



# **2024 National Vessel Examination Summary**

**Prepared by Perry Taylor (BC-VCL)**

**This page  
intentionally blank**

## **2024 National Vessel Examination Summary**

### **Report Contents**

- Data Reference (page 1)
- Executive Summary (page 2)
- Vessel Safety Check Analysis (page 2)
- Paddle Craft Analysis (page 9)
- Vessel Examiner Certification Status (page 12)
- Vessel Examiner Performance (page 19)
- Vessel Examiner Participation (page 22)
- Other Partner Activity (page 22)
- VSC Failure Analysis (page 26)
- 2024 Focus (page 31)

### **Data References**

- 2024 VSC data was collected using the AUXDATA II (2/05/2025 update).
- VE EOY2024 certification data was collected using the AUXDATA II Competency data (12/31/2024 update).
- VE BOY2024 certification data was collected using AUXDATA II Competency data (1/24/2025 update).
- Individual member performance was collected using the AUXDATA II Member Activities (2/3/2025 update).
- Data on District members used for VE participation was obtained from the National Unit Summary Data (January 2025).

**Executive Summary**

In 2024, the Auxiliary reported 80,260 vessel safety checks (VSCs), up 1% from 2023. The breakdown by VSC type includes: 64% power/sail boats, 35% paddle craft, and 1% facility inspections. The overall VSC 2023 "pass rate" is 85%, up from 84% in 2023.

The number of certified VEs increased from 2,840 in January to 3,345 at year-end 2024, an 18% increase. However, after running the REYR scripts in January 2025, we begin 2025 with 2,825 certified VEs down slightly from the 2,840 certified VEs in January 2024).

The number of newly certified VEs in 2024 decreased by 4% over 2023, with 366 newly certified VEs in 2024.

Our other partners in the VSC program had mixed results:

- America’s Boating Club (formerly USPS) experienced an 8% decrease over last year, reporting 19,223 VSCs in 2024.
- Connecticut Department of Energy and Environmental Protection (CTDEEP) experienced a 55% increase over last year, reporting 1,136 VSCs in 2024.

**Vessel Safety Check Analysis**

VSCs were up 1% from 2023, but still below pre-pandemic levels. The breakdown by VSC type includes: 64% power/sail boats, 35% paddle craft, and 1% facility inspections.

The following is a year-over-year comparison of VSCs by type:

VSC TYPE	2023	2024	% 2024 B/W 2023
Facilities (91B)	664	649	-2%
Power/Sail Boats (91A)	51,563	51,277	-1%
Paddlecraft (91H)	27,235	28,334	4%
<b>TOTAL</b>	<b>79,462</b>	<b>80,260</b>	<b>1%</b>

Year-over-year VSCs reported by district (Note, six districts: D1SR, D5NR, D7, D9ER, D13 and D17) reported declines in VSC activity over 2023:

Area / District		Facility + PB + PDCFT VSC Reported		
		2024	2023	% 2024 B/W 2023
<b>All Units</b>		<b>80,260</b>	<b>79,462</b>	<b>1%</b>
<b>LANTAREA EAST</b>	1st Northern	3,718	3,520	<b>6%</b>
	1st Southern	9,600	9,729	<b>-1%</b>
	5th Northern	5,184	6,106	<b>-15%</b>
	5th Southern	7,296	7,326	<b>0%</b>
	7th	18,170	20,135	<b>-10%</b>
	<b>LANTAREA EAST</b>	<b>43,968</b>	<b>46,816</b>	<b>-6%</b>
<b>LANTAREA WEST</b>	8th Coastal	3,674	3,567	<b>3%</b>
	8th Eastern	7,330	5,055	<b>45%</b>
	8th Western	2,658	2,567	<b>4%</b>
	9th Central	3,917	3,504	<b>12%</b>
	9th Eastern	1,584	1,621	<b>-2%</b>
	9th Western	4,808	4,489	<b>7%</b>
	<b>LANTAREA WEST</b>	<b>23,971</b>	<b>20,803</b>	<b>15%</b>
<b>PACAREA</b>	11th Northern	2,545	2,465	<b>3%</b>
	11th Southern	3,835	3,801	<b>1%</b>
	13th	3,925	4,255	<b>-8%</b>
	14th	567	565	<b>0%</b>
	17th	255	284	<b>-10%</b>
	<b>PACAREA</b>	<b>11,127</b>	<b>11,370</b>	<b>-2%</b>
<b>Other</b>		1,194	473	152%

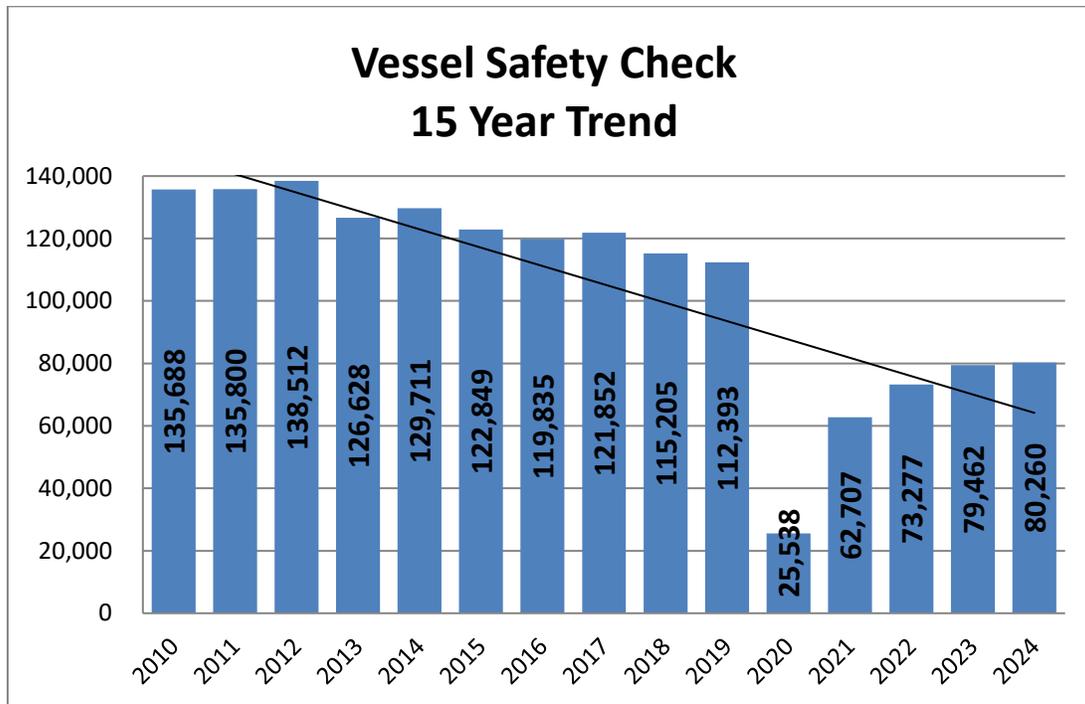
\* Other represents VSCs conducted by members who have left the Auxiliary

The following is a detailed breakdown of 2024 VSCs vs. 2023 VSCs by District and Vessel Type. Nationally, paddlecraft showed the strongest gains.

2024 vs 2023		VESSEL TYPE					
		FACILITY		POWER/SAIL		PADDLE CRAFT	
		2024	% 2024 B/W 2023	2024	% 2024 B/W 2023	2024	% 2024 B/W 2023
<b>ALL UNITS</b>		<b>649</b>	<b>-2%</b>	<b>51,277</b>	<b>-1%</b>	<b>28,334</b>	<b>4%</b>
<b>LANTAREA EAST</b>	1st Northern	49	26%	2,841	6%	828	3%
	1st Southern	49	-31%	5,177	7%	4,374	-9%
	5th Northern	30	-21%	4,113	-21%	1,041	19%
	5th Southern	116	-9%	4,744	-4%	2,436	7%
	7th	87	7%	11,752	-8%	6,331	-12%
	<b>LANTAREA EAST</b>	<b>331</b>	<b>-7%</b>	<b>28,627</b>	<b>-6%</b>	<b>15,010</b>	<b>-6%</b>
<b>LANTAREA WEST</b>	8th Coastal	34	-17%	2,923	14%	717	-25%
	8th Eastern	38	9%	2,797	6%	4,495	88%
	8th Western	47	21%	1,530	-4%	1,081	17%
	9th Central	47	52%	2,329	25%	1,541	-5%
	9th Eastern	30	25%	1,354	0%	200	-18%
	9th Western	25	14%	2,877	1%	1,906	18%
	<b>LANTAREA WEST</b>	<b>221</b>	<b>15%</b>	<b>13,810</b>	<b>7%</b>	<b>9,940</b>	<b>28%</b>
<b>PACAREA</b>	11th Northern	28	8%	2,093	23%	424	-42%
	11th Southern	27	13%	2,590	-2%	1,218	9%
	13th	30	-30%	2,501	-9%	1,394	-5%
	14th	2	0%	521	-1%	44	26%
	17th	8	-38%	231	2%	16	-64%
	<b>PACAREA</b>	<b>95</b>	<b>-12%</b>	<b>7,936</b>	<b>1%</b>	<b>3,096</b>	<b>-9%</b>
<b>Other</b>		<b>2</b>	<b>-71%</b>	<b>904</b>	<b>154%</b>	<b>288</b>	<b>162%</b>

\* Other represents VSCs conducted by members who have left the Auxiliary

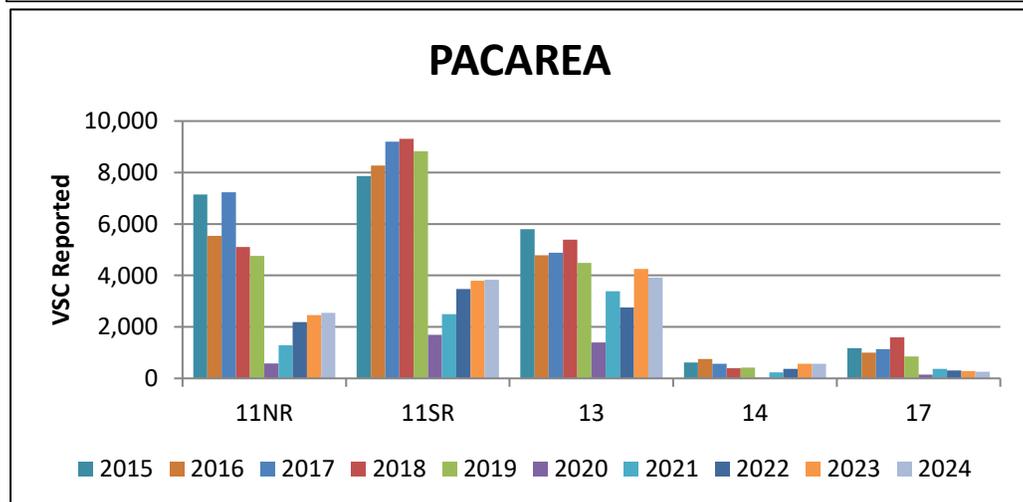
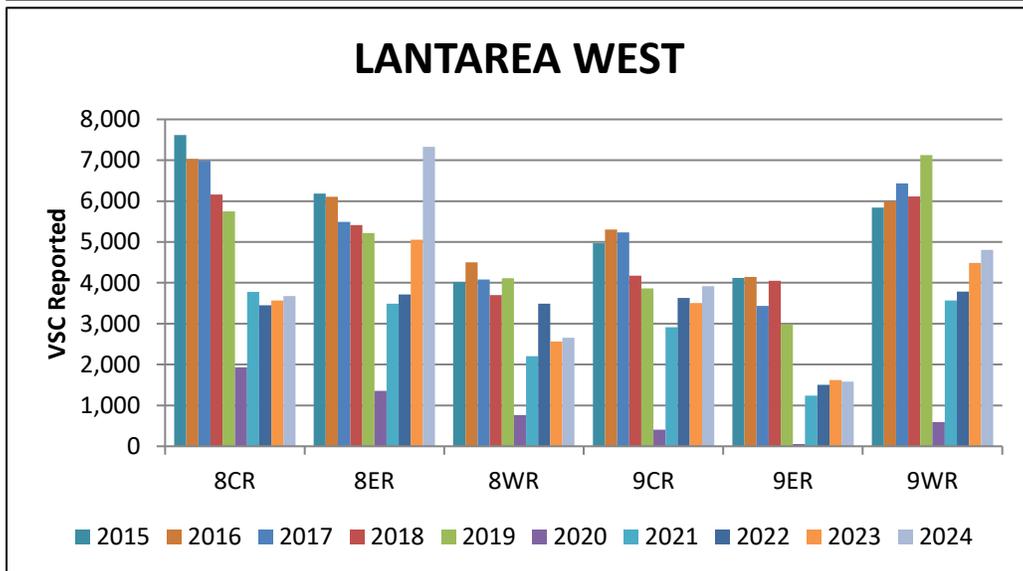
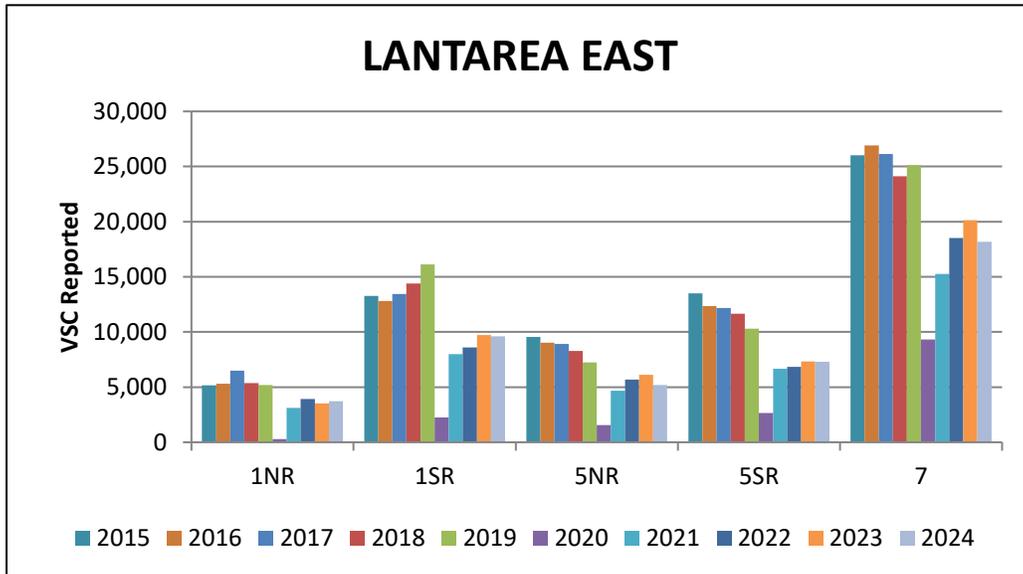
The following graph shows VSC growth over the last 15 years:



Some observations:

1. The drop in VSCs reported in 2013 is due to:
  - a. Sequestration in October brought all activity to a halt.
  - b. Hurricane Sandy which had lingering impact in the Northeast
  - c. Severe drought in the West
  - d. Flooding in the Central part of the country (District 8)
2. The recovery in 2014 was partially offset by a 15% reduction in Certified VEs on July 1, 2014, due to failure to complete the VE Mandatory workshop (first time mandatory). Those previously certified VEs went into a REWK status and eventually REYR at year-end.
3. The significant drop in 2020 is due to the COVID shutdown with some districts suspending all VSC activity for most of the year.
4. Certified year-end VE counts failed to recover to pre-2014 levels; thus, impacting VSCs since 2014.

The VSC trend over the last ten years by the Districts mirrors overall National trends:

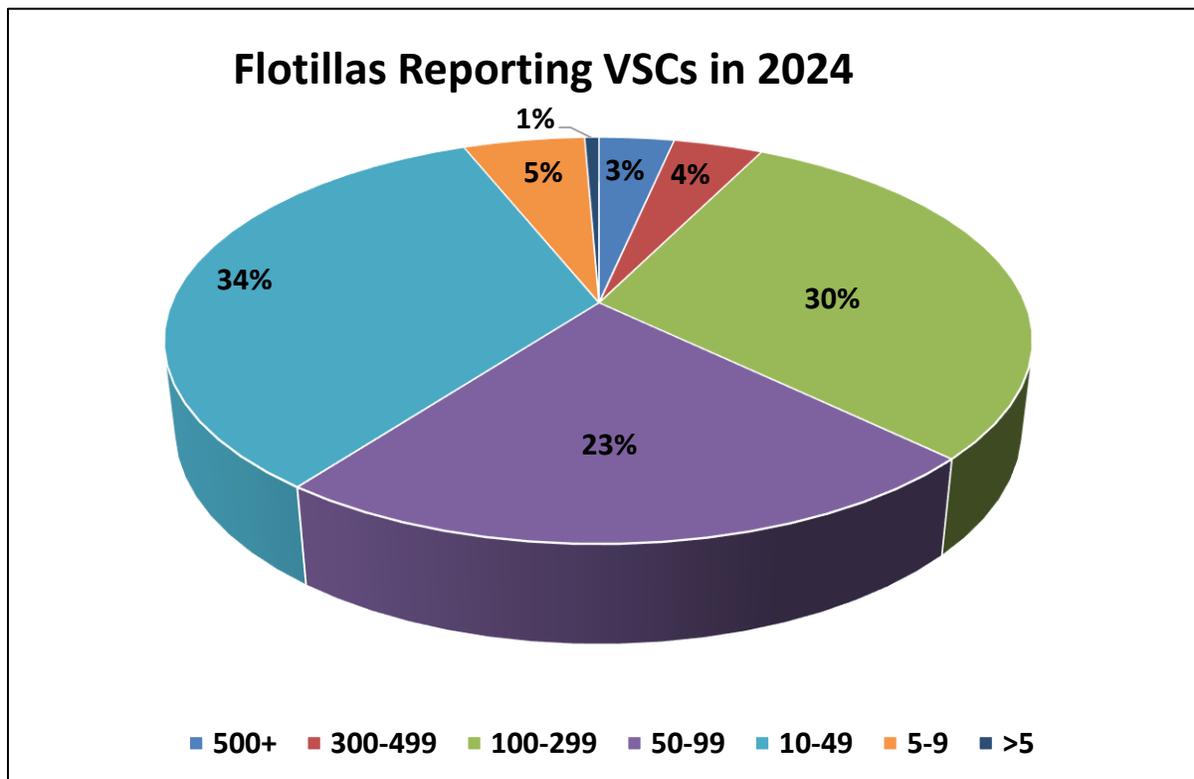


Out of a possible 682 flotillas in the Auxiliary, 629 flotillas or 92% reported VSC activity in 2024. The 629 flotillas represent a 2% decrease from the 639 flotillas reporting VSCs in 2023. Approximately 3% (21 flotillas) reported 500 or more VSCs. An additional 25 flotillas or 4% reported 300-499 VSCs. There were 250 flotillas or 40% reported <50 VSCs.

The following is a breakdown of the number of flotillas reporting activity in 2024:

Range of VSCs Performed	# Flotillas	% of All Flotillas
500+	21	3%
300-499	25	4%
100-299	188	30%
50-99	145	23%
10-49	212	34%
5-9	34	5%
>5	4	1%
<b>Total</b>	<b>629</b>	

Graphically, this breaks down as follows:



The top 10 performing flotillas in 2024 include:

Unit Name	Exams Given	Ranking
UPPER KEYS	2,279	1
WYCKOFF	2,193	2
CENTRAL CINCINNATI	2,118	3
APOLLO BEACH	1,321	4
SARASOTA	1,301	5
WESTERN HILLS	1,160	6
CALUMET HARBOR CHICAGO	1,089	7
ST. PETE BEACH	951	8
LANSING	901	9
OYSTER BAY	808	10

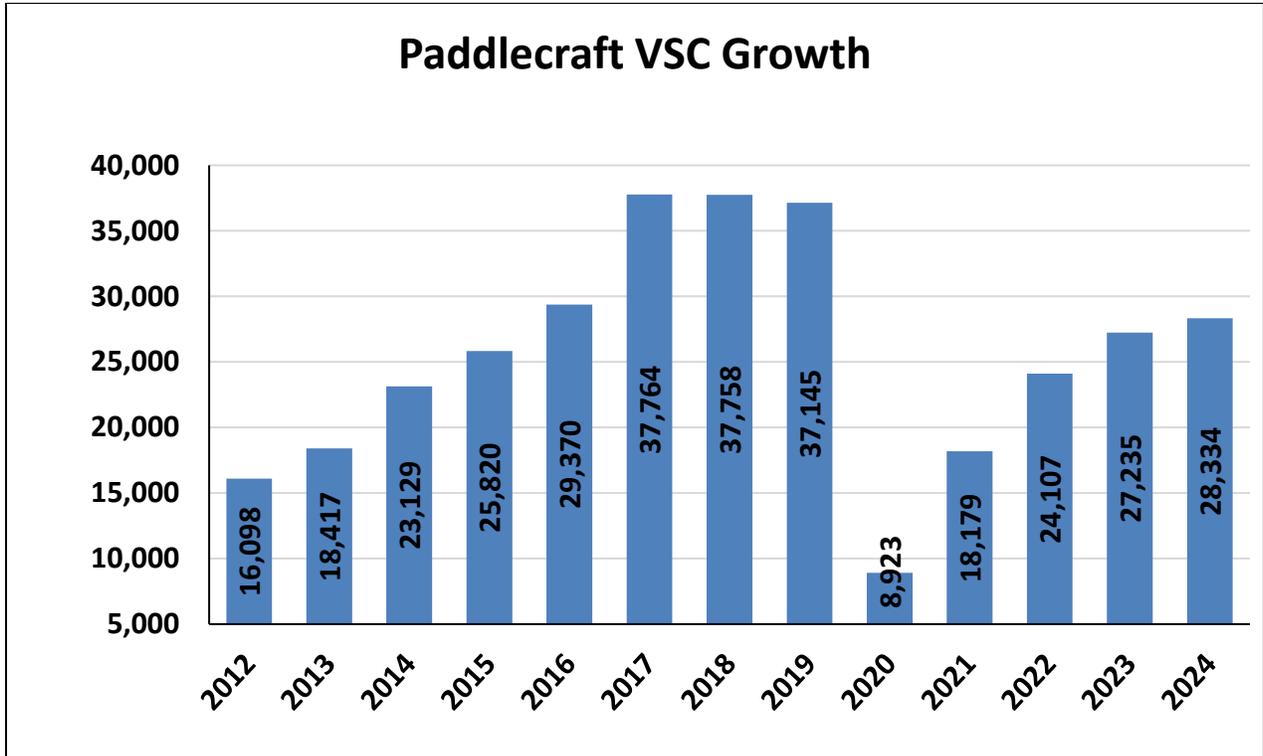
The top ten states with VSC activity for 2024 are:

Auxiliary VSC Activity by State			
State	VSCs	% of Total	Ranking
Florida	15,412	20%	1
New York	6,522	8%	2
California	5,771	7%	3
Ohio	5,296	7%	4
New Jersey	4,906	6%	5
Michigan	4,298	5%	6
Pennsylvania	3,628	5%	7
North Carolina	3,422	4%	8
Illinois	2,904	4%	9
Massachusetts	2,814	4%	10

ABC (USPS) VSC Activity by State			
State	VSCs	% Total	Ranking
New York	3,223	17%	1
Florida	3,060	16%	2
Michigan	1,331	7%	3
Ohio	1,209	6%	4
North Carolina	1,181	6%	5
Wisconsin	1,086	6%	6
Washington	1,015	5%	7
Puerto Rico	937	5%	8
California	914	5%	9
Virginia	879	5%	10

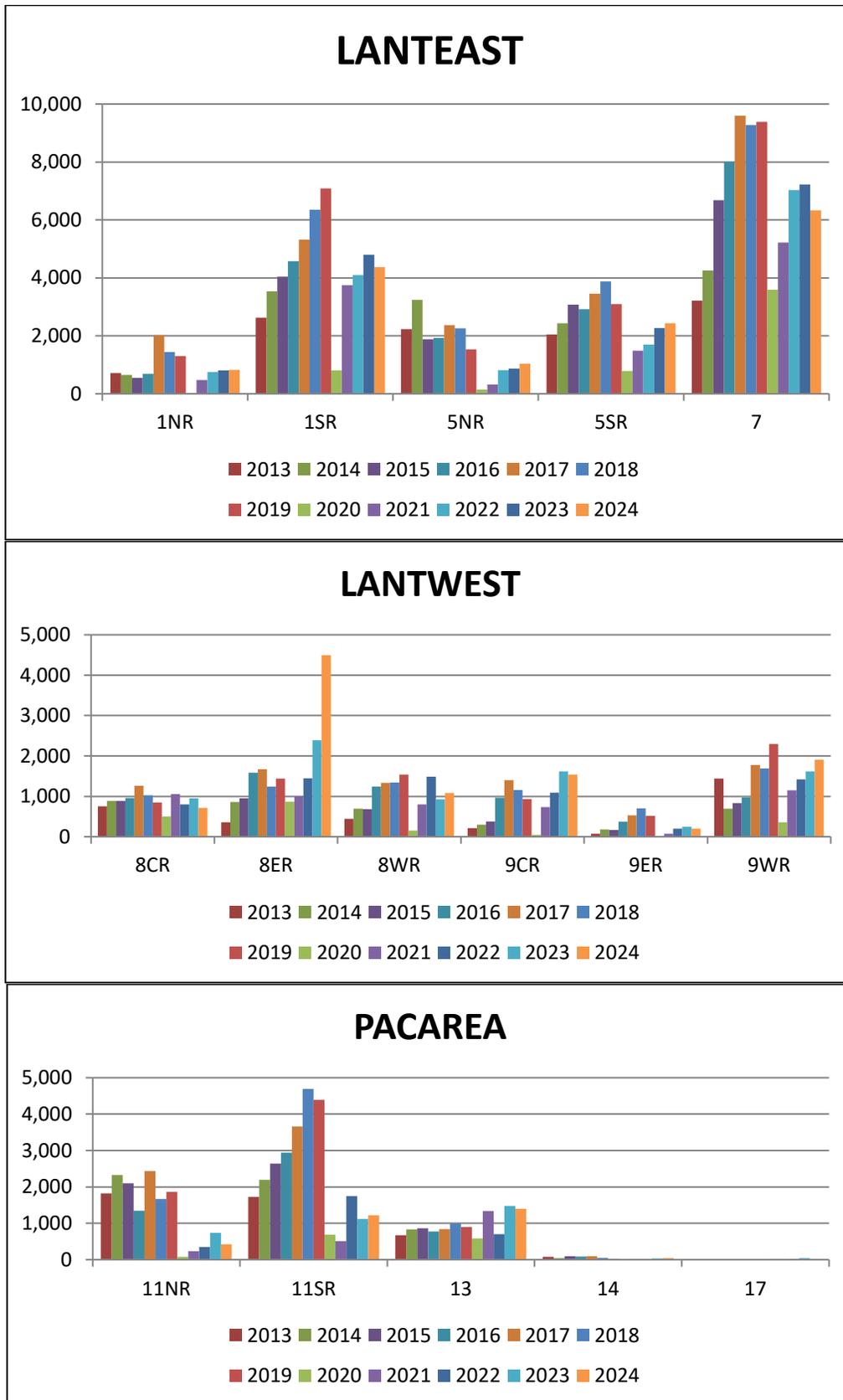
## Paddlecraft Analysis

Paddlecraft VSCs account for 35% of all VSCs conducted in 2023, up 4% from last year. Paddlecraft growth over the last 13 years:

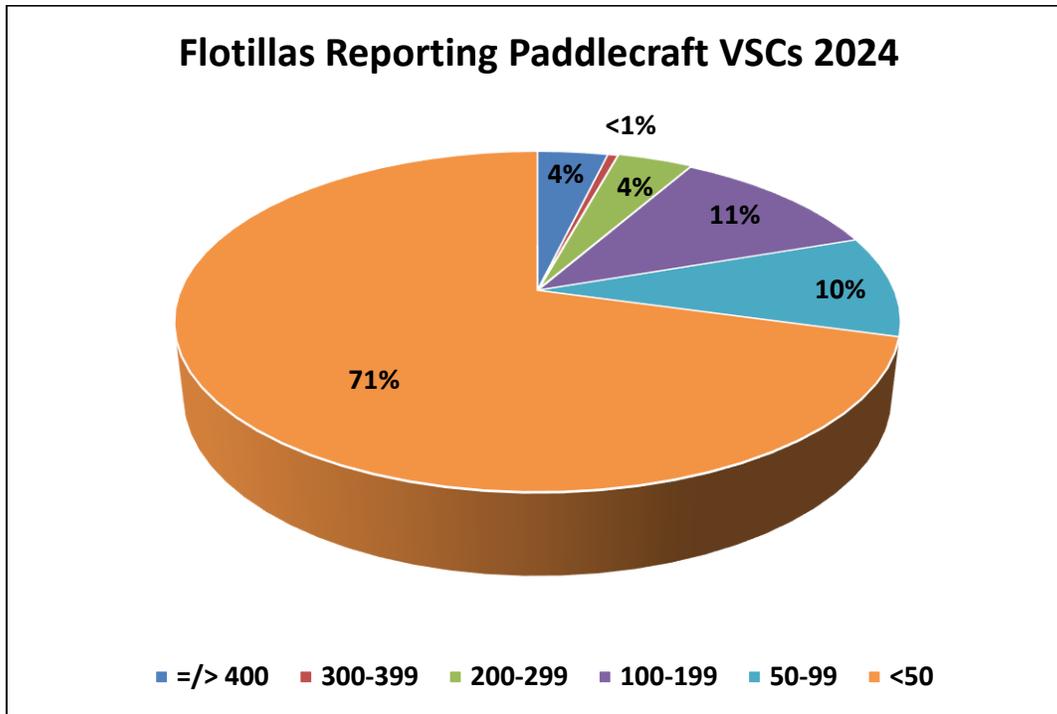


Note, the significant drop in 2020 is due to the pandemic. Paddlecraft activity is slowly recovering but has not reached pre-pandemic levels.

Paddlecraft VSC growth by District during the last 12 years:



Out of a possible 682 flotillas in the Auxiliary, only 375 flotillas (55%) reported paddlecraft VSCs in 2024, down slightly from 374 flotillas in 2023. Of those flotillas reporting paddle craft VSCs, 9% reported 200 or more VSCs, up from 6% in 2027. With 71% of flotillas reporting less than 50 paddlecraft VSCs, there is an opportunity for growth.



The top ten flotillas reporting paddlecraft VSCs in 2024 include:

Unit Number	Unit Name	91H: PADDLECRRAFT INSPECTION		Ranking
		Exams Given	Exams Passed	
0701308	UPPER KEYS	1,786	1,758	1
0141013	WYCKOFF	1,779	1,620	2
0820503	CENTRAL CINCINNATI	1,420	1,322	3
0820501	WESTERN HILLS	1,118	1,080	4
0953511	CALUMET HARBOR CHICAGO	972	951	5
0912206	LANSING	633	116	6
0700804	SARASOTA	607	568	7
0820702	TWO PITTSBURGH	605	525	8
0820504	A HAMILTON	590	588	9
0701408	JACKSONVILLE	517	382	10

## Vessel Examiners Certification Status

The number of certified VEs increased from 2,840 in January to 3,345 at year-end, an 18% increase.

The following is a summary of VE growth by District from beginning-of-year 2024 through end-of-year 2024 (only one district, D14, experienced a decrease during the year):

Vessel Examiner Growth During 2024		1JAN24 VE Count	31DEC24 VE Count	% Change Jan-Dec 2024
<b>Area / District Totals</b>		<b>2,840</b>	<b>3,345</b>	<b>18%</b>
<b>LANTAREA EAST</b>	1st Northern	225	258	15%
	1st Southern	361	427	18%
	5th Northern	218	263	21%
	5th Southern	288	349	21%
	7th	576	668	16%
	<b>LANTAREA EAST</b>	<b>1,668</b>	<b>1,965</b>	<b>18%</b>
<b>LANTAREA WEST</b>	8th Coastal	147	188	28%
	8th Eastern	158	176	11%
	8th Western	121	143	18%
	9th Central	117	138	18%
	9th Eastern	79	94	19%
	9th Western	146	181	24%
	<b>LANTAREA WEST</b>	<b>768</b>	<b>920</b>	<b>20%</b>
<b>PACAREA</b>	11th Northern	85	98	15%
	11th Southern	140	162	16%
	13th	125	140	12%
	14th	23	22	-4%
	17th	31	38	23%
	<b>PACAREA</b>	<b>404</b>	<b>460</b>	<b>14%</b>

The number of newly certified VEs in 2024 decreased by 4% over 2023, with 366 newly certified VEs in 2024.

DISTRICTS		New VE Analysis	
		NEW VEs 2024	% 2024 B/W 2023
LANTAREA East	1st Northern	21	-42%
	1st Southern	47	42%
	5th Northern	24	41%
	5th Southern	30	-17%
	7th	89	-3%
	<b>Sub-Total</b>	<b>211</b>	<b>-1%</b>
LANTAREA West	8th Eighth Coastal	22	38%
	8th Eastern	19	-17%
	8th Western	20	25%
	9th Central	8	-11%
	9th Eastern	9	29%
	9th Western	21	31%
	<b>Sub-Total</b>	<b>99</b>	<b>14%</b>
<b>LANTAREA</b>		<b>310</b>	<b>3%</b>
PACAREA	11th Northern	12	-37%
	11th Southern	23	-34%
	13th	15	-21%
	14th	2	-71%
	17th	4	100%
<b>PACAREA</b>		<b>56</b>	<b>-30%</b>
<b>NATIONAL TOTAL</b>		<b>366</b>	<b>-4%</b>

We begin 2025 with 2,825 certified VEs, down 1% from BOY 2024.

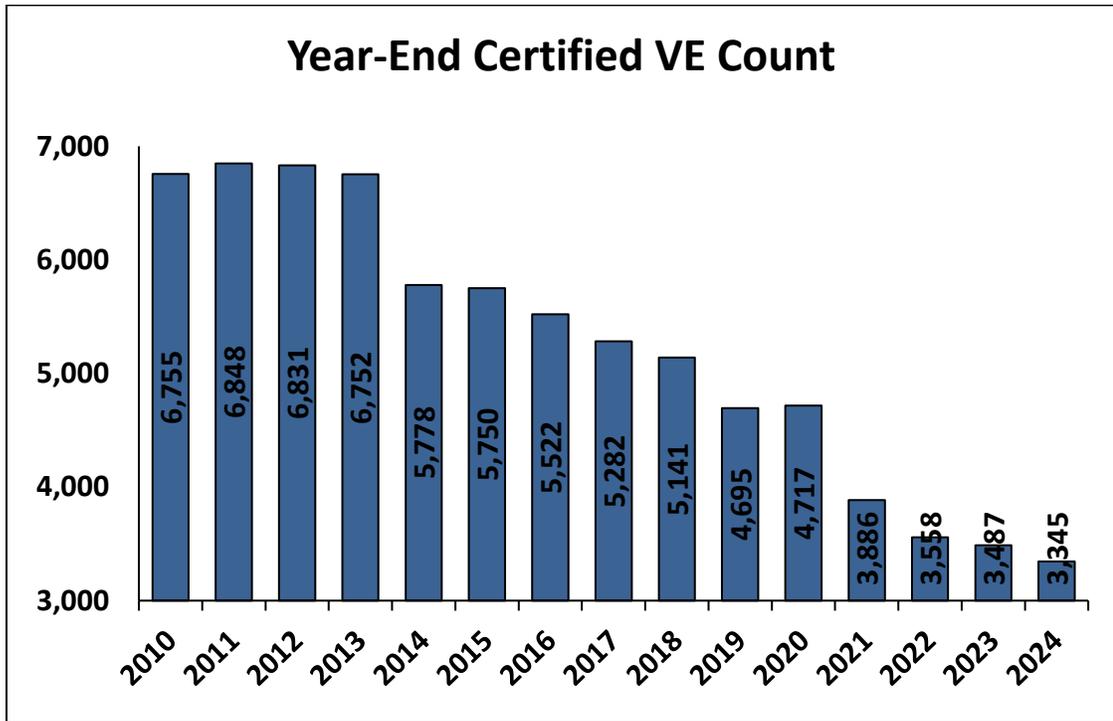
The drop in VEs from YE 2024 to BOY 2024 can be attributed to REYR scripts running in January. The scripts impacted VEs who failed to meet 2024 annual required VSCs, failed to keep core training current, failed to complete 2024 workshop, or had no record of 2024 uniform inspection/exemption recorded in ADII. The following is a breakout by district of VEs who were previously certified but went REYR in January.

<b>Vessel Examiners</b>	
<b>District</b>	<b># Going REYR in January 2025</b>
013	42
014	79
053	56
054	78
070	150
081	44
082	40
085	28
091	27
092	18
095	39
113	28
114	36
130	20
140	5
170	14
<b>Total</b>	<b>704</b>

The following is a summary of BOY 2025 VE counts by district:

DISTRICTS		VE BOY 2025 Certification Status			
		Certified VEs		REYR/REWK VEs	
		BOY 2025	% BOY 2025 B/W BOY 2024	BOY 2025	% BOY 2025 B/W BOY 2024
LANTAREA East	1st Northern	222	-1%	130	-2%
	1st Southern	360	0%	230	-5%
	5th Northern	223	2%	144	-4%
	5th Southern	280	-3%	207	-4%
	7th	561	-3%	420	-8%
		<b>1,646</b>	<b>-1%</b>	<b>1,131</b>	<b>-5%</b>
LANTAREA West	8th Eighth Coastal	159	8%	135	6%
	8th Eastern	147	-7%	94	-34%
	8th Western	123	2%	74	-3%
	9th Central	122	4%	58	2%
	9th Eastern	80	1%	67	-5%
	9th Western	154	5%	102	2%
		<b>785</b>	<b>2%</b>	<b>530</b>	<b>-3%</b>
<b>LANTAREA</b>		<b>2,431</b>	<b>0%</b>	<b>1,661</b>	<b>-5%</b>
PACAREA	11th Northern	80	-6%	88	-6%
	11th Southern	139	-1%	70	-17%
	13th	124	-1%	69	8%
	14th	21	-9%	13	-18%
	17th	30	-3%	32	-23%
<b>PACAREA</b>		<b>394</b>	<b>-2%</b>	<b>272</b>	<b>-7%</b>
<b>NATIONAL TOTAL</b>		<b>2,825</b>	<b>-1%</b>	<b>1,933</b>	<b>-5%</b>

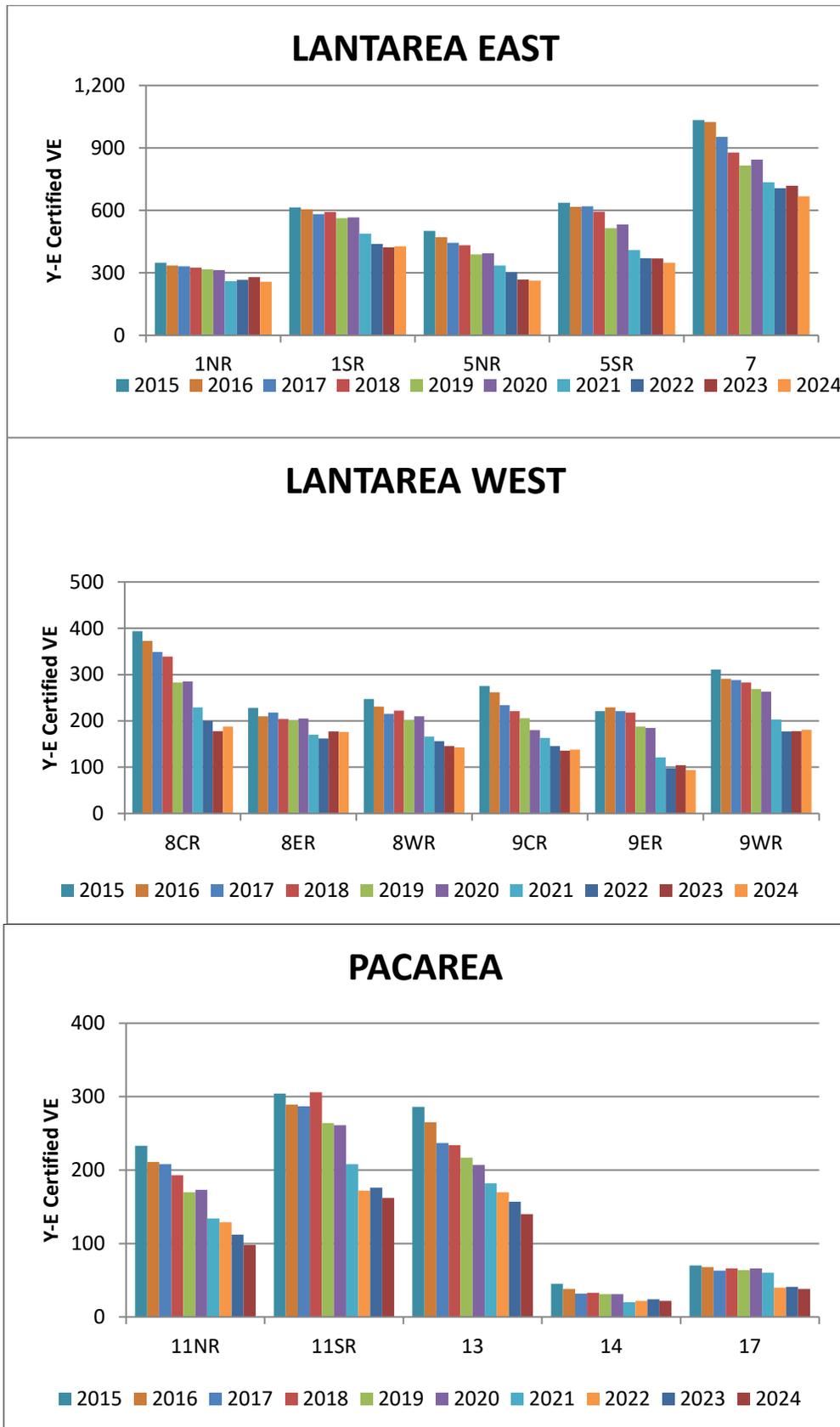
The following is a summary of year-end certified VE counts for the last 15 years:



During the period 2014 through 2024, there has been a significant decrease in certified year-end Vessel Examiners.

- The significant decline between 2013 and 2014 can be attributed to 15% of certified VEs not completing the mandatory workshop in 2014, the first time the workshop was mandatory.
- The drop between 2020 and 2022 can once again be attributed to the mandatory VE workshop and VEs not maintain core training up to date.

Looking at year-end VE trends by District during the last ten years:

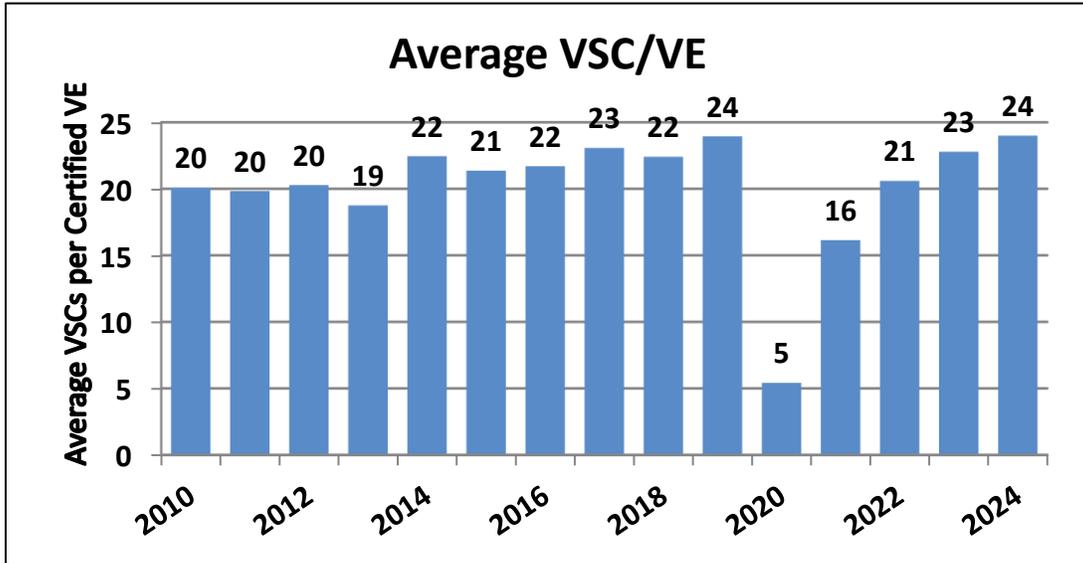


One of the goals for 2024 was to increase the number of certified VEs by focusing previously REYR recertified. Overall, 31% of previously REYR regained their certification.

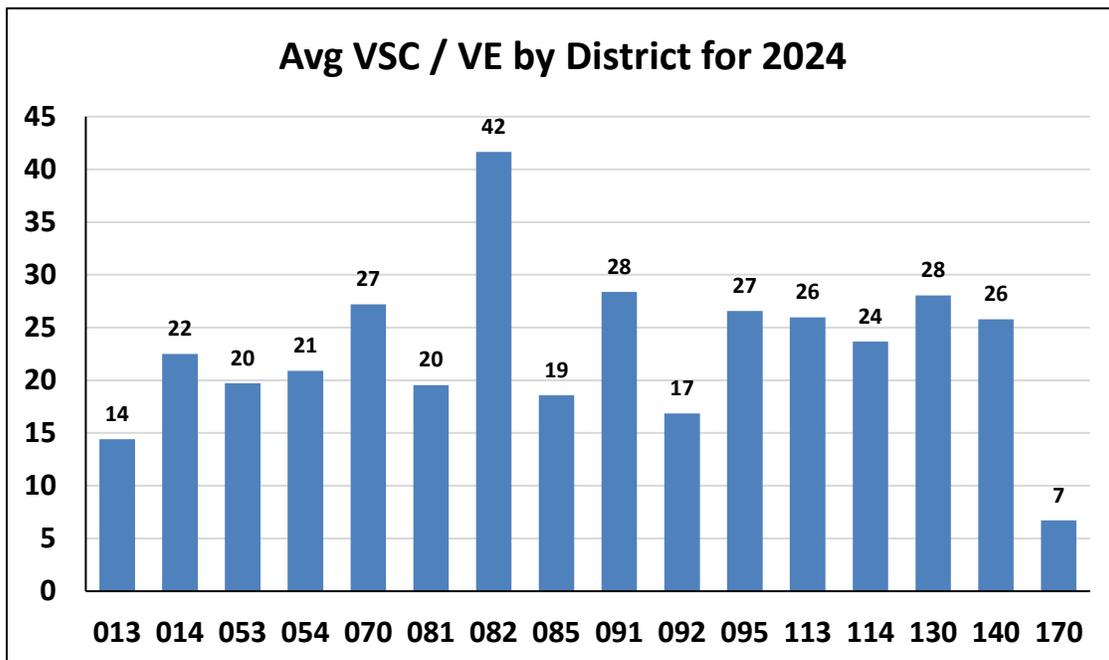
<b>National REYR Analysis</b>			
<b>District</b>	<b>BOY 2024</b>	<b>EOY 2024</b>	<b>% Reduction</b>
1NR	128	90	30%
1SR	220	151	31%
5NR	139	91	35%
5SR	199	137	31%
7	389	274	30%
8CR	144	96	33%
8ER	70	53	24%
8WR	72	51	29%
9CR	59	31	47%
9ER	64	50	22%
9WR	104	67	36%
11NR	83	62	25%
11SR	60	35	42%
13	75	50	33%
14	11	8	27%
17	26	20	23%
<b>TOTAL</b>	<b>1,843</b>	<b>1,266</b>	<b>31%</b>

## Vessel Examiner Performance

The average number of VSCs per certified VE in 2024 was 24 VSCs, up from 23 VSCs per certified VE in 2023. A 15-year analysis of the average VSC per VE shows a return to pre-pandemic levels:



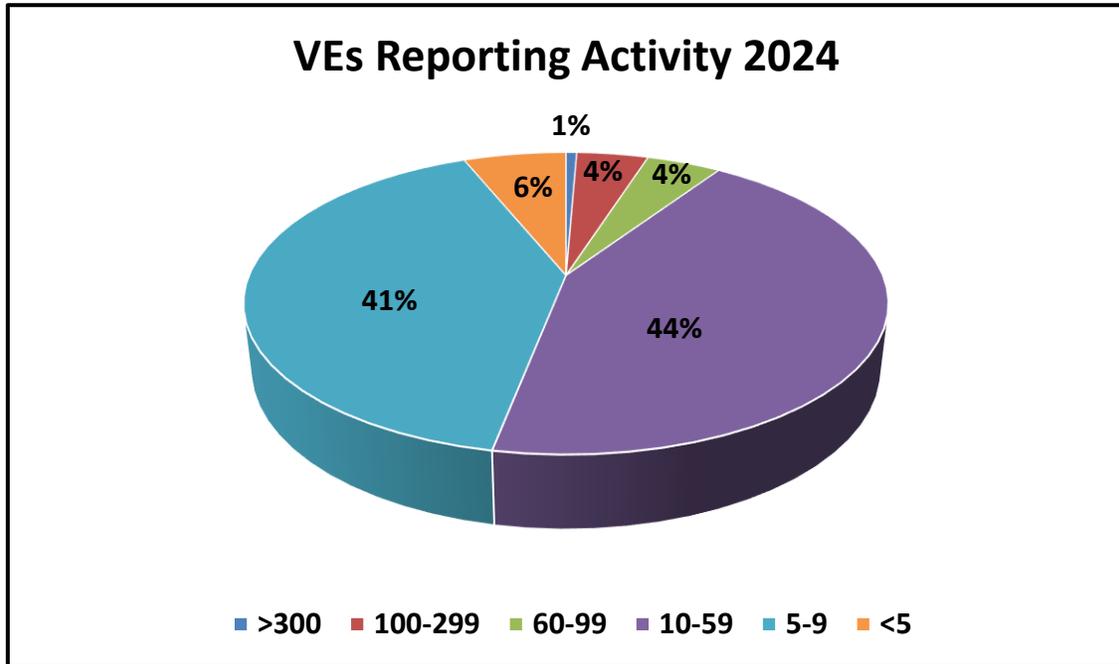
The average VSC per certified VE in 2024 varies from a low of 7 to a high of 42 VSCs/per certified VE:



There were 2,963 VEs reporting VSCs as a lead in 2024, down from 3,034 in 2023 (a 2% decrease):

- Approximately 53% of all VEs who reported activity performed 10 or more VSC (compared to 52% in 2023)
- Approximately 41% of the VEs performed 5-9 VSC (compared to 40% in 2023).

The distribution of VEs reporting VSC activity as a Lead in 2024 is:



The top 20 performing Vessel Examiners (Facilities + PB + PDCFT) in 2024 include:

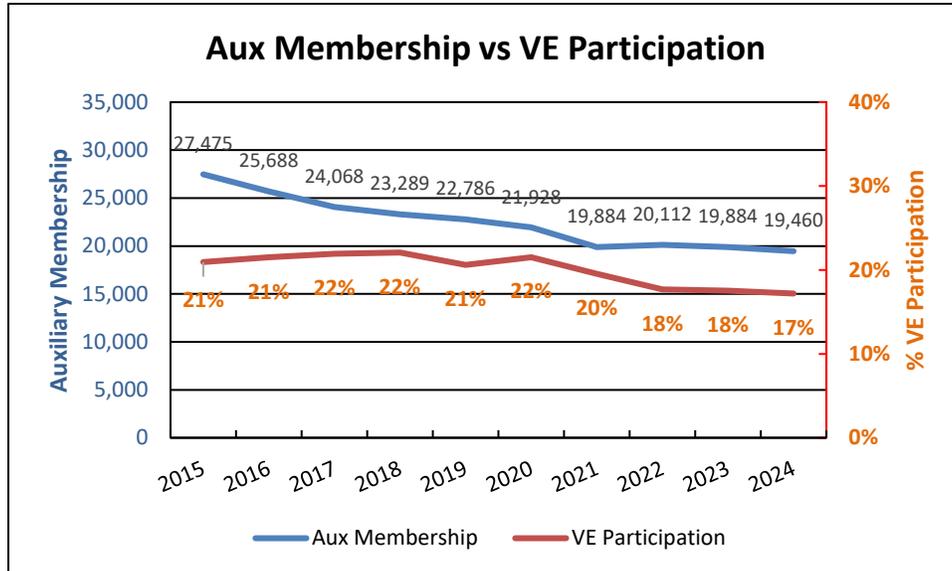
<b>VE / Flotilla</b>	<b>VSCs</b>	<b>Ranking</b>
Gilbarty, John / 0701308	1,944	1
Mosbaugh, Carl / 0820503	1,674	2
Deutsch, Theodore / 0820501	1,125	3
Smith, Frank / 0820504	632	4
Oxer, Bruce / 0142205	583	5
Gorman, Dewitt / 0700705	582	6
Fisk, Kathleen / 0701408	515	7
Severin, Linda / 1300805	505	8
Montgomery, Jonathan / 0911805	502	9
Langley, Raymond / 0700705	496	10
Waters, Anthony / 0820702	488	11
Yakutis, Leo / 0820503	439	12
Robertson, James / 0912206	430	13
Piskopos, Les / 0953511	416	14
Annis, Rio / 0912206	396	15
Malool, John / 0141013	380	16
Chamberlain, Anthony / 1130401	365	17
Maciborka, Vincent / 0530709	315	18
Hooper, Gary / 1140606	301	19
Lorenc, Anthony / 0700906	285	20

In 2024, 839 VEs reported at least one paddlecraft VSC up from 844 in 2023. The top 10 performing VEs doing paddlecraft VSCs include:

<b>VE / Flotilla</b>	<b>PDCFT VSC</b>	<b>Ranking</b>
Gilbarty, John / 0701308	1,715	1
Mosbaugh, Carl / 0820503	1,141	2
Deutsch, Theodore / 0820501	1,109	3
Smith, Frank / 0820504	590	4
Fisk, Kathleen / 0701408	508	5
Montgomery, Jonathan / 0911805	501	6
Waters, Anthony / 0820702	482	7
Severin, Linda / 1300805	446	8
Malool, John / 0141013	380	9
Oxer, Bruce / 0142205	365	10

## Vessel Examiner Participation

Overall Auxiliary membership decreased by 2% year-over-year (19,884 in 2023 to 19,460 in 2024). At year-end 2024, 17% of total Auxiliary membership held a VE certification, compared with 18% in 2023.



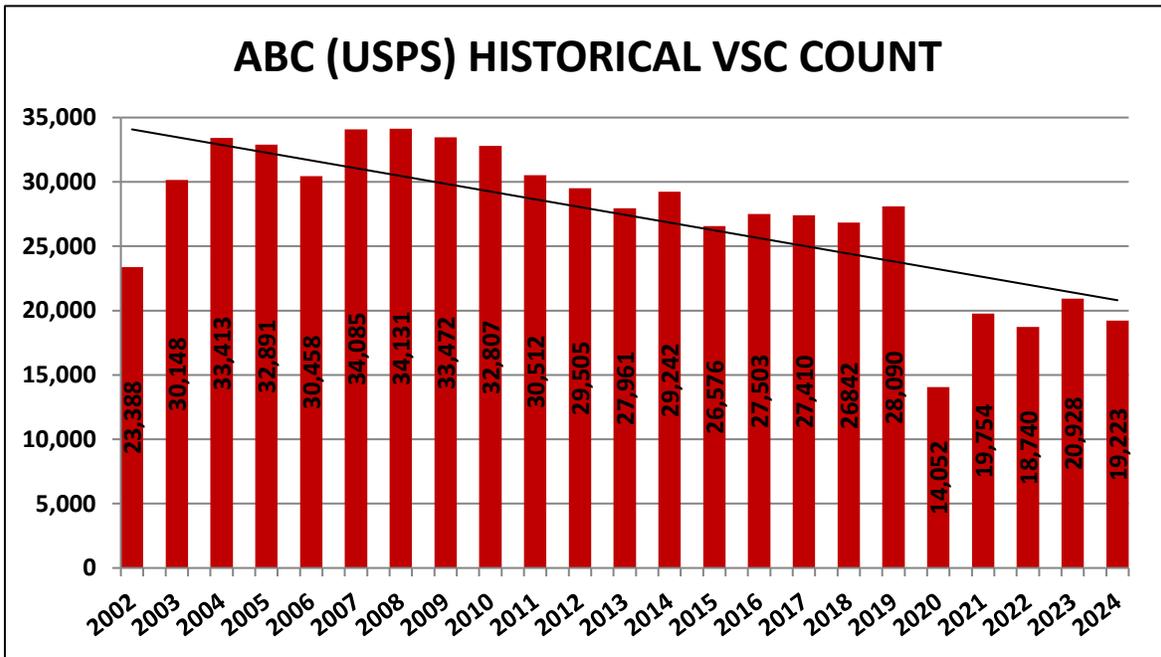
## Other Partner Activity

Our other partners in the VSC program, America's Boating Club (formerly USPS) and Connecticut Department of Energy and Environmental Protection (CTDEEP), reported the following 2024 results:

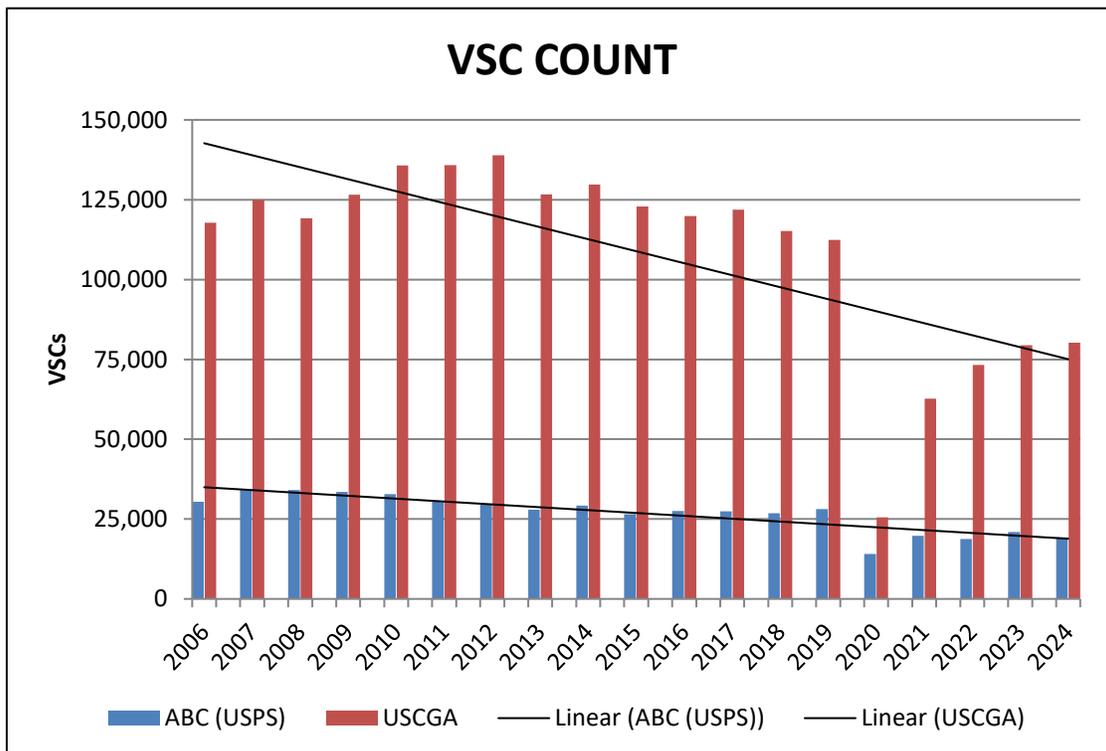
Our other partners in the VSC program had mixed results:

- ABC (USPS) experienced an 8% decrease over last year, reporting 29,223 VSCs in 2024.
- Connecticut Department of Energy and Environmental Protection (CTDEEP) experienced a 55% increase over last year, reporting 1,136 VSCs in 2024.

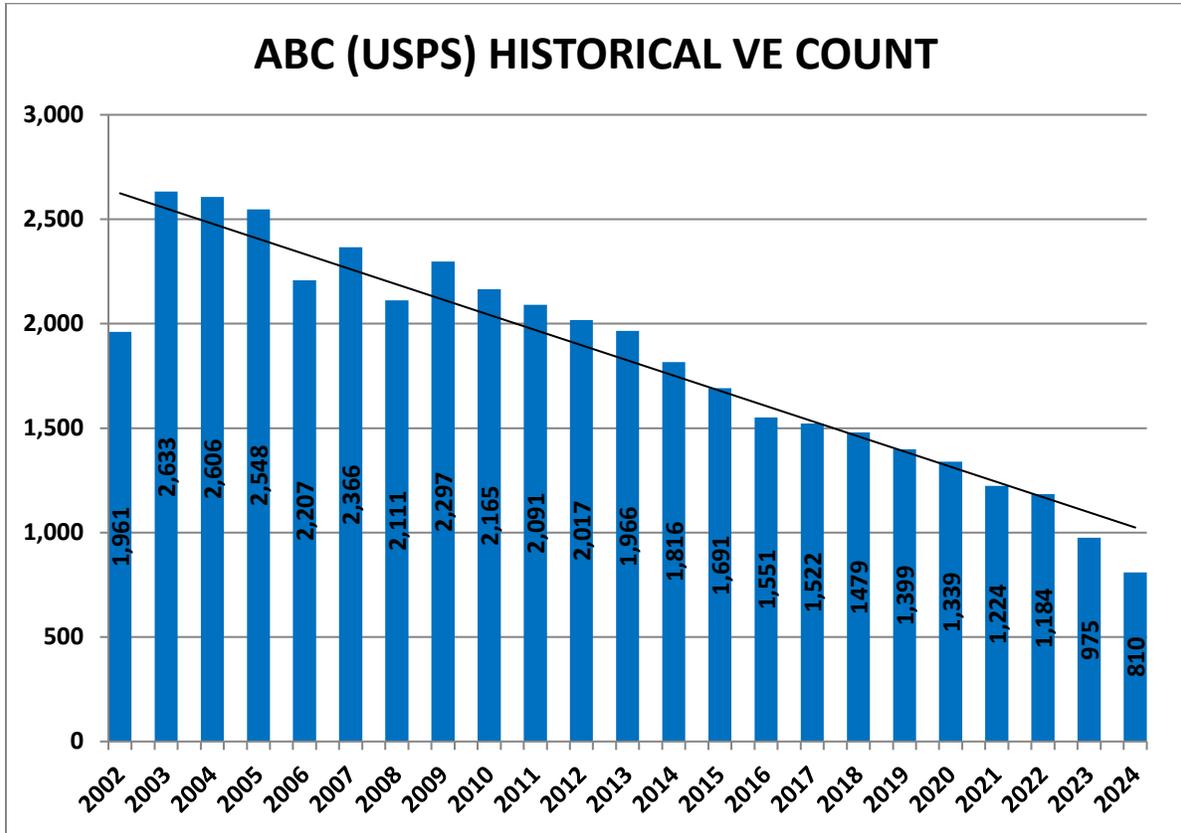
When looking at the 23-year history of ABC (USPS) participation in the VSC program, the overall trend line shows a gradual decline:



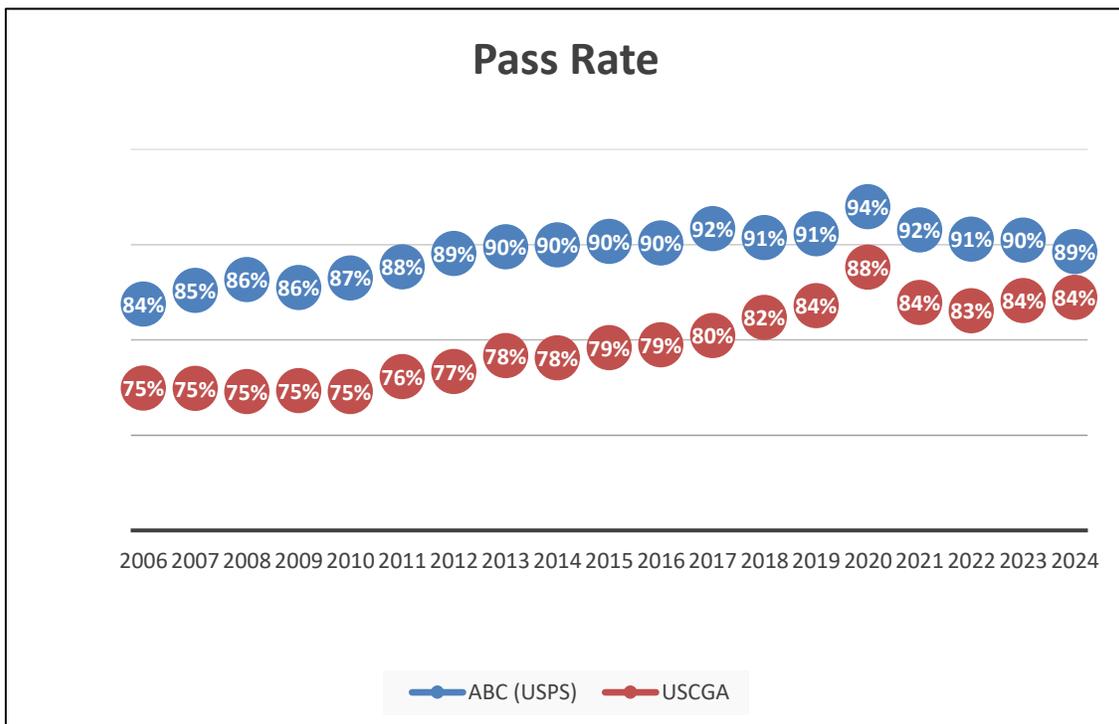
A comparison of ABC (USPS) and USCG Auxiliary VSCs reported during the period 2006 - 2023 shows similar trends:



The history of ABC (USPS) Certified Examiners shows a continuing decline:



And finally, in terms of "pass rate", the overall trend between 2006-2023 shows:

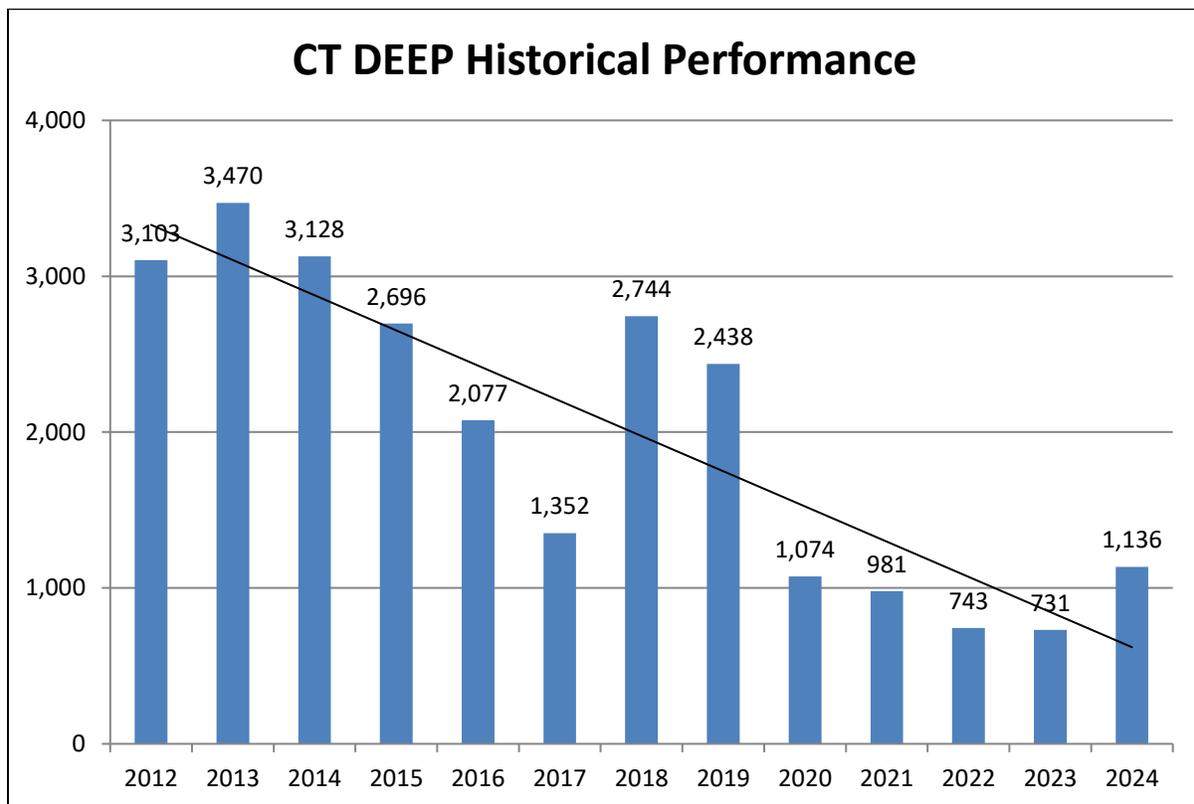


One possible explanation for the overall difference in "pass rate" has to do with the types of vessels the ABC (USPS) tends to focus on. In general ABC (USPS) tends to conduct VSCs on vessels >26 feet in length which tend to have more experienced and knowledgeable owner/operators.

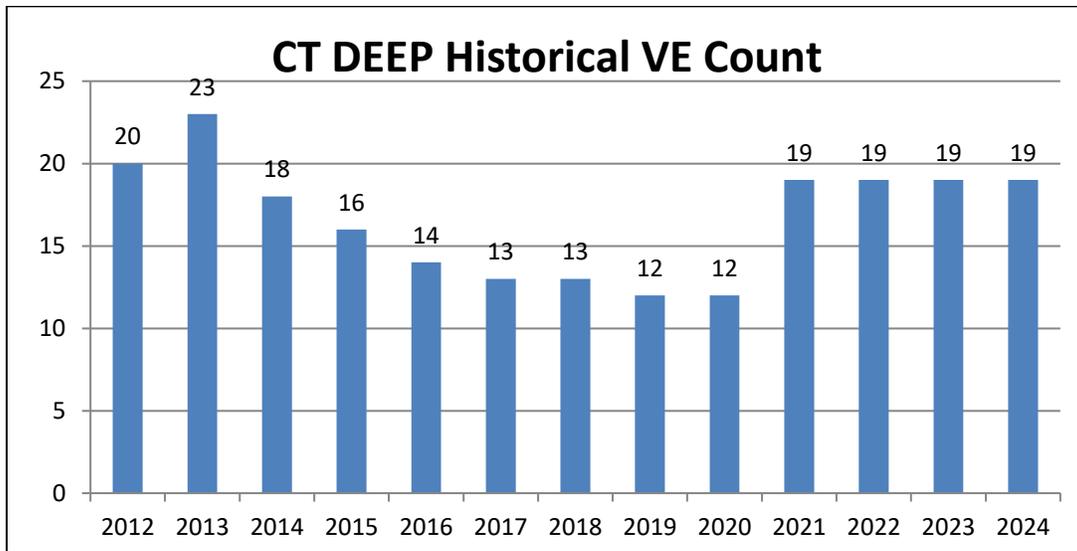
Regarding CTDEEP, the following year-over-year comparison is observed:

	2023	2024
<b>VSC Conducted</b>	731	1,136
<b>Qualified VEs</b>	19	19

The CTDEEP 13-year trend shows an overall decline over time:



The history of CTDEEP Certified Examiners shows flat growth over the last four years:

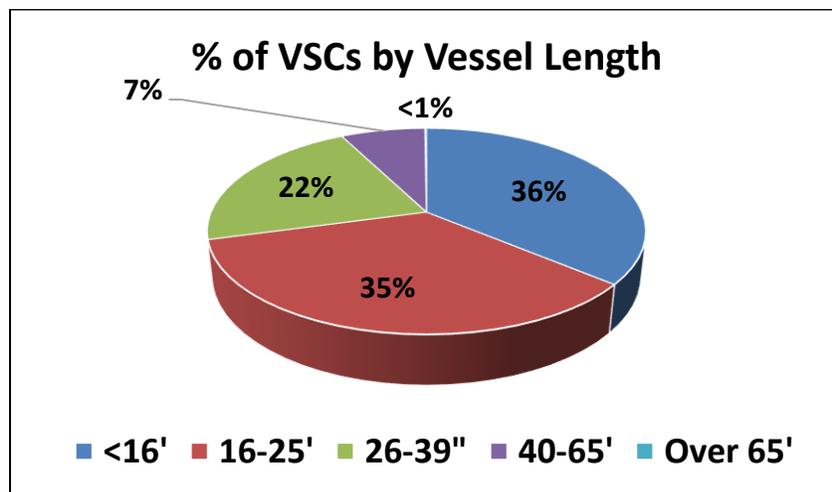


### VSC Failure Analysis

At present, the Auxiliary has no process in place to track the reason for failed VSCs. The only information currently tracked is a count of failed VSCs. However, ABC (USPS) does have a data base where VEs do indicate the reasons for a failed VSC.

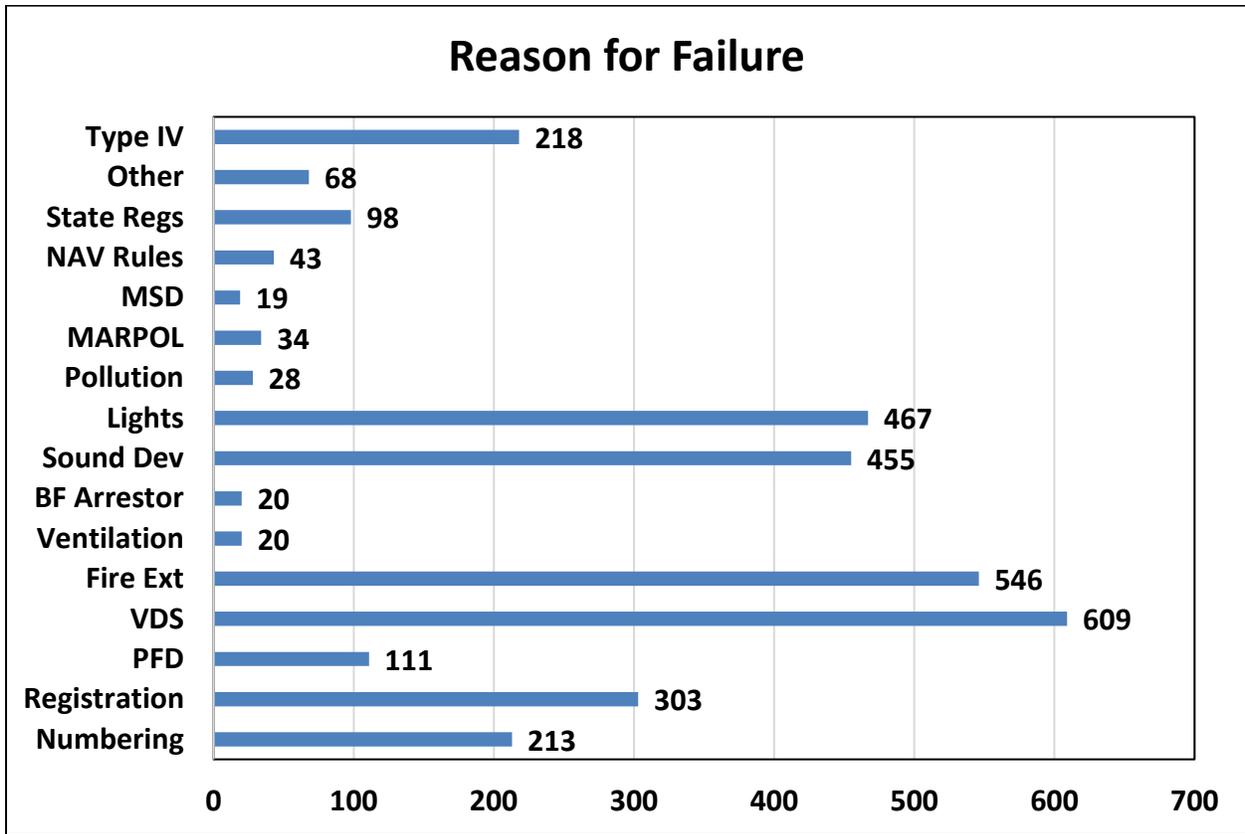
For 2024, analysis included 2,056 failed VSCs (out of a total of 19,223 VSCs). The 2,056 reported failed VSCs resulted in a total of 3,252 failure reasons, or an average of 1.6 failures per failed VSCs.

A large percentage of the USPS VSCs (56%) are on vessels 16-39 feet in length. Unfortunately, 26 vessels, <1% of total VSCs reported, were for vessels over 65' which is not part of the VSC program. The following is a breakdown of the total VSCs reported by vessel length:

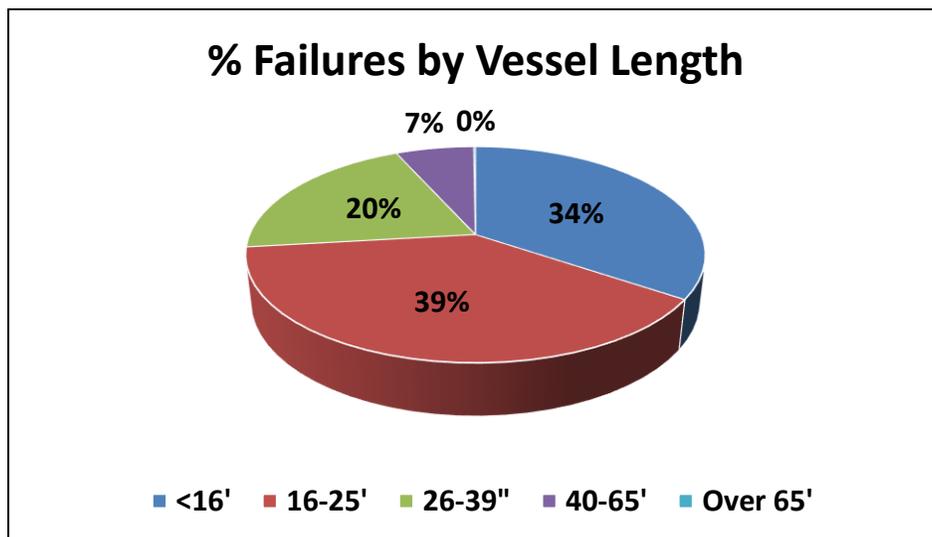


An analysis of the failures shows:

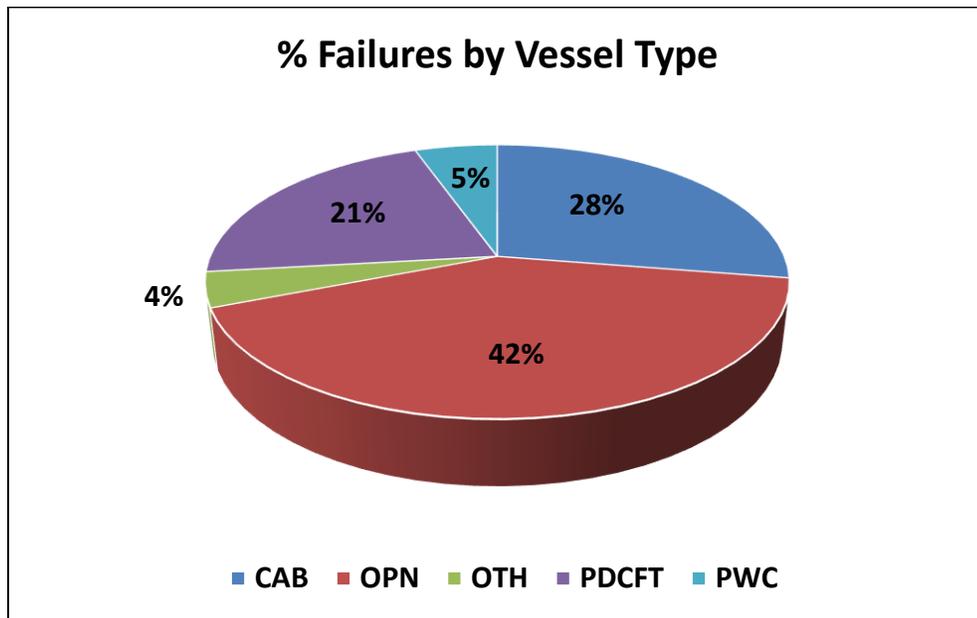
Approximately 19% of all failures reported were associated with visual distress signals, followed by fire extinguishers (17%), and navigation lights and sound producing devices (each at 14%). A breakdown of the types of failure reported include:



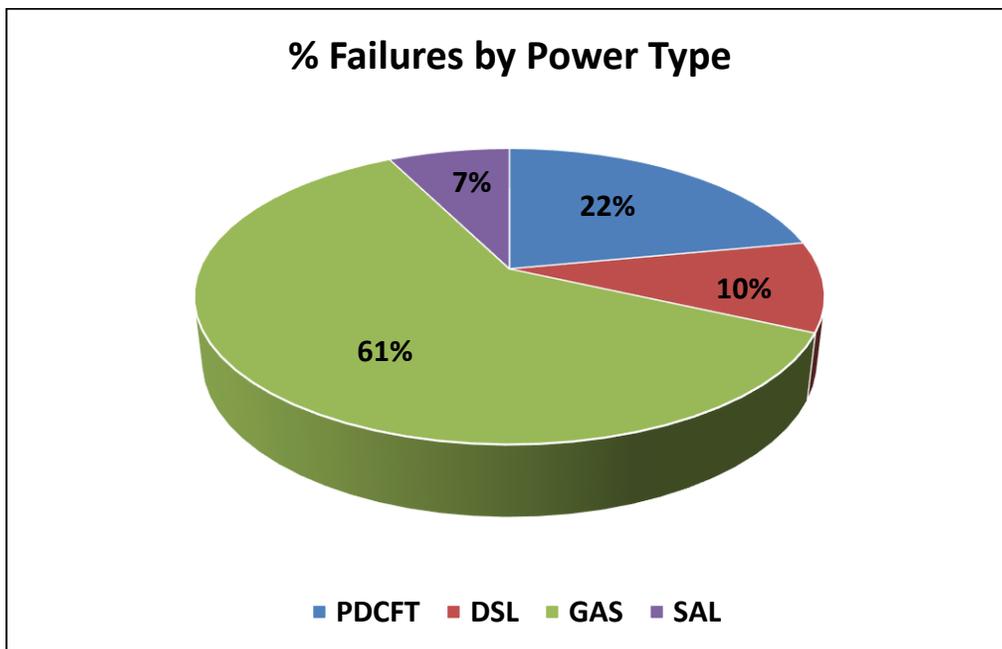
1. In terms of failures, vessels 16-25 feet in length account for 39% of failed VSCs:



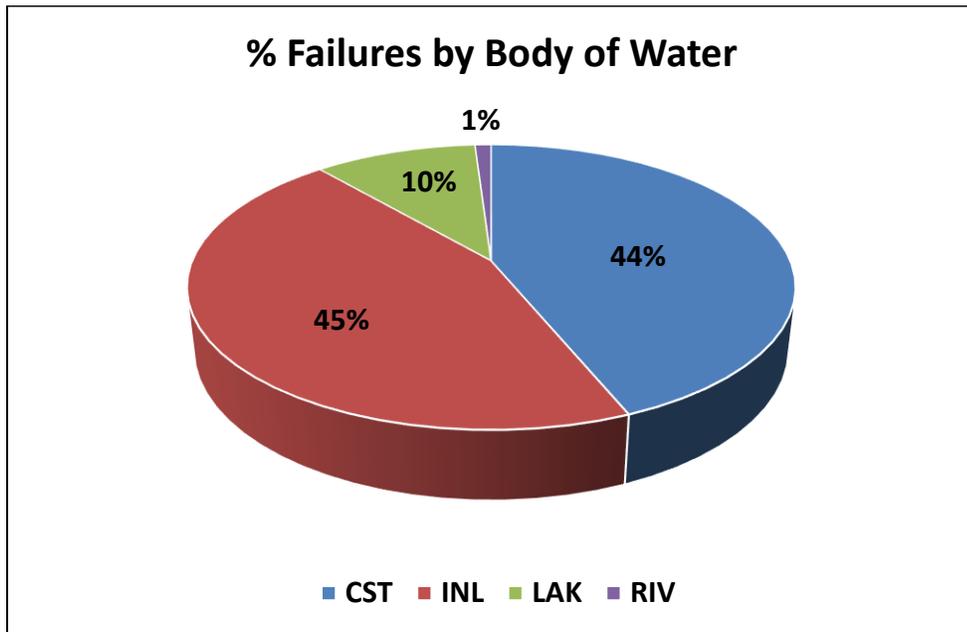
2. When looking at the vessel type, 42% of the failures occur on “open” vessels, followed by 28% on vessels with enclosed cabins:



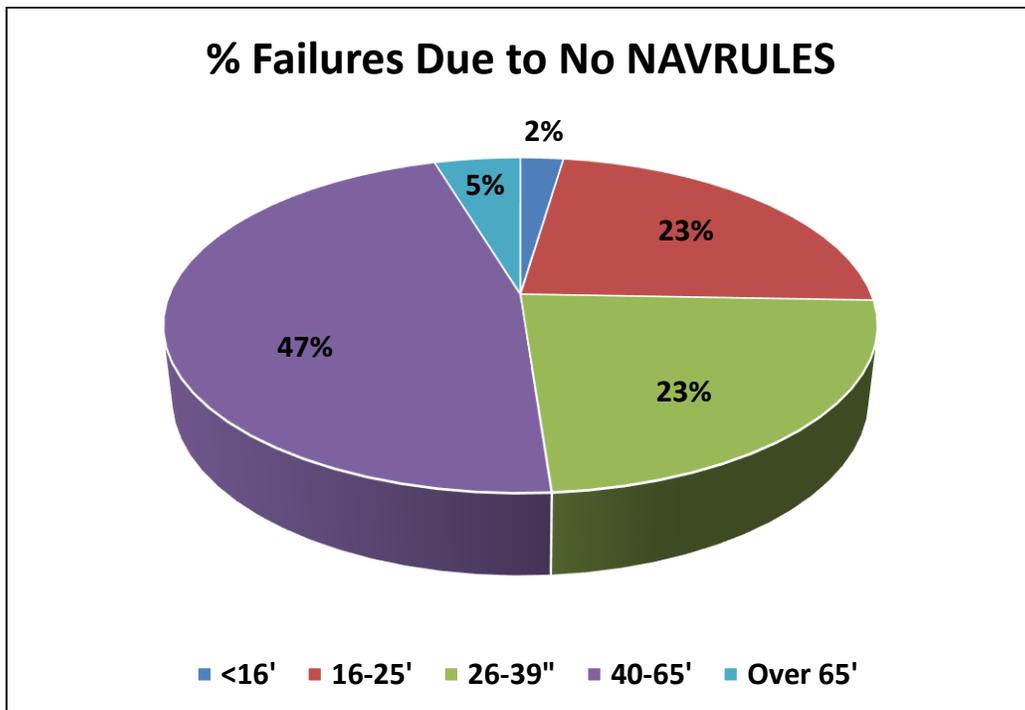
3. Approximately 61% of the failures reported occurred on vessels powered by gasoline, followed by 22% on paddlecraft.



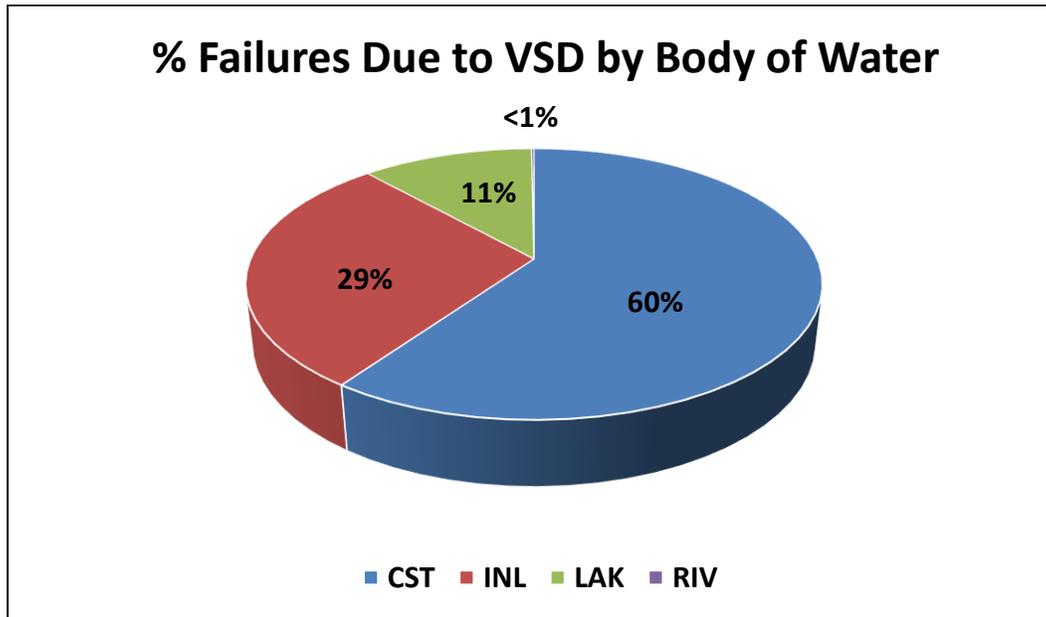
4. When considering the body of water, 45% reported failures on inland waters and 44% of failed VSCs were reported on coastal waters.



5. It is interesting to note that 48% of failures attributed to lack of NAVRULES were on vessels where NAVRULES are not required.



6. Note that 40% of the failures attributed to VDS were recorded on other than coastal waters (inland, lakes, or rivers). The federal requirements indicate “vessels operating on U.S. coastal waters, the Great Lakes, and territorial seas, as well as those waters connected directly” must be equipped with Coast Guard approved VDS. It may be possible that some of these failures could be attributed to the Great Lakes which were identified as “Lake” in the database.



## **2025 Focus**

VE contact activity with the boaters represents the highest percentage of boater contact in the Auxiliary. Whether it be at the marina, the owners dock or boat ramps, VE activity is key to saving lives through RBS education effort. To increase our reach, suggest the following:

- Keep in mind that, on average, Auxiliarists maintain two certifications. Therefore, there is competition with other programs to maintain annual certification requirements. **We need to make sure all VEs feel appreciated and needed.**
- Focus on MMSI, EPIRB and PLB registration as part of the "Discussion Items" during the VSC.
- Encourage all VE's to verify that the boat having a VSC is being used ONLY for recreational use and not for commercial use.
- Point out QR code on VSC decal to owners and encourage them to point it out to other boaters that they know
- Increase VE participation (more VEs) to reach a greater number of recreational boaters.
- Encourage new members in AP status to complete initial core training and BQCII as quickly as possible and then work on VE certification.
- With approximately 10% of all Auxiliarists having earned the RBS Device, encourage more VEs to set a goal to earn the device.
- Provide VEs with practical and relevant knowledge by completing the 2025 VE Workshop even though it is not mandatory this year.
- We need to challenge our VEs to be more productive. Approximately 41% of VEs reported less than 10 VSCs in 2024.
- Coordinate RBS activities (PE, PV, and VE) to ensure maximum efficiency at the Flotilla and Division level.
- Start making plans for increasing VE presence during National Safe Boating week.
- Encourage members to strive for the annual Auxiliary VE/MDV Service Award (combination of 60 or more VSC/ PV); as well as the V-Directorate Annual Century Club Award (combination of 100 or more VSC/PV) and Golden Paddle Award (150 or more paddlecraft VSCs).

**REMEMBER, THE PRIMARY MISSION OF THE AUXILIARY IS RECREATIONAL  
BOATING SAFETY (RBS IS JOB #1)**