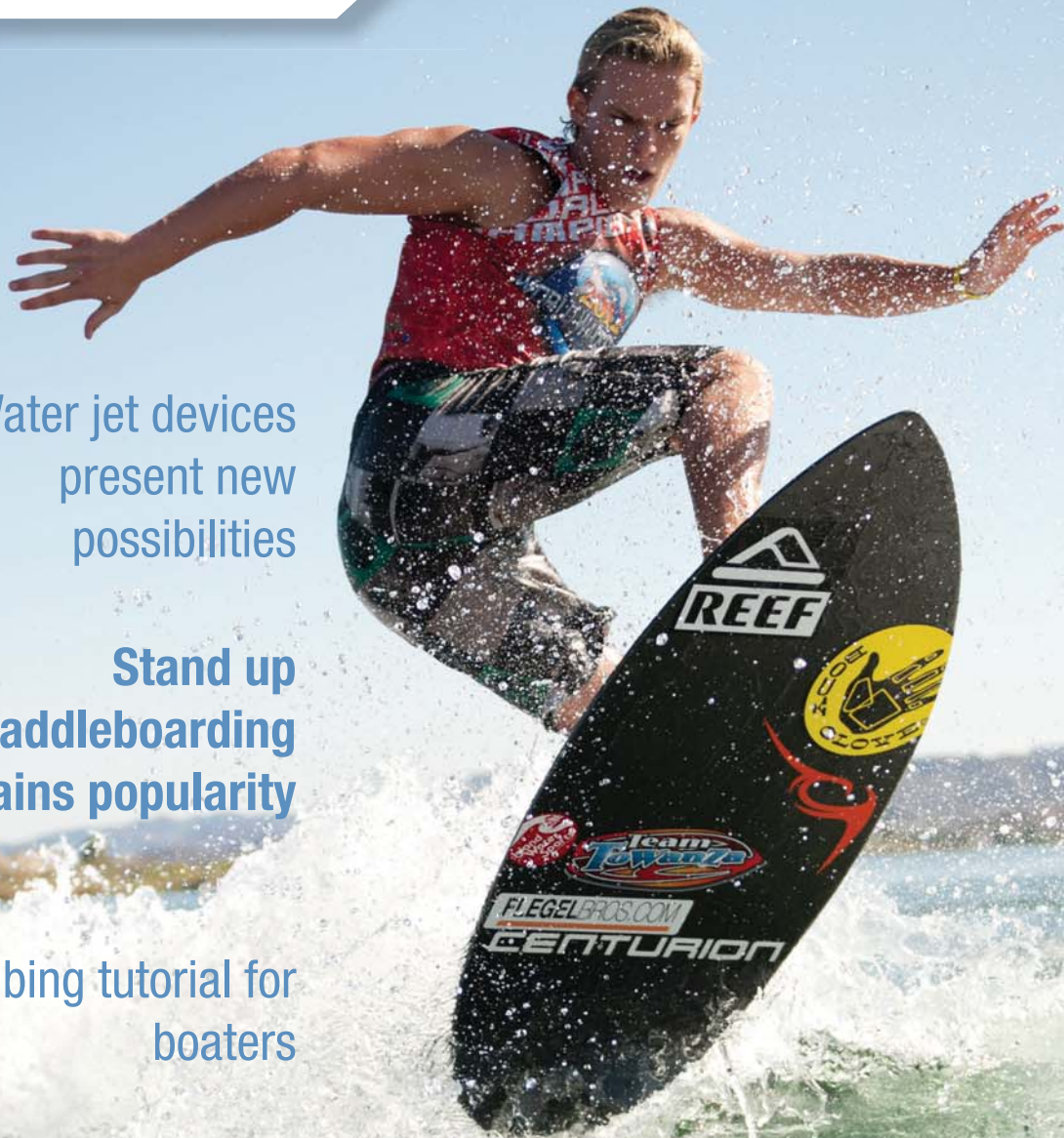


Water jet devices
present new
possibilities

Stand up
paddleboarding
gains popularity

Tubing tutorial for
boaters



SCA

small craft advisory

The official publication of
the National Association
of State Boating Law Administrators

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About the Cover

Boaters continue finding new ways to enjoy their time on the water. The cover photo shows a young man who's wake surfing. In this sport, a surfer trails behind a boat, surfing the boat's wake without being directly attached to the boat. WSIA photo

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21

FEATURES

4 NASBLA launches Spring Aboard campaign
New outreach effort urges boaters to take boating safety education course

6 Water jet devices gain popularity
Jet-propelled devices are the newest thing on the water

10 Touting safety for towed sports
New towed activities are growing in popularity

15 Parasail Operators Symposium regarded as huge success
Stakeholders work toward safety

20 New video focuses on inflatables safety
WSIA releases video tutorial for boaters

21 What SUP?
Safety considerations for stand up paddleboarding

28 Protection and Surveillance
Keys to staying safe in the sun

DEPARTMENTS

2 NASBLA NEWS

16 PARTNER PERSPECTIVES

18 COAST GUARD COMMENTS

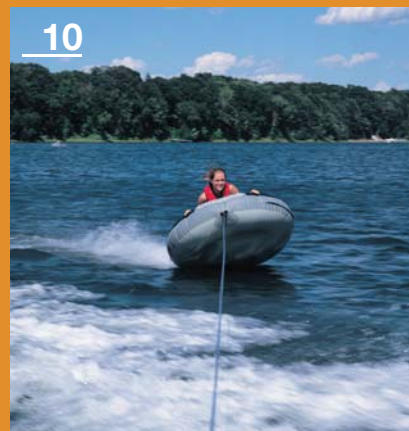
22 BOATING BRIEFS

27 BOATING FORCES FILES

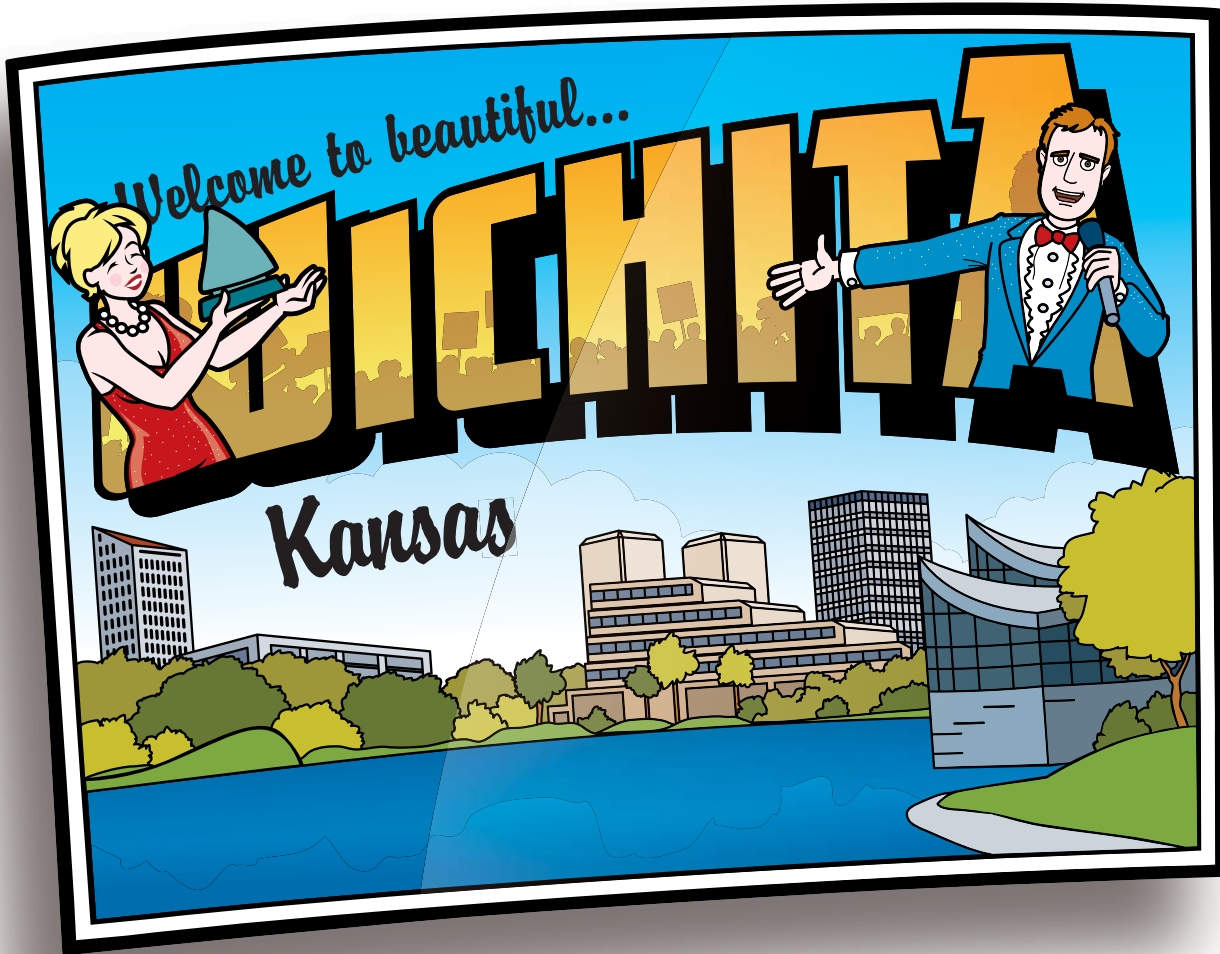
15



10



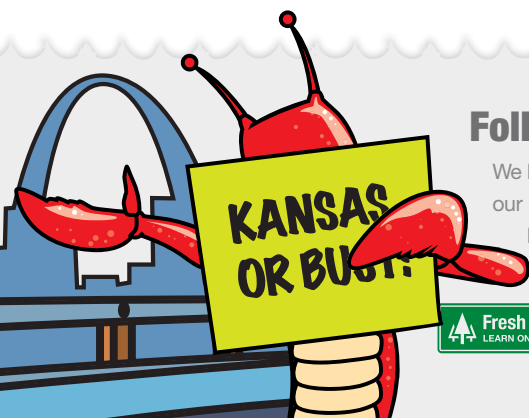
Win an all expenses paid trip to...



We know that winning an award—or a trip to Wichita— isn't what drives boating educators. It's a passion for making sure people are safe on the water. Which is why every year we send the three nominees for the Boating Safety Educator of the Year to the NASBLA Conference for the awards presentation. It's our small way of saying thanks.

Follow along as we claw our way to Wichita!

We had a real lobster of a time last year in Maine. Now our 2014 NASBLA mascot is hitching a ride as we set our sights on the 2015 conference. What adventures await *Barry the Claw* on the long road to Kansas? Will he miss the salty air of Bar Harbor? Did he pack enough shoes? Do lobsters wear shoes? **Stay tuned!**



NASBLA NEWS

Help us plan next year's conference

Planning for the [56th Annual NASBLA Conference](#) is underway, and we are seeking input from you on topic ideas and presentations for the event.

We encourage presentations of all shapes and sizes; there's no such thing as a crazy idea! We're looking for content in all areas of recreational boating safety to help our audience explore new ways to tackle issues.

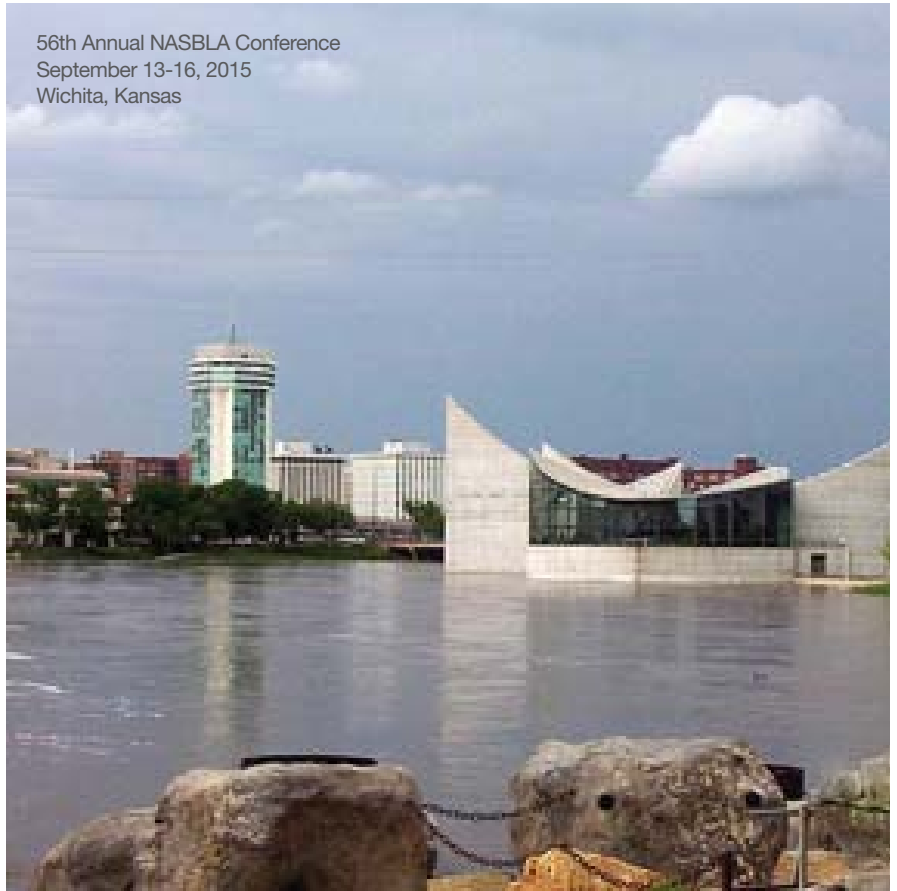
The conference will be held September 13-16, 2015, in Wichita, Kansas. For more information and to suggest a topic for us to cover or to submit a proposal for a session, visit our [call for proposals web page](#). The deadline for topic and session proposals is May 15.

NASBLA holds 2015 BLA Workshop

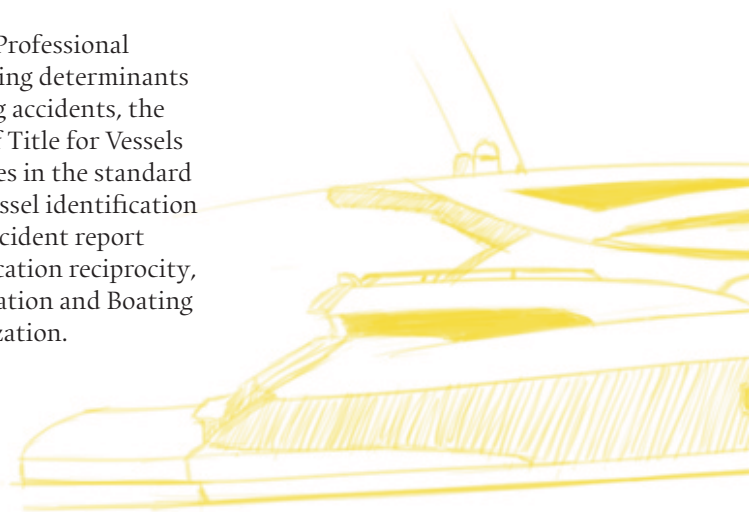
NASBLA hosted its BLA Workshop March 4-5, 2015, in Lexington, Ky. This annual two-day meeting provides boating authorities an opportunity to attend sessions on current and emerging issues affecting boating program management and engage in open dialog with their peers on topics specific to the BLA and leadership positions.

Topics covered included the national recreational boating safety grant program, most wanted boating safety improvements, NASBLA's BOAT program, the new Spring Aboard Campaign, Operation Dry Water,

56th Annual NASBLA Conference
September 13-16, 2015
Wichita, Kansas

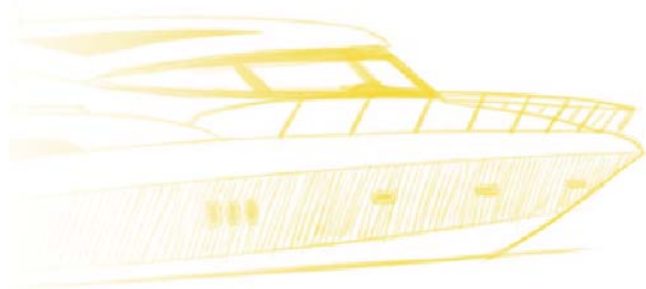


Recreational Boating Professional Certification, underlying determinants of recreational boating accidents, the Uniform Certificate of Title for Vessels Act, regulatory changes in the standard numbering system, vessel identification system and boating accident report database, boating education reciprocity, and Sport Fish Restoration and Boating Trust Fund reauthorization.





Capt. John Burton provides an update from the Coast Guard during the BLA Workshop.



Also during the meeting, NASBLA recognized the graduates of the 2014-15 Leadership Academy:

- Drew Aydelotte, Delaware
- Zachary Campbell, Kentucky
- Shane Carrier, Kentucky
- AnnMarie Cruz, Guam
- Ramona Fernandez, California
- John Girvalakis, Massachusetts
- Randolph Henry, Oregon
- Aaron Kerr, Wyoming
- Mike Miller, Ohio
- Marlowe Sonksen, Maine
- Tammy Terry, Ohio
- Kenton Turner, Indiana
- Ryan Walt, Pennsylvania
- Kris Wahlers, Colorado

In conjunction with this year's workshop, NASBLA's [Executive Board](#), the [Enforcement & Training](#) committee, the [Northern Caucus](#) and the [Southern Caucus](#) held their spring meetings.



Boating law administrators listen to NASBLA President Eleanor Mariani during the recent workshop.

Sign up now to participate in national BUI campaign

Please join NASBLA and hundreds of local, state and federal law enforcement agencies for Operation Dry Water 2015, a national boating under the influence awareness and enforcement campaign. This year's event takes place June 26-28.



The goal of Operation Dry Water is to bring awareness to the dangers of boating under the influence as well as reduce the number of alcohol- and drug-related accidents and fatalities on our nation's waterways through

heightened enforcement during the Operation Dry Water weekend. As we enter the seventh year of Operation Dry Water, we look forward to working with all of you and anticipate an even more widespread and successful campaign. Join Operation Dry Water!

For more information, visit www.operationdrywater.org. *

NASBLA launches Spring Aboard campaign

The 2013 U.S. Coast Guard statistics indicate that, when the level of operator education was known, approximately 80 percent of boating deaths occurred on boats where the boat operator had never received boating education instruction. To help bolster safety on the water, the National Association of State Boating Law Administrators (NASBLA) has launched a campaign to encourage boaters to Spring Aboard and complete a boating education course during the week of April 20-26, 2015.

Spring Aboard is a national campaign to inform and motivate boaters to prepare for the boating season by providing information on how to find and enroll in a boating course prior to or during the traditional period for spring break (April). Designed to serve as an umbrella message for the recreational boating safety community across the country, the campaign combines the efforts of boating education course providers, recreational boating safety organizations, and state and local entities involved in recreational boating regulation.

“An informed and knowledgeable boat operator is much more likely to recognize hazardous conditions on the water and avoid a boating mishap,” said NASBLA President Eleanor Mariani. “The Spring Aboard campaign is a unified effort to remind boaters to complete the course now, prior to or during spring break, in preparation for the boating season.”

The campaign is enlisting a wide variety of organizations to provide information and resources that will extend the reach of the Spring Aboard campaign now and in the future. Partnership opportunities fall into one of three categories: Spring Aboard Course Provider Partners, Spring Aboard Agency and Organization Partners and the Spring Aboard Safety Community. New partners may sign up at any time and we invite groups with an interest in recreational safety to become a Spring Aboard partner organization. *





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Water jet devices

the latest new thing
on the water

By Kimberly Jenkins
NASBLA Editor



Thriller seekers are always looking for the next big thing, whether they're on land, in the sky or on the water. From the first time a person stood up on water skis to today's popular wakeboarding, watersports enthusiasts continue to find new ways to have fun on the water. These days, in addition to inflatables, water skis, wakeboards, wakesurf boards, and waterskates, you could encounter motorized jetboards, flying jet packs, submersible diving machines, among other water jet devices.

"Water jet device" is a generic term that incorporates either gas or electric power sources and jet pump efficiency that either propels, lifts above the surface of the water, submerges below the surface of the water, drives or drags a person(s) either holding onto, foot strapped into,

harnessed into or using a remote or tether for controlling or driving the device.

The main attraction for water jet devices (WJDs) is the "fun factor." People, particularly those in the younger generation, get bored quickly and want something new and exciting. These new WJDs certainly do deliver a different experience. Here are just a few examples of the new ways people are spending time in, under and above the water:

- A jet-propelled flying board is an accessory that attaches to a personal watercraft, which supplies propulsion to drive the rider through the air and water. The rider's feet are hooked into bindings that are connected to the PWC by a long hose.

A similar product is the flying jetpack. With this, the rider wears a jetpack on his or her back. Again, the jetpack is connected to the PWC by a long hose.

With pressurized water emitting through jet nozzles, a rider can divert and control the thrust to move around. The rider can fly several feet above the water, perform various jumps and aerobatics, and even dive headlong through the water.

- The motorized surfboard is a single rider, standup watercraft. It looks like a regular surfboard with a large handle near its nose. The engine propels riders through the water at speeds up to 45 miles per hour.
- A submersible diving machine is capable of high speed and maneuverability both on the water's surface and underwater. It can sustain high-speed dives and then breach the surface.
- A device that functions as auto-pilot on a personal watercraft, allowing a person to be towed without a driver.

who invented the device in 2011. Opinions are divided on the perceived longevity of these devices. On one hand, recreational boating professionals feel these new devices are a fad and will soon fade from the scene. For some, these new devices bring to mind the short-lived kite tube.

Offering riders the ability to soar into the air, tube kiting quickly became a popular form of water recreation. However, following countless injuries and a number of deaths in the months following, the Consumer Product Safety Commission (CPSC) issued a warning to consumers about the possible dangers of tube kiting. The manufacturer conducted an investigation into various incidents but was unable to determine their cause. On July 13, 2006, the company voluntarily recalled 19,000 Wego Kite Tubes from the market.

Others, such as Shawn Alladio, founder and owner of K-38 Water Safety, feels that the new water jet devices we're seeing on the water could be just the beginning.

know what's on the horizon, what's the next best thing. We can't perceive that at this point, can't grasp it, because we are resistant to it due to safety concerns, enforcement issues. Whether you like it or not, these products might be the future 20 years from now."

As with anything new, these devices present a plethora of concerns regarding both enforcement and safety.

What are they?

For now, most encounters with WJDs are due to rental companies. This makes sense as it can be quite costly to outfit a jet-propelled device. Ways to classify these devices seem as varied as the array of devices being developed. In states such as South Dakota, Arizona and Oklahoma, since the devices are capable of being used as transportation on the water, WJDs are defined as vessels. Yet states including Rhode Island and Idaho view them as toys. In Hawaii Revised Statutes, WJD are defined as thrill craft and can be operated only in designated areas.

A few states have already enacted regulations to limit the proliferation of these new water devices. Pennsylvania Boating Law Administrator Laurel Anders said that her state has banned umbilical devices – those that are controlled by a person connected to the power source by means of an umbilical cord, remote control or both. In Colorado, according to the state's BLA, Kris Wahlers, "no object is allowed to take off, land, or leave the surface of the water within a state park."

"In Maryland we have several individuals that are taking paying customers for rides," said Sgt. Robert Ford with the Maryland Natural Resources Police. "The



"Being on a flyboard is the closest I'll ever get to being Iron Man," says Frenchman Franky Zapata, the jetskiing champion

"They're just beginning to scratch the surface of potential. I'm always kinda watching because I want to

(Continued on page 8)



A man demonstrates aerobatics on a jet-propelled flyboard. 123RF photos

state is considering these devices as 'Jet Pac Vessels' and we are in the process of adopting emergency regulations for their use."

Are they safe?

As with any activity, there are safety risks with WJDs. Numerous accidents have been reported, with users incurring injuries in an assortment of ways – falling back into the water, getting tangled in the hose, landing on the accompanying PWC, even getting trapped underwater, as was the case in [an incident involving a teenage girl](#) at the All Wales Boat Show last spring.

Thrill-seekers like 39-year-old Nate Davis, who runs LKNfun.com (an online information hub about North Carolina's popular Lake Norman, admit danger is part of the attraction.

"It's that adrenaline, for sure," he said after trying out the Flyboard. "It's as unique as I've ever seen. Not many

water sports allow you to get up and stay there. It's cool as can be."

According to an article in the March/April 2015 issue of ASTM Standardization News, to keep the jetpack industry progressing safely, an ASTM subcommittee is developing a new standard that will provide guidelines for the operation, maintenance and inspection of water-propelled jetpacks, equipment and associated activities.

"Water jetpacks are a relatively new sport, which grew very quickly," commented ASTM member David

Duprat, director of operations at Atlanticorp LLC, in the article. "Our main goal behind this standard is to keep the sport safe."

In addition, the U.S. Coast Guard is developing a Marine Safety Information Bulletin on jetpack type watercraft. At press time, various offices within the Coast Guard had reviewed the bulletin and it had been forwarded to the chief of Commercial Vessel Compliance for final review and consideration for release.

At the state level, stakeholders with the National Association of State Boating Law Administrators (NASBLA) are also looking at these new devices. Last fall, the Northern Caucus began working on a charge to identify research and related data on jet pack/hydro flying devices for the development of a white paper and possible model act for states to ensure safe and responsible use as recreational and rental vessels. However, jet pack/hydro flying devices are used in all regions, not just the northern part of the country. So it's likely that the charge will be referred to a committee of NASBLA.

In keeping with our [mission](#), we'll continue to monitor these devices and take steps necessary to work with the states to improve safety on the water and ensure a safe, secure and enjoyable boating environment. ✱



This submersible diving machine can sustain high-speed dives and then breach the surface.

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FRIDAY MAY 15, 2015

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Just prior to National Safe Boating Week and the sixth-annual "Ready, Set, Wear It!" event on May 16, we are asking you to take a photo of yourself wearing your life jacket at work!

Don't forget to post your photo to Facebook.com/ReadySetWearIt or tweet @ReadySetWearIt using #wearit, or email ymoslehian@safeboatingcouncil.org so others can see that you "Wear It!" at work.

**READY
SET
WEAR IT!**



It's widely agreed that the most important piece of equipment for anyone participating in a towed sport is an approved life jacket.
WSIA photo



Touting safety for towed sports

By Kimberly Jenkins
NASBLA Editor

Imagine you are on patrol on a popular local lake. While keeping an eye out for safety and legal concerns, you notice someone who appears to be riding a small surfboard close to the back of a ski boat. You take a closer look and notice that the person on the board is not even using a rope.

Is this activity safe? Is it legal? What is going on?

Welcome to the world of towed watersports.

The individual described above is participating in a sport called “wake surfing,” just one of numerous tow activities that are gaining popularity on the nation’s waterways. Those activities include traditional water

skiing, the fun-for all ages tubing (which now encompasses a wide variety of inflatable water toys), the increasingly popular wakeboarding, and the relatively new wakeskating.

With the growing popularity of these various watersports comes safety, legal and social concerns. Tow-behind activities, like all fast-action sports, do possess an element of risk.

“As with most extreme sports, safety concerns are infrequent among the professional and competitive watersports enthusiasts,” said Florida Boating Law Administrator Richard Moore. “But we have several accidents reported each year among the recreational boaters participating in these watersports.”

The risk factor is magnified for those who are unaware of the potential hazards of a particular activity. The best solution is for boaters and skiers to be prepared and follow some general safety rules.

The Water Sports Industry Association (WSIA) has developed a responsibility code which outlines these rules.

The WSIA was established about 35 years ago by a group of dedicated manufacturers who realized a need to communicate among themselves. Its mission is to provide visionary leadership to increase participation in water sports and to supply members with education and legislative action.

The first element in the WSIA's responsibility code is a reminder to boaters and riders that there are elements of risk in boating, skiing and riding that common sense and personal awareness can help reduce.

The code urges boaters and riders to become familiar with these risks, as well as applicable laws and the proper use of equipment.

Speaking of equipment, it's widely agreed that the most important piece of equipment for anyone participating in a towed sport is an approved life jacket.

Boating officials across the United States have been wrestling with the concept of mandatory life jacket wear for occupants of a boat that is underway. However, most everyone agrees that someone being towed behind a boat should wear a personal flotation device (PFD). In fact, 43 states and territories require it by law.

For example, Wyoming regulations require that anyone being towed behind a boat, in any manner, wear an approved PFD. But not everyone obeys this law.

"Oftentimes people just think the skiers need a PFD," said former Wyoming Boating Law Administrator Mike Choma. "Those being towed on inflatables sometimes think that they are exempt from wearing PFDs since they are just out 'playing.'"

WSIA Board Chairman Larry Meddock said that with most tow-behind sports evolving from surfing, the participants liken themselves to surfers. He explained that sports such as wakeboarding and wake surfing are not simply activities. But rather, these sports are a way of life that incorporates attitude, dress, music and many other factors.

Since surfers haven't incorporated life jackets into their lifestyle, many folks don't see why they should wear life jackets when being towed behind a boat on a surfboard.

"Until life jacket wear is considered 'hip,'" said Meddock, "voluntary wear is not going to happen."

Meddock further explained that many young folks feel invincible. Even

though they are aware of the risks, most have the attitude that "It won't happen to me."

This attitude is changing, as participants realize that they really aren't invincible.

"Even though I'm a pro rider I take the same precautions as any smart recreational rider," said professional wakeboarder Chad Sharpe.

A few years ago Chad had an eye-opening experience. He went out for a ride and didn't have a vest in the boat. While doing a trick he does every day, he caught his edge and found himself upside down in the water. To make the situation even worse, his body wasn't moving – he couldn't move his hands. Finally he was able to get his head above water about the same time as the boat returned. They got him aboard quickly and after 15-20 minutes, he regained movement in his hands and arms.

"I was really lucky and learned the most important lesson of my life," added Sharpe. "To always wear a life jacket."



Professional wakeboarder Chad Sharpe explains why boaters should always wear life jackets when out on the water.

(Continued on page 12)

The watersports industry is working to show riders the pros of wearing a life jacket and emphasize that “it’s the right thing to do.”

There is a movement to encourage manufacturers to have life jackets worn during photo shoots featuring their products, to urge publishers to use only photographs showing riders wearing a life jacket and to compel competitors to wear life jackets during competitions.

Another important safety factor in towed sports is boat operation.

It’s not enough for a person to know how to operate the boat. The boat operator must be knowledgeable in towing skiers.

The boat operator must be aware of all that’s happening around the boat, to keep a look out for other boats, hazards and dangerous situations. In addition, the operator must know the towed person’s activities.

A common occurrence is for a boat operator to get caught up in watching the person being towed, rather than paying attention to where the boat is going.

Therefore, a crucial factor in safe boat operation is having a proper lookout. To facilitate this, many states have enacted regulations requiring an approved mirror and/or observer be onboard when a person is being towed.

Related to this is that boat operators find themselves driving in congested areas and must know how to navigate safely through traffic to ensure that neither the boat nor the rider collides with other boats, docks, submerged objects, the bank, and so on.

Several years ago the Pennsylvania Fish & Boat Commission enacted proximity regulations to govern the

Wake surfing is just one of numerous tow activities that are gaining popularity on the nation’s waterways.
WSIA photo



distance people could operate their boats in relation to other boats.

“This was in response to the growing crowdedness on some of our lakes and an increasing number of reports of ‘people coming too close to my boat,’” explained former Pennsylvania Boating Law Administrator John Simmons. “Since we enacted these regulations, the number of complaints has dropped considerably.”

Carbon monoxide (CO) is often seen as a hazard in towed sports.

Tubing is a way for all ages to enjoy watersports activity.
Stearns photo



Carbon monoxide is a byproduct of any internal combustion engine. Any tow vessel using an internal combustion engine produces some level of CO. The watersports industry is collaborating with numerous government agencies to ensure that all who participate in watersports are properly warned of the potential risks of CO.

Boating safety officials are particularly concerned with the CO risk in wake surfing, where the rider is only seven to 10 feet behind a boat.

The WSIA has worked with the Centers for Disease Control and Prevention (CDC) to conduct extensive testing on participants who engage in wake surfing.

A few “sniffer tests” have been conducted to measure exactly where CO exists near the transom of a boat.

These tests have established that lethal amounts of CO do exist at a distance of about 1 to 3 feet behind the boat transom and 6 to 9 inches above the water of a moving inboard ski or wakeboard boat.

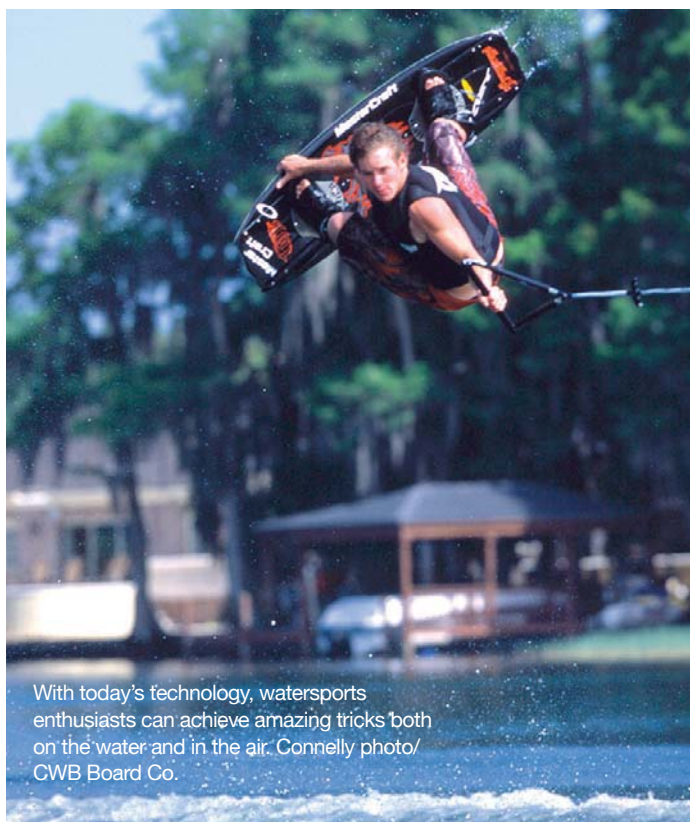
“This is exactly where people have died while engaged in the deadly act of platform dragging,” said Meddock.

Platform dragging, also known as teak surfing, is when a person holds on to the swim platform, swim deck, swim step or swim ladder of a moving boat and body surfs the wake.

This activity is very dangerous for several reasons. As stated above, the activity places participants directly in the area where CO concentrations are found at lethal levels. It also places the “surfers” within hazardous proximity of the boat’s propeller. And, participants usually do not wear life jackets. All of these factors combined create a truly unsafe boating activity.

Realizing the dangers of platform dragging, the National Association of State Boating Law Administrators developed a model act for states to use in banning the activity.

The Model Act for Safe Practices for Watersports specifically prohibits operating a motorboat or having the engine run idle while a person is occupying or holding on to the swim platform, swim deck, swim step or swim ladder of the vessel. (The model act in its entirety is available online at www.nasbla.org.)



With today's technology, watersports enthusiasts can achieve amazing tricks both on the water and in the air. Connelly photo/CWB Board Co.

No data from the sniffer tests suggests that lethal doses of CO exist at the level of the wake surfer. Due to the technology of the ski and board manufacturers, the boards used by wake surfers are much lighter and smaller than the original boards. The newer boards allow enough lift and support to get the rider above the level of where CO has been found.

"We don't want to suggest that there are no risks in wake surfing," said Meddock. "After all, the rider is very close to the back of the boat. If the boat runs aground, the rider will most likely hit the transom."

That's why the WSIA specifically cautions boaters not to wake surf behind an outboard, or inboard-outboard. Warnings and product liability issues have become the cornerstone of WSIA's current activities. The organization has devised a number of product warning labels in an effort to educate consumers on risks associated with watersports.

For example, the wake surfer warning cautions the user about propeller strikes and carbon monoxide, in addition to urging the use of an approved life jacket.

Although tow-behind sports are not without their risks, these activities can be – and are – enjoyed by boaters around the country. While water skiing and tubing have been around a long time, the newer sports continue growing in popularity.

So if you haven't encountered a wake surfer or wakeskater yet, you soon will. Don't be alarmed when you see folks carving the wake, popping an Ollie or doing an airwalk behind a boat. They're simply enjoying the water. *

Reprinted (with updates) from Small Craft Advisory (July-August 2005).

Safety Tips for Tow-Behind Sports

Don't take unnecessary risks while being towed. The following tips will help you safely enjoy these thrilling sports:

ALWAYS have an observer in the boat. This is a legal requirement in many states. The boat driver cannot watch the rider and operate the boat safely at the same time.

ALWAYS wear a Coast Guard approved life jacket designed for your watersport of choice. Your approved PFD will help keep you afloat.

NEVER ski in rough water. High waves or a choppy sea will prevent the tow boat from maintaining a steady course and speed to say nothing of the impact on the skis themselves.

ALWAYS stay well clear of congested areas and obstructions. Tow-behind sports require a lot of open area.

NEVER spray or "buzz" swimmers, the shore, boats or other skiers. Such stunts are dangerous, discourteous, and could cause an unintentional collision.

NEVER ski after dark. It is hazardous and illegal. Any boat traveling fast enough to tow a skier is traveling too fast to navigate safely at night.

NEVER participate in these sports while under the influence of alcohol or drugs. Such activity is extremely dangerous because of the impairment to your judgment and ability to respond. A recent study conducted with expert skiers who were deliberately intoxicated indicated that even their ability to ski was dramatically reduced.



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www.ReadySetWearIt.com

Saturday, May 16, 2015

Parasail Operators Symposium regarded as huge success



Well over 200 attendees, including operators from across the globe and high-ranking officials, participated in the 2014 Parasail Operators Symposium held in November. WSIA photos

On November 6-8, 2014, the activity of parasailing took great strides as the fourth annual Parasail Operators Symposium stepped things up a notch in St. Petersburg, Florida. Well over 200 attendees, including operators from across the globe and high-ranking officials, contributed to the success of the event.

With a consensus process, parasailing took a step forward with national safety standards, and four individuals emerged as leaders. Lee Abbott, Neil Newton, James Vaught and Mike Stockwell are the new committee chairmen to assist in adopting new standards by world-acclaimed ASTM International. Matt Dvorak remains on board as the Water Sports Industry Association's (WSIA) board representative for parasailing.

The crowd was also enlightened by two-star Admiral William "Dean" Lee of the U.S. Coast Guard, Florida

Senator Maria Sachs, Pete Acevedo of the Federal Aviation Administration, Larry Bowling of the National Transportation Safety Board, Florida State Representative Gwendolyn Clarke-Reed, Major Richard Moore of Florida's Fish and Wildlife Conservation Commission, and several other experts in the field.

Larry Meddock, chairman of the WSIA board, was thrilled with the outcome of the symposium. "This event greatly exceeded our expectations," Meddock said. "Each year, the attendance grows, now to over 230 folks at this year's event. The highlight was having RADM Lee from USCG headquarters give us our opening remarks. Four new ASTM standards were reviewed and we were able to demonstrate several products. It just can't get any better than that, and the future of parasailing has definitely become brighter after this wonderful symposium." *

Florida parasail regulations go into effect

Florida Governor Rick Scott signed the White-Miskell Act into law on June 13, 2014. This law effectively placed new restrictions on parasailing to improve safety.

The measure prohibits commercial parasailing during sustained winds of 20 mph or higher, when gusts are more than 25 mph, when rain or fog diminishes visibility by less than a half mile or lightning storms are detected within seven miles. The law also requires operators maintain a valid license and carry a minimum insurance policy.

The act was named after Kathleen Miskell, a woman from Connecticut who died after her harness malfunctioned while parasailing in Pompano Beach in 2012, and Amber White, who died when she hit the roof of a building after her parasail line ripped in 2007.

The law went into effect on October 1, 2014.



Partner Perspectives



Denny Salas

Executive Director

Water Sports Industry Association

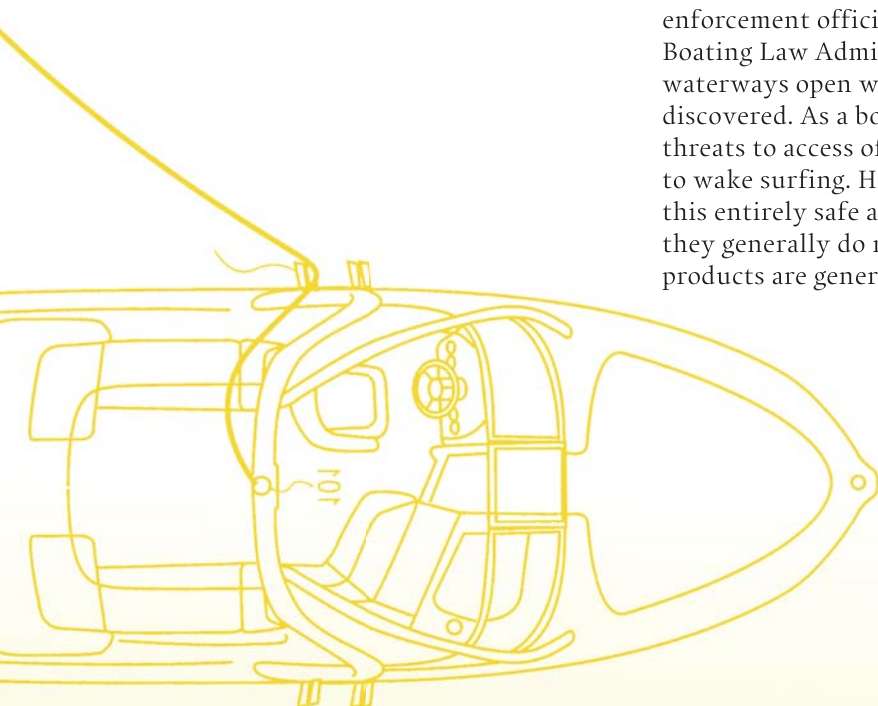
The Water Sports Industry Association's (WSIA) mission is to serve as the world's leading trade association that promotes and protects towed water sports activities.

What does that mean?

The statement is loaded with an ambiguous meaning as to what this organization achieves on a daily basis. The WSIA works with boat, engine, and accessory manufacturers for towed water sports to create safety standards for the entire industry. Our membership includes manufacturers for tubes, parasailing, wake boards, water skis, wake skates, and surf boards (wake surfing). Additionally, the WSIA represents cable parks and ski/wake camps and schools. It is a vast industry with many diverse disciplines that need guidance to ensure its consumers are aware of the safety applications and testing that went into their products, and training courses.

Throughout the course of the year, the WSIA, and its many diverse committees work diligently to review accident history and liability claims to improve upon its delivery of products and services. As an industry, we constantly work to review our products' warning labels, and performance to best serve the consumer. The WSIA discourages bad actors from endangering the industry that we most care about by absorbing them into the association and educating them on the industry's best practices.

Furthermore, the WSIA works closely with law enforcement officials like the National Association of Boating Law Administrators (NASBLA) to help keep waterways open when threats to our industry are discovered. As a boating industry, we face numerous threats to access of waterways, among them, challenges to wake surfing. Homeowner associations (HA) challenge this entirely safe activity across the country because they generally do not like the size of the wakes that our products are generating.



wsia
WATER SPORTS INDUSTRY ASSOCIATION

Homeowner associations claim that the size of our wakes causes property damage or shore erosion, and that simply is not the case. What we have found out throughout the many battles of restricting access to wake surfing is simply a personal vendetta between a homeowner and a boat owner who was a little unruly on the water. Every time this situation has occurred, it has come down to that. Unfortunately, there are bad actors on the waterways, but it solely is not restricted to owners of boats with ballast tanks.

Moreover, restricting access to waterways for one type of watercraft can lead to a very slippery slope. If a disgruntled homeowner can lead the charge to restrict the access of boats with ballast tanks, what prevents another homeowner from restricting access to bass fishing boats? What we have also seen is that waterways that have restricted access to types of watercrafts have further led to a decrease in property value. I would bet that the last thing a homeowner would want is an individual leading a personal vendetta that is going to cause the value of their home to go down.

What's more is the effect on American jobs if restrictions to waterways are able to promulgate. The WSIA completed an economic study on the effects of a potential wake surf/wakeboard ban on Lake Beulah, Wisconsin and found that if the lake had shut down access to our activities, it would have caused a loss of over \$2 million. That figure is outstanding for just an 834-acre lake.

The economics of shutting down water sports activities would be devastating to family-owned businesses that depend on this industry to thrive. Because of that, the WSIA works very hard with local and federal law enforcement agencies to promote education on how safe and fun these activities are.

The WSIA is the first to weed out bad actors and promote safety within the recreational boating industry. We have worked with the United States Coast Guard and applied for an annual grant through our Water Sports Foundation to promote boating safety across all disciplines in the boating industry.

The WSIA is proud of what we do and looks forward to continuing the progress of protecting and promoting the towed water sports industry. *



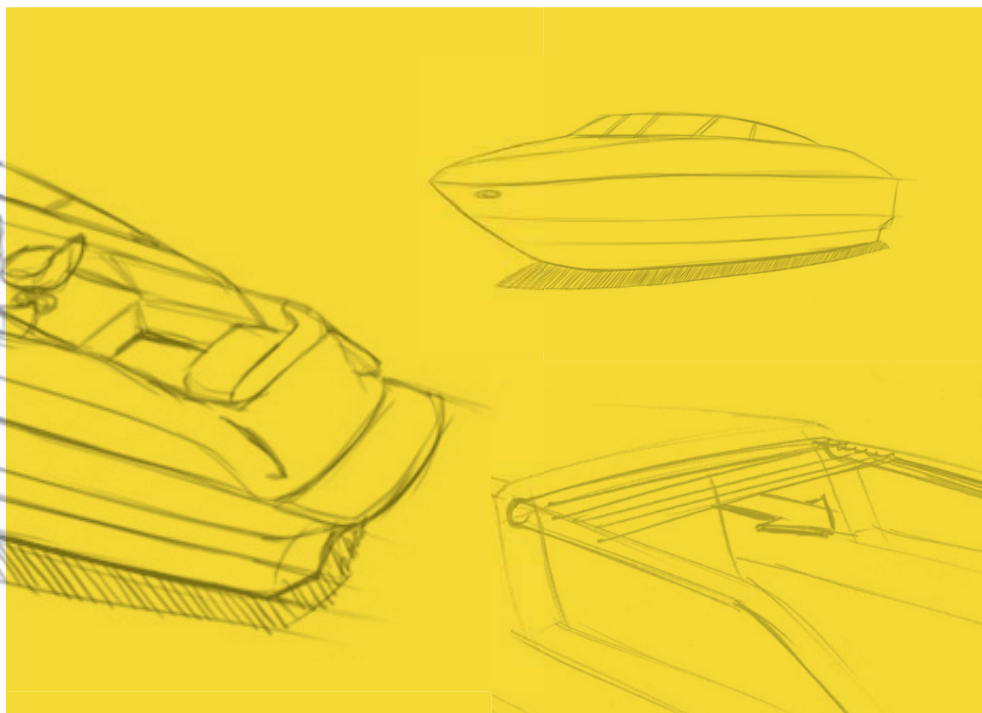
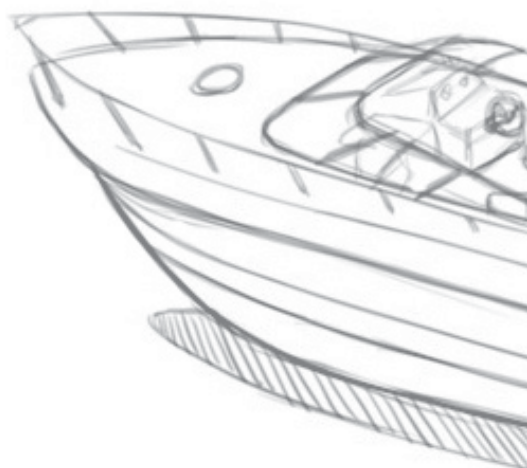
WSIA's new executive director

In December, just four months after joining the **Water Sports Industry Association**, Denny Salas assumed the role of executive director of the organization. The transition period allowed for Salas to work closely with the executive committee and former executive director, Larry Meddock, who remains as WSIA's chairman of the board.

Salas, a New England native, is a highly motivated professional who brings a sharp acumen and a wealth of practical experience from his time as a government relations professional for the National Marine Manufacturers Association. Before that, he served on several political positions in Washington D.C.

To top off his well-rounded portfolio, Salas began his career as a stockbroker, where he learned countless lessons about long-term industry vitality through ups and downs in the marketplace.

Coast Guard Comments



Iron Man's Splash

Susan Weber

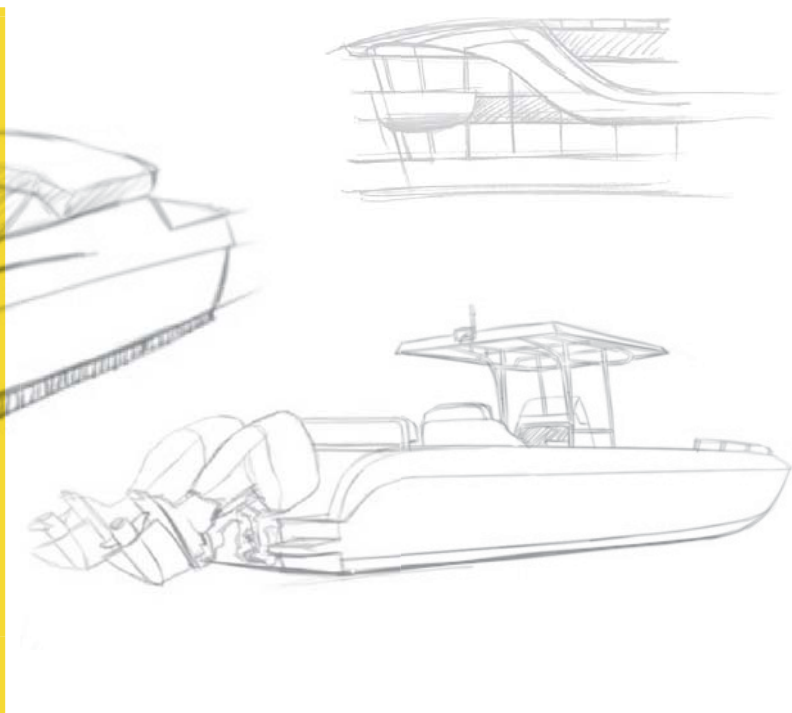
Statistician

Office of Auxiliary
and Boating Safety

U.S. Coast Guard

A number of motorized innovations have hit the water over the years. A jet-propelled bike, an amphibious sports car, an electric surfboard, and a hovercraft are several that have caught my attention, but the water equivalent of Iron Man literally has made the biggest splash. By "Iron Man," I am referring to the type of craft in which water jets are attached to a person (back, arms and legs) on one end with an intake device on the water at the other end. The introduction of this craft has brought about some questions from states. This article will outline some accidents and safety considerations that have been submitted in the Boating Accident Report Database (BARD) and accident coding issues.

Several accident reports have been submitted for injuries, and most of them have related to operators plummeting to the water after losing propulsion. In one case, an operator rented a craft, and after receiving 15 minutes of instruction in which the rental operator handled the throttle, the operator was allowed control of the throttle with the rental operator having an engine cutoff switch. During the flight, the operator hit the throttle too quickly which caused him to flip backward. Seeing this, the rental operator hit the cutoff switch and the operator fell 13 feet and hit his head and shoulder on the pod. In two other similar cases, one operator suffered a ruptured ear drum and the other a concussion after



plummeting to the water while having control of the craft. Another case involved a recreational operator who struck the ocean floor while performing a series of “dolphin” dives.

Some accident reports reference possible prevention solutions. Education-wise, additional on-the-water training seems to be important as inexperience and behavioral actions have been listed as causes of these accidents. One report indicated that a helmet may have abated injury in one case, and since all of these accidents involve head injuries, it may not be far-fetched to argue that a helmet would lessen injury.

The advent of this craft has posed some challenges to coding in BARD. The assignment of a “vessel type” has proven difficult in part because the craft does not fit perfectly with any of the definitions currently given in the Code of Federal Regulations. For example, some craft are connected to a personal watercraft as a means of propulsion, which has caused some confusion as to whether the vessel type should be “personal watercraft.” The Coast Guard is currently discussing whether to code these as “other” or develop a generic term to describe the craft.

The assignment of an “accident type” is likewise challenging as the current accident types used in the Coast Guard’s

annual statistics publication (such as “skier mishap” or “falls overboard”) may not adequately describe the accident. The Coast Guard is discussing whether it is appropriate to use “skier mishap” when the craft is viewed as an extension of the personal watercraft much like a towed tube or wakeboarder, but to use “other” for other situations.

The assignment of “activity” is also challenging with the existence of two “operators” - one commercial (the rental agency staff) and the other recreational (the renter) - as both may have a role in the accident. The Coast Guard is considering the application of “commercial” if the rental agency staff contributes to the accident but indicate “recreational” if the rental agency staff did not contribute.

These craft certainly have made a splash in the boating community with YouTube videos abounding. Though the number of accidents is small and the exposure rate unknown, law enforcement interest in these craft has been increasing and a handful of state representatives have questioned the Coast Guard about accidents involving them for the purpose of future potential state regulation. The accident reports have relayed challenges to education, safety, and accident coding, and reinforce the need for accurate data entry and good descriptions in the narrative section of the boat accident reports. *

WSIA video

focuses on
inflatables
safety



Tubing is still a very popular activity on the water. In fact, in a 2013 interview with Boating Industry, Larry Meddock with the Water Sports Industry Association, said tubing sales comprise approximately 40 percent of all products sold in the billion-dollar water sports industry.

Along with the popularity of the activity come related accidents. Statistics from the U.S. Coast Guard show tubing is the towed watersports activity with the most accidents in recent years.

To achieve greater safety, last year the Water Sports Industry Association

(WSIA) developed a video focused on inflatables safety. While reviewing water safety and etiquette, the tutorial encourages boaters to employ common sense and good judgment to enjoy a safe and fun day on the water.

"As an industry, we believe that we must educate the consumers and make sure they operate our products safely. The WSIA has a history of trying to get in front of stories and accidents, so what we do is come out with videos, safety manuals, etc., and we update them as often as possible," said WSIA Executive Director Denny Salas. *



By Tom Guess

Boating Law Administrator
Virginia Department of
Game & Inland Fisheries

That isn't the question of the day, but rather I thought that would be a good hook to share a popular sport with you that is becoming increasingly prevalent on the waters of Virginia and around the country. It's the use of stand up paddleboards (SUPs) to navigate whereby the paddler is on a surfboard-like device, usually thicker and longer than a standard surfboard, where the operator stands upright and propels the board using a long paddle.

Black Dog Paddle, a Central Virginia business providing SUP classes and rentals, provides a descriptive explanation of stand up paddleboarding on their website, <http://www.blackdogpaddle.com/>: SUP is the incredible combination of canoeing, kayaking and surfing. Using a canoe-like paddle and standing atop a stable and balanced long board, paddlers propel themselves through the water with smooth alternating strokes. SUP offers an alternative core workout with a cadence similar to swimming and cycling. In a short time you will become one with water; finding yourself living in the moment. Paddle boarding offers a new perspective of our natural surroundings and an escape from your daily stress.

During my travels around Virginia I have seen families including pets riding SUPs. It's not uncommon to see a dad with his child sitting on the board in front of his feet while he paddles and mom on a board with another child or the family dog lounging slightly forward enjoying the water.

As with any other sport, I would be remiss if I didn't remind you that there are some legal and safety items to be aware of. The most common questions I get are regarding life jackets and other safety requirements.

On October 3, 2008, the Coast Guard made the determination that "paddleboards," actually stand-up paddleboards (SUP) are considered "vessels" and subject to certain boating safety regulations. Paddleboards that are inside of surf zones or swimming areas are not considered to be a vessel while they are operated in these two areas. Like any paddlecraft, a SUP operating outside a surfing or swimming area is subject to the

What SUP?

Stand up paddleboarding continues gaining popularity. It offers a fun, relaxing way to play on lakes, rivers and oceans.
123RF Stock Photo



Navigation Rules, carriage requirements for life jackets, sound producing devices, navigation lights, and accident reporting.

What kinds of life jackets are required on a SUP?

Children (12 years old and under on federal waters) must wear a life jacket. Adults must have a wearable, Coast Guard approved life jacket on board. Inflatable life jackets are often popular for paddlers that are 16 years of age or older. They are less cumbersome and come in suspender style and belt-pack style.

What kind of sound-producing device is required on a SUP?

As with any paddlecraft, a whistle will suffice for a sound producing device.

What about navigation lights?

If paddling at night, the operator of a SUP need only carry a flashlight that can be shined in enough time to avoid a collision. They are not required to have installed navigation lights.

Remember paddleboarding is not an extreme sport unless you plan to hook a huge fish or enter the surf or whitewater with your SUP. They are also reasonably priced and readily available with the average SUP starting at around \$600. Even though this sport can be a good workout it can also be quite leisurely, it is good for all ages and abilities, and best of all it can be adapted to any type of water body from coastal to private lakes and ponds.

So, that's "What SUP" with stand up paddleboarding. Until next time, *Be Responsible, Be Safe, and Have Fun!* *

Boating Briefs



Saved by the Beacon National Campaign

Imagine you're away from the coast, you don't even see land anymore. Even worse, imagine that your boat is now taking on water and you don't have cell phone reception.

What do you do?

The National Safe Boating Council's [Saved by the Beacon](#) national campaign, launched on Feb. 11, 2015,

is designed to educate recreational boaters about the importance of 406 MHz beacons and how to use them correctly in the case of a boating emergency.

The *Saved by the Beacon* initiative will achieve the goal of introducing the definition of EPIRBs (Emergency Position Indicating Radio Beacons) for one's boat versus PLBs (Personal Locator Beacons) for one's life jacket. The NSBC will also compare the benefits of beacons to other commonly used mariner's communications devices such as: VHF radios, GPS trackers and cellphones.

The campaign will provide an understanding of the devices and their capabilities, illustrating the system capabilities, ensuring compliance and promoting [NOAA registration](#) while supporting efforts to compile the data and evaluate the success of the Saved by the Beacon message.

This campaign is being developed throughout 2015, so please check back often for more details or contact NSBC Executive Director Rachel Johnson at rjohnson@safeboatingcouncil.org or 703.361.4294 to see how you can implement Saved by the Beacon into your own outreach efforts.

Download the 2015 Saved by the Beacon online at www.safeboatingcouncil.org/saved-by-the-beacon

Boating community mourns passing of boating safety champion

Past Rear Commander Robert A. Green passed away February 6, 2015. His energy, enthusiasm and idealism made him seem larger than life. He was a husband, father, businessman, playwright, videographer,

film producer, historian, and philanthropist.

In 1968 Green purchased a 32-foot cruiser and knew that he needed a Power Squadron boating course. He joined the

Northern New Jersey Power Squadron and soon became its public relations officer. His aggressive publicity programs drew large classes. He later served as the district public relations officer before advancing to rear commander.

His uncanny ability to create national interest for boating courses began with his public service announcements involving nationally renowned showman Joey Bishop, actor John Wayne, and sports celebrity Joe Namath. He then

convinced New York's WNBC-TV to run a series of 13 half-hour segments delivering a mini-boating course involving major news anchormen, TV personalities, and Power Squadron experts.

Green returned to the local level in 1975 and served as commander for both his squadron and district. In 1985 he was again selected as a rear commander, this time with the National Safety Committee.

Over the years, through the William and Bertha Green Foundation, Bob Green donated hundreds of thousands of dollars to reenergize those squadrons that needed help. His latest project was an attempt to rejuvenate the squadrons of New Jersey. Green was a 47-year member of the Northern New Jersey Power Squadron, and an associate member of both the Shrewsbury Power Squadron and the Sarasota Power Squadron.

BoatUS Founder Richard Schwartz passes

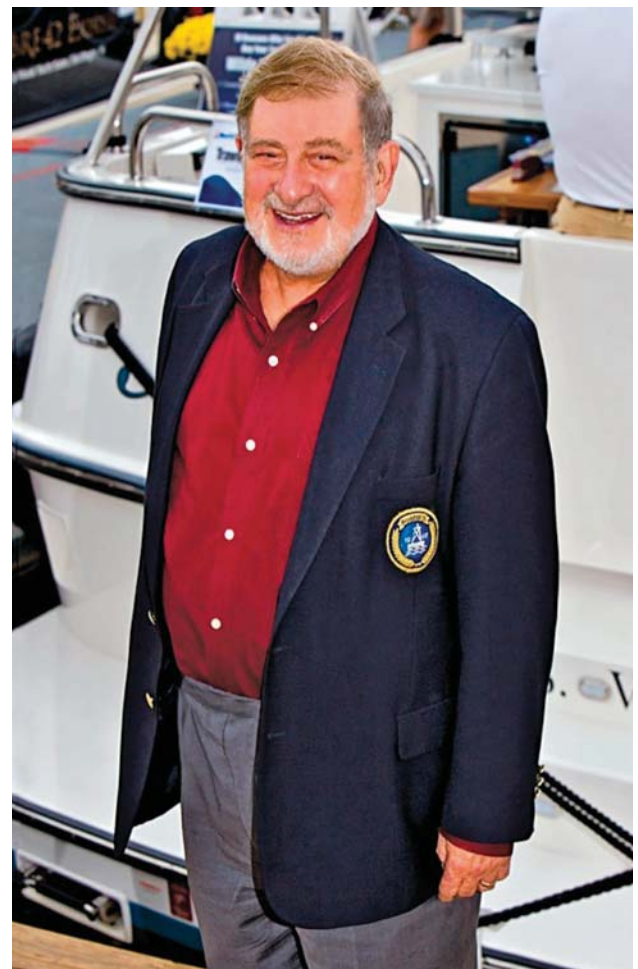
BoatUS Chairman and Founder Richard Schwartz, 85, who created the advocacy and services organization for the nation's recreational boat owners, passed away February 11 after a short illness. He retired after 47 years but remained chairman until his passing.

A Princeton and Yale Law School graduate and anti-trust attorney, Schwartz discovered early in his career that no one represented boaters and he became a boater advocate. His efforts at shaping national boating policy helped secure passage of the Recreational Boating Safety and Facilities Improvement Act of 1979 – known as the Biaggi Bill – which earmarked taxes and fees paid by boaters to support boating programs.

He was a vocal opponent to user fees and the unpopular luxury tax (1992) and the diesel fuel tax (1997), both of which were repealed. In 1984, Schwartz was a leader in the passage of the federal Wallop-Breaux Trust Fund Amendment, which now returns over \$600 million annually to federal and state boating and fishing programs.

Taking advantage of America's post-war boom in recreational boating, Schwartz was an early pioneer in discount marine retailing – eventually opening a chain of 62 BoatUS retail stores. The BoatUS Marine Insurance program, started in 1967, offered boat policies in clear language versus unintelligible commercial ship language.

Schwartz helped found and then served on the [National Safe Boating Council](#) and has received a wide range



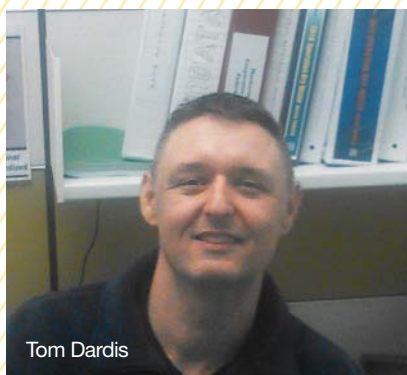
of awards, including those from the NSBC, [National Association of State Boating Law Administrators](#), U.S. Coast Guard, U.S. Power Squadrons, Sea Scouts and [National Marine Manufacturers Association](#).

(Continued on page 24)

USCG Boating Safety Division welcomes new staffers

The U.S. Coast Guard's Boating Safety Division recently welcomed two new members:

Tom Dardis joined the Program Operations Branch as the Recreational Boating Safety Outreach Coordinator. Dardis retired last year with 30 years of active duty military service, with his first tour as a deckhand on the USCGC Eagle, and his last tour as the Afloat Safety Specialist assigned to the Safety and Environmental Health Program at CG Headquarters. In



Tom Dardis

between those two tours, Dardis enjoyed a highly successful and heroic career as an Aviation Survivalman, as he was one of the first-ever Coast Guard Rescue Swimmers after successfully completing the USN Rescue Swimmer School in 1986.

Jeff Decker started working in the Program Operations Branch as a



Jeff Decker

Recreational Boating Safety Specialist. Decker served 22 years of active duty military service with the USCG, eight years with Virginia's Boating Safety Program, and eight years as owner of a company that has provided boating safety education services.

Oregon implements new registration system

The Oregon State Marine Board has transitioned to a web-based titling and registration system that has more functionality, more security and brings more online options for boaters. The new registration system combines the old mainframe data with boater education, AIS permits and the Outfitter/Guide/Charter databases into one, integrated system.

The customer interface, "RegLine," allows boaters to login and manage their contact information, as well as apply for a boat title and registration and renew or order replacement documents, 24/7. The new system allows boaters to order replacement boater education cards, purchase AIS permit(s) for paddlecraft, and coming next year, outfitters, guides and charters will be able to apply online.

A new study reinforces Hispanic consumers are key to the future of the marine industry. The Hispanic Boating Path to Purchase Research, which was commissioned by the Recreational Boating & Fishing Foundation (RBFF) to learn more about Hispanic attitudes and motivations, challenges and barriers to boating, also reveals key elements in Hispanics' path to purchase a boat.

Hispanics currently represent 17 percent of the U.S. population, and are expected to grow to 20% by 2020 with a large percentage of growth being driven by youth.

"The opportunity to reach out to Hispanics is clear, but more significant is that these numbers show us the importance of taking action now to ensure this future generation embraces boating and fishing activities and lifestyles. We're using this research to inform the future direction of our [Vamos A Pescar](#) campaign, and educate stakeholders about the great opportunity that lies in front of them," said RBFF President and CEO Frank Peterson.

Following successful pilot campaigns in Florida and Texas, RBFF is increasing the reach of its [Vamos A Pescar](#) campaign in 2015 to California, Illinois and New York. This expansion will allow RBFF to reach 68 percent of the Hispanic audience in the United States.

New study reinforces importance of Hispanics to future of marine industry



Mercury Marine teams up to educate boaters about invasive species

Mercury Marine teamed up with three of its television partners to educate boaters on how to prevent the spread of

"The process is easy, clean, drain and dry your boat and equipment after each use," said Glorvigen. "Make sure that your live wells, bait wells, bilge pumps and aerators are completely drained and clear all vegetation on your boat."



You can view Glorvigen's message on the Mercury Marine YouTube page: <https://www.youtube.com/watch?v=Yl-cBlswVkr8>

According to the Weed Science Society of America, non-native plants, animals and pathogens can harm humans and the environment and impact our nation's economy. The damage done by invasive plants alone costs the U.S. an estimated \$34.7 billion a year.

invasive species. Showcasing Captain Mike Genoun of Florida Sport Fishing, Peter Miller of Bass2Billfish and Scott Glorvigen of Wired2Fish, the videos examine a variety of circumstances relative to invasive species of which boaters need to be aware.

"Aquatic invasive species is an issue that continues to be problematic in the marine industry," said Mercury Marine Director of Public Relations Lee Gordon. "We are doing everything we can to help educate our customers on the dangers of invasive species and will continue to advocate lawmakers to appropriate money towards research and education of AIS."

ACA and USACK share CEO

The American Canoe Association (ACA) and USA Canoe/Kayak (USACK) boards of directors have announced a joint partnership. ACA Executive Director Wade Blackwood has been named chief executive officer (CEO) of USACK and will lead both organizations. Hopes are that this new partnership will aid in USACK's strategy to recruit and develop paddling talent for the U.S. Olympic and Paralympic teams.

Sharing a CEO is a bit unusual but in this case it demonstrates unity

in a relatively unique market. ACA Board Chair Anne Maleady said, "Over the last four years the ACA has grown significantly by focusing on education and stewardship programs under Blackwood's leadership. The shared CEO role has the opportunity to give the millions of Americans who engage in recreational and elite paddlesports the ability to find programs of interest under a common organization. Whether its stewardship activities or healthy competition, our organizations will offer something for paddlers of all abilities." ❄️



Are You Ready?

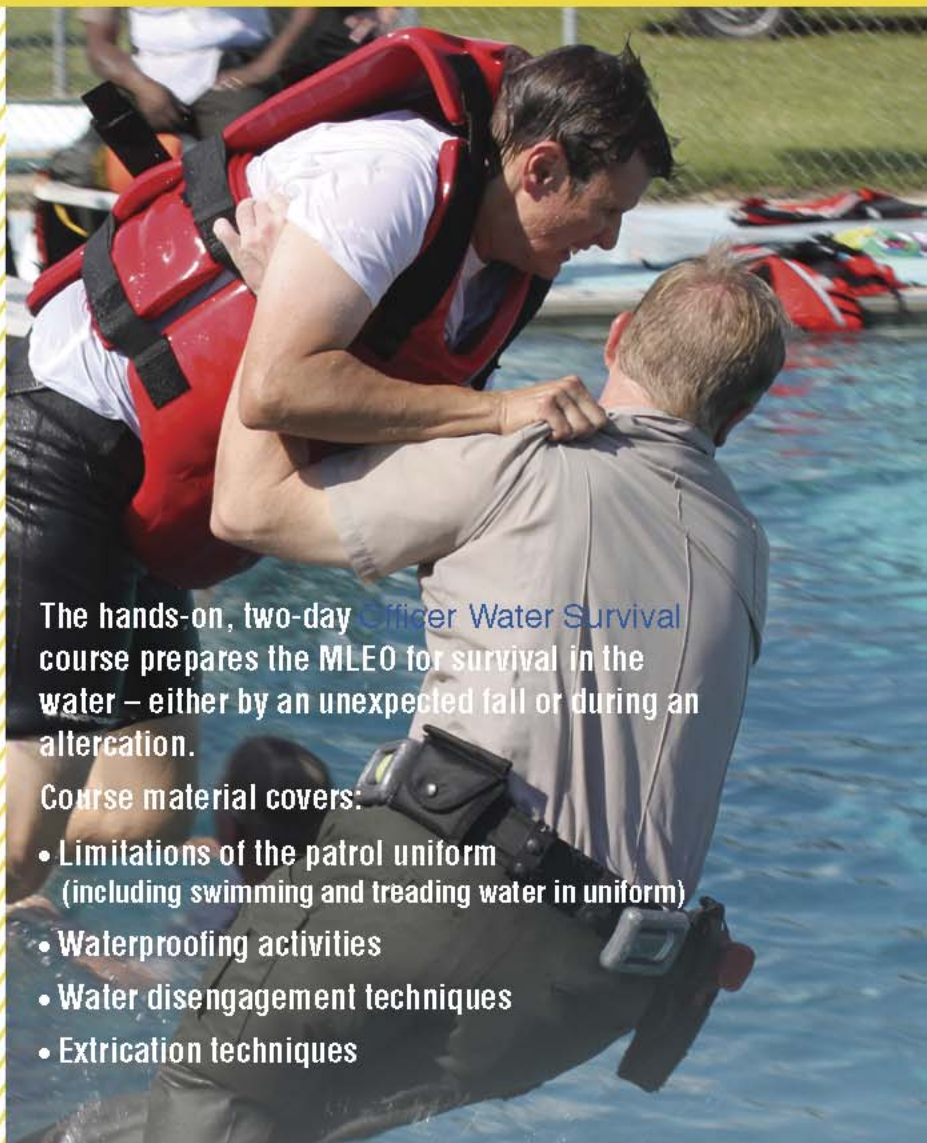
NASBLA offers more than a dozen courses for marine law enforcement officers (MLEO) and first responders. Offerings range from Basic Crew Member to Pursuit and Stop.

Two of the newest courses are GPS Forensics and Officer Water Survival.



The 8-hour GPS Forensics course covers:

- History of the GPS system
- Basic concepts in how the devices work
- Devices on the market and types of data they hold
- Best practices for securing GPS devices for examination
- Legal guidelines
- Presenting the results in the courtroom



The hands-on, two-day Officer Water Survival course prepares the MLEO for survival in the water – either by an unexpected fall or during an altercation.

Course material covers:

- Limitations of the patrol uniform (including swimming and treading water in uniform)
- Waterproofing activities
- Water disengagement techniques
- Extrication techniques

For more information on these two courses as well as NASBLA's other training opportunities, visit www.nasbla.org/boat.

John Fetterman, NASBLA Deputy Executive Director
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Mark DuPont, BOAT Program National Director
mark.dupont@nasbla.org



National Association of State Boating Law Administrators,
1648 McGrathiana Parkway, Suite 360, Lexington, KY 40511



Coast Guard updating Boat Crew Seamanship Manual for wider use

For the first time in over five years, the United States Coast Guard is updating its Boat Crew Seamanship Manual. Goals of the latest revision include bringing the manual up to date in the wake of new technology, applying lessons learned from past experiences, and fine-tuning some existing procedures – all while generalizing content to make the manual more user-friendly for a wide audience.

First put into service in 1983, the *Boat Crew Seamanship Manual* (BCSM) has been an invaluable resource to Coast Guard personnel, from new recruits looking to qualify as a Coast Guard Boat Crew Member, to the seasoned trainers preparing a lesson for their boat crews. The BCSM contains information ranging from basic nomenclature to more complex operations like towing and heavy-weather boat handling techniques.

As the Coastie assigned to overhaul the BCSM, I knew I had my hands full when I discussed the update within the Coast Guard, where the typical response I receive is, “Good luck with that,” or, “That manual is a beast.” However, after discussing the way forward with the Office of Boat Forces Deputy Chief, Jeff Wheeler, I realized we were on the right path.

Wheeler’s vision is to preserve the existing framework in order to capitalize on decades of work and research already applied, but to generalize the content for a broader audience. You may ask why we would generalize content, and the answer is simple: The Coast Guard is no longer the only audience for the BCSM. While the manual previously used Coast Guard-specific phrases, those phrases will be generalized where appropriate because state, tribal, local, and other federal agencies may use the manual as well. For example, the phrase “Coast Guard boat crews” will be generalized to “boat crews.”

Through key partnerships with the National Association of State Boating Law Administrators (NASBLA) and the Conference of Professional Operators for Response Towing (C-PORT), more and more agencies are being exposed to the contents of the manual. When NASBLA holds a boat crew course, they use the BCSM as part of their curriculum. It only makes sense to have content that translates easily both to the Coast Guard and to others working every day to serve and protect the boating public.

In addition to the content generalization, the BCSM’s layout will change as well. The new style will flow better by grouping existing material and new information into parts where users will locate them easily. New content examples include numerous electronics changes inside the cabins, such as thermal imaging systems, Automatic Identification System (AIS), and electronic charting systems. Updated Helicopter Operations information

will appear in the coming BCSM, as will first responder doctrine to prepare responders for their duties or missions. There will also be new language covering boat handling with jet drives – a welcome addition, since the Coast Guard and many of its partners have dramatically increased their use of jet drives over the past several years. To complement the additions, the new BCSM will put to bed some old items like LORAN-C.

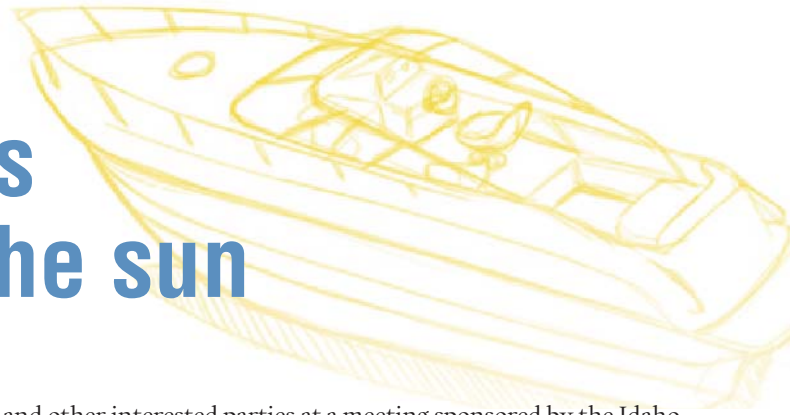
The coming BCSM will reflect knowledge that we’ve picked up by using new technology and by improving training that we’ve conducted over the last 30 years. The new Capsizing section, to take a prime example, will exhibit the results of some of our most compelling studies. While the previous BCSM did contain some good information on capsizing, we’ve discovered along the way that some of what we were training is no longer relevant. To correct this, we are applying lessons learned from our boat egress training school at Elizabeth City, North Carolina, as well as from our partners at NASBLA’s Officer Water Survival Course, to bring some really exciting updates that will prepare Coasties and our partners for the “Worst Day.” This is another shining illustration of the value brought both to the Coast Guard and to NASBLA by our enduring partnership.

Those of you (particularly those of you who are very familiar with the existing manual) who may be panicking that the new BCSM will not be recognizable can now take a deep breath. We are not deleting all the old stuff. In fact, we’re retaining everything that’s still relevant – and that is a lot. Whether you’re on a Coast Guard Response Boat – Small (RB-S) – or on a Florida Fish and Wildlife Conservation Commission (FWC) boat, the current material will help you immensely, and knowing the terminology and procedures helps us speak in a language we all understand. What we aim to do with this coming revision is to bring the BCSM into the modern age, and to make it understandable to the widest audience the BCSM has ever enjoyed. I think it will be good for all of us.

If you have any questions or suggestions for new content, please feel free to contact me at Frederick.L.Eshelman@uscg.mil or 202.372.2459. *



Protection and Surveillance – keys to staying safe in the sun



By Dave Dahms, Idaho Boating Law Administrator
and
Dr. Steve Mings, M.D., Gem State Dermatology

Marine law enforcement officers face many dangers while on patrol. Cold water, isolated areas, intoxicated boaters, and raging rivers are just a few examples.

There is another danger lurking and it can affect every single marine law enforcement officer, regardless of location – skin cancer.

Dr. Steve Mings with Gem State Dermatology in Boise, Idaho recently gave a presentation to over 50 county marine deputies

and other interested parties at a meeting sponsored by the Idaho Department of Parks and Recreation Boating Program. Dr. Mings began the talk with the startling fact that Idaho has one of the highest rates of skin cancer in the country, and nationwide, skin cancer affects one in six Americans. Another eye-opening fact presented is that half of all cancers diagnosed in the United States are skin cancer.

Dr. Mings delivered two important messages to the group: protection and surveillance.

For protection, shade, shade and more shade is the key. Shade can be physical cover, sunscreen and clothing. Dr. Mings recommended 100% UV protective sunglasses and wide brimmed hats. While there are many options for UV protective clothing, Dr. Mings said that normal clothing is adequate for protection. For male officers, beards can also help protect the skin from harmful UV rays.

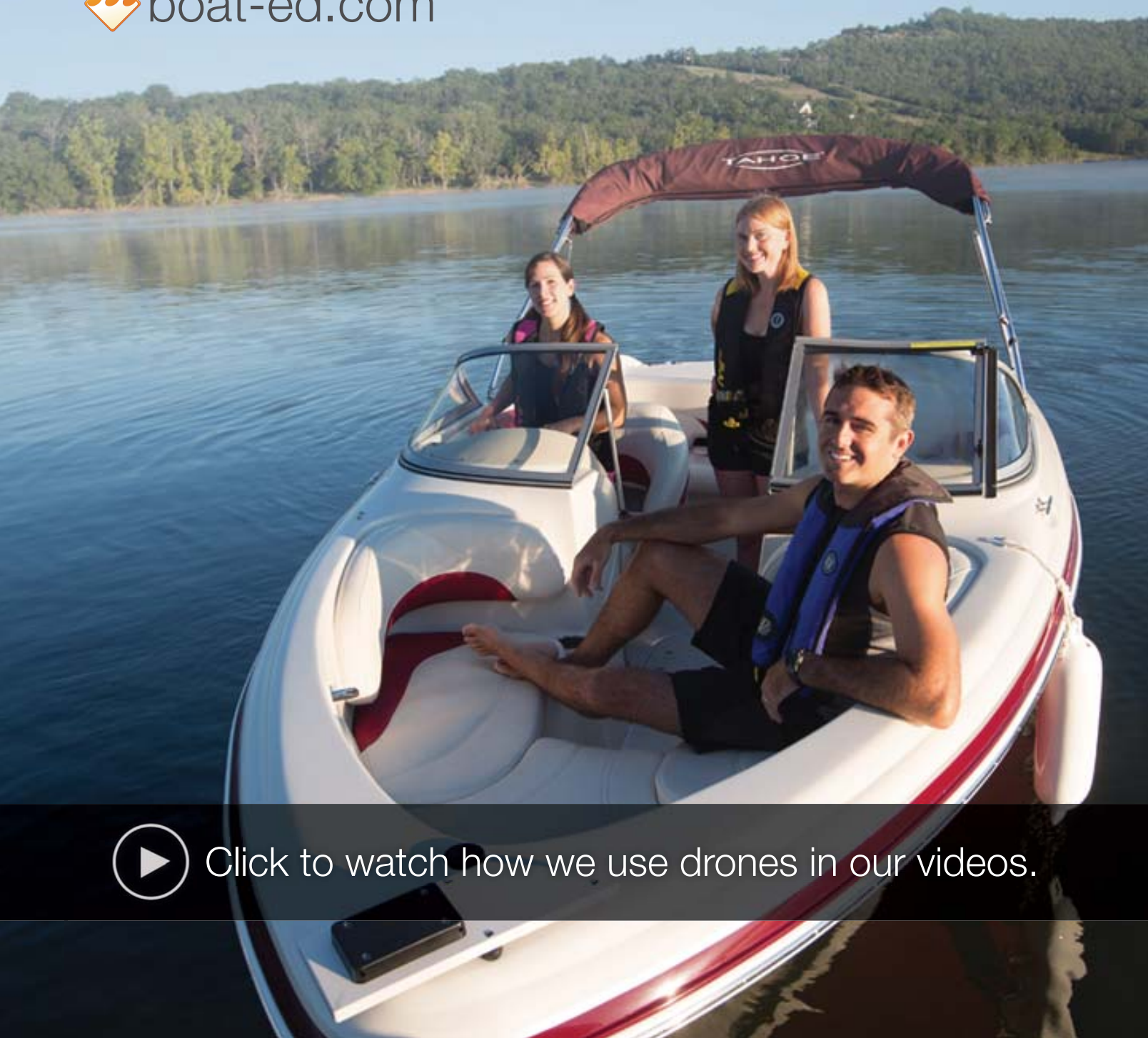
As far as sunscreen, any broad spectrum product will work and a high SPF is not necessary. Dr. Mings stated that the real key with sunscreen is re-application. A broad spectrum product with an SPF of 15-30 is sufficient but it needs to be re-applied, preferably every two hours. Dr. Mings noted that people ignore the fact that once sunscreen is applied it can be easily wiped off after going in the water and wiping down with a towel. Many sunscreen products are waterproof but none are “towel proof.” For those officers patrolling on sunny days, wide brimmed hats, not baseball caps, are really the best option for protection.

A final word about protection, burning equals damage! Take precaution and take the steps needed to prevent burning.

For surveillance, Dr. Mings emphasized that there are different kinds of skin cancer, including melanoma, basal cell and squamous cell. All types have increased risk with sun exposure and any pigmented spot with multiple colors or with any change should be evaluated. Also any lesion that has a scab that lasts more than a few weeks should also be checked. Skin cancer survival rates are very good when caught early. *

Taking Boater Education to New Heights

Boat Ed's commitment to excellence continues to elevate boater education to the next level. State-of-the-art technology, like drones, creates unprecedented educational content that maximizes the students' learning potential.



Click to watch how we use drones in our videos.



small craft advisory

Mar-Apr 2015 | Vol. 30 No. 2

1648 McGrathiana Parkway, Suite 360

Lexington, KY 40511



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2015 RECREATIONAL BOATING SAFETY CALENDAR

April

20-26

Spring Aboard

www.nasbla.org/spring

25

National Boating Federation Annual Meeting

Seattle, Washington
www.n-b-f.org/meetings.html
ssserval@aol.com
360.271.1105

May

10-13

Western States Boating Administrators Association Annual Conference

Bend, Oregon
www.nasbla.org/content.asp?contentid=234

10-13

Personal Flotation Device Manufacturers Association Annual Conference

St. Pete Beach, Florida
www.pfdma.org

11-13

American Boating Congress

Washington, D.C.
<http://www.nmma.org/government/abc/default.aspx>
lgenovese@nmma.org

13

Congressional Reception

Washington, D.C.
safeboatingcouncil.org

15

Wear Your Life Jacket to Work Day

readyssetwearit.com

16

"Ready, Set, Wear It!" Life Jacket World Record Day

readyssetwearit.com

16-22

National Safe Boating Week

SafeBoatingCampaign.com

June

17

National Recreational Boating Safety Coalition Summer Meeting

Washington, D.C.

26-28

Operation Dry Water

operationdrywater.org

July

19-24

National Association of State Boating Law Administrators Leadership Academy

Lexington, Kentucky
nasbla.org
ron@nasbla.org
859.225.9487

August

25-30

United States Power Squadrons Governing Board Meeting

San Diego, California
usps.org

27-30

U.S. Coast Guard Auxiliary National Convention

San Antonio, Texas
cgauxa.org/nacon

September

13-16

NASBLA Annual Conference

Wichita, Kansas
nasbla.org
info@nasbla.org
859.225.9487

21-24

States Organization for Boating Access Annual Conference

Vergennes, Vermont
sobaus.org

October

9

American Canoe Association Swiftwater Rescue Conference

Dillsboro, North Carolina
americancanoe.org
whitewatersam@gmail.com

24

American Canoe Association Board of Directors Meeting

Charleston, South Carolina
americancanoe.org
wblackwood@americancanoe.org

28

National Recreational Boating Safety Coalition Fall Meeting

Washington, D.C.
NRBSCoalition@aol.com
202.257.2836

November

16-19

National Working Waterfront Network National Working Waterfronts & Waterways Symposium

Tampa, Florida
<http://conference.ifas.ufl.edu/nwwws>

2016

February

14-21

United States Power Squadrons Annual Meeting

Orlando, Florida
usps.org

21-28

United States Power Squadrons Annual Meeting Cruise

Western Caribbean
usps.org

56th Annual NASBLA Conference
September 13-16, 2015
Wichita, Kansas

