



# Safety Lines

Issue 1

Spring 2019

## Environmental Protection Gets Lift From Local Civic Group

*Children at Trash Bash learn to “help the fishies.”*

Julie Carey, DSO-MS District 8 Western Region



**LAKE HAMILTON, Ar.**—The Hot Springs, Arkansas Trash Bash Council, Inc. holds biannual events called “Trash Bash” to remove trash from area waterways and every year members from Flotilla 15-7 Hot Springs show up to support these efforts. Auxiliary photo by Todd Wilkinson, PA1, Flotilla 52 Springfield, District 8 Western Region. (Complete article on page 5)



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# Safety Lines

Newsletter of the Prevention Directorate USCG Auxiliary



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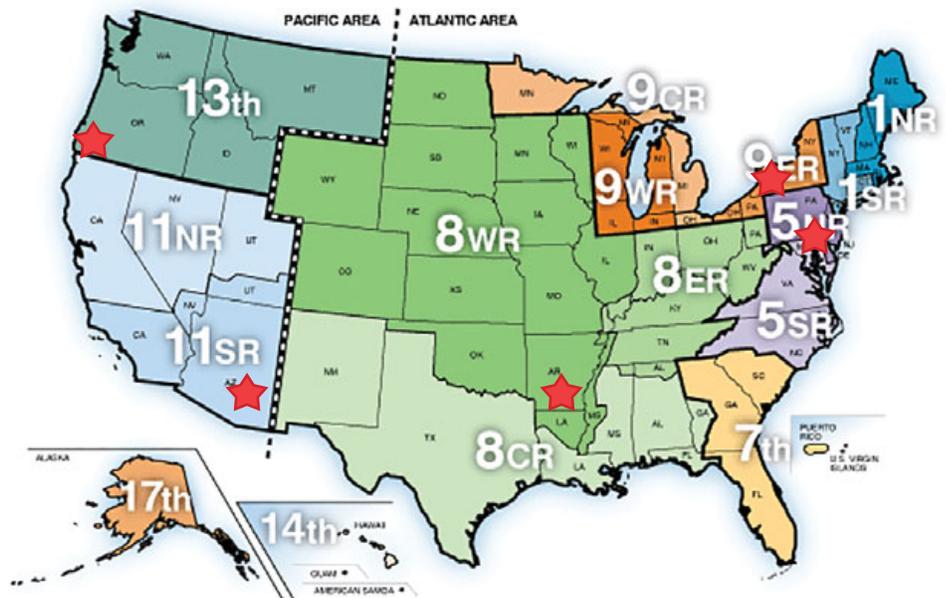
Complete list of our staff :  
<http://wow.uscgaux.info/staff.php?unit=P-DEPT>



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National Commodore Larry King  
Regrets to inform you of the  
Crossing of the Bar of U. S. Coast Guard Auxiliary family member

*Commodore Mary Todd Larsen*

Past VNACO Atlantic Area East (Equivalent to current DNACO – LANT E) 2002 – 2004  
and Past District Commodore District 7, 2001 – 2002

In lieu of flowers donations may be made to: [readertoreader.org](http://readertoreader.org).  
Condolence cards may be sent to her daughter,

Mary Larsen Sorrel  
520 Willow Knoll Drive  
Marietta, GA 30067



We dedicate this issue of "Safety Lines" to COMO Mary Todd Larsen for all of her  
contributions to Marine Safety and Environmental Protection.

## *In Memory of COMO Mary Todd Larsen*

Commodore Mary Todd Larsen crossed the bar Tuesday, Mar. 12, 2019. She served the US Coast Guard Auxiliary and the US Coast Guard for 32 years as a District Commodore, a VNACO (now DNACO), Prevention Directorate Division Chief for Outreach admirably and brought credit and honor to her Flag. Those are the simple facts.

When I received the news of her death, it was neither just fact nor simple. It felt like I was punched in the gut. In the Coast Guard, we often get some dramatic highs, like when we save peoples' lives or assist a boater in trouble, or when we see the expression on a child's face when they first realize how fragile is our world and its environment. Contrast that to the low I now feel.

Mary's death is not the simple passing of a friend and shipmate. Mary was a colleague and mentor. For me, it was very personal. When I first started in prevention and environmental outreach, Mary encouraged and nurtured me. As a Branch Chief in Prevention Outreach, Mary was the next step in

my chain of leadership. We worked together on Sea Partners Education, America's Waterway Watch, Pollution Outreach, and other programs. I learned from Mary that these things are not programs you do, but how you live. There were times we disagreed, not many, but she was always and above all my friend. Mostly, what I think about Mary is that she deeply cared. I can still hear an almost wry smile in her voice when I suggested my newest crazy idea, and her response was always the same, "Go ahead and do it."

It may not sound important to the passing world, but I am very proud to say that Como Mary Todd Larsen, DVC-PW, was my friend, my mentor, and I am proud she considered me a shipmate. My sadness will pass as it does for all of us, and I will be left with the warm memory of my good friend and colleague.

--Berry Berg, Flotilla 11-2 Twin Cities Metro-South District 8 WR

### *Gone From My Sight*

*I am standing upon the seashore. A ship, at my side,  
spreads her white sails to the moving breeze and starts for the  
blue ocean. She is an object of beauty and strength.*

*I stand and watch her until, at length, she hangs like a speck of  
white cloud just where the sea and sky come to mingle with  
each other.*

*Then, someone at my side says, "There, she is gone."  
Gone where?*

*Gone from my sight. That is all. She is just as large in mast, hull  
and spar as she was when she left my side.*

*And, she is just as able to bear her load of living freight to her  
destined port.*

*Her diminished size is in me -- not in her.*

*And, just at the moment when someone says, "There, she is  
gone," there are other eyes watching her coming, and other  
voices ready to take up the glad shout,  
"Here she comes!"*

*And that is dying...*

*Poem by Henry Van Dyke, 1852-1933*



# Environmental Protection Gets Lift From Local Civic Group

## *Children at Trash Bash learn to “help the fishies.”*

Julie Carey, DSO-MS District 8 Western Region

### *From our cover...*

Every year, the Hot Springs, Arkansas Trash Bash Council, Inc. holds two events called “Trash Bash” to remove trash from area waterways and every year members from Flotilla 15-7 Hot Springs show up to support these efforts. Despite the weather turning cool and rainy, this past year, Patricia Lewis, Division 31 Staff Officer-Marine Safety, Doris Ayers, Vice Commander, Flotilla 15-7 Hot Springs, and Hot Springs members James Emery and Jeff Schlosberg all reported to duty to help the council promote a clean environment.

Emery and Schlosberg were stationed at the Lake Hamilton Sunset Cove Marina checkpoint where they distributed trash bags and raffle tickets to participants.

Schlosberg, who’s been a member of the Auxiliary for only several months, feels that it’s important to participate in events like this. He said that Arkansas is an extremely clean state that is proud of its natural resources and that this event gives people an opportunity to be part of the community and give back. Emery, a two-year member and lifelong Arkansas resident agreed, noting that the state is a lot cleaner than it used to be.

Ayers and Lewis set up an information table at the Garvan Woodland Gardens where they could talk to volunteers who came to eat lunch and watch the raffle drawing. They noted the impact weather had on turn-out as typical years would see over 800 people in attendance whereas this past year saw just a fraction of that number. Still, they were grateful for the people who braved the rain to participate.

“We get to educate people about the importance of picking up after themselves and not letting trash



**Above: Volunteers gather at Garvan Woodland Gardens after the cleanup to enjoy lunch, music and a raffle drawing. Auxiliary photo by Julie Carey, Flotilla 31-9 Perry Lake, District 8 Western Region.**

**Below: Doris Ayers, Vice Commander Flotilla 15-7 Hot Springs talks with an Arkansas Fish and Game employee at the flotilla’s informational booth. Auxiliary photo by Todd Wilkinson, PA1, Flotilla 52 Springfield, District 8 Western Region**



get into the waterways,” Ayers said. Lewis agreed, noting that it becomes a game for the children as they practice ‘helping the fishies.’ “It also helps people

*(Continued on page 6)*

(Continued from page 5)

draw the connection between our actions and the environment, and models civic involvement for the children," she said.

There tends to be much confusion regarding the scope of the Auxiliary's participation in environmental protection activities, and cleanups such as this are no different. Members who have completed the Introduction to Marine Safety and Environmental Protection course will recall a discussion on the National Marine Debris Monitoring and Beach Cleanup Programs which outlines that the Auxiliary may participate in, but not sponsor, cleanup activities. The term "sponsor" tends to mean different things in different contexts, but an easy way to determine if your unit is "sponsoring" the cleanup is to ask yourself, "Are we accepting liability for the trash and injuries?"

Because Auxiliarists are assigned to duty when participating in authorized activities (ask your elected chain of leadership for details on how they want assignment to duty handled) and therefore covered under federal worker protection laws, the Coast Guard is accepting responsibility for injuries that may occur. They cannot, however, accept the same responsibility for members of the general public who may get injured and decide to file a claim to cover medical bills.

Auxiliarists may not lead or 'sponsor' cleanups that allow the general public to attend. We cannot accept the liability for them. We may, however sponsor cleanups that are attended by Auxiliary members only. Permission as always must be approved up the chain. However, remember, if a claim from an Auxiliarist gets filed with the Coast Guard, there will be questions to determine if: 1) The Auxiliarist was assigned to duty 2) They were acting within the scope of their training and 3) They took necessary safety precautions. Items two and three are easily checked by ensuring that Auxiliarists do not handle any potentially hazardous materials, (report these to the responsible Sector or



**LAKE HAMILTON, Ark.— "Trash Bash" hosted biannually by the Arkansas Trash Bash Council, Inc., proves a wonderful opportunity to promote Marine Safety Environmental Protection and teach persons of all ages about debris. Patricia Lewis, Staff Officer-Marine Safety Division 31 shows off a "Do You Know Where Your Litter Is?" pamphlet. Auxiliary photo by Julie Carey, District 8 Western Region, Flotilla 31-9 Perry Lake.**

local authorities) and by wearing gloves, long pants, and sturdy shoes or boots if participating in operational dress uniform. A "Beach Cleanup Best Practices" publication has recently been approved and will be posted to the Prevention Directorate webpage.

How can a flotilla get involved in an event like this without sponsoring it? Lewis recommends starting small and reaching out to other agencies in the area, such as the local U.S. Army Corps of Engineers project office or the state's fish and game agency to see what events they have planned. State "stream teams" or other nonprofit watershed conservation groups are other avenues to consider. This event sees participation from the Keep Arkansas Beautiful, The Arkansas Fish and Game Commission, local sheriffs and fire departments, among others. Lewis also recommended partnering with local youth organizations such as Scouts or 4H groups to help the children earn their environmental badges. She also suggests building awareness of the trash

issue by hanging the "Stash Your Trash" vinyl signs available from the Auxiliary National Supply Center by marina trash cans.

From 2014-2017, this event removed 20 tons of trash and 200 tires from the waterways earning the Hot Springs Flotilla steering committee the Meritorious Team Commendation Award for their role in organizing the Auxiliary's support. Not only is removing this amount of trash important for wildlife, Lewis noted, but because of cleanups like this, people are becoming more aware of what's around them and are more likely to want to protect it. ❁

*Note: Julie Carey is a member of Flotilla 31-9 Perry Lake, District 8WR*



# Conducting a Marine Safety Outreach Public Event

Gregg R. Bollinger, DSO-MS, District 5 North

*Conducting outreach at public events is a very important aspect of the work of the Marine Safety staff officer, who also acts as a de facto Public Affairs officer. Often, questions asked by the public are about the Auxiliary and Coast Guard in general rather than just limited to Marine Safety. As a representative of the active duty and the Auxiliary, Marine Safety members are frequently the only contact the public will have with the Coast Guard and the Auxiliary. Many people don't see the visible references to "Auxiliary" and think we are the Coast Guard. Presenting the best possible image and message is therefore even more vital to our Marine Safety mission.*

## Getting Started

Be on the lookout for opportunities; scan the news media and listen to other Auxiliarists for opportunities. Your shipmates often belong to other organizations that hold public events or could arrange for you to be a guest speaker at one of their meetings. Sometimes, Auxiliarists in other offices will not be able to attend a public event where they would normally represent their department, thus opening the door for a Marine Safety officer or member to present the Marine Safety/Environmental Protection/America's Waterway Watch messages. The very first public event I conducted occurred in this manner when our flotilla's Public Affairs officer was unable to attend an event sponsored by a local utility company. The relationship established by my attendance "budded" into invitations to several other events held by the company for the public as well as a \$500 donation to our flotilla!

Try to keep the events within the realm of Marine Safety (MS)/Marine Environmental Protection (MEP)/America's Waterway Watch (AWW) but don't rule out any opportunity to present our message and mission, whether it be an environmentally-themed event, a school fair or a patriotically-themed event such as Veterans Day. When you find an event to attend, send a well-written, proofread email briefly explaining who you are and what your mission is to the event contact person or phone them to offer your services. Upon receiving approval, verify the date, location,

time, what equipment may be provided, availability of electricity and outlets, parking instructions and any other pertinent information.

## Preparation

Prepare for the event by obtaining available MS/MEP/AWW materials for distribution, available through your Materials Officer. Materials obtained from organizations such as the North American Marine Environmental Protection Association (NAMEPA) and National Oceanic and Atmospheric Administration, partners with the Coast Guard and Auxiliary, may also be used.

Obtain eye-catching banners such as the one for AWW, available through your Materials officer. Construct trifold displays on Marine Safety Environmental Protection (MSEP)/AWW topics. Secure a folding table from your flotilla or division if one is not provided. Take a folding chair if one is not provided, as well as duct tape and weights for holding down materials on windy days.

## Interaction

Upon arriving, touch base with the contact person to make sure you have parked in the right place and get directions as to where to set up your display.

Regulations specify tropical blue uniform; make sure yours is clean and neat. An exception to this might be a situation where they wouldn't be practical, such as walking along streams to conduct outreach to fishermen on the first day of trout season.

Try to stand as much as possible to present a "Semper Paratus" image and a military bearing while remaining approachable. Greet everyone who passes by, inviting them to help themselves to the materials. If someone shows interest in a handout, engage them in conversation about it; be patient, polite, and prepared to answer questions that sometimes cover a range broader than MS/MEP/AWW. Don't neglect chances to be a recruiter for the Auxiliary as well as being an MS officer. I had one person join the Auxiliary as a

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result of a conversation with him at a public event. Having Auxiliary business cards to hand out with pertinent information is also helpful and has, in my experience, led to contacts that have opened doors for attendance at other events.

**Conclusion**

After the event, if it all possible, seek out the contact person to thank them. Often this will be when they extend an invitation to attend next year or for another event that they will be holding soon. If they cannot be located, send them a thank you email as soon after the event as possible.

Log your time at the event on a Form 7030 and make a report to your flotilla and division.

Wishing you success in your mission to get the MS/MEP/AWW message out at public events! ✨



Gregg Bollinger, a member of Flotilla 19-4 Lancaster, District 5 Northern Region, is set up to offer Marine Environmental Protection and general Auxiliary information at "Makers' Fest 2018." The event promoting science, technology, engineering and math (STEM) was held at Quarryville Library in Pennsylvania. Auxiliary photo provided by Gregg Bollinger.

January 2019

## Dockside Advising Survey

1. How long have you been boating? <1 yr <5 yrs <10 yrs <20 yrs <40 yrs 50+ yrs N/A
2. Is this your usual area for boating/paddling? Yes No Sometimes
3. What type(s) and number of boats do you currently own?  
Paddle Craft \_\_\_\_\_ Jet Ski \_\_\_\_\_ Power \_\_\_\_\_ Sail \_\_\_\_\_
4. Do you know of any (potential) pollution sources or new ANS in your area?  
(ANS: Aquatic Nuisance Species) Yes No Sometimes
5. Do you wear a life jacket? Yes No Sometimes  
If "No", what keeps you from wearing one? \_\_\_\_\_
6. Does your pet wear a life jacket? Yes No Sometimes N/A
7. Do you check the water and weather conditions/forecast before you go out?  
Yes No Sometimes
8. Do you perform a safety check of your boat and/or equipment before you get underway?  
Yes No Sometimes
9. Are you aware of any safety or security issues on or near the water?  
Yes No Sometimes
- Did you report safety or security concerns? \_\_\_\_\_
- Who did you report to? NRC (1-800-424-8802 or 1-877-24WATCH), USCG Sector Buffalo Command Center. (1-716-843-9527), or local USCG Station \_\_\_\_\_
10. Do you use a "Float Plan" before you go out on your boat?  
Yes No Sometimes
11. What is your age group? 10 - 17 18 - 29 30 - 55 56 - 70 > 71
12. Have you ever taken a boater safety course? Yes No

\_\_\_\_\_  
Auxiliarist

\_\_\_\_\_  
Flotilla

\_\_\_\_\_  
Date

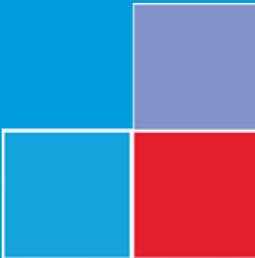
\_\_\_\_\_  
Time/length of interview

Check the list of tips from the USCG Auxiliary!

**Dockside Advising Survey**

Members of District 9 Eastern Region use the "Dockside Advising Survey" as a tool to assess Marine Safety Environmental Protection and Recreational Boating Safety needs. An article on its use is found on the following page.

*"At the forefront of District 9 Eastern Region, our thoughts this year are "SIR":  
S - Safety, I - Image, R - Recruitment.  
Say "YES" to "SIR" and Dockside Advising."*



# Dockside Advising Takes Aim at 2019

Richard Evans, DSO-MS, District 9 Eastern Region

Dockside Advising (DA) – known two years ago as Dock Walking, has become a leading program for USCG Auxiliary Marine Safety Prevention and Safety Education in District 9ER.

Auxiliarists' experience, training and insight have proven to be tremendous assets when put to active use. YES! A quick Dockside Advising Survey (see the form we use on previous page) can be a remarkable tool for Recreational Boating Safety, Environmental Safety, observation of invasive species, monitoring our waterways and recruiting the public. A casual 10-15-minute conversation using this survey form covers prime safety information in a very short time. The individual is asked to make use of personal knowledge/experience. Making use of knowledge, experience and information out loud is one way that people learn.

There are many members in the Auxiliary who are not always directly involved in operations but have a lifetime of boating and recreational wisdom to offer. Get involved! Get out there! Experience, knowledge and common sense are a tremendous wealth to share with all people on the docks of marinas, yacht clubs, public docks, beaches, paddlecraft sites etc. The benefits of Auxiliarist insights can be shared most anywhere an Auxiliarist can go to have a formal or spontaneous conversation, whether it be a sportsman's expo, over the fence in the backyard or the early morning coffee group. Auxiliarists generally possess a strong, general safety knowledge because of experience with vessel safety exams, marine safety information or, even public affairs relating to Recreational Boating Safety.

The USCG Auxiliary is a vital branch of the USCG promoting environmental and recreational boating safety. Our appearance makes a difference. We have the special ability to reach where USCG active duty personnel are not likely to be seen. We can join the public in this important initiative by neatly wearing casual clothing bearing an Auxiliary logo in informal venues. We have the ability to be accepted into recreational communities such as paddlecraft groups. A uniformed individual may be regarded with caution or avoidance altogether. We can fit in! The

operational dress uniform (ODU) may characterize us inaccurately at times because it is the same uniform the active duty wear but with the word "Auxiliary" over the pocket. There are times, places and activities where the Auxiliary ODU or Tropical Blue uniform is a must, but we should be on the lookout for casual situations where we can also speak for the Auxiliary

not only by what we say, but also by displaying our logo – on a polo shirt or hat\* for example.

An important motivation for recruitment is that people want to see opportunities for success resulting from their efforts. A Dockside Advising survey quickly collects perceptions and practices from boaters (and the public) firsthand that directly impact safety strategies for saving lives, protecting the environment and overseeing our waterways. Much of the

data the Auxiliary currently uses is second or third hand. The DA survey gives us immediate results. People who volunteer want to know they are making a difference. A strong program that presents an image to be proud of is motivation for recruitment. Dockside Advising with a neat, casual/friendly, concise approach, especially using the survey, gives us an effective way to appear, fit in, reach the public and produce life-saving results.

Members of the USCG Auxiliary dressed in polo shirt and khakis who participate in Dockside Advising are providing a tremendous support to boating and environmental safety everywhere.

The hours we give and record are valuable. At the forefront of District 9ER, our thoughts this year are "SIR": S - Safety, I - Image, R - Recruitment.

Say "YES" to "SIR" and Dockside Advising. ☘

\*Remember not to wear the uniform ball cap bearing insignia with civilian attire.

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*"The Dockside Advising survey gives us immediate results."*

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# THE WILD, WILD WEST

Jim Fipps, DSO-NS D11SR



Main channel of Lake Powell, Arizona. Auxiliary photo by COMO Michael Johnson, PDCO D11 SR and Deborah Johnson, DVC-PO

**Lake Powell—the name invokes images of legendary scenery. The vast, stark beauty of 200-foot vertical rust-colored sandstone canyons accessed by deep blue main channels gives way to the emerald green snake-like winding inlets of this mighty Colorado River Reservoir.**

**The name ‘Lake Powell’ promises waterborne adventure. It is a boater’s paradise evidenced by the estimated three-million visitors to this outback desert lake each year.**

Navigating this immense body of water would be a challenge even for an “old salt” and yet novice boaters are here in droves. Some are at the helm of houseboats 75-feet in length with 22-foot beams. With over 2,000 miles of shoreline (more than all the U.S. Pacific coastline from Washington to California) and

no official nautical chart, getting lost or disoriented is a real concern.

Radio and phone contact is limited due to the steep, narrow canyons. Stepping up to ensure boater safety is the USCG Auxiliary District 11 Southern Region Aids Verification program. The task is humongous with over 200 private aids to navigation (PATON) needing verification each year. The 2018 survey revealed that 65 percent of the aids were found to be discrepant. Due to the incredible distances between the buoys and day-markers, verifying PATONs can take as much as 10-12 operational mission days to complete. The crews are dedicated and operational facilities are trailered from as far as 300 miles away to complete these missions.

Stories from the seasoned crews yield truly ‘Wild

*(Continued on page 11)*

*Continued from page 10)*

West' scenarios including epic winds and storm squalls, navigating narrow channels, overcoming the challenges of shallow water or submerged obstructions, 4-foot wind waves pushed by 60 mph winds, flash flood waterfalls cascading off canyon walls scuttling houseboats and of course, rounding up stray maverick buoys.

Working in conjunction with the National Park Service, our shipmates from Flotillas 10-2 Page Lake Powell and 10-7 Metro Phoenix work tirelessly to make sure every PATON is doing its duty 24/7 to keep boaters safe, informed and on course. A challenge well met. Bravo Zulu! 🌟



**Top:** Mike Chapman from Flotilla 10-2 Page Lake Powell conducts a private aids to navigation (PATON) patrol aboard La Vida at the entrance to Antelope Canyon, Lake Powell. The stark beauty of the canyons surrounds them.

**Mid page:** Mike and Karen Chapman, members of Flotilla 10-2 Page Lake Powell take a lunch break aboard La Vida while conducting a PATON patrol at Lake Powell.  
 Auxiliary photos by Jim Fipps DSO-NS District 11 Southern Region

**Bottom:** Wakeless speed buoy is anchored at the entrance to Dangling Rope Canyon Marina in Lake Powell by tires roped together and fastened to rock outcroppings. Auxiliary photo by Deborah Johnson, DVC-PO, a member of Flotilla 10-7 Metro Phoenix



# Supporting America's Waterway Watch

George Long, DSO-MS District 13

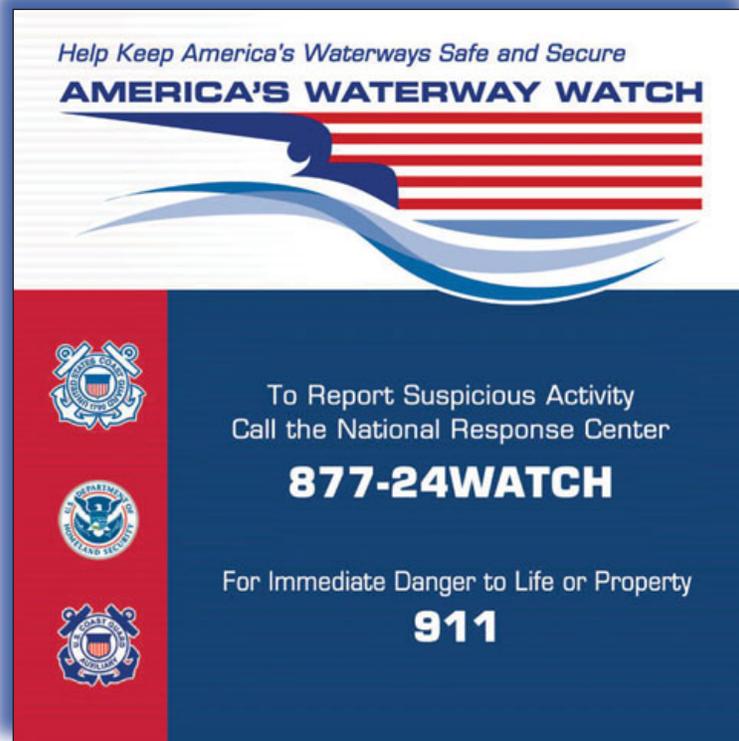
See something suspicious? When and whom to call is a common question and can be answered very simply: if you are watching it happen right now (in the last 15 minutes) and there is an immediate threat to life or property call 9-1-1 or use Marine Channel 16. This will connect you with local law enforcement and the U.S. Coast Guard near the location and get responders moving quickly. When you call, you will need to provide the following (let the dispatcher on the other end of the phone guide the information you give):

- The location of where the suspicious activity is taking place
- Descriptors of the person, boat or vehicle involved. Start big, then go small, for example, a white four-door car. License plates and registration numbers are great and needed, but if it is in progress, those are hard to see when things are moving, so it may be one of the last things you give.
- Direction of travel
- What happened that makes the activity suspicious

Do not hesitate to call; dispatchers are trained to ask questions and to get the right people to the incident. If the incident occurred a while ago, and you still feel like you should report it, you can call your local law enforcement's non-emergency number or the National Response Center at 877-24-WATCH.

For more America's Waterway Watch information, visit the U.S. Coast Guard website at: <https://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Inspections-Compliance-CG-5PC-/Port-and-Facility-Compliance-CG-FAC/Americas-Waterway-Watch/>

Note: George Long is a 911 dispatcher who is a manager at one of the largest call centers in Oregon. His intention is to help people understand how 911 dispatchers work and respond to existing incidents and why a caller needs to listen to the information requested—very similar to the information needed by the National Response Center. ✪



# Communication and Education Division

## Some thoughts to share...

Deborah S. Johnson, DVC-PO

We talk about 'Best Practices' in Marine Safety and Environmental Protection (MS/MEP) to try to improve our mission success, but our missions are not only on the water and out in the environment. Some of them have to do with that hated nemesis—paperwork! We convey and receive many messages in the course of performing our MS/MEP missions and staff officer duties, all of which have their attendant paperwork.

We are communicating information – and we do this in some ways in addition to filing Forms 7029-7030 and sending emails. It is important to understand that we need to be sure the information sent and received is the same as the intended message. There are several forms of media and resources often overlooked but which are very important.

First, our national Prevention Directorate website at <http://www.uscgaux.info/content.php?unit=p-dept> contains the most current MS/MEP information, manuals, forms, alerts, newsletter issues, applications and Performance Qualification Standards (PQs). Search engines such as Google, Bing, etc. may bring up information based on key terms, but much of that information is outdated and may even be wrong altogether. The Prevention Directorate website is the only source for up-to-date, accurate information. This is the first 'Best Practice' relevant to MS/MEP.

The second 'Best Practice' relates to all of our unit MS webpages whether at the district, division or flotilla levels. If MS/MEP materials, manuals, forms, applications, and PQs are kept on the local unit website, they may become outdated or obsolete. If these materials are not removed from that local website, then members may access outdated material, perhaps causing delays or other issues. Some outdated items may even carry a risk of

liability. By posting links to the national Prevention Directorate website for these materials, units at all levels are ensuring that their members have access to the latest, correct information. It also prevents the Communication Services officer from having to make constant changes/corrections to the material on the local website

A third Best Practice is to visit the national Prevention Directorate website at least once a week to see what is new – this applies to all members – not just MS Staff Officers! There is a section called "What's New?" on the website.

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***"...be sure that you are communicating the proper, current information regardless of the resource used, and that the message you send is both the one intended and the one received!"***

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A fourth 'Best Practice' and one that I have used very successfully in my district as District Staff Officer-Marine Safety is to train your bridge, board, and staff about all things MS/MEP. If they understand what we do and how we do it, they are all better equipped to support MS/MEP missions and activities at all unit levels. A brief PowerPoint presentation offered as Member Training at your district, division and flotilla staff meetings can provide information about what MS/MEP missions are, what qualifications are available (and in some cases required), what training is available or needed, and what resources are available. If anyone needs help with resources, they can contact the Division Chief-Communication and Education, Prevention (DVC-PO) through their chain of leadership and communication. Some resources are available on the national Prevention Directorate website, but national staff is always willing to help answer questions and find additional resources.

So – bottom line – be sure that you are communicating the proper, current information regardless of the resource used, and that the message you send is both the one intended and the one received! ☸



Be sure to read and share  
the Coast Guard Safety Alert 12-18,  
“Hazards of Parasail and  
Watersport Passenger Transfers”  
located on the  
Coast Guard website:

<https://www.dco.uscg.mil/Portals/9/DCO%20Documents/5p/CG-5PC/INV/Alerts/1218.pdf?ver=2018-07-24-144436-737>

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