

SCA

small craft advisory

SEPTEMBER-OCTOBER 2011 | VOL. 26 NO.5
National Association of State Boating Law Administrators

**NASBLA
launches
new education
standards
panel**

**Canadians
implement
mandatory education**

**On-water training benefits
boating safety efforts**

SCA

small craft advisory

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

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About the Cover

With an estimated 82 million recreational boaters on the nation's waterways, education is a key factor in boating safety. U.S. Coast Guard statistics reveal that only six percent of boating deaths in 2010 occurred on vessels where the operator had received boating safety instruction from a NASBLA-approved course provider, indicating that boaters who have taken a boating safety course are less likely to be involved in an accident.

Florida Fish & Wildlife Conservation Commission photo

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Departments

2 from the HELM

4 nasbla NEWS

8 new BLAS

20 boating BRIEFS

24 partner PERSPECTIVES

26 coast guard COMMENTS

28 government AFFAIRS

contents



12



14

19



6 NASBLA appoints Boating Education Standards Panel

New team will review,
revise education standards

7 NASBLA launches academy

Inaugural event provided
learning workshops

10 To the BAT-PAK!

Mobile unit provides learning
experiences for boaters

12 Planning, coordination make for smooth sailing

Florida agency finds successful formula
for dealing with large event

14 A successful approach to mandatory education

Canada's National Pleasure Craft
Operator Competency Program

16 Power Squadrons reach boaters through new on-water training

Program targets new,
inexperienced boaters

18 Make a game of it

Power Squadron develops inexpensive,
educational tool to teach boating safety

19 Urging media producers to embrace boating safety

NASBLA's Seal of Safe Boating Practices
offers review of boating media



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from the

Helm



Jim Graybeal
NASBLA
President



John Johnson
NASBLA
Executive Director

Educators lauded as key to boating safety

This marks my last "From the Helm" article as NASBLA President. It seems like only yesterday we were enjoying the tropical vistas of Honolulu for the closeout to NASBLA's 50th anniversary. The last twelve months have been a roller coaster of productive activity and personal fulfillment.

This edition of *Small Craft Advisory* is dedicated to our hard-working boating education members who are "in the trenches" every day. They provide boating education courses in many different venues targeting a multitude of students from the public to employees in their own agencies. The common thread is to educate while saving lives.

This past year, one of the primary goals on my "Presidential Bucket List" was to establish an Education Standards Panel. The objective of this Standards Panel is "to identify and implement a consensus-based process in conformance with ANSI Essential Requirements for the purposes of reviewing, developing, revising, and promulgating NASBLA's National Boating Education Standards." (*National Boating Education Standards Panel Rules approved March 1, 2011*)

The panel will conduct their business in an open forum providing members with the opportunity to comment on any changes, revisions, or deletions to the National Boating Education Standards. The panel has begun their work, as 15 members accepted their appointments in

early July. I would like to personally thank Dr. Deb Gona, Pam Dillon, the NASBLA staff and the Executive Board for their extraordinary efforts to keep this very complex initiative moving forward. I believe in the future, the membership will reap great benefits from this new process to manage the National Boating Education Standards.

The Executive Board had a memorable Summer Board Meeting this June in Santa Fe, New Mexico, hosted by Toby Velasquez and his staff. Toby and his staff were excellent hosts, treating us to a great southwestern experience in culture and, of course, food. During our meeting, the Board scheduled a teleconference with each policy committee chair to provide the Board with an overview of the current status of their committee charges. Dave Dahms (ID), chair of the Education & Awareness Committee, provided an excellent briefing of his committee's activities. Some of the highlights:

- * The Marketing and Outreach subcommittee has completed research on increasing the state participation in the "Wear it" and "Operation Dry Water" campaigns. This subcommittee is measuring the current use of social media networking sites. They will provide the states with a "how to start up your social media site with your agency" guide.
- * The Boating Course Administration subcommittee is providing the membership with a much improved

and updated Course Provider Terms and Conditions document. A flowchart has been produced for members and course providers outlining a succinct process for course approvals.

- * The Education Standards & Best Practices subcommittee is formulating for the membership a recommendation on the standardization of minimum information, physical description and identification characteristics for boating education cards.

Confirming the remarks I made in my Nov-Dec 2010 "From the Helm," the work completed by the Education & Awareness Committee will be an invaluable resource to the membership and course providers to better communicate the education mission of NASBLA and provide our partners with realistic models of programmatic successes.

Again, I would like to thank you for the one-of-a-kind opportunity to serve as your President this past year. This has been the most rewarding experience of my 29-year professional career. I applaud the membership of NASBLA for their professionalism and dedication to our national mission. Together, we will continue to ensure a safe, secure boating environment, achieving this mission goal by providing educational opportunities to reduce boating accidents and injuries.*

Congratulations to the **WINNER** of 2011 Boating Safety the Educator of the Year **AWARD**



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*A Strategic Partnership initiative between
BOATERexam.com and **NASBLA**.*

About the Award

Launched by **NASBLA** and **BOATERexam.com** in 2011, the Boating Safety Educator of the Year Award recognizes boating professionals and volunteers who have made an outstanding contribution to boating safety through boating education.

Each year, Boating Law Administrators will be called on to nominate a candidate who has gone above and beyond to engage students and boaters, raise awareness, and make boating education initiatives relevant, thorough and exciting. From these nominees, three finalists receive an all-expense paid trip to the annual NASBLA conference, where the winner is announced. Nominations for the 2011 award closed on June 30, 2011.

We look forward to sponsoring this award again next year. See you at NASBLA's 2012 Annual Conference.

*For full details visit www.BOATERexam.com/award

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nasbla

NEWS

Over 450 agencies participate in Operation Dry Water

During the weekend of June 24-26, more than 450 agencies from around the country registered and participated in Operation Dry Water, a national weekend of Boating Under the Influence (BUI) education and enforcement aimed at reducing alcohol and drug-related accidents and fatalities. With 70 percent of the participating agencies reporting, the weekend resulted in 321 BUIs,



42,253 vessels checked, 8,589 safety warnings, 4,338 citations issued, 93,231 boaters contacted and 3,649 officers participating. A big "thank you" to all of the agencies that participated in Operation Dry Water 2011!



NASBLA launches its Connected Community

The new NASBLA Connected Community is now ready for public use! This site will benefit all involved by providing networking opportunities and new ways to generate and share ideas exclusively within the NASBLA community.

To help you begin exploring this Community, we have provided a Quick Start Guide available at <http://tinyurl.com/NASQuickStart>.

By engaging in the Connected Community, you will be able to:

- ✦ Share ideas among colleagues in an open discussion forum that will generate helpful feedback.
- ✦ Build specific communities that members may join and participate in by uploading documents and starting conversations.
- ✦ Reference and participate in organized libraries that feature documents uploaded by members from a variety of organizations.
- ✦ Read blogs by other members or write your own.
- ✦ Promote your organization's message to other boating safety professionals.
- ✦ Search the directory for a specific member as well as connect to and directly message that member.

NASBLA is very excited about the new tools that the Connected Community offers our membership. We encourage you to take advantage of this new site and explore all of its features. If you have any questions about the Connected Community, or run into any problems, please e-mail ron@nasbla.org.

ASAE recognizes NASBLA with a Power of A Gold Award

NASBLA is one of nine associations being recognized by the American Society of Association Executives with a 2011 Power of A Gold Award. NASBLA received the Power of A award for its Boat Operations and Training (BOAT) Program.

The Power of A Awards are the premier program honoring associations that exemplify how the association industry and its professionals are essential to a stronger America and world. The Awards recognize and celebrate the extraordinary contributions associations make to society by enriching lives, creating a competitive workforce, preparing society for the future, driving innovation and making a better world.

The Awards are part of The Power of A, an awareness campaign launched by ASAE in 2009 to educate and inform policymakers in Washington and other outside audiences about the wealth of resources and expertise in the association community. The campaign serves as a platform to communicate the role of associations in building a stronger America and world.

ASAE received nearly 100 entries in the first year of the Power of A Awards. All Power of A Gold Award winners are eligible to be selected for an ASAE Summit Award, the highest honor given to an association program.



Editor lands APEX Award

In June, *Small Craft Advisory* editor Kimberly Jenkins was recognized with an Award of Excellence from the Annual Awards for Publication Excellence Competition (APEX), an international competition for writers, editors, publications staff and communicators in corporate, nonprofit and independent settings.

Jenkins garnered an Award of Excellence in Feature Writing for her article "Taking a Different Tack on Learning." The article appeared in the November-December 2010 issue of *Small Craft Advisory*, which focused on boating safety education.

"Taking a Different Tack" profiles the Brendan Sail Training Program, created by longtime boating safety champion James Muldoon. After noticing the transformation of his son, Jimmy, on a boat, James wanted to give other young people with learning differences an opportunity for growth and development.

Judges evaluated 3,329 entries. Of those, 100 Grand Awards were presented to honor outstanding work in 11 major categories, with 957 Awards of Excellence recognizing exceptional entries in 130 categories.



New act establishes certificate of title system for boats

A new act approved by a national law group establishes a certificate of title system for boats and other watercraft. The Uniform Certificate of Title Act for Vessels was approved on July 12, 2001, by the Uniform Law Commission (ULC) at its 120th Annual Meeting in Vail, Colorado. After receiving the ULC's seal of approval, a uniform act is officially promulgated for consideration by the states, and legislatures are urged to adopt it.

NASBLA extends a hearty thank-you to Boyd Walden and Sharron Carrick who represented the organization at the drafting meetings for this act.

The major objectives of the Uniform Certificate of Title Act for Vessels are to:

- 1 qualify as a state titling law that the Coast Guard will approve;
- 2 facilitate transfers of ownership of a vessel;
- 3 deter and impede the theft of vessels by making information about the ownership of vessels available to both government officials and those interested in acquiring an interest in a vessel;
- 4 accommodate existing financing arrangements for vessels;
- 5 provide certain consumer protections when purchasing a vessel through the Act's branding initiative.

Further information on the Uniform Certificate of Title Act for Vessels can be found at the ULC's website at www.uniformlaws.org.^{*}

NASBLA

appoints Boating Education Standards Panel

The NASBLA Executive Board recently appointed 15 individuals to the new National Boating Education Standards Panel.

Consisting of members to represent state, federal, nonprofit, commercial and public stakeholder interests, the Panel already has begun organizing its work and formalizing its procedures in preparation for an upcoming review of the National Boating Education Standards.

The Panel members are:

- * John Adey, ABYC (nonprofit)
- * Anthony Cardoza, New Hampshire (state)
- * Joseph Connolly II (public)
- * Pam Dillon, Ohio (public)
- * Robin Freeman, USCG-Aux (federal)
- * Joe Gatfield, Canadian Power & Sail Squadrons (nonprofit)
- * Ed Huntsman, Arizona (state)
- * Jeff Johnson, Alaska (state)
- * Cindy Kalkomey, BoatEd (commercial)
- * MariAnn Koloszar, Oregon (state)
- * Terry Leitz, NMMA (nonprofit)
- * John Malatak, USCG (federal)
- * Kerry Moher, BoaterExam (commercial)
- * Bob Sweet, United States Power Squadrons (public)
- * Betsy Woods, Tennessee (state)

“We are thrilled with not only the quantity of applications we received for the Panel but also the qualifications that all of the candidates possessed. NASBLA is confident in the quality of work this Panel will undoubtedly accomplish,” said NASBLA President Jim Graybeal.

The Panel will review, develop and revise the National Boating Education Standards using open, consensus-based procedures that conform to the American National Standards Institute’s (ANSI) essential requirements for due process. To ensure an effective transition into this mode of standards development work, Panel members are being trained on ANSI-based procedures that involve, among other requirements, the Panel’s prompt consideration of different views and objections, consensus balloting, a public review of standards drafts, and the opportunity for procedural appeals.

The seated Panel will review the National Boating Education Standards on a five-year basis, with the most currently approved version of the Standards forming the basis for the first review. An initial “call for proposed revisions” will

“NASBLA is confident in the quality of work this new National Boating Education Standards Panel will undoubtedly accomplish.”

~ NASBLA President Jim Graybeal

be announced after the Panel organizes its work. Instructions for submissions to the call, the Standards document up for review, and other resource items are available on the NASBLA website. *

NASBLA launches academy

The National Association of State Boating Law Administrators (NASBLA) held the first installment of its new Boating Law Administrator (BLA) Academy this summer. The academy was designed to give new BLAs a broad understanding of the diverse recreational boating community while also offering an opportunity to interact with other new BLAs.

"I found the BLA Academy to be an excellent opportunity for a first-time BLA such as myself to get acquainted with NASBLA staff and the services which the organization provides," said Lt. Merri Walker with the Massachusetts Boat & Recreation Vehicle Safety Bureau. "The academy has given me a better equipped tool belt to deal with issues as they arise in my state. Now I can ask fellow BLAs about their experiences and use the NASBLA organization to assist in pursuing state boating safety initiatives."

The academy kicked off with a week of learning workshops in Central Kentucky, which featured speakers and sessions to offer attendees the tools and skills that will help them to perform effectively as boating law administrators.

The first day began with a DISC personality and behavior assessment of each attendee and discussion on related values and motivators assessments. The afternoon provided discussion on the roles and responsibilities faced by BLAs and an overview of NASBLA.

Day 2 brought an overview of the National Recreational Boating Safety Program and tips on working with the media.

The next day opened with a discussion on improving relationships with one's director/boss, followed by a discussion on the components of a state recreational boating safety program.

The morning of the fourth day provided an overview of the National Recreational Boating Safety Grant Program. That afternoon, participants attended Legislative Boot Camp to learn how to navigate the



The first installment of NASBLA's new Boating Law Administrator (BLA) Academy, held this summer, kicked off with a week of learning workshops in Central Kentucky.

political side of things and to gain the skills needed for working with legislators.

The final day brought a presentation on the changing demographic trends in the U.S. and discussion on how that will impact the nation, the states, agencies and BLAs.

"I was impressed with the coordination and planning that went into the Academy," said Major Michael Portteus with the Indiana Department of Natural Resources. "I found it reassuring to know that there will only rarely be a time when an issue that I am encountering is actually being dealt with for the first time. Everyone that I met expressed their willingness to help out in any way that they could."

Following the workshop, participants are taking part in continuing education through e-mails and teleconferences that provide a forum for open discussion as well as guest speakers. After completing the workshop and the monthly continuing education, participants will graduate from the BLA Academy at the NASBLA Spring BLA Workshop in early March 2012.

"NASBLA is excited to offer this learning opportunity for new BLAs. Academy graduates will be well-prepared for service and leadership within their states, NASBLA and the National Recreational Boating Safety community," said NASBLA Executive Director John Johnson.

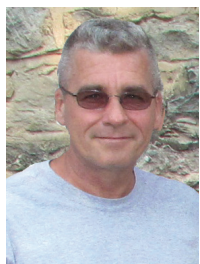
Since this was the first time NASBLA offered the BLA Academy, those who have become BLAs in the past five years were also invited to participate. The BLA Academy class of 2011 included Laurel Anders (Pennsylvania Fish & Boat Commission), Thomas Guess (Virginia Department of Game & Inland Fisheries), Michael Hunt (Guam Police Department), Rodger Norcross (Ohio Department of Natural Resources), Aniceto Ogumoro (Commonwealth of Northern Mariana Islands Department of Public Safety), Michael Portteus (Indiana Department of Natural Resources), Andrew Quitugua (Guam Police Department), Darren Rider (Tennessee Wildlife Resources Agency), Thomas Roam (Missouri State Highway Patrol), Susan Stocker (Iowa Department of Natural Resources), and Merri Walker (Massachusetts Environmental Police).✴



The first BLA Academy Class: (l-r) Rodger Norcross, Tommy Roam, Mike Hunt, Susan Stocker, Laurel Anders, Tom Guess, Merri Walker, Darren Rider, Andrew Quitugua, Micheal Portteus and Aniceto Ogumoro. Staff photos

Welcome, new boating law administrators!

As people pursue retirement or new job opportunities, the National Association of State Boating Law Administrators continues to see new faces among its members. We welcome these new members aboard and encourage them to become involved in NASBLA and reap the benefits of their membership.



Michael P. Hunt
Guam

Having grown up in Berkley, Michigan – a suburb of Detroit – the tropical paradise of Guam provides quite a different environment, and Michael Hunt loves it.

Hunt recently retired from the U.S. Coast Guard as chief of the Waterways Division. In this position, he worked very closely with the BLAs from Guam and Saipan (Commonwealth of the Northern Mariana Islands) as well as the district's Recreational Boating Safety specialist with U.S. Coast Guard.

"When the BLA job became open for Guam this spring, my experience with recreational boating and my love for the island of Guam made it seem to be the ideal fit," said Hunt.

Located approximately 3,300 miles west of Hawaii, 1,500 miles east of the Philippines and 1,550 miles south of Japan, Guam is the westernmost territory of the United States and one of the leading tourist destinations in the Western Pacific.

Guam's tourism is composed primarily of visitors from Japan. From a boating safety perspective, Hunt said that issues related to the importation of boats from Japan and the outer islands have become problematic in Guam. His agency is working with local dealers, manufacturers and the U.S. Coast Guard to ensure that the boats meet the U.S. recreational boating standards and can be properly registered on Guam.

With it being summer all year on Guam, Hunt understands the importance of promoting boating safety year-round.

"We are working with local advertisers and the Department of Education, Guam Visitors Bureau and Coast Guard Auxiliary to promote boating safety," said Hunt. "We will be making more school visits to educate schoolchildren throughout the year."

Hunt said they are also working on a boating safety video for tourists. He hopes they can have it played on incoming flights from Asia in the languages of the country of each flight's origin. Additionally, the agency is updating its equipment and adding personnel to the marine patrol unit so they can increase the time spent on patrol and interacting with boaters.

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— Michael Hunt

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Angel L. Rodriguez
Puerto Rico

As a survivor of a boating accident, Angel Rodriguez feels strongly that education is the most important component of safe boating.

During his career with the U.S. Coast Guard, Rodriguez conducted numerous recreational boating safety boardings. One summer day in 1987, while dealing with an overloaded recreational boat, Rodriguez found himself and another crewmember launched into the water after their boat was run over by a larger boat that was being driven by an intoxicated operator. The two other crewmembers were actually run over in the collision. Luckily, no one was injured in the accident.

Hailing from Carolina, Puerto Rico, Rodriguez retired from the U.S. Coast Guard as chief boatswain mate. During his career in the USCG he was a boat coxswain, boarding officer and EMT. He worked as a deck supervisor and bridge watchstander onboard USCG cutters and became executive petty officer of two Coast Guard units.

Rodriguez became Puerto Rico's new BLA on June 16, 2011, following Enrique Perez's promotion to lieutenant with the Department of Natural Resources Conservation Rangers. Rodriguez was already working at the BLA office under a contract between the DNR and the local Veterans Administration office. He's finishing his bachelor of science degree in environmental technology at Universidad del Este en Carolina, PR.

"My 23 years in the U.S. Coast Guard helped me gain experience in several areas. In search and rescue, most of my 'customers' were recreational boaters, so I witnessed firsthand the consequences of unsafe boating practices," said Rodriguez.

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— Angel Rodriguez

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His close call with the earlier boating accident coupled with his search and rescue experiences have fortified Rodriguez's stance that the biggest pressing need in boating today, as in the past, is an effective education program. He added, "Technology has improved all processes from manufacture to navigation, but education is the tool to make the boater a safer operator."

Within Puerto Rico, Rodriguez plans to improve the use of technology to deliver a more complete and efficient boating course and to collect statistics in regards to recreational boating practices. He will also assist in coastal zone management plan applications to ensure proper balance between user and environment.

“

Technology has improved all processes from manufacture to navigation, but education is the tool to make the boater a safer operator.

— Rodriguez

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Lt. Tim Dunleavy
New Hampshire

Lt. Tim Dunleavy, with the New Hampshire Division of State Police, Marine Patrol Bureau, was appointed as the state's boating law administrator effective July 1, 2011. He follows longtime BLA Dave Barrett, who will be retiring in 2012.

Dunleavy, who calls Laconia, N.H., his hometown, is an avid angler and owns a 20' fishing boat. He says most of his boating is done in April, May, September and October because he enjoys fishing for New Hampshire's cold-water species. In his free time, he is also active in local community youth activities and with the local snowmobile club. He is also a hunter education instructor.

Dunleavy has been with the Marine Patrol since February 1989. He holds a bachelor of science degree from Plymouth State College and is a certified national boating safety instructor. Lt. Dunleavy has also successfully completed the Advanced Marine Patrol Officer Certification Program from USCG, Yorktown, Va.

Lt. Dunleavy views life jacket requirements as the top-priority boating safety need these days.

"I hope to bring attention to the senseless exposure/hypothermia-related drownings that occur each year in our state. These deaths can be avoided by wearing a life jacket," said Lt. Dunleavy. ✨

To the BAT

By Bruce Wright, RBS Specialist, U.S. Coast Guard District 7
Stacey Wright, U.S. Coast Guard Auxiliary
Bill Griswold, U.S. Coast Guard Auxiliary

In 2005, Bruce and Stacey Wright devised the idea of the Boating Advisory Trailer Public Awareness Kit, affectionately dubbed BAT-PAK, and within two years, the dream came true. Funded in part by the U.S. Coast Guard Office of Boating Safety, the 24' Wells Cargo trailer took shape. Two large doors reveal the boating safety display, put together by Bruce and Stacey, who built it by hand and added smart graphics explaining various pieces of equipment and their capabilities.

Initially, the display included a hydraulically operated boat simulator requiring a lanyard attached to a life jacket to operate and a TV screen to give a realistic on-water feeling. Unfortunately, the hydraulic system proved to be a high-maintenance item and that display was retired.

Replacing the boat simulator is Sammy's Den, an interactive kids' center located in the aft part of the trailer. Sammy the Sea Otter is an interactive, remote-controlled robot. In addition, there is a full-size Sammy costume on board. Sammy's Den features a 52" flat panel monitor for using DVDs and interactive gaming consoles. Navigation-related Wii games provide kids opportunities to understand navigation buoys and life jacket wear. Other Sammy activities include coloring books featuring water safety and soap-boat building to understand buoyancy.

The diving display features Oscar the Dive Mannequin showing all the latest in dive safety gear, and, of course Jack, the 8' inflatable life jacket. An external sound system helps at boat show presentations.

The trailer weighs in at 10,000 pounds and is pulled by a GSA-leased Ford Dually Crew Cab truck. Wrapped graphics that prominently display the Wear It! logo, plus other messages such as Boat Responsibly and America's Waterway Watch cover the trailer. The display logs about 100 days a year on the road, carrying the boating safety message to a wide variety of events throughout the Seventh Coast Guard District.

The Wrights form the two-person crew. They are often assisted by local volunteers who have current knowledge of state and federal boating laws and regulations.

The BAT-PAK is designed to fit in a C-130 cargo bay in case funds are available to take it to the islands of the Seventh. It also has a built-in bunkroom so it can be set up at remote parks without nearby lodging. An on-board

generator keeps the display humming and powers computers, cell phones, etc.

The BAT-PAK is on the road during National Safe Boating Week, the July 4 holiday, career days, seafood festivals, antique boat shows and sporting events. The mobile center also makes stops at retail outlets featuring boating equipment, such as West Marine and Bass Pro shops. The BAT-PAK has attended boat shows in Atlanta, Tampa, Fort Myers, Jacksonville, Miami, Savannah and Charleston, S.C. The thrust of the display is to attend events that local flotillas are engaged in, supporting them while reaching out to the public.

The BAT-PAK has been featured in conjunction with Florida Fish and Wildlife's Life Jacket for Life Tour and has logged an average of 17,000 miles annually over the last four years. Approximately 900,000 people experienced a Venue Impact

Awareness (persons who view the various safety messages) by seeing the display last year alone. More than 2.5 million have seen the safety messages over the last four years.



Bruce Wright poses with a young Seafood Festival princess in front of the colorful, eye-catching BAT-PAK.

-PAK!

An outstanding recreational boating safety training aid



The BAT-PAK, designed by Bruce and Stacey Wright in the Seventh Coast Guard District, feature a number of interactive displays for visitors. USCG photos

Annually the display is refined to represent the latest in safety concerns. Most recent are displays on dive safety, paddlesports and flare safety. Currently, the display features:

- Flare display and interactive panel
- Carbon monoxide and propeller danger display – with a mock up transom, exhaust, prop
- Various inflatable life jackets
- EPIRBs & PLBs, with descriptions of their capabilities
- Strobe lights and fire extinguishers

Bruce and Stacey Wright have contributed countless hours and weekends taking this marvelous display around the District. Visitors – young and old – learn so much by looking at the displays and talking to the crew. This has been a terrific asset to the boating safety message and could be copied in your area. If you ever get the chance to see this BAT-PAK, don't pass it up.✴



Bruce and Stacey pose with Sammy the Sea Otter, an interactive, remote-controlled robot that converses with visitors to the BAT-PAK.

By Katie Purcell
Community Relations Coordinator
Florida Fish and Wildlife Conservation Commission



Planning, coordination make for smooth sailing

In Florida's panhandle, the first weekend in June is traditionally marked by the Billy Bowlegs Pirate Festival in Fort Walton Beach. The event originated as a water-skiing festival, but it has since become one of the nation's longest-running and most popular pirate festivals.

The event draws about ten thousand people each year, with parades and concerts on land throughout the weekend. On Saturday, thousands of boaters traditionally take to the seas off Fort Walton Beach as well.

This year was not unlike years past. On Saturday, June 4, while costumed revelers enjoyed the day, the Florida Fish and Wildlife Conservation Commission (FWC) and other law enforcement agencies were at work patrolling the waterways.

"It is important to take a proactive stance," said Capt. Mary Sumner, who

oversees four panhandle counties for the FWC. "If we sat back and operated reactively, the event could quickly overwhelm our assets and resources."

With an estimated 3,000 boats and prevalent consumption of alcohol, law enforcement officers must plan accordingly to ensure a safe day on the water. As a large number of people are concentrated in one location, it is important that law enforcement assets be focused to those areas where they can be the most effective.

The FWC assigned extra officers to the area for the day. Members of its Special Operations Group, a specialized team trained to respond during critical incidents, operated personal watercrafts in order to navigate efficiently through the congested waters.

"Having extra officers out patrolling not only helped address disturbances that occurred, but these high-profile patrols

Thousands of boats participate annually in the Billy Bowlegs Pirate Festival. Shown is the Intracoastal Waterway (Santa Rosa Sound) off of Fort Walton Beach.

were also used to discourage violations," Sumner said.

With FWC officers present and highly visible, partygoers were less likely to operate vessels recklessly or boat under the influence. But, the FWC was not the only agency keeping the waterways safe during the festival.

"I believe the keys to our success with proactively enforcing this event are our strong partner relationships," Sumner added.

As in years past, the FWC partnered with other agencies to keep the waterways safe. This year, participants included U.S. Coast Guard Stations Destin and Pensacola, the Okaloosa County Sheriffs' Office and Emergency Medical Services, the Fort Walton Beach Police Department, the Florida Department of Law Enforcement, the Florida Department of Environmental Protection and the Florida Department

“

Having extra officers out patrolling not only helped address disturbances that occurred, but these high-profile patrols were also used to discourage violations.

— Capt. Mary Sumner

”

of Business and Professional Regulation’s Division of Alcohol, Beverages and Tobacco (ABT).

In 2006, the FWC and its law enforcement partners were overwhelmed with medical emergencies and calls, responding to over 45 separate disorderly conduct incidents. An after-action meeting revealed the need for the agencies to work more closely together and develop a planned approach. Okaloosa County Emergency Medical Services joined as well as additional law enforcement agencies. This is also when the FWC dedicated its Special Operations Group to the effort.

“Since then, this joint, proactive approach has proven successful,” Sumner said.

Currently, the agencies meet several months prior to the event to discuss any problems they encountered the year before. Then, they develop an operational plan utilizing FEMA’s National Incident Command system format.

“Alone, any one of the agencies would be overwhelmed, but together we bring many skills and abilities to the table.” Sumner said, “This coordination among agencies enables us to appropriately plan for and address a variety of unlawful and unsafe behaviors.”

The FWC also provides refresher training prior to the Billy Bowlegs Festival and other high activity boating events. “This is an important component of our planning,” Sumner said. “We typically arrange training opportunities for officers from all agencies working the event in order to refresh their skills in BUI detection and enforcement.”

During this year’s festival, 786 vessels were inspected and 2,458 users were checked. Officers responded to two vessel crashes, 72 calls for service, and 33 medical emergencies, five of which required advanced care. However, as a result of the enhanced patrols and quick response time, no serious injuries or fatalities were reported.

Officers made twenty-one boating under the influence (BUI) arrests. Ten other arrests were made for violations including disorderly intoxication and aggravated battery. Special agents with ABT also addressed several instances of underage drinking.

Another encouraging sign of this year’s event was that, during safety inspections, officers encountered a greater number of designated vessel operators.

“To us, this means we are getting the word out to think before you drink,” Sumner said.

The impaired boaters were escorted to a law enforcement command post where officers administered sobriety tasks, then provided an opportunity to test the subject’s breath alcohol content utilizing the Intoxilyzer 8000 unit within the FWC’s BUI testing trailer. This provided a controlled environment, on land, to appropriately evaluate for unlawful impairment.



FWC officers Larry Morris (left) and Lane Kinney (right) process a BUI arrest at the law enforcement command post. Also shown are Okaloosa County Sheriff's Office deputies and other FWC personnel processing arrests.

“Our goal is to encourage boaters not to drink and boat in the first place,” said FWC Capt. Richard Moore, Florida’s Boating Law Administrator and past NASBLA president. “If we come across boat operators who have had too much to drink, we want to get them off the water before they can kill or injure themselves or someone else.”

Messaging before the event was an important aspect of law enforcement response. FWC’s officers, public information coordinators and boating safety experts stressed the importance of staying safe on the water.

“During Billy Bowlegs and other popular boating events, we strive to promote limiting consumption of alcohol and designating a vessel operator,” Moore said.

Chaotic, high-attendance events like the Billy Bowlegs festival often make accidents and violations virtually inevitable. However, with planning and coordination among law enforcement and medical services partners, the boating public can enjoy themselves while remaining as safe as possible on the water.✱



In addition to traditional vessel patrols, members of the FWC's Special Operations Group operated personal watercrafts to navigate through the congested waters. Pictured here are Lt. Steve Bartlett (left) and Officer Neal Goss IV (right). FWC photos.

A successful approach to mandatory education

By Kimberly Jenkins

In the United States, boaters in 49 of the 56 states and territories now must complete some form of boating safety education before taking to the water. However, boater education requirements vary from state to state. For example, seven states and territories, including Alaska, South Dakota and California, have no education requirements for boat operators. On the other end of the spectrum, Alabama, Oregon, Washington and five other states require every boat operator to successfully complete an approved boating safety education course. So far, Alabama has been the only state to require a boater's license for operators.

The remaining states fall in the middle of "requirement for all" vs. "no requirement at all." States such as Kentucky, Oklahoma and Massachusetts require only younger boaters, typically between the ages of 12 and 15 or 17, to complete a boating safety education course. Some states have a born-on or -after requirement. For example, in Florida, anyone born on or after January 1, 1988 who operates a vessel powered by 10 horsepower or more must pass an approved boater safety course. Still others, including Hawaii, Maine and Utah, have education requirements only for those who operate personal watercraft.

Our neighbors to the north have taken a different approach. In Canada, all operators of pleasure craft fitted with any type of motor must carry a proof of competency on board, period.

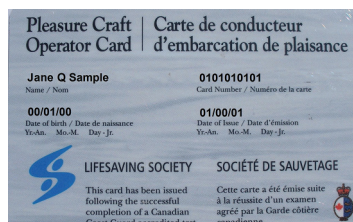
Requiring proof of competency

Up until April 1, 1999, people could operate recreational boats throughout Canada without any knowledge, experience or training. This lack of education almost certainly played a role in boating accidents and fatalities, particularly with an average of five million boaters tooling around on the nation's waterways. Canadian Red Cross research showed an annual average of 200 boating fatalities in the years prior to 1999.

In the mid-1990s, the public was very concerned about the nation's boating fatality rate, said Krista Kendall, chief of the National Pleasure Craft Operator Competency Program. This prompted a series of consultations in Ontario, which led to three years of consultations across Canada. These consultations resulted in the launching of the National Pleasure Craft Operator Competency Program.

The program was implemented by the Canadian Coast Guard Department of Fisheries and Oceans in 1999 in an attempt to reduce the number of boating accidents by having more knowledgeable boaters in Canada through education and training. The program was then transferred to Transport Canada in early 2004. Transport Canada has since continued to monitor the National Pleasure Craft Operator Competency Program to find ways to further enhance its effectiveness.

The Competency of Operators of Pleasure Craft Regulations require operators of pleasure craft in Canada, fitted with a motor and used for recreational purposes, to have proof of competency on board with them at all times. The regulation applies to sailboats that are fitted with auxiliary motors and to personal watercraft, not just to motorboats. A \$250 fine can be levied by a law enforcement officer upon an operator who fails to show proof of competency.



A Pleasure Craft Operator Card is not a "boat driver's license" or "permit." Rather, it is one form of "proof of competency," indicating that the boater has a basic level of boating safety knowledge required for safe recreational boating. To obtain a Pleasure Craft Operator Card, boaters must pass an accredited boating safety test. Tests are accredited by

Transport Canada and administered by private course providers. The card is valid for life. Unlike a driver's license, the operator competency card cannot be revoked.

The course covers a full range of basic boating information such as:

- ★ minimum safety equipment requirements required on board a boat;
- ★ the Canadian Buoy system;
- ★ how to share waterways;
- ★ a review of all pertinent regulations; and
- ★ how to respond in an emergency situation.

"Although the National Pleasure Craft Operator Competency Program was introduced in Canada in 1999, Transport Canada phased in the program in three stages over a 10-year period," said Kendall, "allowing lots of time for Canadian boaters to comply with the regulations."

The first phase began in January 1999 and required anyone born after April 1, 1983, to pass a course and obtain their Pleasure Craft Operator card by September 15, 1999. The second phase kicked off in the fall of 2002 and required those who operated a powered vessel under 4 meters long, including personal watercraft, to get the operator's card. Kendall said this phase was designed to rein in the high number of incidents occurring in smaller boats. The final phase began in 2009, requiring all pleasure craft vessel operators to comply with the Competency of Operators of Pleasure Craft Regulations.

The 10-year phase-in also provided Transport Canada with the time needed to produce a solid public education campaign, she added.

Nearly 3 million Pleasure Craft Operator Cards have been issued as of August 2011, out of an estimated 4 million to 6 million recreational boaters. (*Note: An estimated additional 350,000 boaters meet requirements via a previous boating course or equivalent marine certificate.*)

Reactions to the mandate

Since the National Pleasure Craft Operator Competency Program's launch in 1999, there has been a sharp decline in boating fatalities in Canada. Prior to 1999, the average number of fatalities each year was 200. In 2011 that number dropped to 120.

"No formal studies or evaluations have been conducted to determine whether the reduced fatality rate is a direct result of the program," said Kendall. "However, people are more aware of the importance of safe boating and compliance levels are very good."

National boating safety stakeholders such as the Canadian Red Cross, Life Saving Society, and Canadian Power & Sail Squadron have been very supportive of the competency program since its inception. Many of the recent improvements to the program were made as a result of direct consultation with these stakeholders.

Most boaters agree that boating safety education is an important part of keeping safe while on the water. However, some complain that they should not have to obtain a Pleasure Craft Operator Card as they have boated for an extended period of time without incident.

Others complain about the cost. Private course

providers establish and collect all fees for courses and services they deliver. On average, course providers charge \$50-\$70 per course and tests and \$20-\$25 for replacement cards. No money is returned to Transport Canada.

Words of advice

Canada had an advantage in implementing mandatory boating education for all boaters. The Canada Shipping Act 2001 provides for federal legislation regarding

boating safety, leading to standards and requirements that are uniform across the country. By comparison, in the United States, 48 of 56 states and territories have mandatory boating safety education requirements, but requirements vary across those states, as each state sets its own.

With the boating education regulations resembling a patchwork quilt in the U.S., what can we learn from Canada's path to safer boating?

As part of its mission, the National Association of State Boating Law Administrators (NASBLA) encourages uniformity among the states and territories. Experts with Transport Canada support this line of thinking with the suggestion to work toward harmonizing mandatory education standards, taking advantage of collective

nationwide expertise and knowledge. Stakeholders have critical knowledge and experience to draw upon for program improvements, they counsel.

Further, statistics show that those states having some form of mandatory boating

education experience an overall decrease in the number of fatalities. Considering this, NASBLA adopted a policy position on State Mandatory Boating Education in September 2007. In this policy position, NASBLA officially endorses the efforts by its member states to require mandatory boating education for recreational boat operators. NASBLA also supports the efforts of its member states to draft and submit bills to their state legislatures for this purpose. *



Now that the National Pleasure Craft Operator Competency Program is firmly in place, boaters are more aware of the importance of safe boating and the number of boating-related fatalities has dropped significantly.



Beginning in 1999, Canadian officials began requiring boaters to obtain a proof of competency card. Campion Boats photos

Providing proof of Competency

The main objective of Canada's National Pleasure Craft Operator Competency Program is to have more knowledgeable boaters through education and training, thereby reducing the number and severity of boating-related incidents on our waterways.

Proof of competency can be any of the following:

- * A Pleasure Craft Operator Card – this is the most common proof, obtained after passing an accredited boating safety test;
- * Proof of having passed a boating safety course in Canada before April 1, 1999;
- * A specific marine certificate from the List of Certificates of Competency, Training Certificates and other equivalencies accepted as Proof of Competency when Operating a Pleasure Craft;
- * A completed rental-boat safety checklist good only for the rental period; or
- * For visitors to Canada, an operator card or equivalent which meets the requirements of their own state or country.

Students operate the controls while the vessel is tied to the dock.



Power Squadrons reach boaters through new on-water training

By Vice Commander Bob Sweet
National Educational Officer
United States Power Squadrons

With millions of recreational boaters on the water today, it is rare to find someone who actually has any degree of formal on-water training. Unlike automobile drivers, recreational boaters generally are not required to demonstrate any proficiency with the vessels they operate. The net result is a wide range of skill levels displayed on the water. It should not be surprising that accidents involving operator error do occur.

The U.S. Coast Guard views on-water training as a key ingredient in further improving boating safety. USPS has been awarded two grants for on-water training under the Sport Fish Restoration and Boating Safety Trust Fund administered by the Coast Guard. The first of these grants supported development the program and the second is funding part of the rollout.

There are a couple of unique aspects to USPS' approach says National Rear Commander Chris Windeler, who manages the program for USPS. "First, we provide the training at the truly local level using specially-trained USPS volunteer instructors from our local squadrons. They use local facilities and borrowed boats for the training along with packages of student materials. Second, we have combined the best of classroom pre-training based on our own USPS seminars with the best of on-water training based on the excellent US Sailing Powerboat Program."

The program targets new and relatively inexperienced boaters to provide them with a solid background to understanding how their boats respond. However, even very experienced helmsmen come away with some new perspectives. Traditionally, "experienced boaters" became that way through years of trial and error learning as to what

worked and what didn't. Very few boaters have actually undergone any structured boat handling training and we are about to change that.

The whole idea is to provide boaters with an understanding of what their boat will do, and why, in response to their actions. This is accomplished in the classroom with graphics, animations and videos. They get the "feel" of the boat as part of the pre-training that also includes walk-throughs of the maneuvers they are about to execute on the water. This process bypasses those years of trial and error and they get to learn the right way from the beginning. On the water, students operate the boats spending half of their time on close-quarters maneuvers in and around docks and the other half in protected open water practicing turns, holding course and stopping. Results from beta testing of the program indicate that brand-new boaters do the best. More experienced boaters

often need to unlearn bad habits before advancing in the program.

The key element in the training is retention of the learned skills. By intellectually understanding a maneuver, and then executing the actual maneuver as envisioned, the boater reinforces the skill, improving long-term retention. Boaters also get to take home videos and the classroom presentation on DVD and fully illustrated books to help refresh their on-water experience.

To assure consistency and quality of instruction, USPS has chosen to build on its eight regions of Boat Operator Certifiers to reach out and qualify local instructors in the program. Under the grant, USPS has leased a training rig consisting of a Boston Whaler 200 Dauntless and tow vehicle with full graphics. The national core instructor team rotates through pre-selected locations training instructors and students. The graphics wrap helps promote the program in addition to attracting attention with a performance sport boat.

Instructor training sessions have begun across the country. National master instructors lead these efforts, so far with great enthusiasm and success. However, reaching large numbers of boaters requires large numbers of instructors in many locations. To accomplish this, USPS is rotating training teams through regions using the training rig. Local instructor candidates commute to selected locations to receive their training and training kits, then return to their local squadrons to train boaters. Instructor training will continue in other areas using borrowed boats.

The boating public has the opportunity to participate just after instructor training affording the newly minted instructors an opportunity to hone their skills by training these boaters. The ultimate objective is to replicate this process back home for each instructor. There, borrowed boats and local facilities will be utilized with teams of local trained instructors to provide the full program to boaters.

While developing enough qualified instructors, USPS realizes that the ultimate limitation to training large numbers of boaters will be access to facilities and boats. Along those lines, USPS has formed a partnership with Brunswick Boat Group and their dealers. For example, a pilot program has just begun with Marine Max, the world's largest boat dealer. Marine Max is providing training rooms and boats. USPS is providing instructors and the training. Initially, a session will be conducted each month at the pilot facility bringing in boaters who will be trained. Variations of this program are being repeated at other dealerships and marine facilities across the country.

USPS envisions a continuing process of training instructors across the country, including those from other organizations such as the Coast Guard Auxiliary who may be able to participate in the program. Success in impacting boater safety through skill development is both a quality and a numbers process. We must reach large numbers of boaters, train them, and await demonstration that accidents and injuries do indeed decline. Early indications support boater interest in the program and the opportunity to really learn how to handle a boat correctly. Every boater trained is one less potential risk in any two-boat encounter.*



A student operates the controls during a docking exercise.



Instructors partake in classroom pre-training before heading out on the water with students. USPS photos



To assist with its on-water training program, the USPS uses a leased training vessel covered in eye-catching graphics.

Make a game of it

By Jim Roeber, Past National Educational Officer,
United States Power Squadrons

Kids love games. So back in 2005 when Spokane Sail & Power Squadron was invited to participate in the National Park Service (NPS) "PADDLE DAYS" water safety program for kids near the Kettle Falls Campground on the Columbia River in Washington, we decide the best way to get the kids involved was to play a game and have fun.

For the all-day, mid-July Saturday event, NPS provided free loaner life jackets for anyone doing in-water or on-water activities – learning to canoe or kayak, learning to snorkel along the beach, going for a ride in the patrol boat, and so on. These were run by other organizations. Our squadron activities were strictly dry-land. They also needed to be low-budget.

We wanted to teach the kids how to select a suitable life jacket for themselves, how to put it on and adjust it properly, and why they should wear it whenever they were going boating. We gathered up an assortment of life jackets of all types and sizes – from infant to several youth sizes to adult small, large, and extra-large. We even put a dog's life vest and an old, foam water-ski belt into the pile.

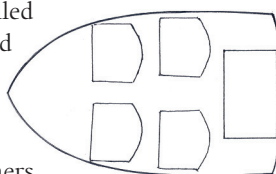
These life jackets were then stuffed in a large ice chest (to simulate a deck box on a boat). Plus, the jackets were stowed the way they too often are on real boats – some still in their plastic bags; some with



The Spokane Sail & Power Squadron found a fun way to teach kids about the importance of wearing a life jacket. USPS photo

the straps all pulled tight and buckled up; some with the straps loose, flapping, and tangled with others.

This "deck box" and four folding chairs were then arranged in a "boat" that we scratched out in the sand. It was a typical rowboat size and shape.



Once we had three or four volunteers, we had them sit on the chair/seats in the "boat." The deck box was at the stern. First, we showed them different kinds of life jackets and demonstrated how to put them on properly. Then we explained the rules of the game: We were going for a pretend-ride out on the lake. When a whistle blew, it meant there was an emergency. As soon as the whistle blew, the kids were to go back to the deck box, and each was to find a life jacket of the right size and type, put it on, adjust the straps, and secure it properly. They were to then step off the boat (i.e., "abandon ship").

The kids were given 45 seconds to do this. If they didn't make it off the "boat" in time, they "drowned." If they had the wrong size life jacket or didn't have it properly worn and secured – tough – they lose.

Rarely did anyone make it off in time in the round. We got them to explain what their problems were: "Couldn't find the right size." "Couldn't get it untangled

from other life jackets." "Couldn't adjust the straps fast enough." etc. So we ran the exercise again. As they now knew which life jacket fit them and had the straps the right length, we shortened the emergency warning to 30 seconds. Even so, only about half the kids made it "off the boat" in time.

So we said, "Let's do it again. Except this time keep your life jackets on when you take your seats." Again we talked for a moment or two, and then the whistle blew. The kids just stood up and stepped off the "boat" – within like three seconds. At which point we asked the kids, "What's the message here?" More often than not, all of them shouted back in unison, "Wear your life jacket!"

This game stayed busy all day long. There were many times kids were lined up waiting their turn. There were even some who came back with their Mom or Dad in tow and got their parent to get in the "boat" and play the game – a not-too-subtle way to say, "Hey, Dad, you should wear your life jacket, too." You knew the kids were having fun when some of them "high-stepped" over the "gunnel" of the boat drawn in the sand.

Spokane Squadron has played this game at NPS "PADDLE DAYS" several times and then again at the Boy Scout 100th Anniversary Camporee in Spokane, Wash., in 2010. For the Scouts we had a real boat, but the game rules were the same. Even the big kids loved it!✴

Urging media producers to embrace boating safety

By Tim Smalley,
Minnesota Department of Natural
Resources, and Ed Lyngar,
Nevada Department of Wildlife

The NASBLA Seal of Safe Boating Practices program has been around for over ten years. It provides a way for NASBLA to provide recognition to boating safety publications, pamphlets, videos and other media not eligible for NASBLA approval as a boating course, but still considered to be beneficial to boating safety. Some examples of recent products that have received the seal include a cold-water boating video, a life jacket education flipchart, a boating rental education agreement kit, and a Hurricanes and Boats seminar.

The Seal of Safe Boating Practices program offers review and validation for any boating media you create, including videos, pamphlets, brochures, and coloring books. An exception would be stand-alone boating education courses, which must go through the full, formal NASBLA course approval process. Other than courses, nearly every other type of media or material you can think of is eligible for the seal. Of course, the program isn't for endorsing boating products such as life jackets, paddles or other equipment.

NASBLA's panel of boating education and safety experts reviews every submission for common-sense requirements, such as showing boaters in life jackets, proper safety practices and sensible boat operation. Once a piece passes review, the seal can be affixed to the material, showing boaters, agency leaders, opinion

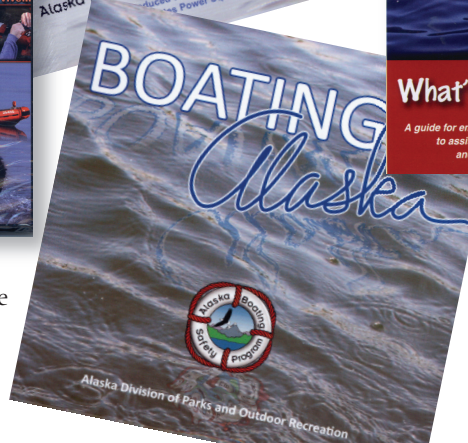
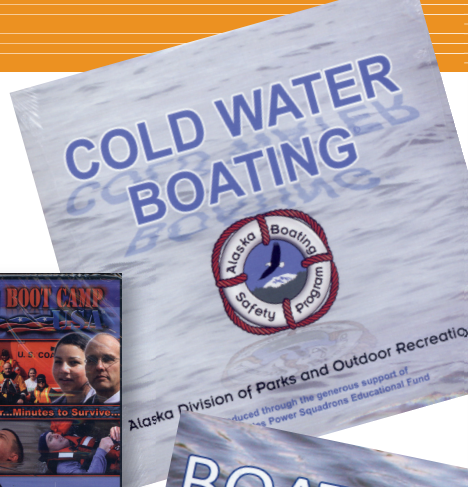
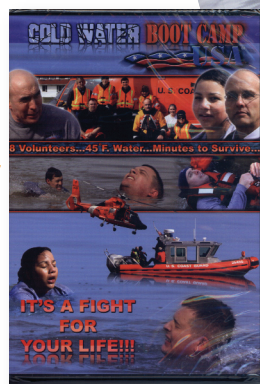
makers and those knowledgeable about boating safety that you have taken all the right steps to make a great product.

Of course the best time to submit materials for review is before those items go into production. After a piece has been mass produced, it's difficult to include the seal on the actual item, presenting a missed opportunity.

There is intrinsic value to having your materials reviewed, voluntarily, by a panel of experts. You demonstrate your commitment to safety and education, and the seal provides national validation for your efforts. This seal is well respected in and around the boating safety community, and we hope to see more groups, organizations and agencies take advantage of this service.

Since its inception in 1999, the Seal of Safe Boating Practices has been awarded to nearly 30 entities such as the Boat U.S. Foundation, U.S. Coast Guard Auxiliary, United States Power Squadrons, National Water Safety Congress, U.S. Coast Guard, Alan Madison Productions, Tread Lightly! Inc., Kawasaki Motors Corporation as well as a number of state and federal agencies.

For complete details or more information, please check out the NASBLA website, or you can contact NASBLA headquarters directly if you have any questions about the program or to determine if your item is a likely candidate for the seal. ✨



Guidelines for the NASBLA Seal of Safe Boating:

- ✧ The item may not be a boating course.
- ✧ Show everyone on board boats wearing a life jacket that is properly sized and appropriate for the activity.
- ✧ Boats and equipment used should be in optimal condition.
- ✧ Show safe body positions for operator and passengers.
- ✧ Show boats operating in a safe manner.
- ✧ Do not show alcohol consumption.
- ✧ Safe boating practices should be highlighted. All professional stunts or competitive practices should be identified as such and should be followed by a disclaimer.

For more information on the Seal of Safe Boating Practices, visit www.nasbla.org or call 859.225.9487.

BOATING

Briefs

Texas launches mandatory boater education

A new state law from the recent legislative session will require mandatory boater education for more people in Texas, a move supporters say will save lives and make crowded waters safer. According to a legislative report by the state's Advisory Panel on Boating Safety, the primary cause of boating deaths nationally is drowning, with 543 in 2009, of which 385 were not wearing lifejackets, usually in rough weather or on hazardous water.

Changes to Texas laws targeting boating safety include: mandatory boating safety education certification for anyone born on or after Sept. 1, 1993 to operate a vessel with a motor of more than 15 horsepower or a wind-blown vessel measuring more than 14 feet in length. While all boaters are encouraged to take boating safety education, those born before Sept. 1, 1993, are exempt from required certification. Previously, only 13- to 17-year olds were required to complete a boating safety course to operate a vessel without adult supervision.

Texas' state-approved boater education course is available as a one-day, classroom training, as a home-study course or as an online course. The course takes about six hours to complete. Costs range from \$13 for classroom course to about \$25 for the home-study course.

Boaters falling under the boater education requirement will be required to carry a valid ID and documentation of having taken and passed a boater education course. Failure to meet the requirements is a Class C misdemeanor, and violators have 90 days to complete a boater education course to have the charges dismissed.

Ohio's outdoor opportunities showcased at state fair

Visitors to the Ohio State Fair, July 27-Aug. 7, found a break from the hustle and heat of the midway at the eight-acre Ohio Department of Natural Resources (ODNR) Park, located in a corner of the fairgrounds. Outdoor and indoor nature exhibits focused on hands-on learning greeted fairgoers as they toured the park-like setting of the area.

"ODNR's Natural Resources Park at the state fair gives Ohioans the chance to discover the natural wonders Ohio has to offer," said ODNR Director David Mustine before the fair opened in late July. "We hope our visitors' experience inspires them to explore all of Ohio's amenities and continue to explore Ohio's great outdoors."

The Natural Resources Pavilion at the fair offered a variety of interactive exhibits promoting conservation and outdoor recreation, such as Explore the Outdoors and a demonstration dog park as well as a replica eagle's nest.

Visitors of all ages (at least 50" tall) were encouraged to explore paddlesports by grabbing a kayak

paddle and trying the 7,000-square-foot kayak pond, supervised by staff and volunteers with the ODNR Division of Watercraft. The main focus of the kayak pond was to introduce children and their parents to boating safety and boating recreation opportunities.

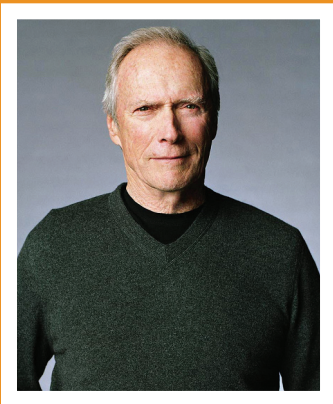
The extensive ODNR Division of Wildlife display area was home to the always-busy kiddy fishing area. In addition to free fishing for the youngsters, families could try a number of outdoor sports including the free archery and BB gun ranges. Before leaving the park, fairgoers were encouraged to stop by the ODNR Information Booth to ask questions and pick up pamphlets and other information related to ODNR lands and programs.

A brand new feature located throughout the Park was the QR (quick response) codes which delivered information directly to smartphones, including maps, schedules and other information.

As part of their display at the state fair, Ohio Department of Natural Resources employees provided a kayak pond to give visitors a chance to try their hand at paddlesports.

ODNR photo





Clint Eastwood takes on new role as honorary chairman

Legendary actor and Oscar award-winning director and producer Clint Eastwood will serve as Honorary Chairman for the National Law Enforcement Officers Memorial and Museum in Washington, D.C.

"The National Memorial and Museum are long overdue and richly deserved tributes to the men and women in law enforcement," declared Eastwood. "On average, an officer is killed in the line of duty somewhere in America every 53 hours. Some 60,000 officers a year are assaulted resulting in 16,000 injuries. Yet, despite those daunting risks, some 800,000 men and women go out every day to serve and protect us. I am deeply honored to help tell their heroic story of service and sacrifice," he added.

The National Law Enforcement Officers Memorial Fund (NLEOMF) built and dedicated America's national monument to fallen peace officers in 1991. The organization is now constructing the National Law Enforcement Museum. Authorized by Congress, the Museum will be built on federal land right across the street from the National Memorial.

Groundbreaking on the Museum occurred in October 2010 and is scheduled for completion by the end of 2013.

As Honorary Chairman, Mr. Eastwood will help raise public awareness for the Memorial and Museum with an informative PSA campaign.

"Clint Eastwood is an American icon, and we are extremely pleased and grateful that he has agreed to play a leadership role in helping us honor America's law enforcement professionals and complete their National Museum," declared Memorial Fund Chairman and CEO Craig W. Floyd.

"Thousands of real-life, sworn law enforcement officers never make it home," Mr. Eastwood explained. "They make the ultimate sacrifice. We owe those who have fallen, and all of our nation's law enforcement officers, a huge debt of gratitude," he concluded.

Delaware Enforcement Section celebrates century of service

This year the Delaware Department of Natural Resources & Environmental Control (DNREC) Division of Fish and Wildlife celebrates its first century of fish and wildlife conservation.

The newly established Division's Fish and Wildlife Enforcement Section hired the state's first game warden in October 1911 at a salary of \$60 a month. In 1913, the first chief game warden was chosen, along with a number of deputy wardens. The goal, according to the 1914 biennial report from the Board of Game and Fish Commissioners, was "seeking to have in the service only men of highest type who have at heart the conservation of wild life."

"For 100 years, Delaware's fish and wildlife agents have acted not only to protect and serve the citizens of

Delaware but also our lands, waterways and wildlife. Today, these well-trained, professional men and women continue to play a key role in the Department of Natural Resources and Environmental Control's mission to promote and practice environmental stewardship and conservation," said DNREC Secretary Collin O'Mara.

Delaware's Fish and Wildlife Enforcement agents have grown to a force of 28 men and women who watch over tens of thousands of acres of state-owned wildlife areas, patrolling the coast and waterways and protecting natural resources by enforcing conservation as well as criminal law. In a day's work, they may rescue a hunter stranded on the marsh, stop a boater operating under the influence, check an angler's catch, call in their canine unit to search for a lost child, or break out their side-scan sonar to locate a vehicle in the water.

This excerpt is from a series of press releases being issued in 2011 in honor of the 100th anniversary of the DNREC Division of Fish and Wildlife.



DNREC Enforcement Chief James Graybeal is confident that the enforcement section's highly trained Fish and Wildlife agents will continue the legacy of conservation law enforcement protecting Delaware's valued fish and wildlife resources while educating our boaters through public cooperation and compliance. DNREC photo



July 2011 marked the 100th anniversary of Georgia's first wildlife agency. This historic photo shows how early wildlife rangers conducted their patrols. Georgia Wildlife Ranger Hoyt Seabolt checks a fishing license on the Jacks River in Fannin County (circa 1940). GA DNR photo

Georgia's first wildlife agency celebrates a century of conservation

July 11 marked 100 years of conservation in Georgia, where outdoor recreation packs a \$3 billion-plus economic punch each year and biological diversity ranks among the richest in the U.S.

A century ago, concerns about declining wildlife populations fueled a national conservation movement. Georgia lawmakers responded by approving legislation on July 11, 1911, to create the state's first wildlife agency.

What was then the Department of Game and Fish was envisioned as a network of county game wardens and regulations aimed at protecting and restoring populations of "game, fish and birds ... for the enjoyment of all the people."

What is now the Department of Natural Resources' Wildlife Resources Division is fulfilling that vision, and more.

"As one of the fastest-growing states in the country, Georgia faces the enormous task of balancing increasing demands on our land and water with the conservation and management of important wildlife habitats and species," DNR Commissioner Mark Williams said. "For 100 years, DNR's Wildlife Resources Division has done an outstanding job of protecting our natural resources while also providing abundant opportunities for outdoor recreation."

The Wildlife Resources Division regulates hunting, fishing and boating, protects nongame and endangered wildlife, provides conservation education, manages habitat, and enforces laws for the protection and use of Georgia's natural resources.

BOATING

Briefs

Division Director Dan Forster said that with "roots firmly embedded in law enforcement," the agency has "effectively evolved over time to meet the new and varying challenges of the day."

The division's work helps fuel an annual economic impact estimated at \$3.3 billion alone from hunting, fishing and wildlife watching, according to the most recent U.S. Fish and Wildlife Service survey.

Yet, suggested Forster, the impact reaches even further, to clean air, clean water and the conservation of wildlife and wild places that enrich all Georgians' everyday quality of life – now and for the next 100 years.



Massachusetts tries to slow spread of invasive mussels

The Massachusetts Department of Conservation and Recreation has set aside \$71,000 to prevent the expansion of zebra mussels. The money will help pay for eight full-time boat ramp monitors to be stationed at seven lakes during prime boating season. The state will also install a portable boat wash facility at Laurel Lake.

The goal is to prevent the spread of the invasive species from one lake to another. The aggressive freshwater mollusk can cripple an ecosystem and endanger many of the fish and plants already living there.

American Boating Congress wraps up in Washington

More than 175 attendees from 26 states and Canada attended what has become one of the industry's most important annual events – the American Boating Congress. Held May 4-5 in Washington, D.C., the event brought industry leaders together to help influence public policy and present a unified front on issues that impact the recreational boating industry.



Members took to Capitol Hill for more than 100 visits to Members of Congress and their staffs to discuss key policy issues facing recreational boating. Conference attendees also heard from a number of distinguished speakers, including Congressional Boating Caucus co-chairs Congresswoman Candice Miller (R-Mich.) and Congressman Joe Donnelly (D-Ind.), Rear Admiral Kevin Cook from the U.S.

Coast Guard, and Greg Ip of The Economist.

Also at the conference, guests heard from representatives from the Environmental Protection Agency, who gave an update on the Clean Boating Act and the agency's development of boating management practices, and Maggie Lazarus, with the Law Offices of John T. O'Rourke, and Dorothy Coleman, VP for Tax and Domestic Economic Policy at the National Association of Manufacturers, who provided an overview of current and possible future legislative tax initiatives over the next two years.

Next year's American Boating Congress is scheduled for April 23-24. For more information on ABC, contact Christine Pomorski at 202.737.9774 or cpomorski@nmma.org or visit <http://www.nmma.org/abc>.

BOATING

Briefs

Sea Tow puts boating safety message in boaters' hands

Recognizing July 4th weekend as the busiest and most celebratory weekend of the summer boating season, Sea Tow, the nation's leading marine assistance provider, used it as an opportunity to remind people to boat responsibly. Sea Tow captains across the country handed out 30,000 koozies – foam can insulators – to boaters during the July 4th holiday weekend. The koozies were emblazoned with the message: "Booze and Boats don't mix. Designate a Sober Skipper."

"Sea Tow is not a proponent of consuming alcohol while boating, but we recognize it is a reality we must deal with," said Capt. Joe Frohnhoefer, Sea Tow's founder/CEO. "I want to remind people who drink while boating to do so responsibly and in moderation. Prevention takes just one smart, split-second decision and a willingness to be a sober skipper. It's my hope that literally putting the message into people's hands will serve as a constant reminder to make smart decisions while boating."

Oregon Marine Board's Clean Marina Program reaches milestone

The Oregon State Marine Board's Clean Marina Program reached a milestone on June 30, bringing the total number of Oregon Clean Marinas to 50.

The "Clean Marina" designation is a testament to a marina's efforts to do its part in keeping Oregon's waterways pollution-free. All designated boating facilities meet the pollution prevention standards of the Oregon Clean Marina program and voluntarily adopt measures to control pollution associated with marina operations.

The Oregon Clean Marina program is a voluntary program working to protect and

improve local water quality by promoting the usage of environmentally sensitive practices at marinas. The Clean Marina program recognizes marinas, boatyards, yacht clubs, and floating home moorages that establish and promote a cleaner marine environment in Oregon.

"It would be so amazing to have every marina participate in the program," says Rachel Bullene, Clean Marina Coordinator for the Marine Board. "Being certified benefits the facility, the people who use the facility, and ultimately Oregon's waterways for future recreation and commerce."

If a facility is in compliance with existing environmental regulations and uses a high percentage of the recommended best management practices, it can be designated as an Oregon Clean Marina. Such certified marinas are authorized to fly the Clean Marina flag and use the logo in their advertising. The flag and logo are signals to boaters that a marina cares about the quality of Oregon's waterways.

Being a part of the program has other benefits. The facility receives detailed information and tools to eliminate or reduce pollutants – such as oil, paint, cleaning chemicals, sewage, fish waste, and trash – from contaminating our waterways.

To learn more about the Oregon Clean Marina Program and the 50 certified Clean Marinas, visit http://www.boatoregon.com/OSMB/Clean/clean_marina.shtml.

“

Being certified benefits the facility, the people who use it and Oregon's waterways.

Rachel Bullene,
Oregon State
Marine Board

”



SOBA updates boating facilities guide

The States Organization for Boating Access (SOBA) has revised its Operations & Maintenance Manual (O&M), a hands-on guide for establishing procedures for the successful operation and maintenance of boating facilities.

The updated manual is available for purchase as a CD in PDF format (The manual will no longer be sold in print format). The cost for the manual is \$30 for members, \$55 for nonmembers.

The O&M Manual includes clearly written, easily understood, detailed information for the general maintenance worker, as well as for the administrator with total program responsibility.

The new edition includes information on risk assessment and management; site design and review procedures; operational staff considerations; staff training needs; equipment and funding requirements; importance of public outreach; methods of site accounting; recommendations for emergency preparedness and importance of environmental management efforts.

Visit <http://www.sobaus.org/publications/publications2.html> to download an order form.

If you have any questions, contact Karen Schillinger at SOBA at 312.946.6248 kschillinger@nmma.org ✨



*Robin Freeman
Vice President – Education
U.S. Coast Guard Auxiliary Association*

PARTNER PERSPECTIVES

Keeping boaters interested in boating education

On water. Advanced. Youth. Classroom. Online. Distance. These are words we've been using the last few years as the topic of boating education comes up. Which delivery style is best? Is the boating public in general interested in on-water education or topics other than what they need to get a boater card?

While we continue to consider various avenues of boater education, it seems we sure haven't lost the zest for the fun of helping people "get it" and learn the fundamentals of safe boating. I recently attended a regional NASBLA conference, and in the "State of the States" reports it was really interesting to hear some of the cool things the state agencies are doing to reach out and educate boaters.

One state has a "retired" patrol boat on a trailer that they take to events and use to invite kids aboard – after the kids select and don an appropriately sized life jacket. The kids get to do all kinds of fun things and all the while mom and dad are waiting and getting some one-on-one education themselves. Learning what other people are doing with creative, fun, interactive teaching is one of the best parts of my job with the Auxiliary.

For instructors who enjoy classroom delivery, or for those who lean toward the outreach education at boat shows and other events, I really encourage going one

step further with education: join a public speaking club such as Toastmasters and sign up for a presentation e-magazine. Conduct an Internet search for "presentation skills" and investigate the many choices.

Don't think of yourself as only an "educator" – think "presenter" as well. These tools help even the seasoned instructor add an amazing amount of polish and zing to classroom presentations. Not sure of a zippy introduction or a powerful closing? Websites can help develop those skills. Is projecting your voice or getting a lot of inflection difficult for you? Then for sure these speaking groups or online magazines will benefit you.

Another great resource is NASBLA's Marketing Library. It contains many fine videos, demos, and public service announcements that can add much to a class or outreach event. Check it out at <http://tinyurl.com/3lu32rv>. Any organization is welcome to submit resources to the Library!

Let's keep improving ourselves as educators and presenters as well as share our creative, innovative, interactive ideas. Keep making boating education fun!★

NSBC announces fall contest and grant opportunities

By Joyce F. Shaw
National Safe Boating Council
Contest Committee Chair

It is no secret that all are suffering in this depressed economy. Nonprofits and charitable organizations are especially hit hard as members search for creative ways to fund special interests and causes. Many organizations have found the surest way to get the greatest return from limited resources is to work together in partnership to achieve common goals.

With more than 300 member organizations, the National Safe Boating Council (NSBC) serves as a unifying resource for organizations that seek the goal of safer boating through education. Among the many benefits and opportunities NSBC offers to its member organizations, the Council partners with member organizations to offer an annual award and an annual grant. These opportunities recognize individuals and organizational partners in the boating community that create innovative programs designed to improve boating education and raise awareness of recreational boating safety-related issues.

BoatU.S. Foundation Boating Safety Youth Program Award

The BoatU.S. Foundation for Boating Safety and Clean Water, patron level member of NSBC, sponsors the Boating Safety Youth Program Award. The program provides a vehicle to recognize individuals and organizations that have developed and successfully implemented innovative boating education programs directed at youth. To qualify, a program must integrate safety practices and address students 18 years of age or younger with issues and concerns of national interest. Selection priority is given to unique or creative programs that promote a primary goal of increasing boat safety and safety awareness.

The BSYP Award is awarded annually and carries a cash prize of \$2,500 and a commemorative trophy. The award package includes an expense-paid trip for a representative of the winning program to attend the International Boating and Water Safety Summit (IBWSS) to receive the award. Time is scheduled in the

promotion and advertisement, rental time of pool or waterfront facilities, transportation to on-the-water sites or other costs associated with the advancement of the program. Funds may not be used as wages or salaries for instructors.



NSBC Chair Veronica Floyd (right) presents Ray Sanborn of Kama'aina Kids with the OMC Take 'em Boating Grant. Sanborn said, "Attending IBWSS to receive the grant proved to be an invaluable opportunity for our program because of the many new contacts we made. The grant money enabled us to expand our program." NSBC photo

Summit agenda for the recipient to present a 45-minute workshop about the award-winning program. The 2012 IBWSS will be held in San Diego on March 4-7.

Applications for the BSYP Award are due by December 31 each year. Applications will be evaluated by the Council's Award Committee based on published criteria that includes a program description, budget proposal, and availability of the program to be duplicated by others. Award monies may be used to purchase necessary equipment, audio visual aids, printing, teaching aids, program

OMC Foundation Take 'em Boating Grant Program

The Take 'em Boating Grant is used to promote and develop interest in boating for future generations. Funded by the Outboard Marine Corporation Foundation, the OMC Foundation Take 'em Boating Grant program seeks to continue the legacy of former employees by promoting interest in boating safety, environmental awareness, and the marine industry. The Take 'em Boating Grant encourages organizations to develop creative and innovative programs to get kids into boats and on the water, and to demonstrate benefits of water-related activities.

The \$5000 grant is awarded annually to the selected youth program that safely gets kids into boating activities while promoting the future of the marine industry through environmental education, safety awareness and boating enjoyment. Applications from nonprofits, organizations, companies and agencies are accepted October 1-December 31 each year. The grant winner will be announced in early spring.

NSBC welcomes the opportunity to encourage and recognize projects that have made lasting contributions to the interest of boating safety. For inquiries about contests and/or grants contact the National Safe Boating Council: 703.361.4294; office@safeboatingcouncil.org; <http://safeboatingcouncil.org> ✨



Jeff Hoedt
Chief, Boating Safety Division
Office of Auxiliary and Boating Safety
U.S. Coast Guard

Cornerstones of boating safety: Knowledge and Competence

When constructing a building, you begin with the foundation.

The foundation has to be strong, complete, and long-lasting – effective at supporting the rest of the structure. Otherwise, the building is at risk of collapsing. The foundations for buildings are typically called the cornerstones, and they have the reputation of lasting a lifetime. In boating safety, key cornerstones include boaters' knowledge and competence. These cornerstones are essential, and such they serve as the lead objectives within the National Recreational Boating Safety Program's Strategic Plan.

Three objectives of the Strategic Plan relate to the cornerstones of knowledge and competence. The first objective is to increase the number of persons who complete a boating safety course or test that conforms to the National Boating Education Standards. Of the approximately 82 million adult boaters, 400,000-500,000 successfully complete such a NASBLA-approved course/test each year. These courses instill essential knowledge about boats and how they function, the risks associated with boating, ways to avoid the risks, and some actions to be taken should an accident occur.

The second objective is to deliver effective boating safety messages

through various educational resources and media to reduce deaths and injuries among recreational boaters. Like the education objective above, this relates to sharing knowledge with the boating community – a much larger segment of the community than that which is impacted by formal education. Instead of reaching hundreds of thousands of boaters, these messages typically reach millions of people each year. They only reach their audience for a matter of seconds each time, though, so the message has to be brief yet effective – keying in on a vital topic. The idea is to leave a lasting thought in people's minds that will ultimately alter their behavior in a way that will enhance safety.

The third objective is to increase the number of boaters who have completed advanced and/or on-water, skills-based boating education (training). Like when we learned to drive a car, we received instruction that enhanced both our knowledge and competence. The classroom/online portion focused on the knowledge aspect. Then, we got out and drove cars with an instructor beside us, whether it was a hired instructor or even a parent. That qualified instructor actually sat with us in the car and explained how to operate the car correctly and safely.

We later got the opportunity to evolve our knowledge into practical experience

while being personally guided by that competent instructor. Combining that experience with the knowledge, we became even safer drivers. The same concept applies to boats. As much as many of us (even myself) would like to think that operating a boat is in our blood, it's not. That capability comes with knowledge, experience, and ultimately competence.

While we would like to think that everyone is aware that it takes all of the above to help a person become a "good" boater, unfortunately that type of assumption leads many boaters to an unfortunate mishap. We need to continue to enhance the boater's knowledge and experience through the three objectives in our Plan – education, outreach and training. With this, we will achieve the goals, and the boating experience for everyone in our nation will continue to get safer and even more enjoyable.

Classroom vs. online education

By Wayne Stacey
Program Operations Branch
Boating Safety Division
Office of Auxiliary and Boating Safety
U.S. Coast Guard

With such diversity among those taking classroom-based boating safety courses, several questions need to be addressed:

- Is the course material geared for everyone?
- Are the instructors properly prepared to teach and provide accurate responses to complex questions?
- Are they presenting up-to-date material relevant to the course?
- Are our combined efforts in teaching boating safety making a difference in saving lives on America's waterways?

For this article, I'll focus on two questions:

- Is there enough time allotted to effectively cover all the course material?
- Is there a measurable difference in safe boating practices in the states where mandatory boating education has been introduced?

Most states require an individual to successfully complete a NASBLA-approved boating safety course before operating a power-driven vessel within their state. The National Boating Education Standards require a minimum of six to eight hours of face-to-face classroom instruction. In this fast-paced world, many people do not want to spend that time in a classroom setting taking a boating course. Forty-four states and territories offer the option of taking the course online, leaving many boaters with no other option than to sit through an eight-hour class.

We all learn differently. A classroom-based course with other students with a variety of education and professional backgrounds can occasionally create challenges for instructors. Students with

little to no boating experience or background are mixed with those salty sailor-types who are often surprised to learn some of the safety procedures and rules of the road situations offered in the course.

Several states do not have a minimum age requirement to take a boating course. Courses that mix younger students with adults are a big challenge. Younger students learn differently than adults. The course may be too advanced for some younger students, which can slow the pace of the class. This places a greater burden on the instructors to cover the material within the allotted time for that chapter or topic. The greater dilemma for the instructor is to find a blend of learning techniques that accommodates the younger student while maintaining the interest of the adult learner.

I have been a volunteer boating safety instructor for the state of Delaware for the past 15 years. I have watched the NASBLA education standards continually improve. There is no question that technology has made it more efficient and flexible to deliver course material. However, the question still remains – are we meeting the standards by effectively teaching the required course materials within an eight-hour timeframe? Many instructors feel that they are pressed for time to adequately prepare the student for the final exam. Over the years of instructing, one of the challenges I have encountered is finding the right combination of time spent reviewing material to time spent answering questions in detail.

Yes, we have evolved from the days of overhead projectors with transparencies and grease pencils to utilizing a companion CD/DVD with computer projector. These modern teaching aids

save time and help the instructors keep pace. Training aids have improved, along with many pertinent ancillary items developed by our boating safety partners that complement the subject matter. Many instructors have access to the showrooms of marine dealers and stores to conduct their classes in a “living” classroom setting. The demand for online delivery of boating education courses continues to rise, but there is still a demand for the traditional classroom setting. Many students prefer the human interaction of being able to ask questions and receive immediate feedback.

Is there a measurable difference between the effectiveness of a traditional classroom-based course and an online course in safe boating practices in the states where mandatory boating education has been introduced? To date there is not enough quantifiable data available to prove a causal relationship between classroom education and a reduction of accidents. While we may not currently have data indicating if there is a difference in the educational effectiveness between classroom and distance learning, I can say from my experience that the qualified volunteer organizations and state boating agencies are adept at conveying the information to a diverse audience. I believe people are more likely to think about their decisions on the water when armed with the knowledge presented in these courses.

No matter what format of learning a boater chooses – be it an online course or a classroom course – rest assured that upon successfully completing a NASBLA-approved, Coast Guard-recognized boating safety course that boater will be much better prepared for any situation he or she may encounter while on the water. ✨

Affairs



*Matthew Long
NASBLA
Government Affairs Director*

Boater education as the way forward

Earlier this year, the United States Coast Guard (USCG) released its annual report on recreational boating statistics. As always, the results were interesting and at times a little surprising. More than anything, though, the study clearly points toward the root causes of on-water accidents and fatalities and gives insight into how they could be prevented. One thing that can't be denied based on the evidence presented in the report is how essential boater education is in preventing serious injury while boating.

In 2010, the Coast Guard counted 4,604 accidents that involved 672 deaths and 3,153 injuries. Only nine percent of deaths occurred on boats where the operator had received boating safety instruction. Only six percent of deaths occurred on vessels where the operator had received boating safety instruction from a NASBLA-approved course provider.

These are easy facts to regurgitate, but let's put these numbers into context. More than 90 percent of all on-water fatalities in 2010 happened in situations where the boat operator had not undergone any boater education. This is as clear evidence as any that exists that the decades-long effort to institute mandatory boater education is both prudent and that it is working. More importantly, this has been a state-led effort.

Some people may be surprised to learn that there is no federal boater education

requirement. Attempts have been made to institute such a mandate, but at this time none exists. That means that all efforts to date have been done only at the state level. That's not to say that national organizations and the federal government haven't helped the states in the process – they certainly have. But the promulgation of the boater education around the country has happened at the state house and not in the halls of Congress.

This has had some problems, though, as no two states have pursued mandatory education in the same way. Let's take a look at the national picture. A quick review shows that 49 out of 56 states and territories have mandatory education of some kind. On the face of it, this seems like near total success. However, once we peel back the numbers, a different story is told.

Of those 49, four states have mandatory education only for PWC users and another 19 have laws that only apply to children and teens. That means, out of the 49, only 26 states have a universal, boater education requirement. Taking it even further, of the 26 states, 18 have a born on/after integration rather than a quick phase-in.

Born on/after refers to the creation of mandatory boating education based on the born-on or -after date of the boat operator. The quick phase-in approach to mandatory boating education occurs over a specific period of time, e.g., 5 years, 7 years, etc.

An analysis by the USCG clearly points toward the superior effectiveness of the

quick phase-in approach versus a born on/after date. According to their research, states implementing quick phase-in requirements may observe a greater reduction in fatalities when compared to the rest of the country and even to that of bordering states. Taking this, and other evidence into consideration, NASBLA in 2007 promulgated a model act recommending a quick phase-in approach to instituting mandatory education with the hopes that states considering implementation will follow the most effective approach.

States lacking a universal mandatory education program should continue working with their legislatures to introduce quick phase-in language. The numbers are conclusive. In a study of best practices in boating education conducted by NASBLA's Education Committee in the summer and fall of 2006, the association found that those states that have the longest history of boating education requirements also have the lowest average fatality rates of all the states. Also, the longer the boating education requirements have been in place, the lower the fatality rates have become. The states with no boating education requirements in place have the highest average fatality rates.

According to both NASBLA's research and that of the USCG, comprehensive and universal boater education programs are one of the best ways of dramatically reducing on-water deaths and injuries. For any state lacking such a program, this should be the number one legislative priority of anyone with an interest in boating safety. ✨



Rely on us for continuing education.

At Kalkomey, we take learning beyond our boating safety courses and certifications by posting educational videos on YouTube and our Safety Matters site. Help boaters in your state stay up to speed by linking to our informative videos: www.youtube.com/kalkomey and www.boat-ed.com/safetymatters.



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small craft advisory

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2011-12 Recreational Boating Safety Calendar

**2011
October
8**

National Boating Federation

Fall Meeting

Dallas, Texas

October 8, 2011

<http://www.n-b-f.org>

728.409.0280

12

**National Law Enforcement Officers
Memorial Fund**

20th Anniversary Gala

Washington, D.C.

<http://goo.gl/igtGz>

14

National Boating Safety Advisory Council

Fall Meeting

Washington, D.C.

Jeffrey.A.Ludwig@uscg.mil

17-19

**International Boatbuilders'
Exhibition & Conference**

Louisville, Kentucky

<http://ibexshow.com>

27-29

US Sailing

Annual Meeting

Annapolis, Maryland

<http://www.ussailing.org>

karendavidson@ussailing.org

401.683.0800

**November
7-10**

Professional Paddlesports Association

Paddlesports Pro

Sandusky, Ohio

<http://www.propaddle.com/>

**15-17
NASBLA**

Executive Board Meeting

Lexington, Kentucky

<http://www.nasbla.org>

ron@nasbla.org

859.225.9487

**December
14**

**National Recreational
Boating Safety Coalition**

Fall Meeting

Washington, D.C.

**2012
January
11-14**

US Sailing

National Sailing Programs

Symposium

Long Beach, California

<http://www.ussailing.org>

karendavidson@ussailing.org

401.683.0800

19-20

**Colorado River
Law Enforcement Association**

Annual Conference

Laughlin, Nevada

<http://www.crlea.org>

25-29

United States Power Squadrons

Annual Meeting

Jacksonville, Florida

<http://www.usps.org>

**February
19-22**

**International Association of Marine
Investigators**

Annual Training Seminar

San Diego, California

<http://www.iamimarine.org/iami>

27-28

NASBLA

Executive Board Meeting

Lexington, Kentucky

<http://www.nasbla.org>

ron@nasbla.org

859.225.9487

29-March 1

NASBLA

Boating Law Administrators

Workshop

Lexington, Kentucky

<http://www.nasbla.org>

ron@nasbla.org

859.225.9487

**March
4-7**

**National Water Safety Congress &
National Safe Boating Council**

International Boating & Water

Safety Summit

San Diego, California

<http://www.watersafetycongress.org>

<http://www.safeboatingcouncil.org>

**April
23-24**

**National Marine
Manufacturers Association**

American Boating Congress

Washington, D.C.

<http://www.nmma.org/abc>

cpomorski@nmma.org

202.737.9774