



A Public-Private Partnership – Safety of Life at Sea and Boat Dealers

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There is a lot of talk these days out of Washington regarding “public-private” partnerships in solving the economic difficulties our economy is in. And it makes a lot of sense for government and business to work together to maximize the effect of programs and policies. There is another public-private partnership that works well together but can be even more effective if boat dealers thought more about it – US Coast Guard Forces and boat dealers working together to raise boating skills and seamanship levels at the point of purchase. This column is about that.

All It Takes to Buy a Boat is Money...

In many states, including New York, there are no state licensing requirements for boat drivers. The old saying goes, “Any idiot can buy a boat and some do!” and it often rings true when you read about some of these horrific accidents at sea – usually encompassing boating and alcohol. What’s a body to do? Well, how about getting your body into a USCG boating safety class?

Point of Purchase = Point of Maximum Impact

There would be little argument that the best place to instill a deep need for boating skills and seamanship abilities, other than at the dinner table while growing up, is right at the point of purchase. Now some boat dealers might think that bringing up such a subject as boating skills and seamanship will scare off a buyer or cause the buyer to buy a smaller, more manageable boat instead of the battle-wagon being eyed... There may be some argument to that, but most boat dealers know that showing such concern for the safety of the client creates a client for life. And that means follow-on sales and a deep, satisfying relationship. Less “altruistically”, a guy who wrecks his expensive boat, or worse, is more likely to sell the boat and never come back.

So what should the dealer be recommending? Two things – skipper education and vessel safety checks annually. All you need to remember is one web site – www.uscg.mil – and click on boating information! This link will lead you to boating safety classes in the owner’s locale as well as the ability to schedule a vessel safety check online. It can’t be much easier!

If the skipper is knowledgeable and the boat meets USCG standards, that is a great mix.

But There is a Bigger Idea!

There is a much bigger idea than just referring the customer to the internet. What about classes at the showroom? Some boat dealers also have marinas. In our division (USCG Auxiliary Division 18 covers the eastern half of Long Island, NY, encompassing 3 USCG stations and tens of thousands of boaters), we have run boating safety classes in many dealer showrooms or their conference rooms and all the boat owners walk out waving at the dealer saying “Thanks so much for arranging this!” And the boaters pay a fee for the class which goes toward further boating safety activities. Out of pocket for the dealer – coffee and cookies?

Another big idea – how about scheduling a vessel exam day at the marina? The downside is that you run out of flares (the #1 reason for a boat failing to be awarded a Vessel Safety Check windshield emblem is expired flares – so if you are going to run a vessel exam day, store up extra flares ahead of time!

What will the Vessel Examiner look for? Click here! (see SSP, “No Fuss, No Muss – and Your Favorite Price (Free!) – Vessel Exams”, April 2008) [<http://www.atlanticmaritimeacademy.com/vsc.html>]

And remind your clients that this is NOT a regulatory event. If the boat doesn’t meet a requirement(s), the examiner is very likely going to say,

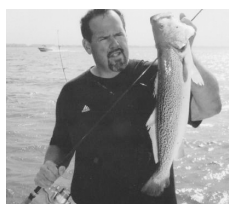
“Here is what you need to address. Here is my cell phone #. When you are ready for me to come back, call me!” And it ends there. No one “turns you in”.

Discussion Items

The Vessel Examiner will also conduct a discussion with the skipper and the crew about the following safety items which are not required by regulation, but still considered highly desirable by the USCG:

1. If a life raft is onboard, be certain it has a current inspection on the raft and hydrostatic release mechanism.
2. If an EPIRB is onboard, be certain it is registered to the boat and that the registration is current. If it is hydrostatically deployed, be certain the hydrostatic release mechanism is in date. Be certain the battery is in date and working.
3. If survival suits are on board, unpack them and be certain there are no tears or dry rot. Be certain working lights and a whistle are attached. Be certain the zipper is operable (if it needs waxing, wax it!). Be certain the vessel name is stenciled on the back of them as well as on your life jackets.
4. How about a VHS radio? Cell phones are nice, but unlikely to save your life! See SSP, “Sounding Smart on the Radio”, 8/1/2007, <http://www.atlanticmaritimeacademy.com/radio.html> and SSP, “Can You Hear Me Now – Boats and Cell Phone”, 1/7/09, <http://www.atlanticmaritimeacademy.com/cellphones.html>
5. Where’s your anchor?

BTW, if you are interested in being part of USCG Forces, email me at JoinUSCGAux2009@aol.com or go direct to Lisa Etter, who is in charge of new members matters, at FSO-PS@emcg.us and we will help you “get in this thing...” If you’d like a copy of any of the columns cited, email me and I will send it to you.



by TONY SALERNO

FISHING WITH TONY

MORICHES BAY TRULY FLATFISH PARADISE

It was a week to reckon with on the fishing front. Bluefish and striped bass have settled into the usual spring haunts around the island, while the fluke continue to situate in areas heavily concentrated with baitfish. While the trio has been doing a fine job of keeping anglers on their toes, it is the current run of flounder in Moriches Bay that has anglers scurrying too. “The bite has been awesome on the last of the incoming tide,” states Gary over at Silly Lily Fishing Station. Gary adds that Big Dave Roy has been taking his limit of black backs on a daily basis anywhere from buoys 30 to 15 on the incoming tide employing worms and heavy clam chum. Rental boats have been coming back smiling as well with an average of 5 to 10 flatties a man. This is your last lick at the flounder as the season closes this coming weekend.



Paul Nilsson with an 8 pounder taken in Moriches Bay

Fluke have been on the sideline a bit due to the current run of flounder in Moriches; however, that will all change once the plug is pulled on the black backs. Anglers targeting the summer flatties are finding good action between buoys 8 and 10 in the Narrows. Big Bob, a regular over at Silly Lily’s, had his limit during the week with a 23 and a 25-inch fluke on spearing and squid. While plenty of quality fluke have already hit the decks in the Moriches area, Paul Nilsson’s of Patchogue is one of the first anglers to slam an eight-pound beauty on the deck of his boat this past weekend. A pink bucktail tipped with spearing did the trick in 8 feet of water on the incoming tide at the Narrows.

Not to be left out is the current run of bass and bluefish that fill out the bay. Taylor’s Hole by Westhampton, or near the Smith Point Bridge using live bunker can find the bass deep in the back bays also. There are plenty of school size bass with an occasional cow waiting for clams, bunker chunks and plugs in the inlet area, particularly during the early mornings or late evenings.

Bluefish are everywhere right now, especially in the shallows of the bay where they are wreaking havoc on spawning baitfish. Find and follow the birds and you’ll have all the blues you can contend with. Tins and poppers have been working best.

Tides for Moriches Inlet Starting with May 27, 2009

Day	High/Low	Tide Time	Height Feet	Sunrise/Sunset	Moon Time	% Moon Visible
Wed. 27	Low	3:51 AM	-0.3	5:24 AM	Rise 8:23 AM	8
27	High	10:01 AM	3.0	8:12 PM	Set 11:43 PM	
27	Low	3:49 PM	-0.1			
27	High	10:14 PM	3.7			
Thur. 28	Low	4:42 AM	-0.2	5:24 AM	Rise 9:41 AM	15
28	High	11:02 AM	3.0	8:13 PM		
28	Low	4:45 PM	0.1			
28	High	11:14 PM	3.5			
Fri. 29	Low	5:37 AM	-0.1	5:23 AM	Set 12:19 AM	25
29	High	12:01 PM	3.1	8:14 PM	Rise 10:57 AM	
29	Low	5:46 PM	0.2			
Sat. 30	High	12:12 AM	3.3	5:23 AM	Set 12:49 AM	36
30	Low	6:35 AM	0.0	8:15 PM	Rise 12:09 PM	
30	High	12:58 PM	3.1			
30	Low	6:53 PM	0.4			
Sun. 31	High	1:08 AM	3.2	5:22 AM	Set 1:15 AM	47
31	Low	7:35 AM	0.1	8:15 PM	Rise 1:19 PM	
31	High	1:53 PM	3.2			
31	Low	8:03 PM	0.4			
Mon. 1	High	2:04 AM	3.0	5:22 AM	Set 1:40 AM	58
1	Low	8:32 AM	0.1	8:16 PM	Rise 2:27 PM	
1	High	2:49 PM	3.2			
1	Low	9:06 PM	0.4			
Tue. 2	High	3:01 AM	2.9	5:21 AM	Set 2:03 AM	68
2	Low	9:24 AM	0.1	8:17 PM	Rise 3:33 PM	
2	High	3:44 PM	3.3			
2	Low	10:03 PM	0.3			
Wed. 3	High	3:59 AM	2.8	5:21 AM	Set 2:28 AM	78
3	Low	10:12 AM	0.1	8:18 PM	Rise 4:39 PM	
3	High	4:37 PM	3.3			
3	Low	10:54 PM	0.2			
Thur. 4	High	4:56 AM	2.7	5:21 AM	Set 2:56 AM	85
4	Low	10:57 AM	0.2	8:18 PM	Rise 5:44 PM	
4	High	5:27 PM	3.4			
4	Low	11:43 PM	0.2			
Fri. 5	High	5:48 AM	2.7	5:20 AM	Set 3:27 AM	92
5	Low	11:42 AM	0.2	8:19 PM	Rise 6:48 PM	
5	High	6:12 PM	3.5			
Sat. 6	Low	12:29 AM	0.1	5:20 AM	Set 4:05 AM	96
6	High	6:36 AM	2.7	8:20 PM	Rise 7:49 PM	
6	Low	12:26 PM	0.2			
6	High	6:54 PM	3.5			
Sun. 7	Low	1:14 AM	0.1	5:20 AM	Set 4:48 AM	99
7	High	7:20 AM	2.7	8:20 PM	Rise 8:44 PM	
7	Low	1:10 PM	0.3			
7	High	7:34 PM	3.4			