

RBS

JOB #1



***Be Smart, Be Safe, HAVE FUN:
Beginner's Guide to Safer Paddling
Now Available!***



Owning a Paddlecraft: What's to Know

According to "Outdoor Industry," participation in paddlesports grew by over 40 percent in the past 6 to 7 years, with kayaking nearly doubling in popularity.
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Puget Sound Ski to Sea Race

As paddlecraft sports gain in popularity, major competitions arise including Ski to Sea in Northwest Puget Sound
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It's Jamboree Time Again

The National Boy Scout Jamboree is scheduled to be held at the Summit, near Beckley, West Virginia, July 19-28,
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RBS Job #1

Newsletter of the United States Coast Guard Auxiliary Recreational Boating Safety Directorates
March-April 2017

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Cover: Photo from the cover of the new "Be Smart, Be Safe, HAVE FUN: Beginner's Guide to Safer Paddling." Photo by U.S. Coast Guard

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New Leaders, New Challenges

COMO Bob Shafer, Assistant National Commodore for RBS (ANACO-RB)

While we are well into another year, I'd like to recognize a couple of people who have taken on a new role in the Recreational Boating Safety (RBS) group. Dick Risk is the new director of the B-Directorate and Joe Reichal is the new director of the V-Directorate. Dick and Joe join COMO Bob Laurer, who is returning to run the E-Directorate as the senior leaders of the RBS group. I'm very pleased to have the opportunity to work with these senior leaders.

Another appointment of note is the national commodore's senior advisor for paddlecraft, Dr. Don Goff. Goff is also the chief of the B-Directorate's new Paddlecraft Safety Division. Goff is a paddlecraft subject matter expert, one of the authors of our new *Paddler's Guide to Safety* course and is a key player in the Auxiliary's efforts to address the rising number of paddlecraft casualties.

Although power boating fatalities have been on a decline for several years, with the growth in paddlesports, the number of recreational boating fatalities has gone up. In the most recent reporting year, 2015, 26 percent of boating deaths were paddlecraft related; in 2016, fatalities climbed even higher. Current efforts to reach the paddling public have fallen dramatically short.

As the title of this newsletter reminds us, the Auxiliary's No. 1 mission is Recreational Boating Safety. Accordingly, we have to focus our best efforts on the considerable challenge of reducing paddlecraft casualties.

One way we will do this is through the Auxiliary Paddlecraft (AUXPAD) program.

Even though it's early in the year, several important RBS events will be here before we know it. It's time to start thinking about your flotilla and division activities to mark these events. Don't wait until mid-May to start planning your National Safe Boating Week activities. Start working on them now!

May 19 - National Wear Your Life Jacket to Work Day

May 20 - "Ready, Set, Wear It!" Life Jacket World Record Day

May 20 through 26 - National Safe Boating Week Ω



Dr. Don Goff presents the Auxiliary Paddlecraft course Jan. 28, 2017, at the National Training Conference in St. Louis, Mo. Goff is the chief of the B-Directorate's new Paddlecraft Safety Division. Goff is a paddlecraft subject matter expert and one of the authors of our new *Paddler's Guide to Safety* course. U.S.C.G. Auxiliary photo

AUXPAD – What it is and What it isn't

COMO Bob Shafer, Assistant National Commodore for RBS (ANACO-RB)



Photo: Courtesy U.S. Coast Guard

Many Auxiliarists (and active duty and reserve members) who have heard of the Auxiliary Paddlecraft (AUXPAD) program aren't clear on exactly what it is. There are many misconceptions out there, so let's try to clear up some of them.

The AUXPAD program is defined in COMDINST 16794.11 (https://www.uscg.mil/directives/ci/16000-16999/CI_16794_11.pdf). This instruction provides guidance for Auxiliary outreach to the recreational paddlecraft community. I encourage you to become familiar with it.

AUXPAD consists of two components, AUXPAD Ashore Outreach and AUXPAD Afloat Outreach. Although AUXPAD Afloat Outreach is new and exciting and has generated a lot of interest (and misunderstanding), AUXPAD Ashore Outreach is where most of the effectiveness of the program lies.

AUXPAD Ashore Outreach involves traditional RBS activities targeted toward recreational paddlecraft users. The Ashore Outreach component includes teaching and it includes visits to places where paddlecraft are sold or rented by program visitors in order to convey safety information. AUXPAD Ashore Outreach may be conducted by any Auxiliarist just about anywhere: at a pier, dockside, in a convention center, a store location, in a classroom or any similar location. In other words, AUXPAD Ashore Outreach is exactly the kind of RBS activity that we already do very well, only now, focused on paddlecraft.

AUXPAD Afloat Outreach is new, but it is an extension of ashore activities. AUXPAD Afloat Outreach places

qualified AUXPAD operators in direct contact with recreational paddlecraft users on the water. It promotes paddlecraft RBS via personal example and by personal face-to-face contact. It gives Auxiliarists an opportunity to engage with other paddlecraft community members and gives them the opportunity to share boating safety information on a personal basis, paddler-to-paddler.

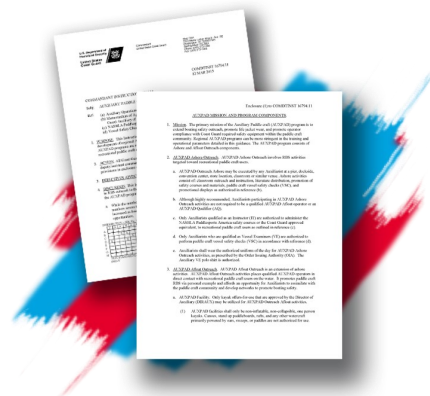
The AUXPAD instruction gives detailed guidance about the requirements for AUXPAD Afloat Outreach, including those for AUXPAD facilities and AUXPAD operators. It goes into detail regarding training, currency, operational equipment and safety procedures.

AUXPAD Afloat Outreach is NOT the same as, or a part of, the Auxiliary Surface Operations Program. AUXPAD Afloat is RBS Outreach, period. It is NOT operational. It is NOT Auxiliarists in kayaks doing search and rescue or any other operational missions! This may be a point of confusion among Auxiliarists and active duty alike. Now that you know about this, please help correct any misunderstandings.

It will take time to develop the AUXPAD Afloat Outreach program. Districts have to develop the appropriate local guidance. Then, interested members must be appropriately trained and qualified. There are many details that will require attention. The B-Directorate's Paddlecraft Safety Division is ready to help and is already assisting several districts.

Meanwhile, AUXPAD Ashore Outreach is something we can do today in every district. AUXPAD Ashore Outreach is doing the signature RBS activities that we already do, but applying it to the paddlecraft community. We know that public education, vessel examinations and program visits are effective and we know how to do those things. So let's get going on AUXPAD and let's reduce those paddlecraft casualties.

Ω



Paddlesports Death Rate is Increasing

Dick Risk, Director, Recreational Boating Safety Outreach (DIR-B)



Paddlesport participation has grown dramatically in recent years. In 2014, 21.7 million Americans — 7.4 percent of the population — enjoyed paddling, according to The Outdoor Foundation. This number represents an increase of more than 3 million participants since the study began in 2010, 14 percent more over the five-year period. Stand-up paddleboarding (SUP) and kayak fishing have both grown dramatically. This trend is anticipated to continue as low entry cost, easy storage, less maintenance and flexibility are reasons many have decided to become paddlers, compared to power or sailing craft. Unlike power boats, with the growth in paddlesports, the number of fatalities has gone up.

Historically, would-be paddlers often went to specialty stores to get information and advice from retailers who were paddlers themselves. The majority of human-powered vessels sold now comes from general merchandisers and “big box” outlets whose staffs are not particularly knowledgeable about the details of the sport. The safety equipment offered for sale may be generic rather than specific to the location, and the sales personnel may or may not be knowledgeable about local needs.

The goal of the U.S. Coast Guard, as assigned to the Auxiliary, is to reduce deaths from preventable paddlecraft accidents by expanding awareness of paddlecraft safety. We are driving greater outreach to the paddlecraft community having created a new Paddlecraft Safety Division, placing it at an organizational level intended to emphasize the importance of the effort to stem the rising tide of paddleboard fatalities. Dr. Don Goff, the division chief (DVC-BP), was the Auxiliary’s point person in the development of the Auxiliary paddlecraft (AUXPAD) program, working with the American Canoe Association. Goff bears the second title of

senior adviser to the national commodore (NACO) for Paddlecraft Safety (N-PC).

The Auxiliary’s traditional methods for reaching the boating public are public affairs events, public education classes, marine dealer visits and vessel safety checks. Our AUXPAD program helps fill the knowledge gap for novice paddlers and focuses efforts on addressing the problem by expanding outreach to the paddlecraft community.

The plan is to reach the 7.4 million owners of human-powered craft in the U.S. We will join the Coast Guard’s effort to encourage paddlecraft manufacturers to package safety literature with every vessel they produce. We will call on corporate headquarters of big box retailers to distribute safety literature and encourage acceptance of our program visitors at their stores. And, we will continue the traditional outreach programs with emphasis on paddlecraft safety.

The theme of this issue of RBS Job #1 is paddlecraft safety. In it, you will learn about the new beginner’s guide to paddlesports available through the Auxiliary National Supply Center. You will learn what AUXPAD is and is not. You will be reminded to prepare for National Boating Safety Week, May 20-26. And, we hope you will enjoy our new look. Ω

The staff at “big box” outlets may not be particularly knowledgeable about the details of the sport. The safety equipment offered for sale may be generic rather than specific to the location, and the sales personnel may or may not be knowledgeable about local needs. U.S.C.G. Auxiliary photo



The staff at “big box” outlets may not be particularly knowledgeable about the details of the sport. The safety equipment offered for sale may be generic rather than specific to the location, and the sales personnel may or may not be knowledgeable about local needs. U.S.C.G. Auxiliary photo

Owning a Paddlecraft: What's to Know?

Mark M. West, Branch Chief, Promotions (BC-BRP)

Chances are that either you or someone you know is a proud new owner of a paddlecraft. According to *Outdoor Industry*, participation in paddlesports grew by over 40 percent in the past 6 to 7 years, with kayaking nearly doubling in popularity. It is no wonder that, according to the U.S. Coast Guard, 70 percent of all boating fatalities are now attributed to small craft. We wanted to take this time during the offseason to give you things to think about so that when spring arrives, you can have fun on your paddlecraft many times over. With that in mind, we've put together a series of tips and thoughts on keeping your experience safe, while still having a great time on the water.



“Common sense is water-soluble.” Swimming in a pool in your swimsuit is nowhere as tiring as trying to do it fully clothed in a current and possibly very cold water. Always wear a life jacket! Photo courtesy U.S. Coast Guard, NSBC.org

First, let's start off with a friendly reminder: common sense is water-soluble. While most of us wouldn't go mountain climbing or fly a plane without the proper knowledge, tools and precautions, it's amazing that at the same time we can be very casual about something that can kill us just as easily. For example, not all of us in the Coast Guard are rescue swimmers. To jump out of a helicopter or off a rescue boat to pull a victim out of the water takes training and conditioning. Swimming in a pool in your swimsuit is nowhere as tiring as trying to do it fully clothed in a current and possibly very cold water. While you may be a great swimmer in your backyard pool, the open water can be quite different.

Other factors to consider don't relate to your ability, but instead your awareness, like the ever-present consumption of alcohol. While you may not set out with the intent of getting intoxicated, even one beer can impair your thinking. You may consider this good after a long week at work, but when you are worried about getting to shore and out of the water after you capsized that impairment may not be so fun. So, be aware.

Then, there is the life vest. No, it is not comfortable, and certainly not a fashion statement, but they will keep you from drowning. Guess what is the No. 1 way people die in boating? Drowning. Again, be aware.

So while you remember all the great times you had this past year on your paddlecraft and think about all the fun you will be having next year, try and remember the

few points we will be making in the coming series to help you stay safe out there.

More to Know

Let's take a look at situational awareness—knowing where you are. This sounds easy enough, right? If you live in my hometown of Chicago and paddle on the Chicago River, situational awareness is rather simple: the bridges all have the street names on them. You will most likely recognize a host of buildings towering around you, and at worst, you can always ask some friendly Chicagoan enjoying the day walking or relaxing along the river on the many embankments, restaurants, and cafes that line the Chicago River. As long as you stay on the Chicago River, you are good to go.

Now many of us dream of adventuring in other areas like California's Truckee River, maybe Lake Chelan in Washington state, or the Clearwater Canoe Trail in Montana. Guess what? There are no bridges there with the street names emblazoned, towering buildings to use as landmarks, and the friendly natives here could be limited to the local beaver or squirrel, who would be of little help if you are lost. But let's not even go that far and exotic. What if, remaining for the moment in Chica-

(Continued on page 7)

go, you decide to try your new craft on Salt Creek or the Des Plaines River? Surely, in a city of around 9 million people, you might think, "I can't get lost, right?" Wrong. How many of those lost in the wild adventure shows have you seen where people are hopelessly lost to turn out that they were actually 100 feet from a very familiar landmark, area or locality? As a native of your city, you will know the area on the street because that is where you spend the majority of your time. On your paddlecraft, you could be right behind your favorite garden center and not see the forest for the trees.

You say, "No problem! I have my trusty cellphone." This may be OK in your own backyard, but in Montana or inland California, no matter how good your cellular coverage is, there are still areas where you will not receive a signal. No signal means no phone calls, no texts, and no mobile data to check the map app on your phone. Smartphones are great, but they are neither meant nor designed for this type of activity. Battery life can be short (and there is no place to charge a phone on your paddlecraft), they are not waterproof and the screens can be difficult to read in bright sunlight.

The answer? Leave your phone as a backup. Take it with you as it could still be very useful, but it's not recommended that you use it as your first line of defense. At a minimum, bring along an old paper map, or in the very least have a look at a paper map *before* heading out to familiarize yourself with your intended route. Yes, the paper has its own issues with water, but it will not instantly fail like a mobile phone might. Better yet, consider a personal GPS unit. They are sold everywhere in stores as well as online. While costlier than a paper map, they are cheaper than a mobile phone, most (if not all) are waterproof (and often float, too), they are optimized for use in the field, and they will definitely tell you where you are. Ω



U.S.G. Auxiliary photo by George Papabelis, PA3

National Safe Boating Week 2017: *What Will Your District Focus on This Year?*

Diane Riggan, National Safe Boating
Week Coordinator, (BC-ANC)



One week every year the U.S. Coast Guard and U. S. Coast Guard Auxiliary ask their 25,000 plus all-volunteer membership around the globe to focus their time and efforts on recreational boating safety outreach. Dubbed "National Safe Boating Week," (NSBW) it is an opportunity to promote to the boating public the many programs that are provided for them to help educate operators and their passengers and reduce fatalities on the water. NSBW for 2017 is May 20-26.

Each year we read startling statistics provided by the National Safe Boating Council and the USCG on boaters who are injured or die while enjoying waterborne sports. Whether you fish, hunt or simply go for a ride on the water, a vessel can provide an excellent and safe platform for your sport. However, due to a variety of factors, your vessel can contribute to property loss, personal injury or even death. No one ever plans to have a bad day on the water, but you can plan on what to do to save yourself and passengers.

Those who operate a vessel (including human-propelled vessels) are encouraged to take a boating safety course, have an annual courtesy vessel safety check and operate their vessel in a responsible manner. Regardless of whether the vessel has a 10 hp engine, four 300 hp engines, or one "human-powered engine" the risks to operators and their passengers are real – and the operator's responsibility for the safekeeping of their passengers and vessel is real as well.

As cited in the National Recreational Boating Safety 2017-2021 Strategic Plan, violations of basic NAVRULES (the "rules of the road") such as "excessive speed, improper lookout, inadequate onboard navigation lights and operator inattentiveness" are major factors contributing to boating accidents.

While formulating their NSBW 2017 plans, every Auxiliarist is encouraged to read the [National Recreational Boating Safety Program 2017-2021 Strategic Plan](#) as well as the [USCG Auxiliary National Commodore's Auxiliary Strategic Plan 2016-2022](#) found on the Auxiliary national website under Leadership. Ω

Puget Sound Ski to Sea Race

Penny Milczewski, Flotilla 11, Ferndale, Wash., District 13

BELLINGHAM, Wash.—Paddlecraft make up a major component of recreational boating in the Pacific Northwest. Puget Sound and the Salish Sea provide a variety of experiences for kayaks, paddleboards and canoes.

One premier event in sea kayak racing is the Ski to Sea Race in Bellingham each Memorial Day weekend. This seven-sport relay is host to more than 300 teams that compete in cross-country skiing, downhill skiing/snowboard, running, road cycling, canoeing, mountain biking and kayaking. The five-mile kayak leg through Bellingham Bay completes the 93-mile land and water course.

In addition to providing vessel safety checks and distributing "IF FOUND" decals, Flotillas 11 Bellingham and 19 Blaine have provided safety perimeter patrols in Bellingham Bay for the kayak racers for many years. Competitors come from all walks of life and corners of the world. Experience varies from novice to Olympic competitors. Given a large number of teams and the varied skill levels of the paddlers, the race can have one kayak on the course or more than 100 at any given time.

John Milczewski, a coxswain from Flotilla 11 reports, "In the beginning, we see one, maybe two racers. These are the premier athletes. Then after some period of time, maybe as long as 30 minutes, the kayakers start entering the course one after another in rapid succession, and that continues for quite some time. Depending on the wind and the waves, the course can be a challenge, even for experienced paddlers."

Auxiliary members join more than 1,000 other volunteers to keep the race running smoothly and safely. Ski to Sea has been held annually since 1973.

Away from the competition, kayaking is an oft-enjoyed recreational and tourist activity. Visitors to the San Juan Islands in Washington can join a tour group or travel independently among the islands. The San Juan Islands detachment, Flotilla 11 is based on Orcas Island. Kayak safety checks are a regular activity in the islands.Ω



BELLINGHAM, Wash. — The annual Ski to Sea Race kayakers approach the second turn in the 5-mile paddle leg in Bellingham Bay. Bottom: Kayakers representing more than 300 teams made up of athletes ranging in experience from novice to Olympic competitor line the approach to the starting point ramp. U.S. Coast Guard Auxiliary photos by Lorilei Pinley, Flotilla 11, Ferndale, District 13

Back to Basics

Joe Reichal, Director, Vessel Examination and Partner Visitation (DIR-V)



Every year we meet new challenges and with each challenge comes opportunity. We are well into the year and already we see many opportunities to improve on the successes of the past as well as opportunities to reverse negative trends. Our greatest challenge continues to be to reduce death, injury and property damage within the recreational boating community. Our approach is to provide outreach, mainly through partner visitation and vessel examination and impart the information the recreational boater will need in the event of an unanticipated or emergency situation.

To achieve this goal, we must ensure there are sufficient program visitors and vessel examiners with the knowledge and training needed to educate recreational boaters about required equipment and local boating laws and resources.

To ensure our program visitors and vessel examiners have this required knowledge, the V-Directorate has adopted a "Back to Basics" approach for 2017. In the coming months, you will see various articles and messages in RBS Job#1 and on social media discussing the

details of various topics. For example, you will find a discussion of the differences between the vessel safety check requirements for a state registered and documented vessel, what to discuss with a merchant when making an initial contact for displaying a brochure display rack, paddlecraft requirements and many other topics. If you have a topic you would like to see discussed, please send it to me at: joseph.reichal@cgauxnet.us.

Together, we can make a difference. We can help to save lives. We can make 2017 the best and safest year yet!

Semper Paratus

Joe Reichal

Preventive Search and Rescue (PSAR)

Joe Reichal, Director, Vessel Examination and Partner Visitation (DIR-V)

The search and rescue (SAR) alarm sounds at the Coast Guard small boat station. The crew scrambles to their boat and within minutes are on their way to assist a boater in distress. If all goes well, the boater is assisted. Another successful search and rescue or SAR; but, could this SAR have not been required if someone had taken some preventive actions before this boater's outing? Let's discuss a process we, as Auxiliarist might use to do just that.

The Coast Guard and we, as Auxiliarists, use the team concept in all activities whether it's training, conducting inspections or examinations, or actual response. Teamwork is the key to mission success. We, as Auxiliarists, have a unique opportunity to interface with the recreational boating public in many areas at many times. These opportunities include vessel safety exams, distribution of safety-related information through our partners, public education classes, marine safety and environmental protection activities, safety patrols and



A Coast Guard station responds to a request for assistance. The crew scrambles to their boat and within minutes are on their way to assist a boater in distress. U.S.C.G. Auxiliary photograph by Joe Reichal

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other outreach events. So let's call our team-oriented approach to preventing a SAR, Preventive Search and Rescue or PSAR.

The objective of PSAR is to maximize every event undertaken by focusing the flotilla's various specialties-achieving a common goal by using a specific well-planned approach. In so doing, the entire membership becomes involved in savings lives, reducing accidents and preventing property damage. This approach has the added benefit of providing for mentoring and recruiting new members.

OK, we now know our task and what we will call our approach; so now we need to discuss how we go about successfully completing our daunting task. It all begins well before the actual voyage of our recreational boat-

er. Let's begin by looking at the actions of a typical flotilla. This flotilla has a full complement of staff officers and meets on a regular basis. During the meeting, the various staff officers present what they plan to do in the next month or so. They discuss vessel safety checks at various boat ramps, a public affairs event at a local boat show, an upcoming boating safety class to mention a few. Sound familiar? But let's take a closer look at what can be done from a PSAR perspective.

Let's say the vessel exam flotilla staff officer (FSO-VE) says she will have a vessel exam ramp day at a boat ramp in a local recreational area. The usual request by the FSO-VE is to ask the flotilla's vessel examiners to volunteer to work the exam station at the ramp. This is all very good, but this flotilla is missing an opportunity to get the recreational boating safety message out to the others at the recreational area. Here is an example of a PSAR approach to this event.

The FSO-VE informs the flotilla of the upcoming event. The program visitation staff officer (FSO-PV) determines the activities normally found in the area. For example, there may be a designated swim area, fishing area and some paddlecraft activities. Based on these activities, the FSO-PV will ensure an adequate of pamphlets and brochures are available to support the distri-

bution of publications for these activities. The marine safety flotilla staff officer (FSO-MS) may set up a display discussing marine debris and the impact to the environment. Information and receptacles for fishing line disposal can be provided. The public education flotilla staff officer (FSO-PE) can have information about an upcoming About Boating Safety class. Instructors can present information on various items (fitting life jackets, discussing safety on and around boats, paddlecraft safety, etc. The operations flotilla staff officer (FSO-OPS) could arrange for a display of an Auxiliary facility. The navigation aids flotilla staff officer (FSO-NS) could discuss local navigation aids and what to do if one is missing or damaged. In addition, the human resources flotilla staff officer (FSO-HR) can take this opportunity to recruit new members into the Auxiliary.

The PSAR event is not only for the recreational boating public but is an excellent time to provide mentoring and training to flotilla members seeking a new qualification.

Let's not forget to involve other organizations in the event. The United States Power Squadrons (USPS) share many of the same Coast Guard goals, objectives and programs (vessel examination and program visitation) as the Auxiliary. This is an excellent opportunity to foster good relations with our partners in recrea-

tional boating safety. Other organizations could also include local community groups, the Coast Guard and others.

Finally, after all is said and done, what a better time to enjoy a fellowship activity with all those that worked so hard to put on the event.

By using the dynamic PSAR approach to your activities to reach the recreational boating public through a variety of coordinated outreach methods maximize each event by focusing various specialties to achieve a common goal and a specific well-planned approach is an excellent way to outreach to the community and increase their awareness of good safety practices and the requirements of safe boating.

PSAR can save a life and save the day.

(Thanks to Thomas J. Delbello, DCDR 1, D8CR, for his efforts in developing the PSAR program.) Ω



Public Education Rolls Out New Instructor Development Workshop



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

Public Education (PE) presented by the U.S. Coast Guard Auxiliary plays a very large role in the overall safety and skill level of our customers in the boating public. In accomplishing our recreational boating safety mission, the work we do as instructors ranks near the top in terms of opportunity and priority.

All of us in PE need to ensure our instructor skills are as sharp as they can be. Robert Brandenstein, division chief for Instructor Development (DVC-ED) and Andy Kelly, branch chief for Instructor Development (BC-EDD), assembled and delivered the new instructor development workshop at the Auxiliary's National Training Meeting (N-TRAIN) held in St. Louis, Jan. 25-29.

This is the first instructor development workshop delivered to the PE officers since 2011. In this workshop, instructors and attendees discussed the many facets of instructor development. They discussed the subject matter and taught course participants how to prepare a lesson plan, site preparation, instructor credibility, and how to ensure that students' boating education needs and goals are met.

The workshop addresses the importance of proper uniform. It also covers the effective use of media and talks about "practice makes perfect" in preparation to deliver a class using technical media devices. Evaluation of learner performance was another key shared with the PE staff officers. After completion, the students had a much better understanding of the skills desired to effectively teach students of all ages the safe boating

techniques covered in the classes we offer.

I expect that all the district staff officers for Public Education (DSO-PE) will download the presentation from the Public Education website at <http://wow.uscgaux.info/content.php?unit=E-DEPT&category=WHATSNEW> (You must login to open the link on the page.) and deliver it to their districts, divisions and flotillas. Our duty as instructors is to deliver the highest quality PE classes using the most recent delivery tools and techniques to properly arm the boating public with the necessary information to keep them safe on America's waterways. It is my belief that this instructor workshop will improve the performance of our instructor cadre.

At your spring conferences, your division and flotilla meetings please share with your members the desire of the Auxiliary to get the message of safe boating out to our boating customers in the forms of Modern Marine Navigation and Basic Boat Handling. These great electronic products will provide the skills making our boating public safer and more confident both at the helm and back at the marina.

Thank you all for the great work you do in support of the U.S. Coast Guard Auxiliary, your communities and our customers in the boating public. Your work helps keep us SEMPER PARATUS. Ω



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To help spread the boating safety message!

Using social media to spread the Boating Safety message



1. **LIKE** the USCG Auxiliary RBS page

2. Members who **LIKE** the page receive the RBS posts.

3. Your friends do not see these posts unless you **SHARE** them on your page.

4. Ask your friends- especially those who are boaters- to **SHARE** these posts to help spread the message further!



Coldwater Paddlesports Offers Fun Plus Danger: Be Prepared!

Lynn Mott, Branch Chief, Paddlesports (BC-VEP) and
Daniel Groenendyk, Branch Assistant, Paddlesports (BA-VEP)

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Winter offers a unique experience for paddlesports enthusiasts. It comes with great challenges and stirs up the adrenaline in hobbyists of all experience levels. Given the increased risks associated with the cold and sometimes frigid water and air temperatures, things can go badly very quickly. Mother Nature can be very unforgiving even for the most experienced paddler.

This was exemplified when in December 2016, a Virginia-based off-duty Navy SEAL was kayaking offshore in 46-degree water. In a tragic turn of events, the SEAL was exposed to cold water conditions and unfortunately lost his life. It does not matter how physically fit someone is, cold water can steal a life quickly.

Being prepared for cold water conditions means that the paddlesport enthusiast must consider water temperature, air temperature, wind conditions, and their personal sensitivity to cold conditions. Our job is to communicate the message of being informed and prepared to the general public, marine dealers, and retailers who sell paddlecraft equipment. Cold water paddling (water temperature 70 degrees or lower) substantially reduces the time a person can survive, thus making rescue minutes critical. While wearing a wetsuit can lengthen exposure time, eventually, cold water will win the battle when core body temperatures cool to damaging levels.

The speed of rescue in cold water conditions is critical.

That is why we need to encourage both required and recommended safety items when doing Marine Program Visits and doing outreach to paddlesport enthusiasts during the winter months. Make sure that you recommend the wearing of a life jacket **AT ALL TIMES** along with a sound producing device that projects sound over a long distance.

When standing-up paddleboarding, use a lanyard so that you can get back on the board and out of the water. Purchase and carry a portable marine radio that can be submerged in water. These are easily attached to a life jacket and give a paddlesport person direct access to the rescue. Carry signaling devices such as mirrors, flashlights and maybe even flares. When minutes count, these items will enable people in distress to quickly attract attention and rescue.

Paddlesports are year around activities and we need to recognize that just because some of us put the boat away for the winter there are enthusiasts who still venture out, even in the harshest of conditions. That makes having the right mindset and lifesaving items available for immediate use so important. If cold water can sap the life of a U.S. Navy SEAL, it surely can overtake the novice paddlesport participant. Ω



It's Jamboree Time Again!

Bill Reisa, Branch Chief, Youth Partners (BC-BL Y)

Photograph: U.S. Department of Defense

Coast Guard Commandant Admiral Paul Zukunft has established a Coast Guard task force for the 2017 National Boy Scout Jamboree, which is scheduled to be held at the Summit, near Beckley, West Virginia, from July 19-28, 2017. He has designated Rear Adm. Dan Abel as the flag sponsor, supported by task force leader Capt. Jeff Westling. As in the past, the Jamboree Task Force (JTF) will consist of active duty, reserve, auxiliary, civilian employees and retirees. Auxiliarist Bill Reisa has been designated as the JTF liaison to the U.S. Coast Guard Auxiliary.

The JTF will be presenting the Coast Guard story directly to nearly 100,000 Scouts and scouters who attend and visit the Jamboree. We are planning a large and exciting exhibit area that will highlight many aspects of the Coast Guard's missions. This is an extremely large and newsworthy event and will attract international interest.

The last Jamboree was held at the Summit in 2013. It was the first Jamboree to be held there and a real learning experience for the staff as well as the attendees. Through its experience in 2013, the organizers have addressed many issues that had arisen in the past, such as how to transport staff from the camping area to the venue, how to warm up the showers, and how to simplify the display area to make it more effi-

cient.

We are planning on a JTF of around 150 members and need Auxiliarists to help fill those ranks. We would like enough members to be able to staff the exhibits and allow members off-duty time to enjoy the Jamboree. Westling is in the process of determining how much we will be asked to pay for our meals, though it won't be as much as the regular jamboree staff will pay.

Please contact Bill Reisa by email at: william.reisa@cgauxnet.us or by phone at either 317-887-3236 or 317-509-2398 if you have questions or are interested in supporting this effort. It may sound like we have a lot of time between now and the Jamboree, but we don't. We want this national event to showcase the finest view of the Coast Guard we can present. Thanks for your help. Ω



NASBLA Certification for ABS and BSS

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

The National Association of Boating Law Administrators (NASBLA) certification of our two certificate courses, About Boating Safety (ABS) and Boating Skills and Seamanship (BSS) is key to maintaining national and state approval for both content and the validity of the boating safety certificate we provide at the end of the course presentations. NASBLA approval is required in most of the 56 states and territories. The NASBLA course assessment process is a fairly complicated process that is intended to ensure compliance with the Approved American National Standard for boating safety courses and the applicable NASBLA statutes. The electronic text for both courses were analyzed for conformance and documented as meeting the requirements.

Many thanks to my staff for rolling up their sleeves and powering through this project. Special thanks to our friends at NASBLA for assisting us throughout the conformance assessment process. Ω



New Beginner's Guide to Paddling Available

Tom Dardis, RBS Outreach Coordinator,
U.S. Coast Guard (CG-BSX-22)

Be Smart, Be Safe, HAVE FUN: Beginner's Guide to Safer Paddling, a 10-panel brochure has been produced by the Coast Guard Office of Boating Safety (CG-BSX-2), printed in a quantity of seven million. Five million were drop-shipped to 13 of our partners, including the American Canoe Association, National Safe Boating Council, U.S. Army Corps of Engineers and the following manufacturers: Advanced Elements, Confluence Sports, Future Beach, Pelican Sports, Sea Eagle, Emotion/Lifetime, ORU Kayaks, KL Outdoor, BIC Sports, and River Management Society. The balance of two million is available to Auxiliarists through the Auxiliary National Supply Center (ANSC) for use in public education, program visitor, vessel examinations, and public affairs events. It may be ordered from ANSC, stock number 3004A. Ω

