



For Safety's Sake

Volume VII Issue 2

Summer 2014

“Ready, Set, Wear It!” Event Sets New World Record!

Michael S. Klacik, Director, V-Directorate



Well, you all did it again! On Saturday, May 17, 2014, 6,973 participants gathered for the fifth “Ready, Set, Wear It!” event at 194 locations around the world to help break last year’s world record of 5,774 participants who inflated their inflatable life jacket or wore an inherently buoyant life jacket.

The “Ready, Set, Wear It!” program was created in 2010 by the National Safe Boating Council and the Canadian Safe Boating Council to provide a fun, educational event to introduce, demonstrate, and promote inflatable life jackets to the Recreational Boating Public. With the highest number of boating fatalities coming from boaters not wearing a life jacket, it is a serious issue.

Since its inception, the “Ready, Set, Wear It!” event has expanded to include the promotion of all types of life jackets, and has become an annual event that has educated thousands of children and adults to

the importance of life jacket wear. In the last couple years, even family pets have become involved with 49 dogs participating in 2014 with their special canine life jackets on.

The Coast Guard Auxiliary has partnered with and has been working closely with the National Safe Boating Council and Canadian Safe Boating Council promoting this event nationally. Twenty-eight Auxiliary units participated in 2014. Please check out the “Ready, Set, Wear It!” event website to see photos of this year’s participants (www.readysetwearit.com). Auxiliary flotillas/divisions/districts are encouraged to participate by hosting a “Ready, Set, Wear It!” event in their area. This is a fantastic opportunity to educate their communities of the importance of life jacket wear, and promoting our public education classes, all while having a fun filled event. Ω

V Directorate

Vessel

Examinations

Partner Visitation

Michael S. Klacik,

Director

Perry R. Taylor

Deputy Director





V Directorate Staff

**Vessel Examinations
RBS Partner Visitation**

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Louis Dellis, Technical Support

Norman L. Fehr, VE Awards

Kerry R. Delcorso, (Assistant) VE Awards

Bruce A. White, (Assistant) Vessel Safety Check

Staying on Track: PWC Vessel Safety Checks

Dana Kirk, BC-VEP

With all of the training that Vessel Examiners undergo, it behooves us to stay on track while performing vessel safety checks. Each boat is different, and depending upon the size and the type of boat examined, the vessel safety check is different. This article addresses issues associated with a personal watercraft vessel (PWC) safety check.”



When conducting Vessel Safety Checks on personal watercrafts, be mindful that not every item on the Form 7012 applies! Photo by Perry Taylor , DIR-Vd (Note: Registration number deliberately obscured.)

Recently, a Vessel Examiner (VE) performed a vessel safety check on a PWC also examined during the previous year. After the previous examination, the owner of the PWC was awarded a decal that was not visible on the PWC. The VE asked where the decal was, and the owner took it out of the compartment and gave it to the examiner along with the registration for the vessel. The owner informed the VE that he had not wanted the decal placed on the vessel the previous year because his PWC was new and the decal was unappealing.

According to the Auxiliary Vessel Safety Check Manual (COMD-

TINST M16796.8), Chapter 2 page 9: “A decal shall be awarded upon the successful completion of the VSC. The VE shall ensure it is affixed immediately by the operator in the presence of the VE. It shall be affixed in a location that will not interfere with or obscure the operator’s view and be readily visible to authorities while underway. This is normally on the lower forward corner of a portside window or a lower corner on the port side of the windshield. If no window is available it may be affixed to the dashboard or the back of a seat. It should only be affixed to perma-

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nently installed equipment.”

A review of the Vessel Safety Check Form 7012 from last year (2013) revealed other discrepancies. The VE failed to state the size of the vessel and checked off things such as ventilation and navigation lights. PWCs do not have navigation lights, as they must be off the water by sunset, and, just how does one check for the natural ventilation on a PWC? These items do not apply (N/A) on a PWC. It also failed Backfire Flame Control and Electrical Systems, yet was awarded a decal.

This emphasizes the importance of the need for vessel examiners to train yearly, to attend an annual Vessel Examinations workshop, and to work together. Our knowledge tends to become rusty over time and we need reminders.

In the author’s flotilla, vessel examiners pair off at safety blitzes and work together. This way, if one forgets something, the other will be there to catch the error or omission. In addition, taking a copy of the boating laws for your state to show the boaters what is legally required may be helpful.

One example of the usefulness of this practice is once, while performing a vessel safety check on a canoe, the boater argued that he was not required to have his registration on board. Kirk produced a copy of the boating laws book for his state and showed the boater that he was required to do so. ☺

Decal not installed

VESSEL SAFETY CHECK (VSC)
To be completed by a U.S. Coast Guard approved Vessel Examiner. See the back of this form for a brief explanation of required items. A Federal Requirements pamphlet is also available.

Date of VSC: 6/13/13
Decal Awarded: Yes No

Owner/Operator Name: _____
 Owner/Operator has attended a CGAUX/USPS, State or _____ Boating Safety Class: Yes No
 Location of VSC - County: _____ State: GA
 Replaced decal was Last Year Outdated First time

VESSEL INFORMATION:
 Registration or Documentation Number: _____
 HIN: _____
 Length: <16 16-25 26-39 40-65 >65
 Powered by: Gas Diesel Sail Other
 Area of Operations: Inland Coastal *Large VSC decal*
 Type: PWC Open Cabin Other

VESSEL SAFETY CHECK DECAL REQUIREMENTS

Item	Yes	No	N/A
1. Display of Number	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Registration Decal or Stenciling	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Personal Flotation Devices (PFDs)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Visual Distress Signals (VDS)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Fire Extinguishers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Ventilation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Backfire Flame Control	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Sound Pressure Devices/Hell	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Navigation Light	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Pollution Placard	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. MARPOL Trade Placard	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Marine Sanitation Devices	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. Navigation Bells	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. State and/or Federal Registration	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Overall Vessel Condition as applicable	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Deck, Placard of Hazardous Cargo/Bilge	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Electrical - Fuel Systems	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Galley - Heating Systems	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

RECOMMENDED AND DISCUSSION ITEMS
(While encouraged, items below are not VSC requirements)

Item	Yes	No
I. Marine Radio	<input checked="" type="checkbox"/>	<input type="checkbox"/>
II. Dredging Device & Backup	<input checked="" type="checkbox"/>	<input type="checkbox"/>
III. Mounted Fire Extinguishers	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IV. Anchor & Line for Area	<input checked="" type="checkbox"/>	<input type="checkbox"/>
V. First Aid and PFD Kits (PWCs)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
VI. Inland Visual Distress Signals	<input checked="" type="checkbox"/>	<input type="checkbox"/>
VII. Capacity/Certificate of Compliance	<input checked="" type="checkbox"/>	<input type="checkbox"/>
VIII. Discussion Items to apply	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a. Accident Reporting - Owner Responsibility	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Offshore Operations	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. National Charts / Navigation Aids	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Survival Tips / First Aid	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Fueling / Fuel Management	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Heat, Sun, Weather & Sea Conditions	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Inappropriate Conductors	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Boat Safety Check List	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Safe Boating Choices	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j. Maritime Domain Awareness	<input checked="" type="checkbox"/>	<input type="checkbox"/>

I certify that I have personally examined this vessel and that 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: _____

Additional Comments: This is an unofficial form for the operator's purpose. It is recommended that you carry every requirement listed. This checklist is for your personal information. There is no obligation of liability or any kind for advice given or opinions expressed by examination or this examination. In receiving the Vessel Safety Check decal you are indicating to the examiner you have met and responded to the standard of notes including every item mentioned. Please receive the Vessel Safety Check decal if the boat is sold or no longer needs these requirements.

I am consenting to this Vessel Safety Check of my watercraft with full knowledge that it is provided to me as a public service as a volunteer limit without cost, and I understand and agree that my receipt of a Vessel Safety Check shall not constitute or be construed as a warranty or guarantee in either the quality of the vessel, or skills of the operator, the seaworthiness of the vessel or the serviceability or adequacy of any equipment on board.

Owner/Operator Sign: _____ Date: 6-13-13

ANSC7012(4-08) 3/13/08 Edition Copy - BOATER

A review of the Vessel Safety Check Form 7012 from last year (2013) revealed other discrepancies. The Vessel Examiner failed to state the size of the vessel and checked off things such as ventilation, electrical system, and navigation lights, and according to the form, failed the ‘Backfire Flame Control’ check. Image provided by Dana Kirk



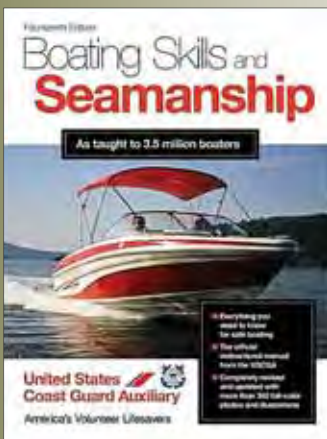
Vessel Safety Check Efficiency

Perry Taylor, Deputy Director

Important points to make when conducting Vessel Examinations:



Life jackets save lives!



Take a boating safety course!

Very often, the first question asked when trying to conduct a vessel safety check is, “how long will this take?” If everything on the checklist is covered in detail, an inspection can easily take 45 minutes.

Since boat owners are usually in a rush to get their vessel into the water, it is important that we prioritize the information that we convey. Therefore, having a game plan regarding the key safety points you want to make will greatly improve examination efficiency without compromising quality and allow the boater to get on with their day.

Here are some suggestions regarding important points to make during an examination:

1. Always wear a life jacket and insist that guests do the same. Ninety percent of those who drown were not wearing a life jacket. Make sure that children wear correctly fitted life jackets. More than 460 lives could be saved annually if people wore life jackets. Life jackets are even more important in cold water. “Cold shock” - a sudden gasping for air, increases drowning risk. Life jackets slow down the effects of hypothermia. Life jackets save lives.
2. Never drink alcohol while boating. Sober boaters save lives.
3. The most important safety item you need when you go boating is your brain...switched on and thinking about your safety and the safety of others. If it is working properly, you will be wearing your life jacket. Stay in control by taking charge of your safety and the safety of your passengers. Boaters between the ages of 36 and 55 account for the highest rate of total boating fatalities. “Don’t forget: safety begins with you.”
4. Take a boating safety course. You may even qualify for a reduced insurance rate if you complete a safety course. An educated boater saves lives.
5. Understand and obey the Rules of the Road. Imagine the mayhem that would result if car drivers disregarded highway traffic laws.
6. Operate at a safe speed and always maintain a careful look-out. Know your boats limitations as well as your own. Take note of visibility, traffic density, and the proximity of navigation hazards like shoals, rocks, or floating objects. Do not invite a collision by going faster than is prudent.
7. Check the weather forecast. A calm day can quickly turn ugly.

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Keep an eye out for changing weather conditions and stay on top of the forecast while boating. Heed weather and storm advisories.

- 8. Use a carbon monoxide detector in all cabins. Engines give off carbon monoxide (CO), an odorless, colorless poisonous

gas that can kill. Know the symptoms of carbon monoxide poisoning and avoid being around the transom when engines are running.

- 9. File a float plan. Always tell a friend or family member where you plan to go and when you will be back. Make it a habit! Ω

Developing Successful Auxiliarists

Andy Render DVC-VE

When first joining the Auxiliary, things can be a little intimidating. The new member hears different acronyms, many of which make no sense at all. They can be overwhelmed by meeting new friends, and do not know which uniforms to buy or even how or when to wear them.

Many new members join with the idea of going out on the water to rescue people. They start out by studying for Boat Crew and soon understand that this is one of our more challenging and lengthy certifications. For new members who are first learning our way of doing things, it is easy to become discouraged by the pages and pages of manuals that must be read. Add to that the number of performance qualification standards they need to master in order to receive their first certification, and let's not forget the intimidation factor of the Boat Crew qualifying examination check ride!

Many throw up their hands and talk about how disenchanted they are with the Auxiliary. Even worse, look at our dropout rate for members having less than 18 months with us. Why would a successful member even consider leaving after such a short period?

OK – So what, if anything, does all this have to do with Vessel Safety Checks and Partner Visitations?

Let us allow our new members to become successful by involving them in a program that provides relatively quick recognition, a ribbon to wear on their new uniform and an opportunity to start working alongside our experienced members and the boating public.

Qualifying as a Vessel Examiner or a Program Visitor is no walk-in-the-park. It requires some home

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Download our public service announcement videos by George Papabeis and display them at your next Recreational Boating Safety event. The videos 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



“Let us allow our new members to become successful by involving them in a program that provides relatively quick recognition, a ribbon to wear on their new uniform and an opportunity to start working alongside our experienced members and the boating public.”

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study, successful completion of an open book quiz, and an afternoon’s fieldwork with an experienced member of their flotilla. We now however, have someone with a positive outlook on the Auxiliary, increased self-confidence in his or her abilities, high self-esteem, and someone who feels a part of TEAM COAST GUARD. Once they have successfully completed their first Auxiliary challenge, they are better prepared to take on the more difficult tasks.

Some new members may be more interested in helping someone by examining their boat while others

are more comfortable talking with our Marine Dealer Partners. Either way they are involved. They are learning more about the Auxiliary and even more importantly, they are successful in their first attempt to become certified in one of our programs.

Next time you meet with a new member, talk to them about our Vessel Examinations and Program Visitor programs and encourage them to visit our web page. Help start them off in their Auxiliary career by allowing them to be successful by certifying in a “SAR Prevention Program”. Ω

Potentially Defective Visual Distress Signal

Joseph Reichal, BC-VPP



*Orion™ flare launcher
Potential issue is the nylon material used to keep the breech closed.*

Why should boaters periodically check their safety equipment and get a Vessel Safety Check (VSC)?

The main reason is safety! The objective of periodic safety equipment checks and the VSC is to ensure that a boat meets federal safety standards; in an emergency, the necessary equipment to save lives and summon help is available; and that the required equipment has not exceeded its expiration date, if applicable.

This article will discuss an issue

the boat owner and vessel examiners need to be aware of. It is also an issue that should be mentioned during boating safety classes. It will inform you of a potential safety deficiency and what should be done if the deficiency is discovered.

One of the pyrotechnic devices that can be used as a visual distress signal is a plastic flare launcher/gun. The remainder of this article will discuss a potential safety issue with the Orion™ flare launcher/gun and what should be accomplished

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to ensure it is in serviceable condition.

The potential safety issue with the Orion™ flare launcher/gun is the nylon material used to keep the breech closed. It can deform and jam the opening mechanism. This may keep the barrel from opening wide enough to accept a flare cartridge; thus, rendering the flare launcher/gun useless in an emergency. To check to see if a flare launcher/gun is defective, simply attempt to open the chamber. It will be readily apparent if the flare launcher/gun is defective because chamber will open less than an inch. If brute force is used to completely open the chamber, the locking mechanism will be broken and the chamber will not close and lock. This condition will also render the flare launcher/gun useless.

If you should encounter one of the defective flare launcher/guns, you may return it to Orion™ and they will send you a replacement. Be sure to include your name and address.

Simply mail the defective unit to:

Orion Safety Products
Marine Division
28320 St Michaels Rd
Easton, MD 21601

This defect was identified over 10 years ago and was publicized at that time. It is being brought to your attention at this time because defective flare launchers/guns are

still being found in the boating community.

While you are checking for this defect, there is another simple check you can do to ensure the flare launcher/gun is functioning correctly. Here is what you should do:

1. Open the chamber and ensure there is not a cartridge in the chamber. (Figure 1)
2. Cock the hammer and visually inspect the firing pin to ensure it is intact. (Figure 2)
3. Very gently, place you finger near the area where the firing pin enters the chamber area (Figure 3). Pull the trigger. You should feel the firing pin enter the chamber area.
4. If the firing pin is not felt after the trigger is pulled, a portion of the firing pin may have been broken off and it will not fire the cartridge. It is recommended a new flare launcher/gun be purchased or other required signaling VSD be obtained.

By accomplishing these simple checks, the boater can be assured the means to launch a pyrotechnic visual distress signal in an emergency will function correctly. Ω

(Orion™ images provided by Joseph Reichal)



Figure 1



Figure 2



Figure 3



Boat Insurance—Who Needs It?

Bruce White, BA-VEV

The last thing anyone wants to think about before heading out for a day on the water is insurance. When a Vessel Examiner, however, gets to the “Discussion Items” portion of the Vessel Safety Check, a few well thought out comments on the topic of insurance considerations may prove valuable.



RIVERVIEW, Fla. — A trailer in need of repair and the tides conspired to give this vessel a bath. Allisions and collisions are not the only reasons to consider boat insurance. Photo by George Papabeis, SO-PA Tampa Bay, D7

If the boat is paid for and trailered, then boat insurance is most likely not required, though boaters should check their state requirements to make sure. However, owners with boat loans can expect their banks to require boat insurance. Similarly, insurance will likely be mandatory for boats kept in a marina slip or dry storage.

Every boater should ask, “If I am in a collision with another

boat, am I definitely protected in the event of claims and lawsuits brought by the other party?” If the answer is ‘no’ then serious consideration should be given to purchasing boat insurance.

Unfortunately, we live in a litigious society, and boaters typically spend

a lot of money for their boats. Having boat insurance will bring both peace of mind and protect their assets.

A standard homeowner’s insurance policy provides little physical damage coverage, and only while the boat is on the homeowner’s property. It may, however, be possible to add marine enhancement coverage to the policy. Boaters can often obtain a multi-policy discount by obtaining a boat policy from the same company that provides their home and/or auto insurance. Even if they go to a different provider for boat insurance, it may be possible to receive a discounted rate if they have taken a safe boating course.

Many companies offer boat insurance and research is necessary before selecting the most appropriate and affordable policy. The price of boat insurance varies widely and is affected by many factors including the age and boating experience of the owner, and condition, type, and location of the boat. For example, coverage for inland boats may be cheaper and physical damage coverage may be less expensive for boats with diesel engines. Similarly, a lay-up discount may be available for boaters in colder climates.

There are several types of coverage such as agreed value, actual cash value, and replacement cost, and

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various deductible options, which will be either a fixed amount or a percentage of the coverage. Liability limits normally are \$100,000, \$300,000, \$500,000, or even higher. Hull insurance is similar to a combination of comprehensive and collision insurance on autos, and liability coverage may be called

Protection and Indemnity (P&I). Purchasing umbrella insurance is another option for having increased liability coverage.

Vessel Examiners will be doing the boat owner a favor during the examination by making sure he or she has thought about the advisability of boat insurance. Ω

“Ready, Set, Wear, It!” Gets Boost from Social Media Campaign: *Social Networking Used to Increase Boating Safety Awareness*

Dottie Riley, BC-VCP

This year, the “Ready, Set, Wear It!” campaign, sponsored through a partnership between the National Safe Boating Council and Canadian Safe Boating Council, added a new twist to its annual life jacket awareness promotion.

While the “Ready, Set Wear It!” Facebook page has been around for several years, two years ago, they added the “Wear Your Life Jacket to Work” campaign that invited people to take photos of themselves wearing their life jackets to work and post them to Facebook.

Darren Hart, The National Safe Boating Week coordinator for Division 7 Tampa Bay and a social media enthusiast, took this one-step further by creating a Twitter campaign inviting others to take a photo of themselves wearing their life jacket, commonly known as ‘selfies’, and send it via Twit-

ter or post it to Facebook. His ‘tweet’ was ‘re-tweeted’ (reposted/forwarded) by the National Safe Boating Council and garnered over 500 responses. Selfies came from as far as Alaska and included Coast Guard units and state and national government agencies in addition to hundreds of private individuals.

Some of the more notable ‘selfie’ contributors included the National Transportation Safety Board, Florida Fish and Wildlife Conservation Commission, BoatUS, Mustang Survival Corporation, and WFLA 970 Newsradio, St. Petersburg.

While this ‘selfie’ campaign is in its first year, it proved quite effective in helping to increase boater’s awareness about the importance of wearing a life jacket. Ω

Some of the photos ‘tweeted’ to #PFDselfie@lifejacket7



Coast Guard Alaska



BoatUS National Headquarters



National Transportation Safety Board



DiscoverBoating



Auxiliary "Goes Fishing" Bassmaster Elite Series Tournament Vessel Safety Check Blitz

Charles Truthan, FL 15-3 Ocala

The United States Coast Guard Auxiliary conducted its fourth annual Vessel Safety Check Blitz for the Bassmaster Elite Series Tournament Anglers, on March 9, 2014, at Bainbridge High School, in Bainbridge, Georgia. Bainbridge is located within District 8 CR near the border of District 7. The Bassmaster Elite Series Tournament includes the top 100 bass anglers in the world.

(D8CR), at 56 miles from Bainbridge, and the furthest participant traveled from Flotilla 7-16 Gulfport, Fla. (D7), 307 miles (one-way). Several participants traveled a day early and overnighted at their own expense to be ready for the 11:30 a.m. briefing in Bainbridge.

Of the 15 participants, 13 were Vessel Examiners (VE). The two non-examiners provided administrative and organizational support, duties performed in prior events by the limited VE staff. Five participants were from District 81 and ten were from District 7 (six from the coordinator's flotilla).

Planning for the event started in March of 2013, utilizing lessons learned from the third annual blitz held in Orange, Texas. Using the CGAUX.org website's "Flotilla Finder", the five closest flotillas to Bainbridge, Ga., were identified. An e-mail list of the appropriate District 8 Chain of Leadership and Management positions was formulated utilizing the information in AUXOFFICER/AUXDIRECTORY. Additionally, the VEs in each of the five closest Flotillas were included in e-mailings. Later, this was expanded to include District 7 leadership when additional VE volunteers were needed.

This year's event received direct support from the V Directorate, which made it easier for Charles Truthan, event Coordinator, to organize participation across district lines.

The closest flotilla to the event was Flotilla 12 Apalachee Bay



BAINBRIDGE, Ga., Mar. 9, 2014—The Coast Guard Auxiliary conducts its fourth annual Vessel Safety Check Blitz for the Bassmaster Elite Series Tournament Anglers. Participating Vessel Examiners travelled as far as 307 miles to participate. (Names of participants pictured above are listed on next page.) Photo provided by Charles Truthan

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The Coast Guard Auxiliary coordinator received permission to sit at the Registration tables. They gave the anglers a CD-ROM with the "Wear It" and "Wear It CGAUX" graphics that they could incorporate into their boat wraps, "Wear It" decals, two rubberized "Wear It" patches, a handout with the Federal Requirements for their vessels, and the CGAUX.org website to obtain a Vessel Safety Check (VSC) at home at their convenience.

The coordinator also met with Mr. Jerry McKinnis, one of the three BASS, LLC principals who expressed his appreciation to the Auxiliary for their participation. They also discussed plans for the Auxiliary to setup a Recreational Boating Safety tent/booth at each of the BASS, LLC national tournaments. Mr. McKinnis was all for the idea and said he would pass his approval down to his staff member, whom the coordinator was already working with.

BASS, LLC is the sponsoring corporation of the Tournament. They permit the Auxiliary to conduct the Vessel Examinations blitz at their event. By tournament regulation, every angler is required to meet all federal and state boating regulations. The Tournament officials perform their version of a "safety check" each day of the tournament by checking lights and life jackets. Anglers who do not meet the regulations are disqualified from participation. Anglers are required

to wear a life jacket whenever the outboard motor is running. They are not, however, required to wear them when using the electric trolling motor.

The anglers were the driving force behind the Auxiliary's invitation that first year and they continue to support annual VSCs. In addition, they are starting to participate in Public Service Announcements as well as to support the National Safe Boating Council's "Wear It" campaign. These anglers are true ambassadors for promoting Boating Safety and Fishing.

The opening event of the Bassmaster Elite Series Tournament is held in a different location every year. The first year of the Auxiliary's participation was in Leesburg, Fla., although the first blitz was held at their second event in Palatka, Florida. The third year, the event was held in Orange, Texas, and this year, in Bainbridge. The first year's event was held during the preliminary and actual tournament days. The following years, and at the request of BASS, LLC, it was moved to during their registration period.

With the variations in locations, every year presents another opportunity for the Coast Guard Auxiliary to show its flexibility and adaptability as the needs of these tournaments unfold. Ω

Be sure to watch the Public Service Announcements on page five and use them at your next Recreational Boating Safety event!

Bassmaster Elite Series Tournament Vessel Safety Check Blitz

March 9, 2014

Participants:

Flotilla 12 Apalachee Bay (D81)
56 miles:

Fran D. Keating

Flotilla 14 Destin-Ft. Walton
Beach (D81) 126 miles:

Kenneth B. Weeks

Mark E. Waltman

Joseph P Giangrosso JR,

Flotilla 19 Panama Beach (D81)
88 miles:

Leslie H Combs

Flotilla 22 Marietta (D7)
277 miles:

Robert Miller

Gene Hall

Flotilla 27 Central Lakes (D7)
230 miles:

Richard C. Bogden

Flotilla 7-16 Gulfport (D7)
307 miles:

Donald E. Rimel

Flotilla 15-3 Ocala (D7)
234 miles:

Charles E. Truthan

Victor Dvorak

Joyce Dvorak

George Hendricks

Shon Limor

Nathan Richards



-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>