

96 USCGAUX 09-06 NEWSLETTER

23 May 2018
VOL. 5



AGENDA USCGAUX 96 May 30, 2018 Meeting

18:00-18:30 Training- **VE, Mission Critical by Dixon Keller**

18:30 Meeting called by: Flotilla Commander:
Dr. Michelle Binkowski-Keller, Vice Commander: Dixon Keller

Call to order:

Pledge, Invocation, moment of silence for those who have crossed the bar, Attendance- verify quorum, Welcome, Introduction of guests

Swear in New Members

Awards

Flotilla Commander Report on the Division Meeting:

Flotilla Commander Announcements:

- Safe Boating Week
- The Why

Secretary of Records Report: adoption of meeting notes /April 2018

Finance Office Report- adoption of report for April 2018

VFC –Staff Officers report:

What have you completed? What are you working on ?

FSO FN,	Keith Lee	FSO OP	Ken Bandy
FSO HR	Keith Lee	FSO IS	Lonnie Singer
FSO CM	Keith Lee	FSO NS	Ken Bandy
FSO SR	Dixon Keller	FSO MT	Ken Bandy
FSO DV	Dr. Michelle Keller	FSO MA	Mark Himes
FSO PV, PE	Dr. Michelle Keller	FSO VE	Dixon Keller
FSO PB	Ray Sarbacker	FSO CS	Dixon Keller
FSO PA	Doug Bradford	FSO MS	David Huang

Old Business:

- Safe Boating Week
- CPR/AED class – Before the end of 2018
- Div. Mtg. May 19, FSO reports, Assign to Duty
- Phone Tree • Storage Unit • Feather Flags
- Crew Training • Teleconference

New Business:

- 9-5 Facility • Fund Raising • Member Succession
- Radio Training • Recruitment • REYR

20:00 Adjourn Meeting..../Fellowship to follow meeting

Hello Auxiliarists,

Welcome to May and our launch into -Safe Boating Week. District Commodore Tom Stoddard calls it the *"Superbowl Week"* for CG Auxiliarists. It's the time when we're all out in force educating the public, visiting organizations, increasing boater awareness, providing service to our boaters through complimentary vessel exams, and creating a buzz about Flotilla 9-6. That includes who we are, what we do, and how you can join us.

Recently the US Coast Guard Auxiliary has shifted it's focus to membership and recruitment. As part of that effort, one of our goals for 2018 is to grow our Flotilla, therefore we will be hosting public affairs booths to increase public awareness of our existence and to gain potential members that would like to join us.



Another big part of our mission is boater safety. The more we can help others, the more we succeed. We are encouraging everyone to become vessel examiner certified. My experience working at the Vessel Examination Station was not only

continues on next page

Safe Boating Week May 19th - May 26th!

Take a Boating
Safety Course

Keep Our
Waterways
Clean

Wear Your
Life Jacket

Watch
Your Speed

Boat Sober!



STAY SLOW - STAY SAFE!

NEXT MEETING:

June 27th at Bass Pro Shops,
8200 Dean Martin Dr., Las Vegas, NV 89139

Flotilla meetings are held on the last Wed.
of each month.

Training at 6:00 pm
followed by the monthly meeting at 6:30.
Fellowship following



From the Helm...

continued...

in service to our Flotilla and supporting our mission, but it was also very rewarding. There were a

huge number of boaters with children aboard. Not only was I able to teach the kids about safety, location of essential necessary items on the boat, but also how to signal someone if they were in an emergency and needed help.

In fact one father worked with me to run drills for his 6 year old son. We might have just saved their lives by teaching him how to work the flag, signal mayday on the radio that is turned to channel 16 and blow his horn for help.

It was very brave for the father to be alone on the water with just he and his 6 year old son. You never know what might happen, and at least the father had started thinking about safety and was willing to take the moment to teach his first mate. So many people take children on their boats and don't even give it a second thought to teach them some basics.

This opportunity would never have happened if I had not been at the Vessel examination station. The same applies to every Vessel Examiner on scene.

Vice Commander Dixon Keller and myself are grateful and would like to thank all of the auxiliarists from Flotilla 9-6 and Flotilla 9-5 that are participating in our events, including all those that have set up/tore down and organized the events. If you have been thinking about stepping up your game, participating more, please let us know, there are so many different ways you can serve and make a difference.

Your willingness to volunteer and serve just may save someone's life.

Semper Paratus

Dr. Michelle Keller
Flotilla Commander 9-6
702/970-4325

So Many things...

happened this weekend! Between Vessel Exams, Division Meetings, Commodores, reports, awards, training, and all of that on top of SAFE BOATING WEEK!

It was pretty hard to find the time for some old fashioned camaraderie. But we managed to get some of that in too!



**Boating
safety equipment**



Skipper Reminders...

Upcoming 51's game on May 25th. We will have a PA booth at the game. Come out in tropical blues and join the fun!

Check with Doug Bradford for more info:
702/219-0645

BUI INITIATIVES

BUI is just as deadly as drinking and driving!

Did you know:

- A boat operator is likely to become impaired more quickly than a driver, drink for drink?
- The penalties for BUI can include large fines, revocation of operator privileges and serious jail terms?
- The use of alcohol is involved in about a third of all recreational boating fatalities?

Every boater needs to understand the risks of boating under the influence of alcohol or drugs (BUI). It is illegal to operate a boat while under the influence of alcohol or drugs in every state. The Coast Guard also enforces a federal law that prohibits BUI. This law pertains to ALL boats (from canoes and rowboats to the largest ships) and includes foreign vessels that operate in U.S. waters, as well as U.S. vessels on the high seas.

Dangers of BUI

Alcohol affects judgment, vision, balance and coordination. These impairments increase the likelihood of accidents afloat for both passengers and boat operators. U.S. Coast Guard data shows that in boating deaths involving alcohol use, over half the victims capsized their boats and/or fell overboard.

Alcohol is even more hazardous on the water than on land. The marine environment motion, vibration, engine noise, sun, wind and spray accelerates a drinker's impairment. These stressors cause fatigue that makes a boat operator's coordination, judgment and reaction time decline even faster when using alcohol.

Alcohol can also be more dangerous to boaters because boat operators are often less experienced and less confident on the water than on the highway. Recreational boaters don't have the benefit of experiencing daily boat operation. In fact, boaters average only 110 hours on the water per year.

Enforcement and Penalties

The Coast Guard and every state have stringent penalties for violating BUI laws. Penalties can include large fines, suspension or revocation of boat operator privileges, and jail terms. The Coast Guard and the states cooperate fully in enforcement in order to remove impaired boat operators from the waters.

In waters that are overseen solely by the states, the states have the authority to enforce their own BUI statutes. In state waters that are also subject to U.S. jurisdiction, there is concurrent jurisdiction. That means if a boater is apprehended



Alcohol Effects

Alcohol has many physical effects that directly threaten safety and well-being on the water.

When a boater or passenger drinks, the following occur:

- Cognitive abilities and judgment deteriorate, making it harder to process information, assess situations, and make good choices.
- Physical performance is impaired - evidenced by balance problems, lack of coordination, and increased reaction time.
- Vision is affected, including decreased peripheral vision, reduced depth perception, decreased night vision, poor focus, and difficulty in distinguishing colors (particularly red and green).
- Inner ear disturbances can make it impossible for a person who falls into the water to distinguish up from down.
- Alcohol creates a physical sensation of warmth - which may prevent a person in cold water from getting out before hypothermia sets in.

As a result of these factors, a boat operator with a blood alcohol concentration above .10 percent is estimated to be more than 10 times as likely to die in a boating accident than an operator with zero blood alcohol concentration. Passengers are also at greatly increased risk for injury and death - especially if they are also using alcohol.

under Federal law in these waters, the Coast Guard will (unless precluded by state law) request that state law enforcement officers take the intoxicated boater into custody.

When the Coast Guard determines that an operator is impaired, the voyage may be terminated. The vessel will be brought to mooring by the Coast Guard or a competent and un-intoxicated person on board the recreational vessel. Depending on the circumstances, the Coast Guard may arrest the operator, detain the operator until sober, or turn the operator over to state or local authorities.