1,282

Inherently Buoyant Life Jackets - 4,492

Dogs in Life Jackets - 57

Total Number of Events - 189

- 143 USA Events
- 1 USA Territory Event
- 5 Australia Events
- 1 Brazil Event
- 9 Canada Events
- 23 Finland Events
- 7 Japan Events



Boating Safety Statistics 2012

Table 35 • NUMBER OF FATAL VICTIMS BY LIFE JACKET WEAR, CAUSE OF DEATH & VESSEL TYPE 2012

Cause of Death	Life jacket worn?	Number of deaths	Airboat	Auxiliary sailboat	Cabin motorboat	Canoe	Houseboat	Inflatable kayak	Open motorboat	Personal watercraft	Pontoon	Rowboat	Sailboat (only)	Sailboat (unknown)	Stand up paddleboard	Other	Unknown
Carbon monoxide	No	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Cardiac arrest	Yes	10	0	0	0	1	0	0	1	3	3	0	0	2	0	0	0
Cardiac arrest	No	19	1	0	1	2	0	0	1	7	2	2	2	1	0	0	0
Drowning	Yes	71	0	2	3	6	0	10	18	23	7	1	0	1	0	0	0
Drowning	No	379	1	4	32	36	3	18	20	186	16	29	19	3	2	2	4
Drowning	Unknown	9	0	0	0	1	0	0	2	2	0	0	0	0	2	0	0
Hypothermia	Yes	5	0	0	0	0	0	0	3	0	0	0	0	2	0	0	0
Hypothermia	No	6	0	0	0	0	0	0	5	0	0	1	0	0	0	0	0
Other	Yes	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Other	No	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0
Trauma	Yes	35	0	0	0	0	1	1	0	7	22	3	0	0	0	0	1
Trauma	No	66	1	1	7	1	1	0	0	45	5	5	0	0	0	0	0
Trauma	Unknown	2	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
Unknown	Yes	4	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0
Unknown	No	26	0	2	5	4	0	0	3	6	1	2	0	1	0	1	0
Unknown	Unknown	13	0	0	2	0	0	1	1	1	2	1	0	1	0	0	3
All Causes		651	3	12	55	52	5	30	50	286	58	44	23	10	5	3	5

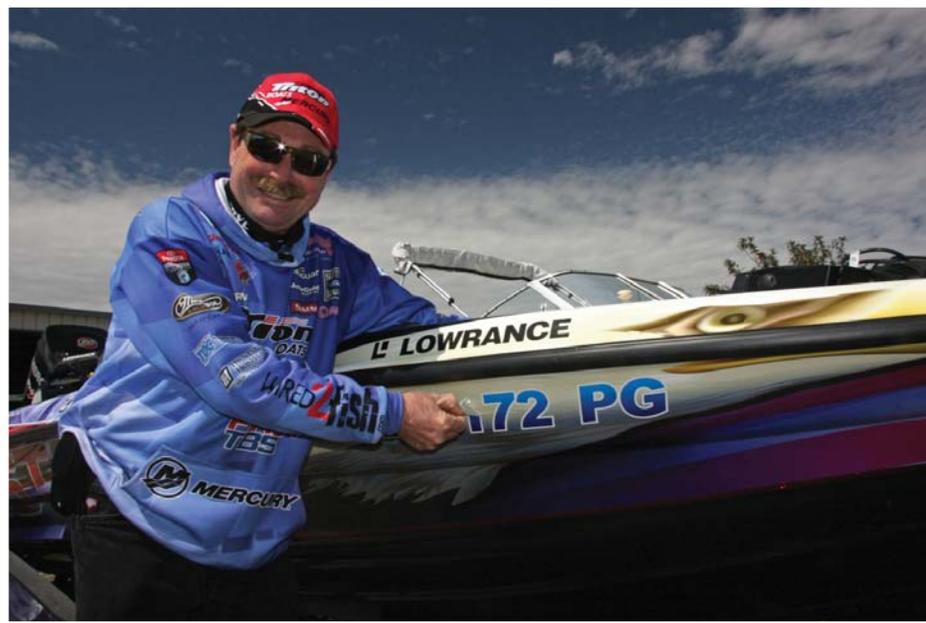
In May 2013, the Coast Guard Office of Boating Safety released the 2012 Boating Safety Statistics. The table at left taken from that document confirms what we already knew:

As Vessel Examiners and as Recreational Boating Safety-Program Visitors, we should promote life jacket wear with every Vessel Examination and emphasize the importance of life jacket wear at every opportunity.



Vessel Safety Check "Saves the Day" for a Bassmaster Elite Series Angler

Article and photos by Charles Truthan, Flotilla 15-3 Ocala, Fla.



Shaw Grigsby, an elite pro angler in the Bassmaster Elite Series Tournament and host of the TV show, "One More Cast," shown on the Sportsman Channel, was "saved" by his annual Vessel Safety Check. During the check, the Vessel Examiner discovered that Grigsby had inadvertently ordered the registration numbers from his last season's boat to attach to his new boat. As soon as this was discovered, Grigsby was on the phone in an instant, ordered the correct numbers, and had the new numbers in hand and installed by the next day. Had this error not been caught, Grigsby would not have been able to compete the following week

Shaw Grigsby is quick to correct his vessel registration number error. Off with the old...

in the opening session of the Bassmaster Elite Series.

Grigsby is a strong supporter of Vessel Safety Checks and anything that contributes to boating safety and fishing. He was instrumental in starting the annual Vessel Safety Checks with the Bassmaster Elite Series Tournament, now in its third year. Ω



...and on with the new.



How to be the Best Darn Vessel Examiner Possible!

And Then Become a Program Visitor Too!

Start by going to

<http://wow.uscgaux.info/content.php?unit=V-DEPT&category=job-aid-kits>

On this page you will find links to training tools and the open book on-line Vessel Examiner examination. These tools can be used by your Flotilla Staff Officer-Member Training or Flotilla Staff Officer-Vessel Examination as well as by you to self-study the course. We call this page the Vessel Examination/Program Visitor 'Tool Kit.'

The key to becoming a great Vessel Examiner is all in the training. Becoming a Vessel Examiner can be done by classroom instruction along with hands on training, or by self-study along with some hands on training.

It is very important that you understand that questions on the Open Book Vessel Examiner's Examination come from the Vessel Safety Check Manual (M16796.8), the USCG Auxiliary Facilities Guide, and the forms associated with the VE Department: ANSC 7003, 7008, 7012, 7038, and 7045. All of these items are linked below.

What you will need:

1. The first and most important tool is the VSC Manual M16796.8. Download a copy at: http://vdept.cgaux.org/JobAidFiles/VSC_Manual.pdf
2. Download the changes to this manual at: http://vdept.cgaux.org/JobAidFiles/Vessel_Safety_Check_Manual_Errata.pdf
3. Download the Forms ANSC-7003, ANSC-7008, ANSC-7012, ANSC-7038 and ANSC-7045 from the forms page at: <http://forms.cgaux.org>

The Vessel Examination/Program Visitor tool kit is loaded with useful links and information including but not limited to:

- Inspections of Coast Guard Auxiliary operational facilities designed for Vessel Examiners only.
- Links to the Vessel Examiner Course on-line examination.
- The Recreational Boating Safety Program Visitor manual to become certified as a PV.
- Links to obtain/print personalized Vessel Examination business cards.
- Information about inspecting personal water craft (PWC) and paddlecraft.
- Information about Visual Distress Signals, local and state regulations...**And so much more!**

Bookmark this page in your web browser and come back often!

<http://wow.uscgaux.info/content.php?unit=V-DEPT&category=job-aid-kits>



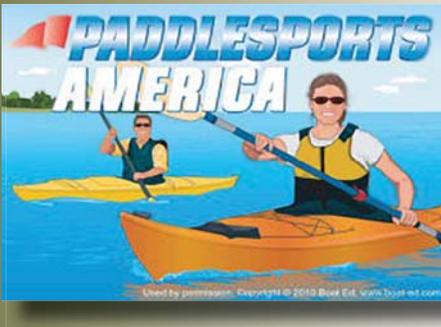
Paddle Craft Vessel Safety Checks

By Dana Lynn Kirk, Branch Chief- Paddle Sports

Every Vessel Safety Check is an opportunity to conduct a one-on-one mini safe boating course. Sometimes Vessel Examiners get so wrapped up in the details of the Vessel Safety Check that they forget this very important point.



“The whistle should be readily accessible to the paddler, especially in the event of an emergency such as a jet skier or power boater bearing down on them.”



“A lot of new paddle craft owners have simply gone out and bought their paddle craft, a life jacket, and a paddle or oars ...but they likely have not attended a boating safety class like Paddlesports America.”

A typical paddle craft Vessel Safety Check can probably be done in less than ten minutes- if the Examiner’s focus is to simply check the items specified on the paddle craft Vessel Safety Check form. If this is all the Vessel Examiner does, where does that leave the paddler? For example, every Vessel Examiner needs to emphasize to each paddler the importance of dressing for immersion.

A lot of new paddle craft owners have simply gone out and bought their paddle craft, a life jacket, and a paddle or oars (depending on the vessel) but they likely have not attended a boating safety class like “Paddlesports America.” They don’t know that they should dress for the water temperature and not the air temperature.

Another example comes while checking for a whistle. Ideally, it should be attached to the lifejacket and not stored away in a dry bag or spray skirt. The whistle should be readily accessible to the paddler, especially in the event of an emergency such as a jet skier or power boater bearing down on them. If the paddler happens to capsize,

the whistle is right on the lifejacket and the paddler won’t have to try and dig through a dry bag while in the water.

Another topic the Examiner can talk about is that the paddler should wear highly visible clothing and lifejacket. The colors recommended are red, orange, and yellow. The reason for this is that they need to be seen by other boaters. While a bright blue lifejacket may look nice or be someone’s favorite color, it will certainly make the person blend into their surroundings. On the other hand, wearing a bright orange lifejacket makes one stand out from their surroundings. Examiners may also want to suggest to the paddler to affix retro-reflective tape to either side of the paddle blades and to the front and back of their lifejacket. If they happen to capsize at night, the light hitting the tape makes the person highly visible.

These are just a few things Vessel Examiners should keep in mind while conducting paddle craft Vessel Safety Checks. Examiners are encouraged to take time to talk with the paddler. Ask them if



they've taken "Paddlesports America," the boating safety program specifically designed for paddlers, or a skills class. Be open for the opportunity to discuss other recreational boating safety topics with the paddler. Remember that every Vessel Safety Check is an opportunity to conduct a one-on-one mini safe boating course. Ω



"Another topic the Examiner can talk about is that the paddler should wear highly visible clothing and lifejacket."

Rebecca Giddens, 2004 Olympic Silver Medalist for whitewater kayaking

10 Ways to Paddle Safely

ONE. ALWAYS WEAR YOUR LIFE JACKET
Wear a properly fitting U.S. Coast Guard-approved life jacket at all times on the water.

TWO. DON'T DRINK WHILE PADDLING
Avoid alcohol, which impairs the coordination and balance you need to control a canoe, kayak, or raft.

THREE. STAY LOW
Learn how to enter and exit your boat safely and stay low in your boat when possible. Most paddlesport-related drownings are the result of capsizing.

FOUR. KEEP YOUR BALANCE
Don't overload your boat. Distribute passengers, secure gear evenly and low, and leave your dog on land.

FIVE. PRACTICE THE WET EXIT
Learn how to get out of, hang on to, right, and re-enter your capsized boat.

SIX. DON'T GET LEFT IN THE COLD
Dress for the weather conditions and be prepared for cold-water immersion. Hypothermia is a danger any time of year.

SEVEN. PLAN AHEAD
Know the water you're paddling, plan your day of paddling, and file a "float plan" so that someone knows where to find you and when you plan to return.

EIGHT. NEVER PADDLE ALONE
Companions can come to your aid if you get in trouble. New paddlers should paddle with someone more experienced—it's a great way to learn and remain safe if there's a mishap.

NINE. BE IN COMMAND
Know how to move your boat forward, back, and sideways, and how to stop using paddle strokes. Watch ahead for hazards like undercut rocks, bridge pilings, large branches and trees, big drop-offs, or other boats.

TEN. LEARN ABOUT YOUR BOAT
Consider taking a canoe or kayak safety class. Call 1-800-929-5162 or visit www.acanet.org to learn about classes offered by the American Canoe Association.

www.uscgboating.org

Paddle Safe!
Have Fun!

YOU'RE IN COMMAND

BOAT RESPONSIBLY

"Vessel Examiners are encouraged to take time to talk with the paddler. Ask them if they've taken "Paddlesports America," the boating safety program specifically designed for paddlers, or a skills class. Be open for the opportunity to discuss other recreational boating safety topics with the paddler."

"Remember that every Vessel Safety Check is an opportunity to conduct a one-on-one mini safe boating course. "



Frequently Asked Questions About the “I Want a VSC System”

*When did you last visit the V-Directorate Question and Answer page at:
<http://wow.uscgaux.info/content.php?unit=V-DEPT&category=member-vsc-faqs>
Here are some frequently asked questions and answers taken directly from those pages.*



Q: I'm going on vacation and will not be able to perform VSC's for several weeks. How can I be removed temporarily from the I Want a VSC system?

A: Here is the tip for VEs going on Vacation, or Snowbirds that move North or South with the seasons...

Log into the AUXMEMBER Directory and you can temporarily opt out of the I Want a VSC system if you will be unavailable for a period of time and then opt back in on your return. The site is at:

<http://auxofficer.cgaux.org/> *

If you've not yet set a password you can do it with the Obtain Password option. For those that want to learn more on using that tool, there is a short video mini class titled "How to change member information using 7028 Webform" that you can log in and take at the on-line training site at:

<http://classroom.cgaux.org/>

By doing this, you will not be contacted when you are not available to perform VSC's. Don't forget to opt back in when you return home.

**Note: "AUXOFFICER" is now called "AUXIT" but the link remains the same.*

Q: How does the system determine if I am one of the "nearest five (5) examiners"?

A: Each Zip Code in the U.S. and its territories has an official latitude and longitude, and the direct distance between two such coordinates ("as the crow flies") is an easy calculation. Your Zip Code is taken in real time from your address of record in AuxOfficer (AuxDirectory), and the requestor's location is taken from validated information from the online form that he or she fills out. Note: If there is a high population of volunteers in the ZIP Code searched, the tool will randomize the results and then take five volunteers from the top of the randomized list.

Q: I am a VE and submitted an I Want a VSC request and did not see my email address in the TO: email address. Why is that?

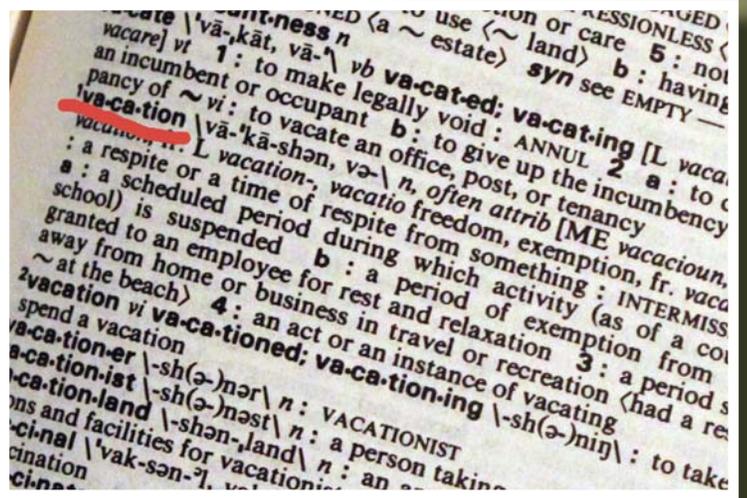
A: The reason that you don't get any email response is that the system automatically BCC's the requestor (in this case, you). It is an artifact of many mail systems that if the same email address appears in the TO: or CC: line as one that appears in the BCC: line, it is suppressed in the "visible" address lines. The email sent you shows, your name listed down in the body of the email, as one of the examiners that were being contacted.



The bottom line is that if a VE requests an exam for himself, he'll receive a BCC email as the requestor, will see himself in the list of examiners, but will not see himself in the TO address line of the email.

Q: I'm confused, his boat is in Florida, how are we / us in California involved?

A: That question was sent by an SO-VE that was included in the email. What happened was the VE moved from Florida to California and he never changed his address in AUXDATA. So he was selected as one of the closest VE's to the boater in Florida as well as his new FSO-VE and SO-VE were selected in the automated email. It is very important that our VE's keep their address and ZIP Code up to date in AUXDATA.



Q: I do my boating 100 miles from where I live. Where can I do Vessel Examinations?

A: Anywhere you want. However, the system will only offer you VSC opportunities near your official address in AuxData -- which you are free to change at any time.

Q: I am listed as the nearest examiner, but the Mississippi River is in the way, and the nearest bridge is 40 miles. What do I do?

A: Use common sense. Let one of the other listed examiners across the river take the request. Unfortunately, our IT group who wrote the system has not yet been able to find a "distance via road" online database. However, these cases are only problematic (and extremely rare) if none of the five examiners on the right side of the river (or other natural barrier), in which case the SO gets to help the requestor find an examiner.

Q: I am listed fifth in the email, as the furthest examiner. Do I have to wait for the others to respond?

A: No. The "early bird gets the worm". The approximate distance (as the crow flies) is shown on the request email, and if driving that is OK with you, it is OK with us.

Q: How do I let the other four (4) examiners know that I have contacted the requestor?

A: Simply hit "Reply ALL" in the request email, and say "I have contacted Mr./Ms. Xxx" and we are scheduled for a VSC on ___ at ___. You follow this polite and informative format because the requestor will also get a copy of your reply to your shipmates.

Q: I don't have a computer or email. Will I be included in the automated reply?

A: No. The system ignores vessel examiners who don't have an email address. You'll have to get your vessel examinations in the old fashioned way: participate in blitzes, walk the docks, meet people at Public Affairs events, etc.



Note that in the Auxiliary, where you can have a second email address listed in AuxData, only "Email 1" is used.

Q: I don't want to participate. How do I opt out?

A: You can opt yourself out by logging onto AuxOfficer/AuxDirectory at <http://auxofficer.cgaux.org>, and looking yourself up. In the middle of the page is a list of opt-in/opt-out choices ("YES" "NO"). Simply set "Opt out of I Want a VE Program" to "YES". The change is instantaneous, and you can simply close your browser.

Q: Why are the U.S. Power Squadrons members getting "our" requests?

A: Both the USPS and the Auxiliary are committed to boating safety. We've had a longstanding Memorandum of Agreement with the USPS that we will cooperate on Vessel Safety Checks, and our previous system has listed both Auxiliary and USPS examiners for years. It was just not as obvious, since only one examiner ever received the VE request.

Q: I called the requestor, and she told me another VE had just set up an appointment with her. What a waste of my time!

A: That's great! At least two of you are on the ball. In such a situation, be gracious on the phone with the requestor, and say "Excellent news! We just wanted to make sure you are covered". Or something like that. And then, hit "Reply ALL" on the email and say "I contacted Ms. Doe, and she informed me that she was all set up with John. Thanks, John..." The key in all of this is communication. Talk to one another.

Q: My flotilla's FSO-VE says only she can assign examiners to examinations, and that we are "Not allowed to respond to these requests."

A: Your FSO-VE is exceeding her authority. She is certainly free to proactively organize and manage VE events using your flotilla's or division's resources, but any currently qualified vessel examiner, Auxiliary or USPS, may respond to a spontaneous request by the public – whether through this system or otherwise – for a vessel safety check.

Q: I set up an appointment with the requestor, and then learned I had just gone "REYR". What do I do?

A: The system uses currency information from AuxOfficer, which is updated weekly (on Mondays) from Aux-Data. It is possible (but extremely unlikely) that a contacted VE will go REYR in that narrow one-week window, but if it happens to you, just use common sense. Use the request email as a source of the email addresses of the other four examiners, and privately send them an email asking for one of them to cover for you. Continue to follow up with the substitute examiner and the requestor until you are sure that a new appointment has been confirmed.

If this fails, then ask the FSO-VE or SO-VE for assistance.

Q: I'm going on a six-week cruise and won't be able to answer my emails. What do I do?

A: You also won't be able to perform any vessel examinations. Give everyone a break and "Opt out" in AuxOfficer/AuxDirectory while you are gone. Ω

Read more at:

<http://wow.uscgaux.info/content.php?unit=V-DEPT&category=member-vsc-faqs>