



For Safety's Sake

Volume VII Issue 1

Spring 2014

*Crossing Lines and
Taking on New Challenges:*

The making of three new Public Service Announcements by the V-Directorate.

By Dorothy Joan Riley, Branch Chief-Publications, V-Directorate



V Directorate

**Vessel
Examinations**

Partner Visitation

**Michael S. Klacik,
Director**

**Perry R. Taylor
Deputy Director**



George Papabeis, Staff Officer-Public Affairs Division 7 Tampa Bay, shoots one of several scenes for the Public Service Announcements starring Shaw Grigsby produced by the V-Directorate. The videos were filmed in January 2014 on the Crystal River in Florida. Photo by Dottie Riley

Sometimes a conversation about one assignment sparks ideas that end with a greater mission. Such was the case when Dottie Riley, the editor of *For Safety's Sake*, spoke with Charles Truthan on the phone about an article. (See Truthan, Charles, "Vessel Safety Check 'Saves the Day' for a Bassmaster Elite Series Angler," *For Safety's Sake*,

Volume VI, Issue 2, Summer 2013)

During that conversation, Truthan, from Ocala, Florida, described his relationship with the Bassmaster Elite Series Anglers from planning his first Vessel Examinations event to his present endeavors with this

Continued on page 2



V Directorate Staff

Vessel Examinations RBS Partner Visitation

Michael S. Klacik,
Director

Perry R. Taylor,
Deputy Director

Division Chiefs:

Andrew J. Render, Vessel Safety Check

Vincent Cerverizzo, Visitation Programs

William J. Howard, Communications

Keith R. Knotek, Incentive Programs

John Yskamp, Technical Support

Branch Chiefs:

Dorothy J. Riley, Publications

William K. Davis, Measures Liaison

Jan R. Munroe, Data Analysis

Tai Chan, Database Management

Dana Lynn Kirk, Paddle Sports

Anthony S. Ruque, (Assistant) Paddle Sports

Edward M. Lieblein, Vessel Safety Check

Reynold D. Armstrong, Program Visitor Awards Program

Charles W. Reul Branch, (Assistant) PV Awards

Joseph C. Reichal, Program Visitor

John R. Raab, (Assistant) Program Visitor

Norman Arthur Hoffman, Outreach Programs

Louis Dellis, Technical Support

Norman L. Fehr, VE Awards

Kerry R. Delcorso, (Assistant) VE Awards

Bruce A. White, (Assistant) Vessel Safety Check

Continued from cover

group of professional tournament anglers. Over the years, Truthan developed a relationship with one angler in particular, Shaw Grigsby, the author of several fishing books and the star of the TV series, "One More Cast".

In his talks with the pro angler, Grigsby agreed to do several Public Service Announcements for the United States Coast Guard Auxiliary. Now, all Truthan needed was permission to film the Public Service Announcements, guidance on Auxiliary Public Affairs national policies, and a videographer.

Riley took the concept to Mike Klacik, Director of Vessel Examinations and Program Visits, who also thought it was a good idea. The Public Affairs Directorate usually produces Public Service Announcements, so the initial planning also included Barry Novakoff, Director of Public Affairs. Riley recommended George Papabeis, a Public Affairs officer and professional videographer to shoot the film.

The project took several months from start to finish. Riley, Klacik, Truthan and Papabeis brainstormed ideas for scenes and scripts. Once approved, Papabeis ended up with the lion share of the work beginning with writing the scripts and scenes, to shooting the footage, and lastly, to compiling and editing the final Public Service Announcements.



Shaw Grigsby pulls out his vessel registration as Charles Truthan begins conducting a Vessel Examination on the angler's vessel on Jan. 8, 2014, at the Crystal River boat ramp in Florida. Truthan is a member of Flotilla 15-3 in Ocala. Photo by Dottie Riley

Throughout, Truthan stayed in touch with Grigsby and kept him in the loop. The 'several months' in completing this project came not from the actual tasks involved, but in coordinating schedules. Summer meant vacations already planned. Grigsby participated in several fishing tournaments and in the fall,

Continued on page 3



Continued from page 2

faced an even tighter schedule taping his next TV series. Then there was the end of the year, the annual change of watches, and busy holiday schedules. All of the players were anxious to get the job done, and after a few more emails firming up schedules, a date was set for January 8, 2014, on the Crystal River in Florida.

On the eve of January 7, Riley and Papabeis drove the 120 miles from Brandon in Division 7 to just outside of Ocala, in Division 15 where Truthan lived. Truthan hosted his fellow Auxiliarists for the night, and before dawn the next morning, the trio drove another 30-plus miles to the docks on the Crystal River where they met Shaw Grigsby. Truthan had arranged for a chase boat provided by Donald Jones, also from Division 15.

While our members to the north who experienced one of the coldest and longest winters on record will likely not sympathize for their southern counterparts, even the sunny state of Florida sustained record-breaking cold this year. Such was the case in January for the scheduled taping.

Bundled in anti-exposure suits and jackets, they took to the water and videotaped the required scenes. Thankfully, Papabeis had meticulously preplanned the scripts and scenes requiring less time to complete the footage. In their coats and woolen caps, nothing except the Spanish moss and a few palmettos

visible in the background hint at their location. *Brrr!*

Fast-forward to February. Papabeis compiled, edited and released the Public Service Announcements, arguably some of the best ever produced by the Auxiliary. At least the V-Directorate is proud of them, and it is our hope that the members take advantage of these 15-second gems!

Links to the videos are provided. ❄

Organizers and participants in this project:

George Papabeis, Staff Officer-Public Affairs Division 7, District 7

Dorothy Riley, Branch Chief-Publications, V-Directorate

Charles Truthan, Immediate Past Flotilla Commander, 15-3, District 7

Donald Jones, Flotilla Staff Officer-Operations, Flotilla 15-1, District 7

Michael Klacik, Director Vessel Examinations and Program Visits



These videos by George Papabeis are located on the V-Directorate web page under the Job Aid Kits; see last link: PSA



http://vdept.cgaux.org/video/Grigsby_PSA_ATON_07%281%29.mp4



http://vdept.cgaux.org/video/Grigsby_PSA_Wear_It_07.mp4



http://vdept.cgaux.org/video/Grigsby_PSA_GetOneToo_07a%281%29.mp4



Life of a Fire Extinguisher.

By Ed Lieblein, BC-VSC, DSO-VE/PV, 8th Western Rivers District

"I am a Unites States Coast Guard approved fire extinguisher living under personal flotation devices (PFD) in a very dark location aboard my owner's vessel and I seldom see daylight. When I am needed, my owner has problems finding me and I'm not sure I can function properly. Occasionally, a Coast Guard Auxiliary Vessel Examiner requests my presence to check me, and hopefully I'll pass the Vessel Safety Check examination. After the inspection, I'm usually placed back where I stay for another year."



A Vessel Safety Check is the perfect opportunity to explain federal and state regulations and to begin educating the boater about fire extinguishers and other safety equipment required on board vessels. All marine fire extinguishers (U.S. Coast Guard approved) are sold with brackets and should be used to secure the bottle to the vessel in a visible place to be accessible in the event of an emergency. While mounting the extinguisher is not required to pass the Vessel Safety Check, mounting is recommended. It is also recommended that at least one unit be placed in the cockpit, galley area, and in each stateroom.

Some extinguishers, especially those used in personal watercraft, have a white button. Push the white button down to make sure the unit is still charged. If the white button rests on the yellow spacer or does not come back up, replace the extinguisher. Nozzles should be free from obstructions and verify that there is no physical damage to the extinguisher or discharge in

the hose. Ensure that the seals have not been tampered with and the locking plastic or metal pins are in place.

Determining the age of the fire extinguisher is sometimes difficult. Most manufacturers will print the age on the label or have the last

two digits for year stamped on the bottom. Some manufacturer may use ten numbers. The first four numbers are military time indicating when the unit was built, the next three are the day in the year and the next two digits are the year. The last number is the production line upon which it was built. Verify that the age of the extinguisher has not exceed the manufacturer's recommendation. Replace fire extinguishers in accordance with the manufacturer's instructions.

Recent articles in *For Safety's Sake* discuss the best method to check a fire extinguisher. The old practice of shaking or inverting and tapping the bottom to feel the powder moving inside and to free up any caked material is NOT recommended and should NOT be used. This old practice actually risks damage to the shell of the extinguisher or the pressure gauge and has no long term effects on the loosening of "packed" dry chemical. Additional information can be found at:

<http://vdept.cgaux.org/newsletters/fss10-03.pdf>
(See page 3)

Vessel examiners should be familiar with the new fire agents used in permanently installed fire systems. Halon is no longer available because it is thought to de-

Continued on page 5



Continued from page 4

plete the earth's ozone and has not been manufactured in the United States since January 1, 1994. Many boat owners still have this system aboard their vessel. Permanently installed units must be periodically inspected and tagged by a recognized authority.

If the vessel includes one or more of following, you must have at least one fire extinguisher aboard:

1. Inboard or stern-drive engines,
2. Closed compartments under thwarts and seats where portable fuel tanks can be stored,

3. Double bottoms not sealed together or not completely filled with flotation materials,
4. Enclosed living spaces,
5. Closed stowage compartments in which combustible or flammable materials are stored,
6. Permanently installed fuel tanks, and
7. Vessels 26 feet or more in length.

As part of the educational process, stress to boaters that extinguishers should be mounted in an accessible area, but not near the engine or placed in a stowage compart-

ment. To ensure a quality Vessel Safety Check examination, product knowledge and professionalism is a must for the examiner. ❁

Vessel Safety Checks Potentially Save Lives and Avert Injuries

Outdated safety equipment is not only ineffective but can injure unsuspecting boaters!

Leonard Chiacchia, Vessel Examiner from Flotilla 74 in Brandon, Florida, conducted a Vessel Safety Check in September 2013 on a newly purchased, used, 20-foot recreational fishing boat at Williams Park, a public boat ramp in Riverview, Florida. During the check, Chiacchia discovered that the flares on board expired October 1989! These 24 year-old flares posed a potential risk of injury to the boater if he tried to fire one during an emergency. The boat owner was very surprised and pledged to replace them immediately.

Photo by Leonard Chiacchia





Do You Know How to Educate Customers About Boating Safety Equipment?

Rachel Johnson, National Safe Boating Council

The goal of both marine industry and boating safety professionals is to help today's boat buyers maximize their enjoyment when

spending time on the water. Behind that goal is the simple understanding that proper education leads to a lifetime of fulfillment aboard a boat. Marine retail and boating safety advocates have the same "customers," just different motives; sales for profit and sales to get those same people outfitted with the proper safety equipment. When this is accomplished, both succeed!

free of charge. This online video series provides time-efficient training opportunities designed to educate marina personnel, recreational boat dealers, marine retailers and others who sell products and services to boaters on how to make the right decisions about buying safety equipment and the contents of a U.S. Coast Guard safety kit.

"Boat Pro Point of Sale will help everyone promote boating safety through education before a recreational boater even gets on the water," said Virgil Chambers, executive director of the National Safe Boating Council, which manages the Boat Pro Point of Sale program. "Boat Pro was created for seasoned as well as seasonal marine professionals to train them about safety equipment, but is also a great tool for educators. In fact, assistance from both the U.S. Coast Guard Auxiliary and the United States Power Squadrons was essential and Boat Pro Point of Sale will become part of their dealer visitation programs. State boating educators will certainly like many of the segments for their use as well."

The segments are broken into nine sections, totaling less than an hour of key information to help trained sales professionals not only cre-



Mirrors placed near life jacket displays may encourage buyers to try on life jackets for proper fit. Photo from Boat Pro Point of Sale training Power Point Presentation.

The National Safe Boating Council, in collaboration with the Marine Retailers Associations of the Americas and the Association of Marina Industries, has introduced its

new Boat Pro Point of Sale training program [SafeBoatingCouncil.org/BoatProPointofSale] completely

Continued on page 7



Continued from page 6

ate greater boating enjoyment for the consumer, but also provide numerous up-sell opportunities for their businesses. Also created were downloadable and customizable “U.S. Coast Guard Safety Kit” checklists for use in outfitting the boat and the boater for whatever type of boating they do.

“Talking about safety is rarely an easy and enjoyable part of the sales process,” says Matt Gruhn, president of the Marine Retailers Association of the Americas. “But if we’re going to truly help today’s boaters get the most out of boat ownership, it’s a necessary part. The new training program helps sales people understand how easy it can be to educate their customers, and it gives them the confidence to know that by using the ideas in these videos, they can help their customers enjoy a lifetime of boating.”

Hosted by Ship Shape TV Host John Greviskis, Boat Pro Point of Sale offers short, informative videos covering different marine safety products and concepts. After watching the videos, marine professionals can test their new knowledge with a short multiple-choice quiz, and once all seven sections are successfully completed, they will receive a Certificate of Completion with two hours of continuing education credit. These

and other features of the Boat Pro Point of Sale are available exclusively online at SafeBoatingCouncil.org/BoatProPointofSale.

Boat Pro Point of Sale was produced under a grant from the Sports Fish Restoration and Boating Trust Fund administered by the U.S. Coast Guard and has earned the National Association of State Boating Law Administrators “Seal of Safe Boating Practices.” ❁



This customer bought the inflatable her husband asked her to buy AND, after learning about inflatables and prompting about her family boating activities, decided she and her teenage daughter should have one. She also purchased a rearming kit. Photo from Boat Pro Point of Sale training Power Point Presentation.



ABYC Recreational Boating Safety "Safety Essentials" Checklists

Perry R. Taylor, Deputy Director, V-Directorate

The American Boat and Yacht Council (ABYC) is a non-profit organization created in 1954 with the mission to improve boating safety and reduce the number of injuries and fatalities. With a grant from the U.S. Coast Guard, the ABYC developed two Recreational Boating Safety "Safety Essentials" Checklists available to the public.

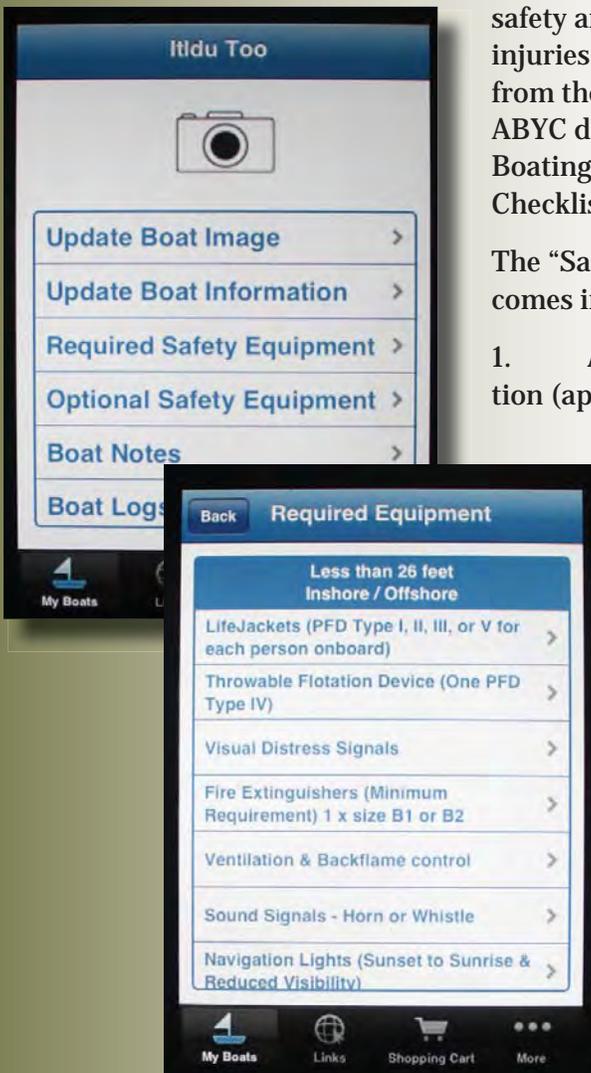
The "Safety Essentials" Checklist comes in two forms:

1. A mobile phone application (app) currently available for the iPhone or iPad only that is a free download from the ABYC web site at <http://abycinc.org/mobileapps/> which features a link to the Apple iTunes store. ABYC hopes to develop a parallel Android app.
2. A paper Boating Safety Checklist that the public can download as a PDF file from the same ABYC web page <http://abycinc.org/mobile-apps/>

onboard their boat and make suggestions on other items that will make a boat safer and more comfortable. It is designed to apply to all powered and non-powered boats operated in the United States and territorial waters. This app also contains features to help one maintain their boat, buy supplies for their boat, and to notify them of important dates.

The mobile application features include:

- Ability to store information for up to three boats
- Track items needed in a shopping list
- File and save Float Plans
- Track scheduled maintenance in the calendar
- Set reminders for items that need scheduled service (flares, fire extinguishers)
- Keeps all information separate by boat
- Links to boating agencies
- Email float plans, lists, and boat details



Screenshots of the ABYC Boating Essentials app on an iPad.

The mobile phone application is a simple checklist app to help you identify the safety items boaters are required to have

Continued on page 9



Continued from page 8

The downloadable Boating Safety Checklist is not intended to replace the Vessel Safety Check. However, it serves as a handy electronic checklist that can be used by boat-

ers when planning their day on the water. ❁

Note: the boxed racing stripe on both pages is the program icon as it appears on an iPad.



Image (below) of the PDF file from the same ABYC web page. While not designed to replace a Vessel Safety Check, it serves to increase the boater's awareness about the types of safety equipment required for the kind of vessel operated, and as a handy tool for planning a day out on the water.

http://abycinc.org/mobileapps/

Boating Safety Checklist

MUST HAVE ITEMS
As Required By Regulation

Personal Flotation Devices (Life Jackets)

Type I, II, III, or V for **each person onboard** (Wearable)

One Type IV (Throwable)
Not Required on Non-Powered boats under 16'

Fire Extinguishers

Choose One	Boats w/out Fixed System	- OR -	Boats w/ Fixed System
<input type="checkbox"/> Boats <26'	1 Size BI		Fixed System
<input type="checkbox"/> Boats 26 - <40'	2 Size BI*		Fixed System + 1 Size BI
<input type="checkbox"/> Boats 40 - 65'	3 Size BI*		Fixed system + 2 Size BI*

* One Size BI may be substituted for Two Size BI Extinguishers

Visual Distress Signals (VDS)

Choose One

Combination Day/Night VDS (Flares or Flare Gun)

Daytime VDS (Flags, Smoke Signal)
AND
 Nighttime VDS (Automated SOS Light)

Sound Signals

Horn or Whistle

Bell (Not required for vessels under 12m)

Ventilation (Boats with Gasoline Systems)

Natural Ventilation

Powered Ventilation

Backfire Flame Control

Backfire Flame Arrestor (Gasoline Engines except outboards)

• The above represents minimum USCG Safety Requirements on-board vessels.

• Other Requirements may be necessary to comply with state laws.

• This is not intended to be an all-inclusive list but rather a baseline of items to make your boating adventure safe and fun.

• For Vessels over 65' refer to 33CFR 25.30-20 or ABYC A-4.

Boating Safety Checklist

Recommended Items

Items in Red May be Required in Some States

Boats on Inland Waters
Everything on Required List PLUS:

<input type="checkbox"/> First Aid Kit	<input type="checkbox"/> Boating Safety Education/Certificate
<input type="checkbox"/> Anchor with Sufficient Line	<input type="checkbox"/> Watersports Flag (Skier Down/Diver Down Flag)
<input type="checkbox"/> Bailing Device	
<input type="checkbox"/> Sun Protection	
<input type="checkbox"/> Alternate Propulsion (Paddles, Oars)	

Boats on Nearshore Waters
Everything Above PLUS:

<input type="checkbox"/> Extra Food & Water	<input type="checkbox"/> GPS/Chartplotter
<input type="checkbox"/> Float Plan	<input type="checkbox"/> Depth Finder
<input type="checkbox"/> Compass	<input type="checkbox"/> Charts
<input type="checkbox"/> VHF Radio	<input type="checkbox"/> Spare Tool Kit

Boats on Offshore Waters
Everything Above PLUS:

<input type="checkbox"/> EPIRB	<input type="checkbox"/> Man-Overboard Recovery Gear
<input type="checkbox"/> Life Raft	<input type="checkbox"/> AIS
<input type="checkbox"/> Searchlight	<input type="checkbox"/> Sea Drogue
<input type="checkbox"/> List of CPR Instruction	<input type="checkbox"/> Safety Knife
<input type="checkbox"/> Radar	<input type="checkbox"/> Weather Information System
<input type="checkbox"/> Radar Reflector	<input type="checkbox"/> Radio Direction Finder
<input type="checkbox"/> Shore Landing Craft (Tender)	<input type="checkbox"/> Long Range Communications Gear

Boats on River Waters
Everything on Required List Plus:

<input type="checkbox"/> Throw Bag	<input type="checkbox"/> Helmet
------------------------------------	---------------------------------

Miscellaneous Items
Other Items That May be Recommended:

<input type="checkbox"/> Heaving Line	<input type="checkbox"/> Strobe Light
<input type="checkbox"/> Spare Keys	<input type="checkbox"/> Carbon Monoxide Detector
<input type="checkbox"/> Boat Hook/Pole	<input type="checkbox"/> Extra Clothing
<input type="checkbox"/> Spare Propeller	<input type="checkbox"/> Marine Hardware
<input type="checkbox"/> Extra Engine Oil	<input type="checkbox"/> Masks & Fins (For Clearing Props)
<input type="checkbox"/> Handheld Lead-line	<input type="checkbox"/> Storm Sails

Scan here to download the ABYC Boating Safety Checklist App
abycinc.org/mobileapps

Produced under a grant from the Sport Fish Restoration and Boating Trust Fund, administered by the U.S. Coast Guard.

Boating Safety, Built In



© 2014 Coast Guard Auxiliary Association, Inc. All rights reserved.

As the United States Coast Guard Auxiliary celebrates its 75th Anniversary, the retirement and farewell address of Paul Mayer, former Division Chief - Communications offers a unique glimpse into the V-Directorate's own past.

V-Directorate Bids Farewell to a Piece of Its Own History:

Fifteen Years as DVC-VC Farewell from Paul Mayer

The year was 1998 and I wish I could say that it “seems just like yesterday” when John Combs approached me to take on an national staff job. Combs knew me from the Seventh District when he approached me to join the National V Department as their webmaster and Chief of Communications. From all that has happened in the last fifteen years, it really does not seem like just yesterday.

I was the webmaster for the Seventh District and a software developer and web designer in my professional life. I had created an award winning and interactive website for the Seventh District. Combs was a District Staff Officer-Vessel Examinations in District 7 as well as the “Deputy Dog,” as he called himself, for Donald Smutz, Director of the V Department. They wanted a website that would stand out and get attention for the Vessel

Examiners program, which at that time was called the Courtesy Marine Examination (CME) program. This later became the Vessel Safety Check program we all know today.

Some of our old-timers like me may remember the banner from our old 1998 – 1999 Department Newsletters with the “Safetee Seal Says” title and cartoon logo which were easily recognizable. That clapping seal was used for a number of years through Don Smutz’s command until John Combs became the Director, and I believe it was in 2000 or 2001 that the seal was retired.

In figure 1, you will see the first banner of the V Department website which had the seal. This was in March of 1999. That was when I created the new database driven interactive website to replace

Continued on page 11

Figure 1



U. S. COAST GUARD AUXILIARY
NATIONAL VESSEL EXAMINATION DEPARTMENT

Safetee Seal says.....

DONALD C. SMUTZ, DEPT CHIEF 7106 PRIMROSE WAY, CARLSBAD, CA 92009-4833
VOICE: (760) 931-2615; FAX: (760) 931-8569; e-mail: dsmutz@earthlink.net



JANUARY ISSUE: 98-01



Continued from page 10

the old site on the Auxiliary web server. The new site was hosted on my business web server as Microsoft trained me and the tools I used required a Windows based web server.

This was the first interactive website for the Auxiliary at the time. I created the 'I Want a VSC' tools where boaters could fill out a form and contact the closest volunteers to provide them with a Vessel Safety Check. At that time, we did not have the tools to hook into the Auxiliary Data System (AUXDATA) to automatically have our Vessel Examiners in the system so we had to go about it a different way. Before creating this website, I also created the first online member database for National. I used that tool to send out an email to all Vessel Examiners inviting them to join the new 'I Want a VSC' system. The response was great and through articles in the V Department newsletter and other publications, the system grew with members covering most anywhere there are boaters. The only drawback is that it was up to members to update their information, and through the years, the database became not so

good as far as being up to date.

In recent years, it was almost a full time job where I spent every day responding to email from boaters that did not get responses from our members. I would say I had to find a Vessel Examiner for several thousand boaters in a year. In the early days, I would send an email down the chain of leadership and hope no one would drop the ball and help the boater.

I also created automated surveys and the question and answer (Q&A) tools where the public and members could ask questions and get answers from our staff, as well as the 'Best Ideas' pages where members could submit things that worked for them and we shared it with our members.

One of the other things I did worthy of mention was to create the first fully automated on-line testing system, also hosted on my server that allowed members all across the nation take tests for the specialty courses as well as Operational Auxiliarist Specialty Program (AUXOP).

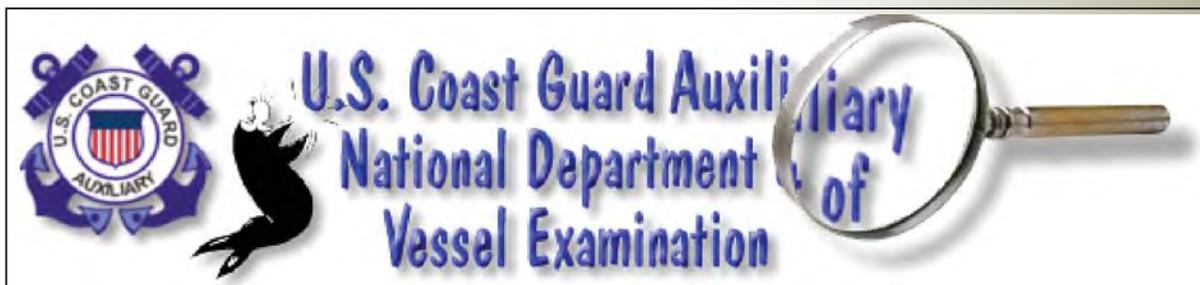
Now to get to why I'm leaving the V Directorate...

Several years ago, I was diagnosed with Macular Degeneration. My vision is progressively getting worse despite numerous laser treatments and injections in my one eye. I feel that I cannot continue to keep up the pace I have in the last 15 years with the V-Directorate not to mention all of the other jobs in the last 21 years. So I plan to retire from the Auxiliary at the end of the year and take it easy. I'm going to miss all of the great times and satisfying experiences I've had as an Auxiliarist. I was a Flotilla Commander several times and a Division Captain too (now Division Commander) and met a lot of great people during my time in the Auxiliary. I have a feeling that whoever follows me will carry on the dedication that I held for my jobs and the V Directorate will continue to provide a great service putting safer boaters on our waters.

So as I close the last article I'll ever write for the V Directorate Newsletter, I say farewell to all!

Paul Mayer

Editor's note: Paul Mayer retired from the Auxiliary at the end of 2013. We thank him for his years of dedicated service and wish him fair winds and following seas.

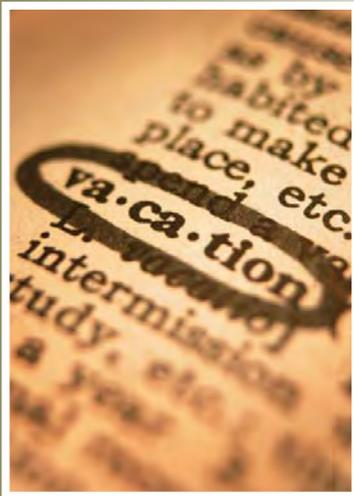


Last banner bearing the Safety Seal



Going Somewhere?

Be sure to opt out of the 'I Want A VCS System' while you are away!



Summer is just around the corner. Are you going on vacation? Taking a cruise? Do you relocate during the summer or winter months?

If you will be away from home or unavailable to perform Vessel Safety Checks for a few months weeks, or even just a few days, be sure to change your availability in the listing of Vessel Examiners from the "I Want a VCS" system.

Log into the Auxiliary member directory (now called AUXIT) and temporarily opt out of the "I Want a VCS system", then opt back in on your return. The site URL is: <http://auxofficer.cgaux.org/> *

If you have 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 video mini-class titled "How to change member information using 7028 Web form" that you could log in and take at the on-line training site:

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

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

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

Read more at:

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



Link to this video by Jonathan Ahlbrand:
<http://youtu.be/-KwN7odhv78>

Best Ideas!



Our members are often as creative as they are dedicated to which this video of a Lansing, Mich. boat show attests. The "Best Ideas" nomination is for the 'Virtual Vessel Safety Check.' Watch for it!

Jonathan M. Ahlbrand is a member of Flotilla 22-6 Lansing, Mich. District 9 Central and holds several offices at flotilla, division and national levels. ✿



New!

Life Jacket Loaner Program

Source: Life Jacket Loaner Program Standard Operating Procedures and Guidelines

The life jacket loaner program provides the public with free use of life jackets on a first-come, first-served basis. Research shows that most drowning could have been prevented if a life jacket had been worn by the victim. The goals for this program are to increase life jacket wear during water-based activities as well as to educate the visiting public on the importance of proper use and fit.

Life jacket loaner stations have been successfully used since the mid-1980s by various organizations as a tool in reducing public recreation-related fatalities on their waters. Most of these stations offer various sizes of life jackets from infant to adult in limited quantities.

Demand for use of the life jackets has generally exceeded the available supply. Many of the loaner stations in existence have cooperatively been installed and maintained by local partners, such as Safe Kids Coalition, Boy or Girl Scout organizations, or local water safety councils. The standards for each station have been at the discretion and control of local organizations. This has resulted in a variety of structure design, maintenance, and oversight in monitoring

the structures or the life jackets being made available to the public.

The United States Coast Guard Auxiliary strongly encourages flotillas to participate in this valuable program and has developed standards for implementing and maintaining these stations. Life jacket loaner programs may be managed at staffed locations or by use of unstaffed loaner boards or kiosk-type stations. Possible locations for loaner stations include gatehouses, visitor centers, designated swim beaches, marina offices, fuel docks, boat ramps, or similar high visibility facilities.

To implement a life jacket loaner program, download the Life Jacket Loaner Program Standard Operating Procedures (SOP) and Guidelines located at:

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

The life jacket loaner program is one more way we can help save lives and develop new partners. Boating season is just around the corner. Read the SOP, share what you have learned with your flotilla members, and plan to add a station in your area of operations! ✿



Examples of life jacket loaner program stations. The top photo features a kiosk style station while the bottom demonstrates a shelter-type station. Images from the *Life Jacket Loaner Program Standard Operating Procedures and Guidelines*.



-WANTED-

*F*or *Safety's Sake* communicates news and information both up and down the chain of leadership and management. It is a vehicle for V-Directorate's 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.

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 true as well as new venues and activities to get out the message. *For Safety's Sake* wants to hear about what you are doing! We also need photographs of Vessel Safety Checks and Program Visits.

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 tell us who took the picture. Get your flotilla some national recognition! Send us your best ideas to share with others.

Visit the Vessel Examination and Partner Visitation Web Site often for valuable resources and program information. Be sure to check out 'What's New', 'Questions and Answers', and other resources located under the 'Members Only' tab.

<http://www.uscgaux.info/content.php?unit=v-dept>