

## Government and Partner Relations Committee

1303 Thursday, 2 September 2010

Call to order by R/C Richard Gercak, AP

### Introduction of Committee Members in Attendance

P/D/C Robert E. Canfield, JN	P/R/C Priscilla B. Clarke, AP	R/C Richard Gercak, AP
N/FI/Lt Robert D. Holub, SN	P/R/C William E. Husted, SN	P/N/FI/Lt Dick Jarmon, SN
D/Lt/C Mary Ann Jensen, N	R/C Steven L. Johnson, AP	R/C Gregory Korstad, AP
Stf/C Howard Manly, AP	Stf/C Lawrence Rathbun, SN	P/D/C Kenneth E. Smith, AP
P/C/C Theodore H. Smith, SN	P/R/C Gene R. VanRhee, SN	P/C Loyd Albert Walker, III, SN
Vance Randy White, S		

**Guests:** Mary Larsen – USCG Auxillary, America’s Waterway Watch  
George R. Hallenbeck – District 2 DEO  
Justin McChesney – San Luis Rey Sail & Power Squadron & SailAngle.com  
Kathie Ouelleette – US Sailing  
Fred Messmann – National Safe Boating Council  
Carol S. Schuldt – Coos Bay Power Squadron

### Approval of Lake Buena Vista Committee Meeting Minutes

The minutes of the February 2010 Lake Buena Vista meeting were approved as presented.

**Comments Regarding GPR Committee Direction** - C/C Frank Dvorak and V/C John Alter provided remarks on the direction in which the Committee should be proceeding. They see MOUs being collected in one place and reviewed to assure USPS and the other entities are living up to the requirements. Contacts are critically important. There is a request from the BLA in Arizona for USPS to release information on people who have taken boating courses in that State. A listing of contacts (e.g., who we work with and who we should be working with) is important. The new Lobbying policy is also important. C/C Dvorak noted that USPS will be refreshing the MOU with BoatUS. R/C Gercak suggested separating the MOUs into three sections, Marketing, Education, and everything else.

**Implementation of SailAngle** – There was a lively discussion regarding meeting notices and reminders and ways to improve the process. There is now a way to select your meal choice for an event and pay for the event. When a notice is sent, the recipient(s) can see entire text without going into SailAngle. The recipient also can export an event to his/her electronic calendar.

**State Legislative** – R/C Korstad reported that USPS is initiating a two pronged approach with NASBLA. At the National level, the discussion is regarding course materials that should be used at all levels for boating education. The other approach is to work with the state BLAs to reinforce benefits at a local level. The question is how to make this happen. National Bridge Officers are working with NASBLA; however, this will take a while. The time frame can be shortened by also working from the District to the State BLA. The Legislative Liaison protocol might be used as a model, There is a need a chorographic the message at all levels.

**Grants/External Funding** – These procedures have been approved with no changes.

**Lobbying** – The Lobbying procedure has been approved. This Committee must make sure local squadrons are armed with the right messages and are taught how to function in this role. The message has to be communicated multiple times. State Legislative Representatives must both drive the process and identify the goal in the context of a specific lobbying issue. Fred Messmann suggested there is a need to be on the NASBLA Education Committee(s).

R/C Korstad stated this committee needs to coordinate with NEO regarding mandatory education. Fred Messmann advised using people who are the experts on issues rather than states. P/R/C Husted noted that talking points on issues are needed so everyone is on the same page. R/C Korstad recommended developing a job description for the SL reps.

**Website** – Dave Daniels is working directly with Mike Rachuk to update the MOU section. He is reviewing all the MOUs and should be talking with R/C Korstad on needed changes. MOUs are critical for mandatory education. P/D/C Canfield noted that every DEO must be familiar with his/her State's MOU. There is a lot of turnover with the State BLAs, and they may not know there is an MOU.

**Grants/External Funding** – P/R/C Clarke noted that the Grants/External Funding Team's assignment is to provide oversight of the grant process, not grant writing. The committee or person interested in the funding must write grant; the Team reviews and approves the language of the grant application. The Team will research and notify committees and/or R/Cs of availability of funding. Discussion followed on the purpose of the Team. It was noted that the USCG & FEMA have monies available.

**Homeland Security/Citizen Corps/ FEMA** – P/R/C Husted's report is attached to these minutes.

**Liaison** – P/Stf/C Sellenraad's report is attached to these minutes. Stf/C Manly reported on the Life Jacket for Life Tour 2010. A report is attached to these minutes. National Marina Day occurred June 12, 2010. Stf/C Manly led a discussion of issues in 2010 and possible resolution for next year.

**2011 Expo Booth** – Stf/C Rathbun will coordinate the 2011 Expo Booth at the Annual Meeting.

#### **Afternoon Review/Committee Remarks**

The consensus was that the discussion of SailAngle was very helpful.

Fred Messmann, National Safe Boating Council, Deputy Director, had obtained a grant for life jacket kits. He is sending a kit to each district educational officer and one to every state and Coast Guard state liaison officers. The kits include an inflatable life jacket and belt pack, videos, posters, CD (value of wearing an inflatable life jackets) and flash drive with videos on rearming, repacking. Cost of each kit is \$225.

Recess 1540

RECONVENE 0805 Friday, 3 September 2010

Call to order by Stf/C Howard Manly, AP and Stf/C Lawrence Rathbun, SN

#### **Introduction of Committee Members in Attendance**

P/D/C Robert Canfield, JN	R/C William E. Husted, SN	P/C/C G. Leslie Johnson, SN
D/Lt. Howard Manly, AP	Stf/C Lawrence Rathbun, SN	P/C/C Theodore H. Smith, SN
P/R/C Gene R. VanRhee, SN	P/C Loyd Albert Walker III, SN	

**Guests:** Gino Bottino, US Sailing  
Mary Larsen, USCG Auxiliary, America's Waterway Watch  
Harry Cole, P/C/C Canadian Power and Sail Squadron  
Lt/C Mathew Murphy, Columbia Sail and Power Squadron, XO  
Fred Bretsch, FEMA Individual & Community Preparedness Division, Citizen Corps

#### **USPS Representative Reports**

**National Boating Safety Council (NBSAC)** – P/C/C Johnson reported on his activities with this Council. His report is included with these minutes.

**United Safe Boating Institute** – P/C/C Smith reported on his activities with this Institute. His report is included with these minutes.

**Scheduled Remarks/Presentations by Special Guests**

Mary Larson, USCG Auxiliary, reported on the America’s Waterway Watch (AWW) program. This program is being expanded. Also, she indicated that volumes of information are available for distribution. In addition, she explained the Citizens Action Network (CAN).

P/C/C Harry Cole, Canadian Power and Sail Squadron, updated the Committee on Canadian activities. Most noteworthy was the \$280 fee for education and first year CPS membership.

Gino Bottino, US Sailing, reported on the on-the-water training for young people. This is similar to the European system. He also commented on UN Rule 40.

P/R/C Bill Husted provided a powerpoint Homeland Security report. This report updated the Committee on current preparedness initiatives. He reminded the Committee to become involved in local preparedness activities.

Fred Bretsch, FEMA Region X, presented the current information on Citizens Corps, its purpose and USPS involvement.

**Morning Review/Concluding Remarks** – General comments were invited from the members present.

Adjourn 1115

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Homeland Security Team Report  
Government and Partner Relations Committee  
Governing Board – Bellevue, Washington  
Thursday, 2 September 2010  
P/R/C William E. Husted, SN, Team Leader

Since the Orlando Annual Meeting in February, the Homeland Security team has accomplished the following activities:

- ▶ Drafted a “master plan” of initial assignments related to the team’s two priority objectives of 1) coordinating Citizen Corps activities to all USPS members, and 2) supporting the USCG and USCGAux in promoting “America’s Waterway Watch.”
- ▶ With the help of P/Stf/C Fred Sellenraad, SN, updated the HS/L list of District contacts with whom the team has been contacting on an as-needed basis.
- ▶ Widely distributed the “Engagement Opportunities” suggestions offered by Citizen Corps.

- ▶ Recommended and had implemented regularly-issued FEMA Alerts and Citizen Corps news on the USPS home page.
- ▶ Coordinated AWW news and activities with Mary Larsen, the primary USCGAux contact for this program.
- ▶ Created an overview of HS team objectives in a PowerPoint presentation for the benefit of USPS districts and squadrons, as well as other USPS members.

In the months ahead, the following activities are priorities for the HS team:

- ▶ Provide GPRCom/USPS contacts for the 10 FEMA regions.
- ▶ Match up USPS liaisons with counterparts in the USCG districts.
- ▶ Initiate HS/AWW-concentrated seminar for presentations to yacht clubs, boating organizations, civic groups, and other interested parties.

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#### Liaison Report

Howard, after the usual C/W commotion, Lena Padro was able to get the revised e-mail address lists out by the end of April. As in 2009, there are 25 D/L/Os and 22 D/HS/Os. This year, one person combines both functions in only 5 districts compared to about 10 last year, meaning Homeland Security now receives more attention. Early May, P/R/C William E. Husted, SN, e-mailed all HS and Liaison District officers, as well as D/X/Os, explaining the relationships between USPS Liaison, HS (extension of Liaison), and our Affiliate Agreement with Citizen Corps. D/X/Os of the remaining 8 or 11 districts were asked to assist their D/Cs in appointing a D/L/O or D/HS/O.

With Bill Husted taking over HS, I concentrated on getting feed-back from the districts on their Liaison activities. Fortunately, most districts kept the same D/L/Os. replies from D/11, 20, 22 indicated Liaison activity involving their respective squadrons.

Turning around a viable Liaison program that was abruptly discontinued some 12 years ago is not easy, but we have to provide continuous encouragement and guidance.

In July, P/R/C Greg Scotten, SN, enlisted G&PRCom aid in preparing an application for a 2014 commemorative stamp, honoring USPS for its educational programs and service to our country in times of peace and war. The goal is to get our MOU partners and legislators to endorse this application. I asked all Liaison Team members to send contact info to me or Greg. So far, it is a work in progress. That application has to be filed before the December 2010. Greg has composed a sample endorsement letter that each partner organization can use as a guide.

We are currently also working on establishing closer ties with the USCG to promote America's Waterway Watch Program. John Malatak will assist in coordinating CG and USPS District locations and personnel

One source of confusion in our communication method is "Sail Angle." I understand most G&PRCom members have signed up but, so far, its existence appears to create more confusion than efficiency. A message sent to com members saying "there is a message" seems redundant. Sail Angle offers advantages but I am not sure they are great enough to offset the negatives - at least, not at this point.

I will continue to promote Liaison in districts and their squadrons by suggesting simple goals to get the Liaison ball rolling. It is a slow learning curve because most people are bombarded by various methods of communication and suffer from "overload."

This concludes my report.

Respectfully submitted,

P/Stf/C Fred C. Sellenraad, SN  
Liaison Coordinator, G&PRCom

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## **LIFE JACKET FOR LIFE TOUR 2010, A National Safe Boating Week Initiative**

This tour was a joint effort between the Florida Fish and Wildlife Conservation Commission and the U. S. Coast Guard District 7, and all local partners. Local partners included the Coast Guard Auxiliary, U. S. Power Squadrons, maritime law enforcement agencies, and marine vendors. The event was scheduled to run Sunday 23 May to Friday 28 May, 2010. The concept was to begin the tour in Jacksonville, FL, and run a "tour boat" down the Intracoastal Waterway to Miami. The tour boat was a "Wear it Florida" jet boat, accompanied by a marked FWC boat. At various stops along the way, partnering vessels would accompany the boat, and media events were scheduled. Auxiliarists at local stops were selected to be "Port Captains", to help organize events highlighting the Tour and the Wear It message. A shore contingent was also formed around the Seventh District BAT-PAK life jacket display trailer, plus maintenance and relief personnel.

During the BAT-PAK's drive from Miami to Jacksonville, an estimated 40,000 people saw the brightly wrapped trailer and tow truck with the wear it messages plastered on them. On the initial media event, about 500 boaters saw the displays at the Sister's Creek Marina, and Auxiliarists and Power Squadron members conducted 55 vessel safety checks. 7 agencies and partners were involved as the Tour departed for St. Augustine. While the shore caravan reached about 15,000 people on the highway, the boats made a large impression on boaters in the ICW. The first overnight stop was Daytona Beach and the media event was held at Coast Guard Station Ponce Inlet.

9 partners and agencies participated in that event, with a media attendance of 57. A life jacket demo was held, and a boat parade assembled just off the station in the ICW.

The next stop was Titusville where the team berthed and held a media event on Wednesday 26 May. 59 people attended that event, many more saw the trailer and boat parade, again a life jacket demo was held and the boat parade accompanied the Tour boat.

The tour got underway and stopped at Stuart, FL for a quick media event. About 14,000 folks saw the trailer enroute, and 87 attended the event put on by the West Marine store, involving 4 partners and agencies. Then the tour got underway for West Palm Beach.

On Thursday, 27 May at the Phil Foster Park in Riviera Beach the BAT-PAK was set up next to the launch ramp. 121 boaters visited the display and 63 attended the media event, while 13,500 awareness contacts were made by the caravan. At Pompano Beach in the Alsdorf Boat Ramp, 14<sup>th</sup> Street, the BAT-PAK again was displayed making contact with 278 boaters. 310 attended the media event, maybe

because the Goodyear Blimp was overhead with a WEAR IT message. 2 National Boating Safety Week Proclamations were read before the tour departed for Miami.

On Friday, 27 May the BAT-PAK display was set up adjacent to the launch ramp on Watson Island. 78 boaters were present and the media event drew 223 people. 7 partners and agencies played a part and 25 agency boats were in the final parade. CG District 7 public affairs participated and the City of Miami presented a proclamation.

All in all, this effort produced a great message for boating safety. During the tour, 42 inflatable life jackets/belt packs and one Personal EPIRB plus a couple of dozen other prizes were raffled off for giveaways. Estimated highway awareness contacts exceeded 100,000, boater and marina awareness contacts numbered over 1000, and 935 people attended the media events. 48 agencies and partners participated and at least 2 television and 2 newspaper articles were verified.

Full credit should be given to the participants, the port captains, members of FWC and Coast Guard units, Auxiliarists, Power Squadron members and the various marine vendors who made all this possible. Particular note should be given to Brian Rehwinkle, coordinator for FWC, and Bruce Wright who led the Coast Guard resources. Plans are all ready underway for a similar effort next year, and other states are interested in replicating or joining in.

Bill Griswold  
DSO-SL 7

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#### USPS Representative Report - NBSAC - P/C/C Les Johnson SN

First I would report that I am attending the National Boating Safety Advisory Committee meetings as a rep of the boating community. At this time, no fall meeting is scheduled – there is a legislative reauthorization for both the committee and the meeting costs that must be passed prior to any further activity. We should hear shortly regarding the future meeting.

NBSAC committee makeup - BLAs, Marine Manufacturers, boater's interest Organizations, etc.

Reps who work with the Coast Guard, employees of the Coast Guard and others who work to review the recommendations of the NBSAC.

Members of the Public who have special interests that are or will be a part of Recommendations for CG areas of responsibility.

The minutes from the spring meeting just arrived. I could take the rest of the day reviewing all of the items discussed. I will share significant discussions in recent times:

1. Specific Plan for NBSAC – involves all the committee reps.
2. Engineering review and reports that recommend changes for barge lighting.
3. Review of the wear rate of life jackets – also the inordinate time needed for design approval by the Coast Guard.

## Congratulations to NBSAC on its 50<sup>th</sup> Anniversary

I would like share Jeff Hoedt's numbers – 83 million boaters (16 and older) – 12.6 State registered boaters. For years the number of boats went up and the fatalities came down. Now both categories have been flat for the last few years.

What generates committee recommendations and action?

1. Statistics and data of boating experience.
2. Specific items like prop strike protection, life jackets, barge lighting, etc.

Strategic Plan for NBSAC really involves driving more uniformity of marine rules and laws. I am impressed with the effort of the BLA organization for its efforts to make the plan a success. Good planning involves recognition of problems and initiating both short and long term solutions.

Everyone is aware that there are almost impossible conditions in both National and State government at this time. Legislation and finances on all levels are not functioning efficiently. This has a direct effect on NBSAC.

My closing comment - everyone on NBSAC is working within the conditions at this time. They really do play an exceptional role in boating safety.

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USBI Talk to the Government and Partner Relations Committee  
USPS Fall Governing Board  
September, 2010

Ladies and Gentlemen,

I am P/C/C Ted Smith, one of three (3) representatives who sit on the Board of USBI, United Safe Boating Institute.

I bring you greetings from our President, Captain (Ret, USCG) Bill Griswold. It is certainly my pleasure to bring you some information about USBI, our past and present. Some of my remarks are taken directly from an article that President Griswold prepared for the Fall 2010 issue of the Proceedings Magazine, a USCG Journal of Safety at Sea.

The United Safe Boat Institute is an alliance of non-profit organizations, united to provide a public service through preparation and distribution of focused safe boating educational information mainly through pamphlets, funded by grants and/or public and corporate contributions. I am happy to report that the United States Coast Guard has found its way to award us our partnering grant for this next year which does allow us to continue our business.

USBI's purpose is to attract grants to undertake specific projects that will enhance recreational boating safety. It was formed in the late 1980s by members of the United States Power Squadrons, the Coast Guard Auxiliary, the American Red Cross, the U.S. Sailing Association and the Canadian Power and Sail Squadrons. The American Canoe Association was invited to join the organization a few years ago. Presently, P/C/C Dick Miner, P/R/C Bob Green and I are the three (3) USPS representatives who serve on the Board. P/C/C Dick Miner was a founding father of USBI and Bob Green is presently our Vice President.

Our most popular pamphlet is a 16 page publication for *Safety Tips for Anglers, Hunters and Campers*. It focuses on boating safety, first aid, aids to navigation and navigation rules with illustrations showing life jacket use, the dangers of alcohol and hypothermia and equipment you should have on board your boat.

We also have published a *Global Maritime Distress and Safety System for Recreational Boaters* booklet, which presents an overview of the GMDSS system, sea areas and mandatory requirements for differing class vessels. This pamphlet outlines digital selective calling radio equipment, the various classes of radios and their ability to send distress alert messages. USBI has just received a USCG grant to revise and re-print this booklet.

One of our newer projects has been to produce a poster that displays pictures and brief descriptions of popular life jackets appropriate for use with various boating activities. These posters have and are being distributed to boating stores to be placed near life jacket displays to help promote the use of life jackets and help shoppers select the best life jacket for their type of boating activity.

USBI has just received another USCG grant to revise and reprint another very popular USBI pamphlet which is called *Five Tons and No Brakes*, which is a popular short booklet aimed at inexperienced houseboat operators to aid them with houseboat safety principles.

We are also initiating a new task force to acquire data on how and why inspected boats do not pass their vessel safety check conducted by the USCG Aux. and USPS members. USPS will be working directly with USBI on this new program.

Another opportunity we initiated a year or so ago was to provide a mail-back card with each of our publications so the reader can rate the material as to its effectiveness in promoting that particular aspect of boating safety and then being able to send that card into us for our appropriate action for publication improvement.

Our next meeting which is our annual meeting, will be held in Philadelphia on October 2<sup>nd</sup>. We will give you a report on the results of that meeting at our USPS Annual Meeting at Disney, next February.

Thank you for your attention.

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