

RECREATIONAL BOATING SAFETY NEWS FOR THE U.S. COAST GUARD AUXILIARY

RBS *Job One*

May / June 2017

NSBW

Observing 70 Years

PERSPECTIVES

on Recreational Boating Safety
and Strategic Planning



RBS Job One

May / June 2017

Publication of the United States Coast Guard Auxiliary
Recreational Boating Safety Directorates

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RBS Job One is the flagship publication for the U.S. Coast Guard Auxiliary RBS directorates: RBS Outreach (B), Public Education (E) and Vessel Examination and Partner Visitation (V). Its purpose is to inform all members of the Auxiliary in current developments affecting their performance in conducting the core mission assigned by the Coast Guard and to share best practices. RBS Job One is published bimonthly, six times a year. Send submissions to: editor.rbs@cgauxnet.us.

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Richard A. Washburn, National Commodore (NACO)

Larry L. King, Vice National Commodore (VNACO)

Edward M. Monaco, Deputy National Commodore for
Recreational Boating Safety (DNACO-RBS)

Robert T. Shafer, Assistant National Commodore for
Recreational Boating Safety (ANACO-RB)

RECREATIONAL BOATING SAFETY DIRECTORATES

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

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Clark J. Godshall, Deputy (DIR-Ed)

Joseph Reichal, Jr., Director, Vessel Examination
and Partner Visitation (DIR-V)

Christopher A. Wilson, Deputy (DIR-Vd)

STAFF

Richard B. Risk, Publisher (DIR-B)

Daniel Torok, Division Chief, Communication
Services (DVC-BR)

Dana M. Bergdahl, Branch Chief, Editorial Services
(BC-BRE)

Brian Yip (BA-BREP)

Donald G. Lindberg (BA-BRED)

Alex Gulde (BA-BREW)

ON THE COVER

A kayaker navigates the Columbia River in the Columbia River Gorge National Scenic Area at sunset. Photo by Dana Bergdahl, BC-BRE, U.S. Coast Guard Auxiliary

Charting the Course for Public Education

One of the fundamental reasons for the existence of the Coast Guard Auxiliary is to teach boaters how to be safe while on the water. Since 1939, one of our missions has been “To promote safety and to indoctrinate all owners and operators of small craft in safety requirements in the operation and navigation of small craft.” That describes our Public Education (PE) mission; it’s all about teaching boaters how to follow the rules and be safe while on the water.

To accomplish that effectively, we need to have good public education materials. We need current, comprehensive, well-written course books. And we need the associated teaching materials such as slides and videos and other instructional tools.

Although we currently have some good products in About Boating Safely (ABS) and Boating Skills and Seamanship (BS&S), both of these products are showing their age and need to be refreshed. For example, we need to update the sections on marine electronics and add material on paddlecraft. Of course, updating these products is much easier said than done.

The Recreational Boating Safety (RBS) group, the Public Education Directorate in particular, and the most senior leadership of the Auxiliary are looking at the many issues surrounding our PE mission and the PE courses that we offer and are trying to find the best way forward. It’s a very complex problem with many moving parts.

Many questions need to be considered and resolved. For example, who owns what parts of the intellectual property involved, who does the revision work, how long will it take, and how much will it cost?

We have various partner organizations in the recreational boating safety mission. Will they be involved in any of this, and if so, how?

Past publishing agreements with our publishing partners have been multi-year contracts, in some cases spanning as many as ten years. However, the PE landscape can change a lot over that time. So what’s the right length of time for such an agreement that is fair to all parties?

Many potential students want to study on line, rather than in the classroom. Can we adapt or develop any of our products to accommodate them?

Although PE is an important part of our recreational

boating safety mission, PE is also an important source of income for many flotillas. The income potential of our PE offerings must be part of the calculation, too.

Even though we are one Auxiliary, we are not exactly the same from sea to shining sea. There are very few one-size-fits-all solutions in the Auxiliary, so specific local needs must be considered, including the need for languages other than English.

Any courses that we offer that will allow us to issue students a certificate showing compliance with state boating education laws must conform to requirements set by the American National Standards Institute (ANSI) and the National Association of State Boating Law Administrators (NASBLA). Our courses must undergo a reoccurring, costly and complex conformance assessment process to confirm that they meet the appropriate ANSI/NASBLA standards. Complicating this further, individual states may impose their own requirements in addition to those set by ANSI/NASBLA. We need to meet those, too.

As you can see, it’s complicated. And it’s important. We need to be effective at PE to help prevent boating casualties and save lives.

Decisions made today will affect the Auxiliary for years to come. Know that your Auxiliary leadership is on the case. We are working these problems, doing everything possible to make the right decisions to keep us on the right course for the future.

Thank you for your actions in support of recreational boating safety. RBS is, and always has been, the Auxiliary’s job number one.



COMO Bob Shafer

Assistant National Commodore for RBS
(ANACO-RB)

The Evolution of National Safe Boating Week



1947 to Present

By William Griswold and Diane Riggan, U.S. Coast Guard Auxiliary

National Safe Boating Week has evolved over time with a lot of dedication. What members of the U.S. Coast Guard Auxiliary and the United States Power Squadrons® (USPS) do all year long for recreational boaters is highlighted during one week in May. Multiple boating and water safety partners use all means possible to reach out to the boating public to remind them to take their responsibility on the water seriously.

How did we get here?

The *Courtesy Motorboat Examination* program was developed by the Coast Guard Auxiliary in 1947. The intent was to have highly qualified Auxiliary members advise recreational boaters about the required equipment for safe boating. Then as sailboats became more popular,

the program name was changed to *Courtesy Marine Examination* program to include both types of boats.

In 1949, Steve Sadowski, a Coast Guard Auxiliarist in Amesbury, Massachusetts, persuaded the town to issue a proclamation on Auxiliary Day. Three years later, he helped organize a Courtesy Marine Examination weekend, which led to the idea of a Safe Boating Week. Governors from Maine, New Hampshire, Massachusetts and Rhode Island eventually supported the idea.

By 1956, Auxiliarists in Hawaii broke new ground by enlisting a local entertainer, Lucky Luck, to promote Courtesy Marine Exams and Safe Boating Week. Luck appeared on the original “Hawaii Five-O” television show and his appearance opened the door for celebrities to give the week a boost. In 1957, Auxiliary leadership launched the first nationwide observance during the week of June 30-July 6.

In 1958, the U.S. Coast Guard prepared a formal resolution to establish National Safe Boating Week (NSBW) and convened a committee from industry, yachting groups, the Auxiliary, and the USPS to promote the resolution. Representative Charles Chamberlain of Michigan sponsored a bill which passed on June 4, 1958. The Senate insisted on dates covering the Fourth of July, and the NSBW was kicked off with a bang by President Eisenhower’s White House.

The Federal Safe Boating Act of 1958 became law just months later, and the National Safe Boating Week Committee (later to become the National Safe Boating Council — NSBC) was formed. Since the Coast Guard had no funds for the observance, Guy Hughes of the Outboard Club of America provided kits and posters and encouraged other organizations such as the Girl Scouts of America, Boy Scouts of America, American Red Cross, National Safety Council, American Yachtsmen Association and the National Association of Marine Dealers to participate, which got the campaign underway.

In the 1960s, fiberglass powerboats became affordable and water skiing became popular. The American Water Ski Association joined NSBW to promote the joys of water skiing and to ward off government regulation. In 1964, the Coast Guard established a Boating Safety Division at its headquarters and authorized its districts to follow suit. In that year the National Association of State Boating Law Administrators (NASBLA) established a Boating Safety Education Committee and signed on to the NSBW concept.

The Federal Safe Boating Act of 1971 transformed the boating landscape and introduced funding for the states among other notable changes. That act made arrangements between many organizations possible and organized enforcement activity under the Coast Guard, providing order and energy to this rapidly expanding activity.

In 1970, Auxiliary National Commodore John B. Stone set goals for the 30,000 members including to train a greater number of Courtesy Motorboat Examiners, examine 300,000 recreational boats in 1970, and man every possible marina, ramp and boat hoist. (*MotorBoating Magazine*, May 1970)

The 1971 Act also spurred other organizations to join, and due to federal funding limitations, the nonprofit National Safe Boating Week committee became the national focus. Meetings in early 1972 with all the major boating organizations led to a unanimous conclusion to turn the committee into the National Safe Boating Committee, incorporated in Washington, D.C., and to make the mission year-round, rather than linked to a single week. This was accomplished in 1973, and in 1974 it became the National Safe Boating Council, Inc. Part of its charter was to prepare promotional materials and unite the various organizations.

The Bicentennial celebration in 1976 gave the NSBC a huge opportunity with the Tall Ships — OPSAIL to kick off radio and television programs, safety exhibits, search and rescue demonstrations, parades, open houses, posters, milk cartons, and giveaways — all promoting boating safety.

Also in 1976, the NSBC inaugurated the annual Boating Education Seminar and moved NSBW to early June, in that many boats were already in the water by July 4. The week migrated to early June by 1981. Some urged an earlier date and the National Boating Safety Advisory Council (NBSAC) joined the cause, persuading the Coast Guard in 1993 to designate the first full week before Memorial Day in May as NSBW. NSBC kept the focus on a year-round effort using the NSBW as the kick-off signature event.

The passage of Wallop-Breaux (also known as the Dingle-Johnson Act) in 1984 provided a steadier source of funding for state recreational boating engagement, as well as a nonprofit grant program. In 1987, Popeye came to the campaign along with promotional materials for vessel safety check stations.

In 1997, NSBC and the National Water Safety Congress (NWSC) combined their annual conferences and joined in hosting an annual International Boating and Water Safety Summit (IBWSS), which is held in the spring and introduces the campaign, among other safety presentations. In 2000, Canada adjusted their campaign to coincide with the U.S. venture, elevating the National Safe Boating Campaign to the North American Campaign, with activities coinciding in Washington, D.C., and Ottawa. This has led to a much closer cooperation between the various boating organizations on both sides of the border.

In states without a children's life jacket law, a U.S. Coast Guard interim rule requires children under 13 on moving boats to wear a U.S. Coast Guard-approved life jacket that fits.



U.S. Coast Guard photo

In 1998, Coastie®, the robotic boat, joined in Auxiliary efforts. NSBC introduced *Sidekicks* in 2000, a series of booklets, CDs, and a web site to engage children. It is still offered today at <http://www.safeboatingcampaign.com/>.

In 2003, NSBC, in its capacity as coordinator of the campaign, boiled down numerous catchy and amusing slogans to a blunt command — WEAR IT! The message was as plain as the statistics connecting life jacket wear to survival in accidents. The 2001 report on fatal boating-related accidents showed that 80 percent of those who died had not been wearing a life jacket, and two-thirds of all fatal accidents involved a sudden capsizing or fall overboard. Merely having a life jacket on board was little help. Most states now have laws directed at children of various ages, and a federal regulation has been enacted.

National Safe Boating Week will continue to generate interest, provide materials, and energize volunteers and safety personnel to spread the message. All 50 States have adopted the Wear It! theme in some capacity, tailoring it to their particular state. NSBC continues to provide leadership and impetus to the campaign, by hiring a public relations specialist whose full time job is to run the campaign. Web sites and the internet have provided new openings, as the transmission of other safety message evolves. The Safe Boating Campaign site now posts events anywhere in the country with a simple process of entering the event or seeking one in a particular area. Active participation by volunteer units and people is essential to the success of the campaign, and all are urged to provide feedback to NSBC regarding their successful event.

The 2015 statistics show that 85 percent of those who drowned were not wearing lifejackets, only 15 percent of deaths occurred on boats where the operator had received boating safety education, 22 children under the age of 13 lost their lives while boating. There were 626 fatalities, 428 drownings, 2,613 injuries requiring medical treatment beyond first aid, property damage was in excess of \$41 million, and the number of registered recreational boats in the U.S. was at 11,867,049.

The NSBC, with over 330 member organizations, continues to lead the campaign and fulfill its mission of providing information and materials for others to promote their own boating safety event. Visit their website at <http://www.safeboatingcampaign.com/> for more information.

Special thanks to U.S. Coast Guard Auxiliary member William Griswold, former chair of the NSBC and USCG captain retired, for this original article, “A Condensed History of

National Safe Boating Week,” taken from “The Modern History of Recreational Boating Safety,” published and with permission of the NSBC.

Additional guidance regarding National Safe Boating Week can be found in the Coast Guard Auxiliary Public Affairs Manual, Ch. 10. Read through the chapter if you are looking for ideas. Many districts have a point of contact for NSBW. Diane Riggan, branch chief for NSBW (BC-ACN), is also a source of information.

Authority for Coast Guard Auxiliary members regarding National Safe Boating Week can be found in the U.S. Coast Guard Auxiliary Manual, COMDTINST M16790.1 (series), Ch. 2, Section B.13. Recreational Boating Safety.

Bring plenty to eat and drink — avoid dehydration

Operate the boat in a safe and responsible manner

Always wear a life jacket

Take a boating safety course

Sun, wind and temperatures can be more of a factor than boaters think

Annual courtesy vessel safety check

File a float plan — leave it with someone who will take action if overdue

Evaluate the readiness of operating crew and passengers — it's okay to not get underway when there's doubt

Do you have the right life jacket?

Today's life jackets come in a variety of shapes, sizes, colors and materials. No matter which life jacket you choose, it should be U.S. Coast Guard approved and right for you, the water activity, and the water conditions you expect to encounter.

Life jackets are designed for a boater's recreational water activity – from inflatable belt-packs for standup paddleboarders to form-fitting vests for PWC riders.

The good news is that today's life jackets are much more comfortable, lightweight and stylish than the bulky orange style most boaters know. Life jackets that use inflatable technologies are cool and comfortable.

We recommend choice of a highly visible color to aircraft and surface vessels who may be searching for you.

The North American Safe Boating Campaign offers these tips to keep life jackets in good and serviceable condition.

- **Read the label! On the inside of each life jacket is a printed label with important information about that particular life jacket.**
- **Always use for its intended purpose and refer to the owner's manual for specific maintenance requirements.**
- **Choosing the right life jacket also means choosing the right size: remember, life jackets for adults do not work for children.**
- **Inspect all life jackets periodically for rips, tears and holes, as well as damage to seams, zippers, buckles and straps.**
- **Look for signs of waterlogging, mildew, and shrinkage or hardening of the materials on inherently buoyant life jackets.**
- **Check that inflatable life jackets hold air for 16 hours by orally inflating to capacity. Also inspect the inflation mechanism to ensure the cartridge has not discharged, has no corrosion, and is properly installed.**
- **Dry after use by hanging in a shaded, ventilated area, and hand wash in warm water using a mild laundry detergent if it is dirty.**

2017 National Safe Boating Week



MAY 20 What should I do before going boating?

Take a safe boating course → Get a vessel safety check



MAY 21 What do I need?

Essentials

- | | |
|---|--|
| <input checked="" type="checkbox"/> Life jackets | <input checked="" type="checkbox"/> Navigation lights |
| <input checked="" type="checkbox"/> Visual distress signals | <input checked="" type="checkbox"/> Water to stay hydrated |
| <input checked="" type="checkbox"/> Sound producing devices | <input checked="" type="checkbox"/> Correct permits & decals |
| <input checked="" type="checkbox"/> Locator device (EPIRB or PLB) | <input checked="" type="checkbox"/> Free vessel safety check |
| <input checked="" type="checkbox"/> Fire extinguishers | <input checked="" type="checkbox"/> File a float plan |

MAY 22 Which life jacket is right for me and my family?

Select the right style life jacket for your boating activity.

- Read the label for U.S. Coast Guard approval

- Insure snug fit and fasten

- Select it for wearability and visibility



MAY 23 What's the danger of BUI?

Federal law prohibits boating under the influence of alcohol or drugs (BUI) on ALL boats. BUI is involved in 1/3 of all recreational boating fatalities.



- Impact of cognitive ability
- Judgment Impaired
- Difficulty with balance
- Lack of coordination
- Slow reaction time
- Decreased vision

MAY 24 How will weather impact my boating plans?

Weather forecasts are essential for making safe boating decisions. Check the National Weather Service for the latest forecast before leaving shore and carefully observe changing weather. Learn more at www.weather.gov.



Thunder and lightning

Storm surges



Cold water boating

Heavy winds 
Extreme heat or UV Rays
(remember your sunscreen)

MAY 25 How does the environment affect boaters?

Environmental stressors may weaken your body and mind enough to make the risk of an accident much greater.

Overexposure to the sun causes fatigue

Sun glare

Noise of the water, wind, and vessel



Motion of the vessel

Dehydration

Alcohol and drug consumption are more hazardous on water

MAY 26 What are important reminders for recreational boaters?

- Maintain awareness of your surroundings at all times (what you see and hear)
- Travel at a safe speed for environment conditions



As a boater, you have a responsibility to all boaters - and all others who enjoy the water - to be safe, courteous and respectful.

Learn more at www.boatoncourse.com.



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

www.safeboatingcampaign.com

facebook.com/SafeBoatCampaign twitter.com/BoatingCampaign

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Perspectives

on Recreational Boating Safety and Strategic Planning

By COMO Dan Maxim
and Alexander Gulde,
BA-BREW

Strategic planning for improved RBS outcomes

Recreational boating safety has become significantly safer since Congress authorized creation of the National Recreational Boating Safety Program (RBS) in 1971. Since then, the estimated number of recreational boats has more than doubled, while the number of reported boating casualties (deaths and injuries combined) has decreased by over 50 percent. This downward trend is certainly impressive, but as recreational boating is changing, especially with the strong growth of human-propelled craft on the water, more work remains to be done.

The National Recreational Boating Safety (RBS) Program Strategic Plan, 2017-2021, is the third in a series of 5-year plans, with the first plan covering 2007-2011, and the second plan covering 2012-2016. It builds upon the foundation established by the previous plans and will be implemented by the community of recreational boating safety professionals and volunteers nationwide, who are committed to ensuring safe and enjoyable boating experiences for everyone using American waterways. Even though most members of the boating public practice safe boating behaviors, gaps in individual preparedness and situational awareness remain. To move the recreational boating community toward even safer boat operator behavior, the strategic plan focuses on three major priorities:

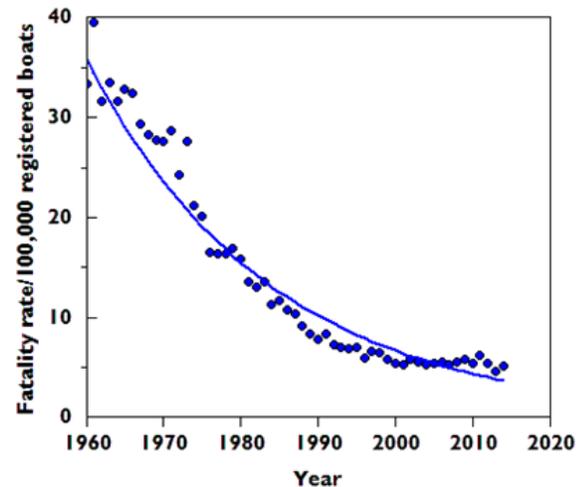


Figure 1: Fatality rate per 100,000 registered boats 1960 - 2015

1. Cultivate a boating public that is better prepared to engage in safer boating behaviors,
2. Make better informed policy decisions by building and using highly-integrated systems to gather and evaluate data from many sources; and
3. Nurture collaborative efforts among the stakeholders that benefit the boating public within the recreational boating safety community.

The current strategic plan works from a high-level perspective, with implementation details to be provided through an operational annex (OA). Three teams are currently working on the following aspects:

1. Education, training, and outreach;
2. Policies, regulations, standards; and
3. Data.

The current strategic plan works from a high-level perspective, with implementation details to be provided through an operational annex (OA). Three teams are currently working on the following aspects:

This strategic plan emphasizes the development of evidence-based models, which can ensure focus on innovative approaches to problems that are both controllable and preventable. The term ‘evidence-based model’ generally refers to the conscientious, explicit, and judicious use of the best available scientific and qualitative evidence in making decisions. Long used in public health, it is a problem-solving approach that has achieved tremendous successes in preventing or reducing disease worldwide. Adapted to injury prevention, a field within public health, it is now used by global non-governmental organizations (NGOs), federal agencies, nonprofit organizations, state health departments and many others.

The field of injury prevention uses evidence to identify and define public health problems, at-risk populations, and causal factors that could be influenced (i.e., surveillance). Evidence-based models develop and test potential interventions to find out what works, then replicate promising interventions, ideally at the community grass-roots level, and carefully evaluate and monitor results throughout the process. The adoption of evidence-based approaches to injury prevention can positively affect recreational boating safety programs.

The most comprehensive data available is usually associated with recreational boating fatalities, even though the social costs of recreational boating accidents includes those related to non-fatal injuries and property damage as well. To improve

recreational boating safety program outcomes in the future, improved data collection on non-fatal accidents, injuries, and property damage will be necessary.



Figure 2: Evidence-based model flow chart

A look at existing data

Among RBS professionals, it is a somberly accepted fact that drowning accounts for approximately 70 percent of boating fatalities in any given year, and that about 85 percent of the victims did not wear a life jacket. A look at the most recent boating accident fatality data available confirms this data point yet again: 428 people drowned in 2015. The second-most common cause of death that year was unspecified trauma, claiming 90 lives.

When looking at vessel type, open motorboats account for most drownings (42 percent) in 2015, but human-powered craft (i.e., canoes, kayaks, and row boats) account for over 30 percent of drowning

deaths combined. Another data point worth highlighting is the length of vessels associated with fatalities. In 2015, fatalities were greatest on boats below 26 feet, and the proportion of drownings was greatest on boats of 16 feet or less. Furthermore, the 2015 data shows that capsizing and falls overboard are the primary accident types for fatalities.

- Boating under the influence (BUI) is the largest single contributing factor to fatalities

Summarily, the following implications arise for RBS professionals and volunteers:

- Boaters must be convinced through education, outreach, and regulations to wear life jackets—at least on smaller boats.
- The prevalence of alcohol consumption on the water must be reduced and data collection efforts on alcohol involved accidents must be improved.
- Increase understanding of human factors and paddlecraft accidents.

Challenges

Each of these implications brings its own set of associated challenges. For example, on the issue of life jacket use, numerous studies have documented strong evidence that fatalities could be substantially reduced if wear rates were higher. However, regulatory approaches may be difficult to implement on national level, even though individual states and certain federal agencies have been successful in increasing life jacket wear on bodies of water under their jurisdiction. In addition, outreach efforts to increase wear have shown only limited success among adults, and the question remains how to improve outreach effectiveness.

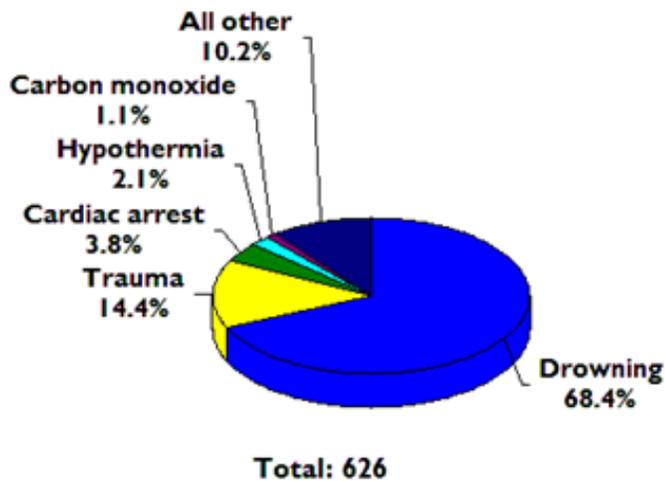


Figure 3: Boating fatalities by cause of death 2015

Boating under the influence remains the largest single contributing factor to recreational boating fatalities, likely due in part to the social acceptability of drinking and boating and the lack of successful prevention strategies, such as using designated drivers/operators. True effects continue to be difficult to measure accurately and better data on alcohol as a contributing factor is needed. The role of alcohol on boating accident is probably understated, partially due to difficulties associated with enforcement, since a 24/7 law enforcement presence on all bodies of water is not feasible. An additional challenge is the emerging issue of drug use other than alcohol, and much more data is necessary to develop appropriate prevention and management strategies.

A common thread associated with improving recreational boating safety is the need for better data. This does not only include the collection of data, but also the way data is analyzed and presented. However, specific data development needs exist in the areas of human factors contributing to accidents, paddlecraft accidents and contributing factors, non-fatal injuries and property damage only accidents, and more timely data on exposure.

Recreational boating safety has improved significantly over the last 45 years, but additional work remains to make boating even safer in the future. Analysis of existing data has confirmed

certain known facts, identified areas with additional data needs (known unknowns), and indicates the possible presence of previously unidentified factors affecting recreational boating safety (unknown unknowns). The new strategic plan is the right tool to address the challenges listed above and to guide the United States Coast Guard, the Auxiliary, and other RBS partners towards a safer boating future.

Editor's Note: This article is based on a March 2017 presentation delivered by COMO Daniel Maxim at a recent meeting of the National Association of State Boating Law Administrators' (NASBLA) Engineering, Reporting and Analysis Committee (ERAC). Where appropriate, the content of this article has been supplemented with information and data from the National Recreational Boating Safety (RBS) Program 2017-2021 Strategic Plan. The strategic plan can be found [here](#).

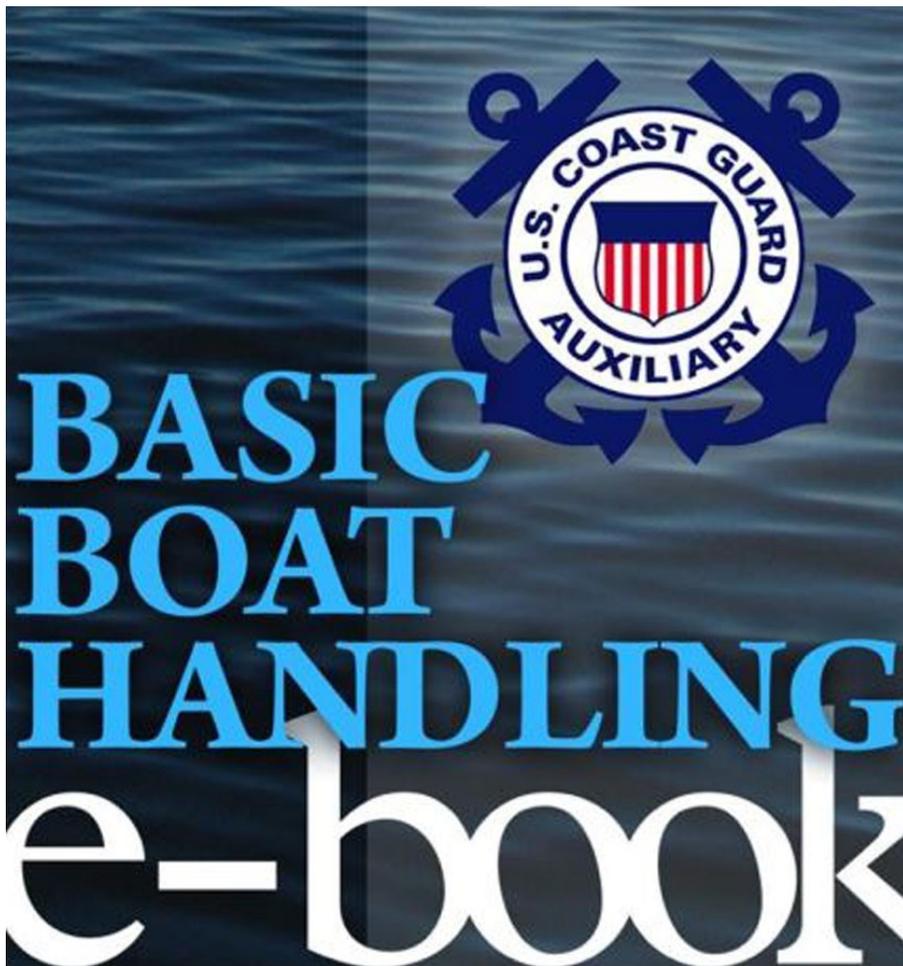
Dr. Maxim is the former assistant national commodore for RBS (ANACO-RB).



COMO Dan Maxim
Coast Guard Auxiliary
Chair, National Boating Safety Advisory Council (NBSAC)

Public Education Workshop 2017

Teamwork, Products and Resources



By Dave Fuller,
DVC-ET

The Course Development Team from the Education Directorate is proud to announce our first project this year. Team members Sean Harvey, Greg Fonzono and I produced the 2017 Public Education Workshop for use by the entire Recreational Boating Safety (RBS) team at every level of the Auxiliary from national to flotilla level.

The last workshop produced by the Public Education Directorate was in 2011, so it was time to refresh production of our workshops and provide our RBS team

additional tools for their work in RBS. Our target audience is the entire RBS team at every level of the Auxiliary and not just instructors or staff officers and leadership. *Everyone* associated with the RBS mission should view this presentation, as there is something in it for everyone.

The E-Directorate underwent reorganization this year to create separate divisions for Instructor Development and Course Development, which allowed us to focus our sights more keenly on the critical components necessary for delivery of education to the boating public. Earlier workshops had combined the instructor skills development and the courses and resources available into one workshop lasting about an hour. Unfortunately, the time limitation imposed on previous workshops diluted the effectiveness of each topic covered. By providing separate workshops in 2017 for each division's responsibilities, we are able to provide greater content and share additional best practices along with a few new ideas we think you should try in your flotilla.

Our presentation begins by emphasizing the necessity of utilizing all teammates on the RBS team and the critical role that leadership of the team brings to maximize success. It continues by reminding our RBS teams that what they do contributes to preventive SAR. Next, we discuss course planning, which includes



feedback. We want to hear about your successes and your challenges. When assembling this presentation, we reached out to several flotillas across the nation who have experienced success and asked them to share what is working for them. We used those ideas and a few of our own to build this presentation. We know that it is likely that you are doing something innovative or different that someone else has not thought of doing and obtained results. Please share those stories with us so we can share with others.

our currently available products, featuring our E-products, several marketing ideas, and staffing considerations. We cover our E-products (*Basic Boat Handling* enhanced e-book and *Modern Marine Navigation*) in detail, including the revenue share that *Modern Marine Navigation* brings to your flotilla with minimal effort from your team. We suggest ideas on marketing the two E-products, including how to sample them in your classroom. Next is a section on paddlcraft, which emphasizes the critical need to offer this new product and engage your local paddlesports community. This is a critical need and a new role for many Auxiliarists, as we have not traditionally had a large presence in the paddlesports community. We provide a comprehensive review of all the resources available for you on the E Directorate website in the ELIB, including resources available with our external partners. Our presentation concludes by highlighting a very valuable tool many of you do not even know exists – *AUXplusPE6* – what this is and why you need to use this tool to make your job easier.

On the final slide of the presentation, we provide the e-mail address pe.feedback@cgauxnet.us for your

Sean Harvey and I presented this workshop to the DSO-PEs at January's N-Train in St. Louis. After incorporating feedback from that presentation, we added a few minor points and produced the final version, which is now posted.

The presentation is available for download on the E-Directorate website [here](#). Click on What's new for the link. It is also archived in the ELIB Resource Center under Instructor Tools and 2017 Instructor Development. On this page, you will also find the Instructor Development Workshop for 2017 as a PowerPoint presentation.

One idea reinforced in the presentation is a new way to think about the letters **RBS**. We want you to remember that **Responsibility Brings Success**. This means it is the responsibility of the entire RBS team working together to maximize the success of your programs. You and your teammates can truly make a difference in our goal to improve boating safety and fulfill the promise to make RBS Job One.

New Chief Director of Auxiliary

The Coast Guard Auxiliary National Staff welcomes Captain Scott L. Johnson as the new Chief Director of Auxiliary. In his address to the Auxiliary, he stated:

The Coast Guard Auxiliary has a myriad of ever-evolving missions that includes our ultimate responsibility to promote and improve Recreational Boating Safety as well as provide the Coast Guard with high quality operational, administrative, and logistical support. This is an awesome and humbling responsibility to shoulder, and one that requires unfailing accomplishment of the mission.

Captain Johnson looks forward to this endeavor. In his 22 years of service, he has served as a cutterman and prevention officer. He has led Coast Guard personnel in both operational and staff assignments and also worked extensively with both the U.S. and international commercial shipping industry to solve regulatory issues. Captain Johnson will work with National Commodore Richard A. Washburn and his staff to carry out the Auxiliary Strategic Plan goals laid out by Coast Guard Commandant Admiral Paul F. Zukunft and Commodore Washburn.



Captain Scott L. Johnson
U.S. Coast Guard
Chief Director of Auxiliary



Captain F. Thomas Boross
U.S. Coast Guard
Former Chief Director of Auxiliary

‘What team do you want to be on?’

Coast Guard Captain F. Thomas Boross called out 26,000+ active Auxiliarists in a farewell address to all auxiliary members on April 11 by asking “What team do you want to be on?” Captain Boross acknowledged his profound gratitude and appreciation to each and every member who chose to answer the call to serve by joining the Title 14, Chapters 23/25, Section 822-831 Auxiliary team! In his address, he affirmed:

The Auxiliary team, which routinely strikes awe in the hearts and minds of active duty Coast Guard personnel everywhere by demonstrated acts of selfless, servant leadership and dedicated mission performance. For the past four years each of you helped orchestrate the four safest years on record for recreational boating safety on waters subject to the jurisdiction of the United States Coast Guard, while also keeping one another safe, without losing a single Auxiliarist in the line of duty.

After over 28 years of military service, in his address to all Auxiliary members, Captain Boross thanked each member for their recreational boating safety contributions, mission support and inspirational example. In his words, “What other team could there possibly be?”

The Coast Guard Auxiliary National Staff is honored to have worked with Captain Boross over the past four years and grateful for his outstanding leadership.

