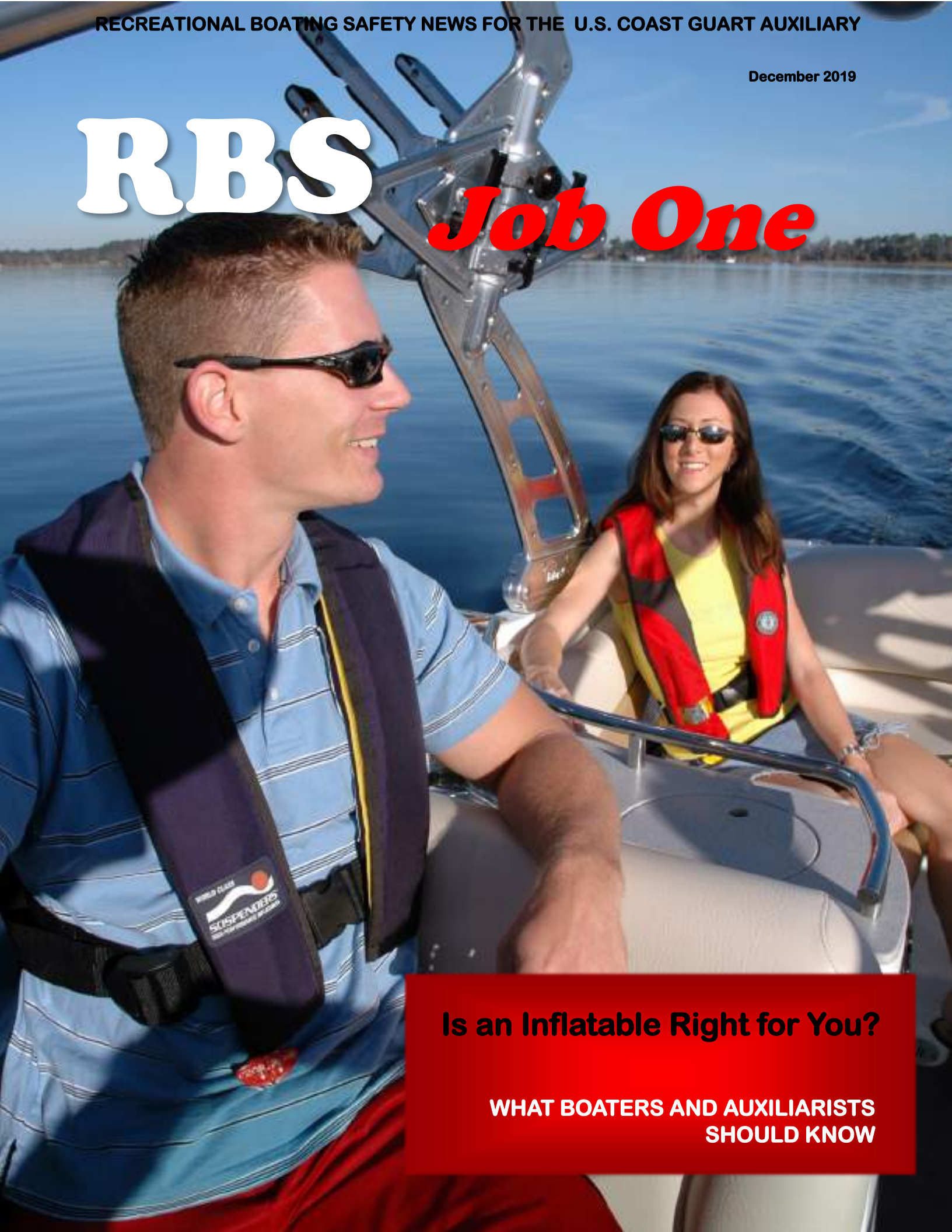


RBS *Job One*



Is an Inflatable Right for You?

WHAT BOATERS AND AUXILIARISTS SHOULD KNOW

RBS *Job One*

December 2019

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

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ON THE COVER: Inflatable life jackets are the choice for these boaters.
Photo Courtesy of US Coast Guard Boating Safety Division

RBS *Job One* is the flagship publication for the U.S. Coast Guard Auxiliary Recreational Boating Safety (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 of current developments affecting their job performance in conducting the core mission assigned by the Coast Guard and to share best practices. RBS *Job One* is published several times a year. Send submissions to sydneyhay@mindspring.com.

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Is An Inflatable Life Jacket Right for You?

By Ed Lieblein DVC-VE

Inflatable life jackets are popular with many recreational boaters. But, they aren't for everyone.

Inflatable life jacket approval and history

In 1996, the U.S. Coast Guard began approving inflatable life jackets to meet the requirement to have onboard one life jacket per person. An inflatable life jacket may be approved without conditions as a Type I, II or III life jacket for persons over 36.3 Kg/80 lbs. if it meets the requirements of this 46 CFR 160.076 (Inflatable Recreational Personal Flotation Device). Type V life jackets can be approved if they meet performance levels for a Type I, II or III. It is important the vessel examiner read the label or data printed inside on the life jacket to determine its type, performance levels and any restrictions. Inflatable life jackets are more complicated than standard lifejackets. The main characteristic for inflatables is that it has a chamber or bladder that is filled either by a compressed air cartridge or by mouth.

Who may use the inflatable life jackets?

Unfortunately, not everyone was approved to wear the inflatable life jackets. The inflatable life jacket is not approved for children (under 16 years of age) and is not recommended for use by non-swimmers. They are not approved for water skiing, riding PWCs, white water paddling, knee boarding or similar towed uses. Inflatables are approved by the Coast Guard for stand-up paddleboards. These

recreational life jackets, (low profile) have Type III performance and only approved when worn. There are inflatables approved for recreational use only and not approved to meet carriage requirements on commercial vessels.

Why are there several types of inflatable life jackets?

Inflatable life jacket devices are classified into various types based on the environment in which they are designed to perform and their intended use. The design of the life jacket is tested on its characteristics of buoyancy and in the water performance. For example, the Type I will be effective for all waters, especially open, rough and remote waters where rescue may be delayed. It is designed to turn most unconscious wearers in the water to a face-up position. Type II life jackets are designed for use where the water is calmer and rescue can be expected in a shorter period than in open seas. Type III life jackets are designed in protected waters where water rescue can be expected in a short period of time.

Is this the right life jacket for you and your boating activity?

Vessel examiners should know the performance level for each type inflatable life jacket as well as the advantages and disadvantages. The booklet "THINK SAFE" and the inflatable owner's manual provided with every life jacket are excellent reference materials. All boaters buying an inflatable should evaluate their needs and read the label before the purchase.

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Auxiliary members have a vital role to play in helping the public to understand the proper use of life jackets.

Frequently asked questions/answers provided by U.S. Coast Guard Boating Safety Division

Question: Why are some inflatables classified as Type III and others Type V. What is the difference between them for the difference in classification?

Answer: The difference between the two different classifications is primarily due to the design and complexity of the particular life jacket.

Question: Why do some inflatables have to be worn to count while others do not have to be worn?

Answer: Some inflatables are more difficult to don, or have different arming characteristics, than others. The more time it takes to don a life jacket, the more likely it will be required to be worn to count.

Question: Do all Type V's have to be worn?

Answer: It all depends on the labeling instructions, but in general, most Type Vs are required to be worn, or have other specific conditions that must be met, to meet carriage requirements.

Question: Some Type V inflatables life jacket with Type III performance are approved only when worn.

Answer: The explanation is contained in the hang tag (pamphlet) attached to all new life jackets.

Here is more general information about life jackets, including the new “life jacket harmonization” project between the US and Canada and what it means for future life jacket labeling:

Wearable life jacket means a life jacket that is intended to be worn or otherwise attached to the body. There are 4 “Types” of wearable life jackets. A life jacket marked as Type I, Type II, Type III, or Type V with Type (I, II or III) performance is considered a wearable life jacket.

The labeling instructions on all wearable life jackets will show the Type (I, II, III or V). Type V does will indicate whether the life jacket must be worn to be “counted” as meeting the carriage requirements or for a particular activity.

With the new life jacket “harmonization” project between Canada and US, Type codes will be replaced by performance “levels” (70, 100, etc.). The USCG has

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New Icons

CHOOSE THE DEVICE YOU WILL WANT TO WEAR

SIZE & FIT

- Check label for user weight and chest size.
- Different body types float differently.
- A good fit is secure, comfortable, and adjustable.

TRY IT ON

PERFORMANCE

- Lower number offers greater mobility, comfort, and style with good flotation for most people.
- Higher number offers greater flotation, turning, and stability in the water.

50

70

100

150

← Near Shore (Calm) (Waves) Offshore →

← Increasing time to rescue →

No Turn

Turns Most

CONSIDER YOUR ACTIVITY & ENVIRONMENT

RISK MANAGEMENT *

- In over 80% of boating fatalities the person was not wearing flotation.
- Most of these are sudden falls overboard or capsizing of a small boat.
- The first moments in the water are critical, even for experienced swimmers.
- Cold water shock causes gasping, loss of muscle control and swim failure.
- Long term immersion in cold water requires thermal protection and flotation position to conserve energy.

FLOTATION DEVICES SAVE LIVES

suz2085a

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The Coast Guard Auxiliary has presentations available to inform the boating public about the new life jacket labeling and how to use it effectively to choose the right life jacket.

asked the States to amend their current laws to simply state that there must be one wearable (appropriate size, good and serviceable condition, and properly stowed), USCG-approved life jacket for each person on a boat and drop the “Type” codes. This will allow inclusion of the new approved “level” life jackets (and all currently approved life jackets with Type codes) to meet the requirements for carriage.

Current life jacket information

All lifejackets currently approved with Type codes will continue to be approved for use as long as they remain in good and serviceable condition.

Type I life jackets or OFF-SHORE life jackets provides the most buoyancy. They are effective for all waters, especially open, rough or remote waters where rescue may be delayed. They are designed to turn most unconscious wearers in the water face-up.

Type II, or NEAR-SHORE BUOYANCY VEST is intended for calm inland water or where there is a good chance of quick rescue. Inherently buoyant life jackets of this type will turn some unconscious wearers form to a face up position in the water, but the turning is not as pronounced as a Type I.

Inflatable Type II life jackets turn as well as a Type I foam (or Hybrid) life jacket.

Type III, or FLOTATION AID is good for conscious users in calm inland water, or where there is a chance of quick rescue. It is designed so wearers can place themselves in a face up position in the water. The wearer may have to tilt their head back to avoid turning face down in the water. The Type III foam vest has the same minimum buoyancy as a Type II life jacket. It comes in many styles, colors, and sizes and is generally the most comfortable type for continuous wear. Float coats, fishing vests and vests designed with various features suitable for various sports activities are examples of this type of life jacket. This type inflatable turns as well as a Type II foam life jacket.

Type IV life jacket, or THROWABLE DEVICE is intended for calm, inland water with heavy boat traffic, where help is always present. It is design to be thrown to a person in the water and grasped and held by the user



Two men enjoy fishing off a dock while wearing inflatable life jackets.

(Photo courtesy of the US Coast Guard)

until rescued-It is not designed to be worn. Type IV devices include buoyant cushions, ring buoys, and horse-shoe buoys.

Type V life jacket, or SPECIAL USE DEVICE is intended for specific activities and may be carried instead of another life jacket only if used according to the approval conditions on its label. A Type V provides performance of either a Type I, II or III life jacket (as marked on its label). If the label says the life jacket is “approved only when worn” the life jacket must be worn, except for persons in enclosed spaces and used in accordance with the approval label, to meet carriage requirements. Some Type V devices provide significant hypothermia protection. Varieties include deck suits, work vests and vests with sailing harnesses.



Here family members are properly fitted with appropriate life jackets for a safe day on the water.

(Photo courtesy of the US Coast Guard)

There are some state requirements for wearing life jackets for the following:

- For water skiing and other towed activities (use a life jacket marked for Water Skiing)
- While operating personal watercraft (use a life jacket marked for Personal Watercraft or Water Skiing).
- During white water boating activities
- Children under a specific age
- Cold weather times of the year

Contact your state boating safety officials for specifics for your state.

Title 33 of the Code of Federal Regulations
 § 175.15 - Personal flotation devices required.

Except as provided in §§ 175.17 and 175.25:

- (a) No person may use a recreational vessel unless -
- (1) At least one wearable life jacket is on board for each person;

- (2) Each life jacket is used in accordance with any requirements on the approval label; and

- (3) Each life jacket is used in accordance with any requirements in its owner's manual, if the approval label makes reference to such a manual.

(b) No person may use a recreational vessel 16 feet or more in length unless one throwable life jacket is onboard in addition to the total number of wearable life jackets required in paragraph (a) of this section.

(c) No person may operate a recreational vessel under way with any child under 13 years old aboard unless each such child is either -

- (1) Wearing an appropriate life jacket approved by the Coast Guard; or

- (2) Below decks or in an enclosed cabin.

*Read the life jacket label **carefully!** Some life jackets (and all inflatables) are not approved for certain age children, personal watercraft, whitewater, water skiing and similar towed uses. Ω*

Inflatable Life Jacket Video Released by Army Corps of Engineers and the Army Corps of Engineers Foundation

By Dave Fuller, Director, Public Education Directorate

RBSP partners, the Army Corps of Engineers and the Army Corps of Engineers Foundation, recently released a video on inflatable life jackets.

The video is titled "Inflatable Life Jackets: Everything You Need To Know" and is available on YouTube at <https://www.youtube.com/watch?v=g5eniRI0mXM>

The link to a DVIDS video is currently posted in the Education Directorate website on the "What's new"

page and under "Resources" "Instructor Tools." It can be viewed directly with an internet connection in either the DVIDS or YouTube sites, but cannot be downloaded for offline viewing on either site.

The video is also posted on the Please Wear It Facebook page. Please share this video with friends and followers on your Facebook pages.

<https://www.facebook.com/pleasewearit/videos/3045931702299660/>

It is a great resource can used to educate and remind family, friends, employees, and others on the proper care and maintenance of inflatable life jackets. Anyone that owns or would like to own an inflatable life jacket needs to watch this video.

Many people wear inflatable life jackets but they don't know how to properly maintain them, so this video would be great to share on social media and show at an employee safety meeting, boater safety courses, boat and sports shows, etc. At only 9 minutes, it delivers what users need to know about inflatable life jackets and can be used at many venues. Ω



Screenshot from new video makes it clear that inflatable life jackets are not appropriate for jet skiers.

New Award for Excellence in Boater Safety Education Announced

By Dave Fuller, Director, Public Education Directorate

Based on feedback from districts requesting additional incentives and recognition for our best instructors, the Education Directorate has developed a prestigious national level award recognizing our very best instructors. The initial COMO Daniel Maxim Award for Excellence in Education will recognize performance during 2019 and will be presented at NACON 2020 and annually thereafter.

The directorate believes that recognizing Instructor excellence by conferring a national level award to the Coast Guard Auxiliary's best and most accomplished will motivate and inspire our entire instructor cadre to reach beyond the comfortable or ordinary to achieve the extraordinary. The flotillas nominating candidates for the award

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will have accomplished some or most of the following Public Education and Member Training activities;

- An increase in the diversity of courses offered by flotillas as well as additional numbers of classes presented
- Improvement in Public Education and Member Training Instructor effectiveness and performance
- Improved mentorship of newer or lesser experienced Instructors
- Development of new and innovative teaching methods and techniques
- Development of new and innovative teaching aids
- Pride and satisfaction that comes with competing to be recognized as being the crème de la crème

Although only one Auxiliarist will be selected as the COMO Daniel Maxim Award for Excellence in Education winner each year, flotillas, divisions, and districts are encouraged to recognize and honor all nominees with appropriate awards and recognition. The Education Directorate is designing a certificate for presentation to all nominees. Formal recognition originated by flotillas, divisions, or districts should follow the guidance provided in the Auxiliary Manual.

The Education Directorate asks leadership at all levels: Please promote this prestigious award at every opportunity where members gather and help build the excitement through your leadership. Awards and recognition are the only pay members receive and recognizing the nominees among their peers is critical to morale and increased PE and MT class results. Members will thank their leadership for their efforts in recognizing the best.

To learn more about this exciting new award to recognize the best of the best instructors and to find the criteria and form to nominate candidates, please visit the E Directorate website at <http://wow.uscgaux.info/content.php?unit=e-dept> and click on the Dan Maxim Award box in the left column. Flotillas should begin assembling a team now to accumulate supporting documentation for the statistics on courses taught, numbers of graduates, variety of courses and educational seminars offered, and all other data and testimonials deemed pertinent to preparing the nominee package. Flotilla nomination packages will be due on February 28 so leaders are encouraged to start now and avoid the last-minute rush as that date will be here soon! Ω



The best of Auxiliary instructors are to be honored by the Dan Maxim Award.

(Photo courtesy of David Fuller)

New Instructor Development Course Unveiled

By Dave Fuller, Director, Public Education Directorate

• The 14 Instruc-



Who are some of our most important Coast Guard Auxiliary members? Yes, appropriately enough, this is a test. It's appropriate because the correct answer is our instructors – both Public Education and Member Training. These front-line members have the important duty of educating the boating public to help make them safer on the water. And, they are at the helm when teaching our members to be ready, relevant and responsive. With these important members in mind, the Education Directorate realized that the current Instructor Development Course did not keep up with changes in technology, diversity awareness, teaching techniques, and even modern final examination and competency testing.

To fill these voids, the Directorate totally reworked the Instructor Development Course. We added a PowerPoint slide deck with comprehensive instructor notes, included a sample lesson plan, redesigned the Performance Qualification Standard (PQS), and wrote a new open-book exam to be included on the National Testing Center (NTC) website. The training guide covers topics such as:

Coast Guard Auxiliary instructors teach valuable boating safety classes to the public.

(Photo courtesy of David Fuller)

- Lesson planning with details on how to use one to stay on topic, on track, on time, and on target
- Using media effectively to encourage student retention of the material. This includes a visual aids checklist to give instructors a well-organized Plan A as well as a Plan B if things don't go as expected.
- Effective communications skills that help the instructor employ verbal and non-verbal techniques while presenting the course material including how to properly ask and answer questions and how to handle incorrect answers to the instructor's questions

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- Handling difficult classroom situations such as managing time, dealing with various types of problematic students, and working with learning groups.
- Accommodating all students in compliance with the Americans with Disabilities Act as well as removing other challenges like test-taking issues.
- Learning and instructing with electronic technologies including distance learning – its challenges and benefits, webinars, e-books, and blended learning.

To help the instructor who will be teaching this new course, there is a full PowerPoint slide deck with all-inclusive instructor notes. The PQS has been totally rewritten to encompass the new material and to make it more of a demonstration of the principals and concepts of the course rather than an exercise in rote learning and parroting back of memorized material.

Finally, the open book exam on NTC has been rewritten to make the test questions relevant to the new material and as confirmation of the course goals and objectives.

While this course was written with new instructors in mind, seasoned instructors are encouraged to review the material too. Mastery of the new Instructor Development Course can help all instructors improve their teaching techniques and improve delivery of the material to students. Ω

While this course was written with new instructors in mind, seasoned instructors are encouraged to review the material.



Seasoned instructor, Jack Crawford, from the Mt Vernon Flotilla in Alexandria, VA, presents vital boater safety information to a full house of boaters. (Photo by John Stevens)

Carbon Monoxide Kills

By Sydney Hay

Carbon monoxide (CO) is an odorless, colorless, tasteless gas that can kill you inside or outside your boat. It is found in fumes anytime fuel is burned. CO can affect you whether you're underway, moored, or anchored and can make you sick in seconds. In high enough concentrations, even a few breaths can be fatal.

According to the Center for Disease Control, the most common symptoms of CO poisoning are headache, dizziness, weakness, upset stomach, vomiting, chest pain,

...Carbon monoxide poisonings are preventable and every boater should be aware of the risks...

and confusion. CO symptoms are often described as “flu-like.” These symptoms can be confused with seasickness or intoxication, so those affected may not receive the medical attention they need. And people who are sleeping or drunk can die from CO poisoning before they experience any symptoms at all.

Altitude, certain health-related problems, and age will increase the effects of CO. Persons who smoke or are exposed to high concentrations of cigarette smoke, consume alcohol, or have lung disorders or heart problems are particularly susceptible to an increase in the effects from CO. However, anyone can be affected. Another factor to consider is that physical exertion, as in water-skiing, accelerates the rate at which the blood absorbs CO.

How can CO accumulate in a vessel?

- Inadequately ventilated canvas enclosures.
- Exhaust gas trapped in enclosed places.
- Blocked exhaust outlets.
- Another vessel's exhaust. CO from the boat docked

next to you can be just as deadly.

- The “Station Wagon Effect” or back drafting. Boats that cruise at a certain speed or direction can rapidly raise carbon monoxide concentrations in certain areas of the watercraft. This is known as the “Station Wagon Effect” or back drafting. Back drafting is accelerated if a boat is heavily loaded and operated at a high bow angle. Also, if there is an opening near the exhaust, the emissions will funnel quickly through the opening.
- At slow speeds, while idling, or stopped.

Be aware that CO can remain in or around your boat at dangerous levels even if your engine or the other boat's engine is no longer running.

CO poisoning can be prevented.

Carbon monoxide poisonings are preventable, and every boater should be aware of the risks associated with it - what it is; where it may accumulate; and the symptoms of CO poisoning, in order to protect yourself, your passengers and those nearby from harm.



Carbon monoxide is produced any time fuel is burned.

(Photo courtesy of the US Coast Guard)

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- Know where and how CO may accumulate in and around your boat.
- Maintain fresh air circulation throughout the boat at all times. Run exhaust blowers whenever the generator is operating.
- Know where your engine and generator exhaust outlets are located and keep everyone away from these areas.
- Never sit, teak surf, or hang on the back deck or swim platform while the engines are running. Teak surfing, (holding onto any portion of the exterior of the transom of a vessel including the swim platform, swim deck, swim step, or swim ladder) for any amount of time while a power-driven vessel is underway, or the engine is idling is NEVER a safe activity.
- Never enter areas under swim platforms where exhaust outlets are located unless the area has been properly ventilated.
- Although CO can be present without the smell of exhaust fumes, if you smell exhaust fumes, CO is definitely present. Take immediate action to dissipate these fumes.
- Treat symptoms of seasickness as possible CO poisoning. Get the person into fresh air immediately. Seek medical attention - unless you're sure it's not CO.
- Install and maintain CO alarms inside your boat. Do not ignore any alarm. Replace alarms as recommended by the alarm manufacturer.
- Get a Vessel Safety Check. A VSC is a free bow-to-stern safety examination.

Helpful Checklists from the US Coast Guard

Print and use these checklists, and do not operate your boat without doing the following:

Each Time You Go on a Boat Trip

- Make sure you know where CO exhaust outlets are located on your vessel.
- Educate all passengers about the symptoms of CO poisoning and where CO may accumulate.
- When docked or rafted with another boat, be aware of exhaust emissions from the other boat.
- Confirm that water flows from the exhaust outlet when the engines and generator are started.
- Listen for any change in exhaust sound, which could

indicate an exhaust component failure.

- Test the operation of each CO alarm by pressing the test button.

Once a Month

- Make sure all exhaust clamps are in place and secure.
- Look for exhaust leaking from exhaust system components. Signs include rust and/or black streaking, water leaks, or corroded or cracked fittings.
- Inspect rubber exhaust hoses for burned, cracked, or deteriorated sections. All rubber hoses should be pliable and free of kinks.

*...Teak surfing is NEVER
a safe activity...*

Once a Year

Have a qualified marine technician:

- Replace exhaust hoses if cracking, charring, or deterioration is found.
- Ensure that your engines and generators are properly tuned, and well maintained.
- Inspect each water pump impeller and the water pump housing. Replace if worn. Make sure cooling systems are in working condition.
- Inspect all metallic exhaust components for cracking, rusting, leaking, or loosening. Make sure they check the cylinder head, exhaust manifold, water injection elbow, and the threaded adapter nipple between the manifold and the elbow.
- Clean, inspect, and confirm proper operation of the generator cooling water anti-siphon valve (if equipped).
- Carbon monoxide can pose a serious threat to boaters. Being educated on preventative measures, the chances of a carbon monoxide disaster are significantly decreased.

To view National Institute for Occupational Safety and Health (NIOSH) Engineering Reports on Carbon Monoxide and the dangers please visit the NIOSH website at: <http://www.cdc.gov/niosh/topics/coboating/#b>

To view The Center for Disease Control's NIOSH information page on Carbon Monoxide dangers, please visit: <http://www.cdc.gov/niosh/topics/co/>