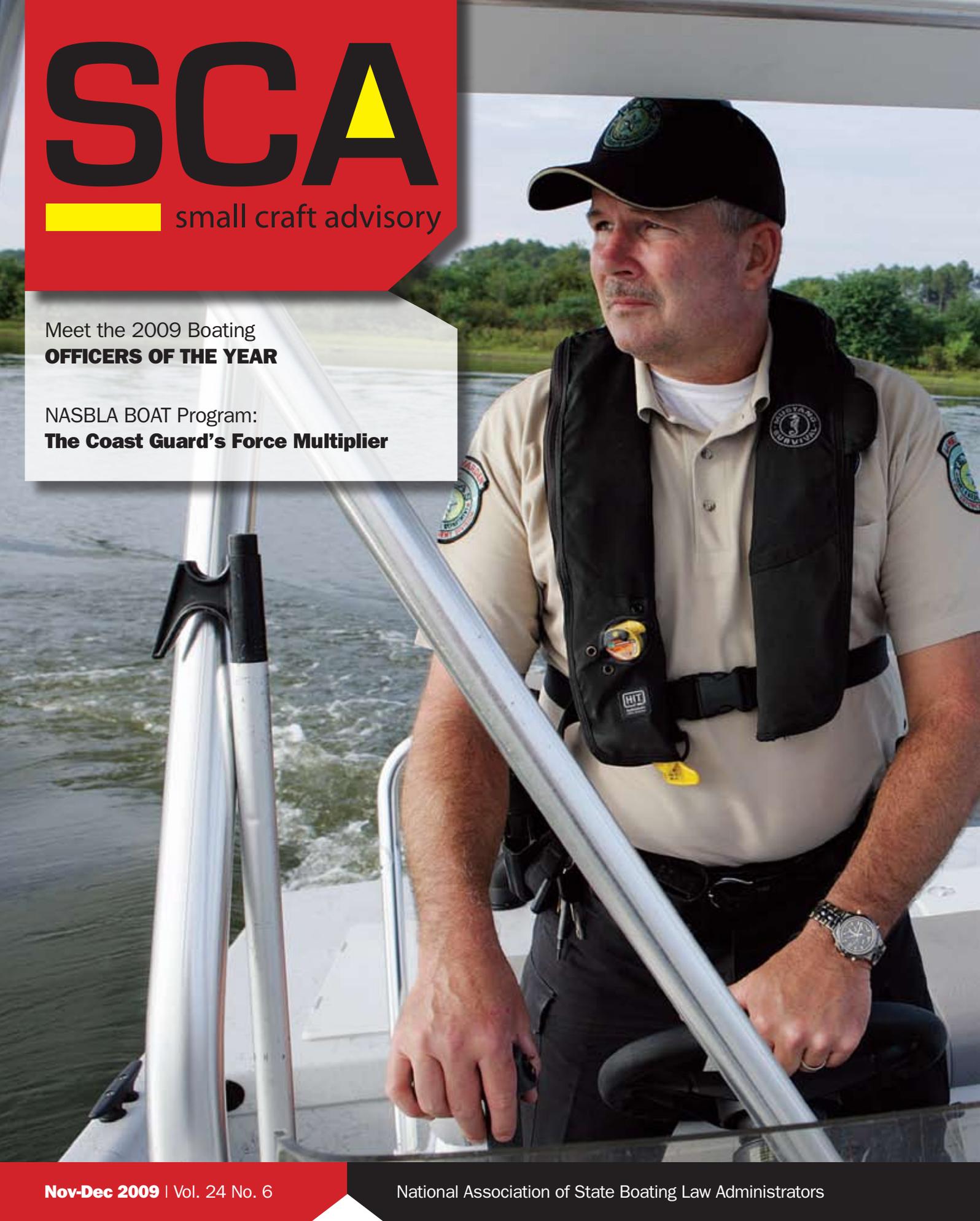


# SCA

small craft advisory

Meet the 2009 Boating  
**OFFICERS OF THE YEAR**

NASBLA BOAT Program:  
**The Coast Guard's Force Multiplier**



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In commemoration of its 50th Anniversary, NASBLA pays tribute to its members

**ON THE COVER:** Game Warden Chris Green of the Texas Parks and Wildlife Department was named Boating Officer of the Year by the National Association of State Boating Law Administrators. Green received this honor for the contributions he's made to boating safety during his 16 years as a marine law enforcement officer.  
*Texas Parks & Wildlife Department photo*



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

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©Small Craft Advisory (ISSN: 1066-2382)  
Published bimonthly by the National Association of State Boating Law Administrators, 1500 Leestown Road, Suite 330, Lexington, KY 40511 (six issues). Subscription is \$12 annually. Contact NASBLA for permission to reprint articles at 859.225.9487 and editor@nasbla.org.

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## Initiatives Unveiled to Move NASBLA Forward

*Editor's Note: Due to limited space, an abridged version of From the Helm follows. To read the original, full-length column, please visit [www.nasbla.org](http://www.nasbla.org).*



**Terry West**  
NASBLA President



**John Johnson**  
NASBLA Executive Director

NASBLA is coming off a great year and one of the most well attended annual conferences in our association's history. Our hats go off to our friends in Texas for the tremendous hospitality the Department of Parks and Wildlife provided during our recent stay in Corpus Christi and to our staff and conference committee for developing another in the series of strong conference programs and excellent networking opportunities.

In addition to hosting a very successful annual conference and a memorable kickoff event for our 50th Anniversary celebration, we want to congratulate the Texas Department of Parks and Wildlife and Game Warden Chris Green for his selection as the 2009 NASBLA Boating Law Enforcement Officer of the Year. Officer Green exemplifies the kind of work ethic and service-oriented characteristics for which the Butch Potts Memorial Award was established.

In this annual law enforcement issue of *Small Craft Advisory* we honor all of the state-level Boating Law Enforcement Officers of the Year and thank each of them for their dedication and commitment to recreational boating safety. We have the privilege of working with officers like these on a daily basis, and much of the work of our association is focused on how to make their efforts more effective and how to keep them safer on the water.

While fostering excellence in boating law enforcement has been at the center of NASBLA's mission to the states dating back to the dawn of our association, over the last ten years we have experienced a renewed commitment to the fundamentals of marine law enforcement. Prompted both by the dual demands of increased maritime safety and security, and the driving desire to better demonstrate measures of effectiveness, our association is making deep, long-term investments in the future of our maritime law enforcement programs and professionals.

Five key initiatives are coming together in 2010 that will help reshape the way we manage our law enforcement and training programs and redefine the role of marine law enforcement officers (MLEOs) within our association:

New training opportunities for MLEOs and other waterborne agency professionals, including the Boat Operations and Training (BOAT) Program and the Essentials of Close-Quarters Boat Control;

Accreditation of NASBLA's Boating Under the Influence (BUI) Detection and Enforcement Program by the American National Standards Institute (ANSI);

The final phase of a multi-year research initiative to validate a series of field sobriety tests that can be used as an afloat battery in on-water scenarios;

Modifications and an expansion to NASBLA's Boating Accident Investigation training course; and

A brand-new level of organizational membership – Individual Membership – targeting the officer on the water.

As NASBLA begins a new era in its history, it eagerly embraces both the traditions of the past as well as the opportunities for the future. We see the development of state and local law enforcement capacities and capabilities, primarily through standardized training, as a key part of our mission and we will be working closely with our own marine law enforcement officers to achieve these objectives.

At this point, I would like to welcome and introduce the incoming NASBLA President, Col. Terry West, boating law administrator for the state of Georgia and the association's 51st president.

A lifetime boater, Terry West began his career with the Georgia Department of Natural Resources' Law Enforcement Division in 1985. In December 2000, he was promoted to assistant chief of the division, becoming the state's boating law administrator. In February 2005, he was promoted to chief of the Law Enforcement Division where he served until being named as acting assistant director of Georgia's Wildlife Resources Division that August.

Terry served as NASBLA treasurer for the 2006-07 fiscal year and again for 2007-08. For 2008-09, he was elected as the association's vice president. He has also chaired NASBLA's Law Enforcement and Conference committees.

In addition to the more than two decades of management experience he brings to the NASBLA helm, his commitment to boating safety, our mission and strategic plan, and his deep appreciation for the contributions of maritime and conservation law enforcement, Terry will provide strong leadership for our board and our association over the next 12 months. On behalf of all our executive board members and staff, we look forward to serving alongside Col. West.

## NASBLA Unveils New Logo

The 50th Annual NASBLA Conference in Corpus Christi, Texas, kicked off a yearlong celebration of the association's 50th anniversary. The most visual part of this celebration was the introduction of a new logo for NASBLA. Celebrating our 50th anniversary provides us a unique opportunity to look back and honor past accomplishments as we look forward to face the challenges of the next 50 years.

During NASBLA's first 50 years, the ship's wheel in our logo served us well as a boating safety organization, steering boaters to safer practices through education and enforcement, steering marine patrol officers to higher standards through training courses, and steering our members to higher levels of professionalism and involvement.

Our new logo also calls on a nautical instrument that determines and sets direction – the compass. The compass is a tool used to help chart new territory and navigate through changing and challenging waters. As the world of boating safety has grown to include new constituents such as paddlers and personal watercraft operators, our association has grown and adapted to set new standards in safety. The compass in our new logo represents NASBLA setting the direction for safety and security on the nation's waterways.



## NASBLA Receives Anniversary Present

During its recent conference, NASBLA received a 50th anniversary present from the National Safe Boating Council. Virgil Chambers (left) and Veronica Floyd (third from left), executive director and chair, respectively, of the National Safe Boating Council, presented NASBLA Executive Director John Johnson and then-NASBLA President Richard Moore (right) with a working, solid brass sextant in honor of NASBLA's 50th anniversary. Chambers said the sextant was the chosen gift because it reflects NASBLA's work toward positioning the boating safety community as well as wishes for continued success navigating the future of recreational boating in North America.

## No Blanket Approval for Courses

On page 10 of the September-October 2009 issue of *Small Craft Advisory*, the article titled "Sailors Teaching Powerboaters?" incorrectly stated that "The 16-hour, introductory Safe

Powerboat Handling course has a blanket national approval by the National Association of State Boating Law Administrators (NASBLA)."

According to Gail Kulp, education director for NASBLA, no courses have a blanket NASBLA approval. Every course, regardless of the provider, is required to meet all of the National Boating Education Standards, including the state-specific Standard 8 content for each of the states. Additionally, the course must be accepted for use in each of the states in order to offer a course there. The only way around this requirement is for a course provider to have a valid memorandum of understanding (MOU) with individual states signifying that the course provider may offer the course in those states.

At this time, the US Sailing courses *Safe Powerboat Handling* and *Basic Powerboat Cruising* are only approved for use in Connecticut, Florida, Indiana, Massachusetts, Maryland, New Jersey, New York, Rhode Island and Washington. Approval in these states is valid through December 31, 2010.

For additional information about the National Boating Education Standards and to obtain a listing of all of the NASBLA-approved courses along with a list of the states in which they are accepted, please visit the NASBLA website at <http://www.nasbla.org>.

## More to Read Online

This issue of *Small Craft Advisory* is chock-full of information! We pay homage to the boating officers of the year, summarize our 50th annual conference, recognize high-achievers in the realm of recreational boating safety, introduce the new BOAT program and more.

Because we have so much information for you, we've had to bump a couple items to our website. As you read on the previous page, the printed version of John Johnson's "From the Helm" has been abbreviated. The full version is located at <http://www.nasbla.org>, under the Et Cetera tab. The "Partner Perspectives" column, written by Robin Freeman, National Directorate Commodore for Recreational Boating Safety for the U.S. Coast Guard Auxiliary, has been posted online as well. Please be sure to visit our website to read these two informative and insightful columns.



# Students Love Our Boater Education Courses!

I loved the narrations and graphics –  
very easy to understand!

Allan, Pennsylvania

Great little videos and practice tests...  
Made it fun to learn about boating safety!

Sylvie, Illinois



THE ONLY COURSE PROVIDER TO OFFER:

- A Fully Narrated Course
- Hundreds of Flash Animations
- Visual Exam Questions
- Live phone + email support daily



Strategic  
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Patron  
Member



Associate  
Member

For more info on how we can help you, visit [www.boaterexam.com/advantage](http://www.boaterexam.com/advantage) today!

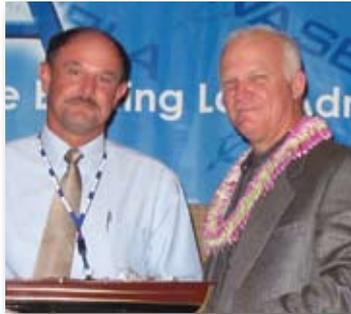
## Association Acknowledges High-Achievers

Each year, the National Association of State Boating Law Administrators (NASBLA) honors outstanding individuals and groups for their contributions to recreational boating safety. At its 50th Annual Conference in September, NASBLA presented awards to several individuals. Following are summaries of this year's honorees.

### President's Special Award

This year, NASBLA President Richard Moore selected five individuals for special recognition for their contributions this past year to boating safety and NASBLA:

- **Dave Barber**, who recently retired as Registration Bureau Chief with the Massachusetts Environmental Police, for his involvement on the NASBLA Vessel Identification, Registration and Titling (formerly Numbering & Titling) Committee.
- **Randy Dill**, recently retired NASBLA boating accident investigation instructor, for his time, knowledge and skills as an instructor.
- **Dr. Carol Evans**, Center for Asymmetric Warfare, for her partnership and steadfast commitment to NASBLA as the nonprofit organization strives to close the homeland security and emergency response gap within the maritime domain.
- **Tammy Terry**, data analyst with the Ohio Department of Natural Resources, for her involvement on NASBLA's Engineering, Reporting and Analysis Committee.
- **Jeff Wheeler**, deputy chief of the U.S. Coast Guard's Office of Boat Forces, for his involvement on NASBLA's Council of Partners and for his role in helping develop NASBLA's new Boat Operations and Training program.



Rick Barrera, Boating Safety Award

### Boating Safety Award

**Rick Barrera**, Watercraft Registration and Titling Manager for the Ohio Department of Natural Resources (ODNR), received the 2009 Boating Safety Award for his diligent work with NASBLA's Vessel Identification, Registration & Titling Committee.

Sponsored by the National Safe Boating Council, the Boating Safety Award is awarded to a state or local government individual who is involved in boating safety, but does not serve as a boating law administrator, and who has demonstrated outstanding performance in any area of the program.

**Barrera** has worked on the Vessel Identification, Registration & Titling Committee since 2001 and served as chairman of its Numbering & Titling Committee since 2004. During this time, his leadership and work ethic have been vital and often pivotal. The committee has made a number of accomplishments with **Barrera's** involvement, including crafting several model acts, producing and publishing *Measures of Effectiveness for Numbering and Titling Programs*, drafting a policy position paper regarding the registration of all vessels, and updating the *Numbering and Titling Manual* in 2001 and 2009.



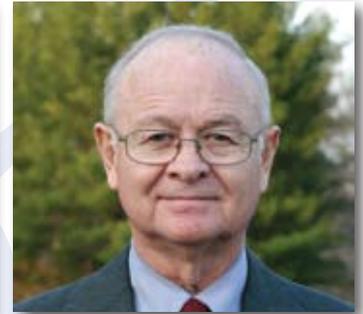
Frank Peterson, NASBLA Award

### NASBLA Award

**Frank Peterson**, president and CEO of the Recreational Boating and Fishing Foundation (RBF), is the recipient of the 2009 NASBLA Award for his ardent support of NASBLA and boating safety.

Since taking the reins of RBF in February 2007, Peterson has been a true leader in creating an environment where boating and, more importantly from NASBLA's perspective, boating safety are fully integrated portions of the organization's outreach message.

"Frank, along with his staff and Board, deserve to be commended for their recognition of this critical missing link and for making a wholehearted effort to actively support national efforts to keep recreational boating as safe as possible and to ensure it remains as one of our nation's premiere pastimes," said Capt. Moore, immediate past president of NASBLA.



Gary Myers, Bonner Award

### Bonner Award

**Gary Myers**, recently retired director of the Tennessee Wildlife Resources Agency (TWRA), received the 2009 Bonner Award for his outstanding leadership qualities.

**Myers**, one of the longest serving leaders of a state conservation agency in United States history, began his career with TWRA in 1974, following 11 years with the Colorado Game and Fish Department. During his tenure as Tennessee's boating law administrator, he served a term as NASBLA's president. He was named as TWRA Executive Director in 1978. Widely recognized by his peers and conservation organizations throughout the country, **Myers** has received numerous honors during his acclaimed career.

A staunch supporter of NASBLA throughout his career, **Myers** has been a longtime friend and trusted advisor who helped NASBLA and individual states get through some very tough times over the years. Both his leadership and support have played key roles in helping NASBLA become the highly effective and well-respected organization it is today.



Vicki Rhodes, Lifetime Achievement Award



Tim Smalley, Lifetime Achievement Award

## Lifetime Achievement Award

NASBLA President Moore bestowed two Lifetime Achievement Awards this year:

• **Vicki Rhodes** began her career with the Delaware Division of Fish and Wildlife as assistant to the enforcement administrator and boating law administrator, George Stewart, in January 1975. She worked closely with Stewart, assisting him in the establishment and management of the Delaware Marine Police and its boating safety program.

As Stewart's "Gal Friday," she also spent hours assisting him when he was NASBLA President and through his years working with the NASBLA Board and on various committees. Over the last 34 years, **Rhodes** has attended every NASBLA conference. She has also been an engaged, long-standing member of the Numbering and Titling Committee for over 20 years, providing NASBLA with expert opinions and expertise in boating registration and titling issues across the country. Today, **Rhodes** is in charge of Delaware's boat registration and commercial licensing program.

• **Tim Smalley**, boating safety education coordinator for the Minnesota Department of Natural

Resources since July 1984, has contributed in countless ways to the recreational boating safety community. Over the last 25 years he has been involved in numerous award-winning, innovative television and radio public service announcements and other public outreach campaigns. Used by more than 30 states, a number of federal agencies, as well as several Canadian outlets, **Smalley's** creations have helped significantly change the face of boating safety outreach and education across the continent.

**Smalley** has collaborated on a number of books and publications on boating safety, water rescue and ice rescue for Minnesota, the United States, Canada and the United Kingdom. He also contributed to the *Worst Case Scenario Survival* handbooks.

**Smalley** is a longtime member of the NASBLA Education Committee, has chaired the NASBLA subcommittee for the Seal of Safe Boating Practices for more than 10 years, and chairs NASBLA's Boating Education Advisory Panel.



Mark V. Rosenker, National Boating Safety Leadership Award

## National Boating Safety Leadership Award

**Mark V. Rosenker**, former chairman of the National Transportation Safety Board (NTSB), was selected to receive the 2009 William B. Garner National Boating Safety Leadership Award in appreciation of his continued stance as a strong and staunch ally of NASBLA's boating safety programs.

Upon his arrival at the NTSB in 2003, **Rosenker** became the senior board member leading the charge for recreational boating safety improvements nationally, including the mandatory wear of life jackets by children, mandatory recreational boating safety education for all recreational boaters, safety instruction training for operators of rented personal watercraft, and an operator's license.

In March 2005 he became the Board's acting chairman and was sworn in as the 11th NTSB chairman in August 2006. After his two-year term as chairman expired, he continued to serve as acting chairman until July 2009.

Throughout his leadership of the NTSB, **Rosenker** remained an ardent supporter of the boating safety programs that accomplish a safe and enjoyable boating environment. He advanced the recreational boating agenda in Congress through the highly visible MOST WANTED States Transportation Safety Improvements list. He gave numerous speeches at major boating conference venues and met with senior state officials to get action moving on several major safety legislative initiatives. Under **Rosenker's** leadership, other President-appointed NTSB members joined in supporting boating safety initiatives and have testified before state legislative committees.

## Presidential Recognition

To recognize and publicly thank all the USCG District Recreational Boating Safety Specialists for their continued hard work, President Moore presented each with a certificate of appreciation during the annual NASBLA Business Meeting:

- **Al Johnson**, 1<sup>st</sup> District
- **Dennis Sens**, 5<sup>th</sup> District
- **Bruce R. Wright**, 7<sup>th</sup> District
- **Kevin Kelly**, 8<sup>th</sup> District
- **Frank Jennings**, 9<sup>th</sup> District
- **Paul Newman**, 11<sup>th</sup> District

- **Dan Shipman**, 13<sup>th</sup> District
- **Kent Richards**, 14<sup>th</sup> District
- **Michael Folkerts**, 17<sup>th</sup> District



Paul Donheffner, center, Innovations in Technology Award

## Innovations in Technology Award

NASBLA in conjunction with its Mission Partner, Boat Ed, developed the Innovations in Technology Award to recognize programs or initiatives that demonstrate the highest level of innovation leading to advances in boating safety. This year's recipient was the **Oregon State Marine Board** for its Marine Law Enforcement Activity Reporting Application.

The **Oregon State Marine Board** developed and implemented its Marine Law Enforcement Activity Reporting Application to streamline activity reporting performed by field officers. The data captured by the system was previously reported on handwritten reports, with the data being tabulated and entered by hand. With the new reporting application, the data is now entered electronically through a secure web-based application by 332 statewide marine law enforcement officers. Besides increasing accuracy, the application has increased communications, provided access to real-time statistics and allowed the **Marine Board** to more efficiently allocate fleet resources and personnel.

## Attendees Applaud Annual Conference

By Kimberly Jenkins

With 350 attendees, the 50th Annual Conference of the National Association of State Boating Law Administrators (NASBLA) was one of the top five most-attended in the association's history. The majority of attendees indicated in a post-conference survey that they were "extremely satisfied" to "satisfied" (55% and 38%, respectively) with their entire experience at the conference, confirming the event as a success.

### Networking

The annual conference, held this year in Corpus Christi, Texas, provided a forum for boating law administrators, marine patrol officers, boating safety educators, marine industry leaders and others to discuss issues regarding recreational boating safety, connect with peers and recognize individuals for achievements.

Preconference events included an instructor training course, a one-day workshop on boating education and outreach, a one-day course focusing on trends and issues in waterways management, orientation sessions for new boating law administrators and first-time conference attendees, a meeting of the Boating Education Advisory Panel, board meetings and committee briefings.

The conference itself officially kicked off on Sept. 27 with the opening ceremonies. **Col. Pete Flores** of the Texas Parks & Wildlife Department welcomed the audience to the conference and lauded them for keeping the waterways safe. Next, **RADM Mary Landry**, commander of Coast Guard District 8, who has a background in marine safety, spoke to the audience about boating safety

and her District's efforts.

**VADM David Pekoske**, vice commandant of the United States Coast Guard, served as the evening's keynote speaker. He discussed recreational boating safety, citing the 2008 boating accident statistics. He applauded the national boating under the influence campaign, Operation Dry Water – held during the summer and spearheaded by NASBLA – as a great success. Next **VADM Pekoske** discussed homeland security and mentioned that the strategy for situation awareness needs support. The Department of Homeland Security has started a quadrennial review, looking at strategic priorities, in line with current budgets. He explained that safety, security and law enforcement are all linked. Next **VADM Pekoske** delved into the Sport Fish Restoration and Boating Safety Trust Fund reauthorization, saying that positions are solid. He closed by urging attendees to push life jacket wear and congratulated NASBLA on their 50 years.

### Unveiling

NASBLA President **Richard Moore** unveiled the association's new logo, featuring a compass. Then **John Fetterman**, boating law administrator for coastal Maine, presented the Florida Fish & Wildlife Commission with the first Compass Award, a new award NASBLA developed to identify an agency whose program, effort or initiative has truly enhanced the nation's safety and security – one that provides a direction for all boating safety professionals to follow.

Closing out the opening ceremonies, the National Safe Boating

Council presented NASBLA with a working brass sextant in honor of the association's 50th anniversary.

Following the opening ceremonies, the president's reception provided conference attendees the opportunity to network. With 40 exhibits to visit, attendees spent the rest of the evening in the Exhibit Hall.

### Work Session

The first full day of the conference, Sept. 28, began with a Working Session for boating law administrators (BLAs). During this meeting, BLAs discussed the organization's progress over the past year and charted the course for the upcoming year. Meanwhile, a workshop on Trends & Issues in Waterways Management was offered for the rest of the conference attendees.

Following lunch, NASBLA's annual business meeting was held. This served to wrap up the previous year's business, as well as begin the next year's work. The president signed memoranda of agreement with representatives from Transport Canada and the Personal Flotation Device Manufacturers Association.

Each committee reported on its work during the year and presented any action items on which the board needed to vote. Next, members voted to pass a number of resolutions, including resolutions supporting Operation Dry Water, the Wear It Campaign and On-Water Training and Boating Safety Courses, as well as resolutions in honor of various anniversaries being celebrated by member organizations.

### Awards Presented

**Maureen Healey**, executive

director of the Personal Watercraft Industry Association (PWIA), presented **Ray Tsuneyoshi**, director of the California Department of Boating and Waterways and the state's boating law administrator, the 2009 Boating Safety Leadership Award. **Tsuneyoshi** is the third recipient of this annual award, which recognizes a single individual in the boating law community who has displayed significant effort in promoting boater safety.

Next, **Bill Gossard** with the National Transportation Board presented **Chris Huebner**, North Carolina boating law administrator, with the State Advocacy Award for the state's acceptance and completion of NTSB recommendations issued to improve recreational boating safety.

Also during the meeting, NASBLA members elected the new Executive Board members. That evening, attendees enjoyed the annual awards banquet, during which high achievers in the realm of boating safety and enforcement were recognized and applauded for their efforts.

*Editor's Note: A summary of these awards is on pp. 4-5.*

### 2010 Executive Board

**President – Terry West**, Georgia Department of Natural Resources

**Vice President – Jim Graybeal**, Delaware Department of Natural Resources & Environmental Control

**Treasurer – Ray Tsuneyoshi**, California Department of Boating and Waterways

### Members-At-Large –

**Herb Angell**, Nebraska Game & Parks Commission;  
**Mike Fields**, Kentucky Department of Fish & Wildlife Resources; and **Kevin Bergersen**, Arizona Game & Fish Department.

### Immediate Past President –

**Richard Moore**, Florida Fish and Wildlife Conservation Commission

## Leading in Lean Times

The next day began with **Terrie Glass**, president of Leadership Solutions, speaking about leading in lean times. She emphasized the importance of undying optimism. During trying times, leaders must have the ability to transform losses into positive events. It's important to remember the overall mission: Impact on lives of others for the good. **Glass** explained that tough times provide optimal opportunities for reaching out to build teamwork and collaboration. It's also important to build a culture of candor, honesty and transparency. You need to have people to tell you when you're wrong, and vice versa.

Next, attendees heard a report from the U.S. Coast Guard Office of Boating Safety and a presentation about Tennessee's Boating Compilation Project.

## On The Water

The program then moved outside for various on-water demonstrations. During the afternoon, NASBLA introduced its new Boat Operations and Training (BOAT) Course.

*Editor's Note: An article describing the new BOAT Program is on pp. 8-10.*

The morning of Sept. 30 began with breakout sessions covering topics such as law enforcement, education, outreach and accident analysis. Also during the morning, **Susan Gorcowski** with the National Highway Traffic Safety Administration discussed implementing a strategic communications plan.

Following lunch, reports were given on four grant projects that have been undertaken by NASBLA: Operation Dry Water, Retention Study of Classroom Boating Safety Courses, Creation of Delivery and Presentation Standards for Boating Safety Courses, and Risk-Based Analysis of National Boating Education Standards. Then representatives with **Alberta Parks** gave a presentation on their officer water safety and boat operations training course.

The conference ended that afternoon with the historic passing of the fid as **Richard Moore** transferred his responsibilities to the new president, **Terry West**.



VADM **David Pekoske** with the U.S. Coast Guard served as the keynote speaker for the opening ceremonies of the National Association of State Boating Law Administrators' annual conference. He reminded attendees that safety, security and law enforcement are all linked.



During the annual business meeting, NASBLA members approved resolutions, witnessed the signing of agreements and learned about the organization's latest initiatives.



ABOVE: **Terrie Glass** kicked off the conference's general sessions with an energetic and engaging presentation about remaining optimistic and utilizing partnerships to get through tough times.

TO LEFT: Attendees were treated to lunch at the marina where several exhibitors displayed and demonstrated their boats. In addition, NASBLA's new **BOAT program** was unveiled with a classroom discussion and on-water demonstration.



# The Coast Guard's Force Multiplier

By Ames Holbrook, U.S. Coast Guard Office of Boat Forces

Mentally concoct any maritime emergency, and you can bet that the United States Coast Guard has already considered it. Our Coast Guard makes its living anticipating and defending against the next maritime Major Event that will shake America. Catastrophic oil spill immediately off our shores – check. Near-simultaneous hurricanes flooding major population centers on our Atlantic and Gulf Coasts – check. Foreign-flagged tanker ship skirting our coast while dropping inflatable speed-boats loaded with armed terrorists and explosives into the water every half-mile (think Mumbai 2008 on a grand scale) – check. The U.S. Coast Guard has war-gamed these scenarios and countless others, and while it has prepared for them, it also acknowledges the inescapable truth: When the day of catastrophe arrives, there will not be enough Coast Guard boats in the water to handle the threat without help.

This is a sobering thought, but fortunately not a hopeless one. The U.S. Coast Guard does not subscribe to “hopeless.” As the smallest and by far the least funded branch of America’s military, the Coast Guard has a history of taking initiative to fix problems on its own (for a modern example, see the response to Katrina – while other agencies and their leaders were crucified by the public and media for poor reactions, the Coast Guard was honored as a model and then-Vice-Admiral Thad Allen was elevated to direct the recovery before his ultimate selection as Commandant of the Coast Guard).

With the same spirit of adaptability and innovation, the Coast Guard long ago set out to answer the question set up in paragraph one: If there

won't be enough Coast Guard boats in the water to adequately address the Major Event without help, and yet the Major Event must be adequately addressed, then where do we get our help?

Years have been spent struggling with this quandary, and, just now, it appears the Coast Guard is on the verge of a solution. The solution, it turns out, embodies a level of inter-agency cooperation with few parallels in our era. The same can be said for the route that was taken to arrive at it.

Back in the heightened security environment that followed September 11, 2001, a seasoned Coast Guard Boatswain named Mark DuPont was escorting liquefied natural gas carriers into Boston Harbor, when the Chief Warrant Officer came to the conclusion that he would have to train local partners in this same task. DuPont set up the first classes to train Massachusetts maritime law enforcement partners, and soon after he brought the training to Maine. The state of Maine took it a step further when it adopted the program and itself began training more local partners. This got the attention of Admiral Vivien Crea, who, as then-commander of First Coast Guard District, oversaw all Coast Guard operations from New Jersey to the Canadian border. Impressed with the tactical cooperation between agencies, Admiral Crea suggested it could be a workable program for the entire East Coast.

In the southern part of that East Coast, the state of Florida was occupied in an active quest to determine its own maritime enforcement requirements and capabilities. Then-Governor Jeb Bush had divided the state into seven regions

immediately after September 11, 2001, and had established a Regional Domestic Security Task Force (RDST) in each as a cooperative structure for multiple agencies to coordinate plans for terrorism and other disasters. Now, following a small-vessel threat summit, a Florida RDST consulted with SRI International’s Center for Maritime and Port Security (CMPS) in an effort to identify the state’s security needs.

Simultaneously, officials on Florida’s west coast were consulting with CMPS in an effort to develop a comprehensive naval security platform for the Tampa Bay area. When the CMPS staff and Gary Abernethy (who describes his employer SRI as a non-profit research and development company for the public good) analyzed Tampa Bay’s security preparedness, they uncovered two significant factors: a disconnect between state and local enforcement, and a strong requirement for mutual communication and force multiplication with the U.S. Coast Guard.

As it happened, the Coast Guard had someone working on this very inter-agency cooperation effort at the time: none other than Boatswain Mark DuPont, who had been reassigned down the coast to Florida as a Port Security Specialist following his Boston assignment. From the moment he’d arrived in the Sunshine State, Florida maritime authorities had pressed him to help with their biggest challenge. “We have 29 state and local enforcement agencies on the water in the Miami area alone,” Florida leaders told DuPont. “So how do we get them together?”

DuPont gave Florida the answer he’d already put into practice back in Boston and Portland.



Coast Guard Sector Corpus Christi and NASBLA state members rehearsed BOAT Program maneuvers at the recent National Association of State Boating Law Administrators annual conference.

“Train them together,” he said. “Get them doing the same tasks to the same standard.” Between the Coast Guard’s DuPont and SRI’s Abernethy, Florida was hearing a common chord. The urgent need was for the clear exchange of information and tactics across agency lines: What the Department of Homeland Security now likes to call interoperability.

Florida acted on the counsel. It was then that Florida Fish and Wildlife Captain Brad Williams, a former firefighter with roots back in Mississippi, began working on a training template that would lay the groundwork for the program that is emerging today – a national program of standardized training, typing, and credentialing across diverse enforcement agencies that is shaping up to be the most significant maritime security advance in the United States since Alexander Hamilton formed the Revenue Cutter Service in 1790.

But we’re not quite there yet. And on the way to where we are now, there were obstacles that threatened the entire effort. Different agencies working together on the same page is a terrific notion, but history is loaded with such cooperative notions that wound up derailed over territorial disputes, misunderstandings, and that particularly American brand of restless impatience. Years went by after Williams created the first template. Even the most valid project can die over time. Interest tends to wane, whims change, and supporters fall off board. Years of gestation are rarely healthy for a revolution.

By the time Hurricane Katrina slammed the Gulf Coast on August 29, 2005, Mark DuPont was a retired Coast Guard Boatswain, working for Florida Fish and Wildlife alongside Brad Williams. Not surprisingly, given their hurricane experience and prime location – outside the Category-3 strike zone, but close enough to help – Florida Fish and

Wildlife got the call to respond to Katrina. Former Mississippi-boy Williams was the first to set up a command center there. His knowledge of the territory enabled him to assign the location before he’d arrived – a huge parking lot not far from the coastline. Only, when he landed on the ground, he discovered that part of his operating area was now occupied by the dockside casino that Katrina had ripped off its moorings and thrown down in the

and experience, to repeat the successes while not repeating the mistakes.

Lessons like these weren’t lost on Mark DuPont, who was now more determined than ever to get more units trained in security and recovery tasks. But stark challenges continued to emerge. The Coast Guard was going to need state and local help in a Major Event – that had been decided. But it wasn’t enough to simply provide training, even good training. The training would have to be standard. Otherwise – if the cooperating units didn’t share an operational framework, perform drills the same way, use identical terminology – the whole program would be useless. The U.S. Coast Guard couldn’t just trust another agency to tow a distressed passenger vessel, or establish security, or protect a high-value target, or conduct a search pattern, to take four essential examples, if there was no identifiable standard to indicate whether that agency was capable of performing the task. So how did one go about aligning several-hundred state and local agencies to a single standard? And where would this seemingly magic standard come from?

To answer that, DuPont turned to an old friend from his military days: a fellow former Boatswain by the name of Jeff Wheeler. Wheeler had retired from the Coast Guard as a Chief Warrant Officer three years earlier, taken a weekend off, and then jumped right back in as a civilian employee. Now he was Deputy Chief of the Office of Boat Forces, the headquarters program that oversees every Coast Guard vessel under 65 feet, which is to say the more maneuverable class of vessels and those that perform the majority of the Coast Guard’s search, rescue, patrol, and security missions. Wheeler immediately understood his old friend’s quandary, and he provided an answer in the form of the Coast Guard’s Boat Operations and Training (BOAT) Manual. This was the pub-



*Coast Guard Vice Admiral David Pekoske (center) made a special appearance at NASBLA’s recent conference and spoke in support of the new BOAT Program. Also shown are (l-r) Gary Abernethy, Jeff Wheeler, Mark DuPont, and John Fetterman.*

middle of his parking lot. In the understated humor characteristic of veteran enforcers, Williams got on the radio and announced: “Well, there’s not as much room here as I thought there’d be, but it’ll work.”

Hurricane Katrina, we now know, turned out to be an epic disaster. But from bad events come good morals, and by the time her floodwaters eventually receded, Katrina had managed to make a lot of people wiser. Among her defining lessons were these: 1) Maritime agencies are going to have to work together, whether they like it or not. 2) Agencies have to evolve to do a better job in the next disaster, whatever it is. 3) Agencies have to engage in strict evaluation, of both training



lication outlining the basic skills of Coast Guard boat crews: everything from donning a life jacket to navigating a search pattern. Together, DuPont, Abernethy and Wheeler stripped the book of its Coast-Guard-specific material and adapted it to a civilian format covering the skills necessary for state and local boat units to assist in the handling of emergencies and emergent threats. A new training doctrine was born.

If this seems like a decisive moment, it was. No program like this had ever existed. But DuPont and Wheeler stopped short of celebrating. They had a great plan, but neither Florida Fish and Wildlife nor the U.S. Coast Guard was suitable to take it national. There remained the very large matter of implementation.

There was really only one player in the boating universe that had a chance of putting something like this into effect on the national level. The National Association of Boating Law Administrators (NASBLA), a nonprofit organization best known for developing public policy for recreational boating safety, was a philosophical match. NASBLA had a history of positive partnership with the Coast Guard in the arena of boating safety and grants. Beyond that, their countrywide network, developed over years of representing boating authorities in every U.S. state and territory, poised them perfectly to take the lead. With the help of DuPont and Wheeler, NASBLA rapidly emerged as the most important player on the scene, and, ultimately, as the father of the program that would dramatically advance maritime security in America.

In January 2009, NASBLA's board created a Council of Partners comprised of itself, some private entities, SRI, the Florida Fish and Wildlife Commission, the U.S. Navy Center for Asymmetric Warfare, the Federal Emergency Management Agency, the Federal Law Enforcement Training Center, and the U.S. Coast Guard Office of Boat Forces (these last three in the Department of Homeland Security). NASBLA, in a letter explaining the BOAT Program, subsequently tasked the Council of Partners to stand up a maritime enforcement coalition whose purpose would be to train different local and state agencies to one standard, in order to "become a force multiplier on the nation's waterways for both local and regional interoperability." In essence, the final product would be a nationwide flotilla of skilled boat crews that knew each other's capabilities, spoke the same language in crises, and could be activated with a single call.

Returning to the dilemma of the Major Event

that the Coast Guard wouldn't be able to handle without help, NASBLA had just hatched the program that would deliver that help. The force multiplier would effectively put more good guys in the water, not only to help each other, but to work side-by-side to help the federal authorities – the Coast Guard, FEMA, and the rest – in times of national crisis.

By the end of summer, NASBLA had generated full-blown momentum for the plan. At their annual conference, held September, 2009, in Corpus Christi, Texas, the organization publicly unveiled its NASBLA Boat Operations and Training (BOAT) Program: the formal curriculum based on the Coast-Guard-standard manual Wheeler, Abernethy, and DuPont had created. The mood was high when NASBLA Past President John C. Fetterman pronounced: "If we roll this out inclusive of our partners, we will succeed."

Coast Guard Vice Admiral David Pecoske made a special appearance at the conference and spoke in support of the program. NASBLA bestowed its first Compass Award to Florida Fish and Wildlife for their having created the national model, with Mark DuPont and Brad Williams accepting. And for the invaluable help Jeff Wheeler had provided, Capt. Richard Moore, then-NASBLA President, personally presented Wheeler with the President's Award.

The words and awards were gratifying, but the NASBLA organization did not rest on them. The site of the conference being Texas, it seemed only appropriate to back up all the ceremony with an action-packed demonstration. Conference participants, including the U.S. Coast Guard, Florida Fish and Wildlife, Texas Parks and Wildlife, Kentucky Fish and Wildlife, Boston Whaler, Protector, SAFE Boat, and Zodiac, engaged in a realistic on-water exercise in the Gulf of Mexico. While a large audience braved the Texas afternoon sun to watch from shore, boat crews role-played good guys and bad guys in a string of scenarios, with boats performing maneuvers to defend a high-value marine asset from attack. The demonstration came off flawlessly, driving home the big theme: Behold what different agencies can accomplish together when we all train to a single standard.

The reaction in the field was overwhelming. State and local agencies lined up to become part of the BOAT program. And some unexpected parties came forward too. Vendors swarmed NASBLA to ask what kinds of boats and equipment they could offer to support the program. The Conference of Professional Operators for Response Tow-

ing (C-PORT, the foremost national water towing and salvage association) was equally eager. Said C-PORT Chairman Terry Hill: "We're the biggest first-responder on the water. The Coast Guard does twenty-four thousand search and rescue missions a year. We do over a hundred thousand. We also call in migrant and drug offenders. We've got two thousand licensed captains on boats right now. We're a natural for this."

If the conference buzz is a fair indication, the real challenge may be getting the program moving fast enough to keep up with demand. That too is underway. The first training course was scheduled for October, 2009, in Miami for Florida enforcement personnel, to be followed in November by a joint Coast Guard and Sheriff's Department course in Charleston, South Carolina.

This is where we stand today. The BOAT Program enables a maritime enforcement unit to qualify in standardized tasks that will be recognized by a national authority. State and local agencies may choose, a la carte, from useful maritime skills. Boat personnel can be trained and qualified in those skills, and have their certifications listed by date and type in the national database so that their neighbors and federal authorities can tap the skilled units in time of need. Participation in the program is purely voluntary, and units may take part to exactly the degree they desire. If New Orleans Harbor Police wants the Vessel Posing Imminent Threat (VPIT) training, but not the search pattern training, and the Oregon State Police wants it the other way around, this is fine. Every agency that qualifies in any standardized task will immediately become an asset to national security.

It will no longer be the Coast Guard alone protecting Americans from the effects of the catastrophic oil spill, the back-to-back hurricanes, and the speedboats full of terrorists. When the next Major Event strikes, the United States Coast Guard will respond, as they have throughout history. Only this time, if this program stays on track, the Coast Guard will look to its port and starboard on the water, and see all the help they need.

*—Ames Holbrook is a full-time writer for the U.S. Coast Guard's Office of Boat Forces, in the Dept. of Homeland Security.*



# Excelling Under Pressure

## Boating Law Enforcement 2009 Officer Of The Year

The responsibilities of today's marine enforcement officers encompass a wide diversity of disciplines. Boating officers are responsible for much more than enforcing laws. They must also educate the public, save lives, facilitate wildlife conservation, conduct homeland security details, protect citizens, among numerous other duties. Often these officers go well above the call of duty, and we honor these boating law enforcement officers in the following pages.

The National Association of State Boating Law Administrators (NASBLA) began awarding the Boating Law Enforcement Officer of the Year Award in 2000 to recognize outstanding boating law enforcement officers. Each state selects a boating law enforcement officer. These officers then compete for one of three regional awards. The three regional officers of the year then vie for the national award. This year we had candidates from 41 states and territories nominated for this program. The officers described in the following pages represent the top boating law enforcement officers in the nation.



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# 2009 BOATING OFFICER OF THE YEAR NATIONAL OFFICER OF THE YEAR



Texas Game Warden Chris Green (center) was named National Boating Officer of the Year for 2009 by NASBLA President Richard Moore (left). Bob Pro from ACR Electronics Inc., sponsor of the annual award, was also present at the award presentation during NASBLA's 50th annual conference.

A native of Duncanville, Texas, **Chris Green** began his Texas Parks and Wildlife Department career as a game warden cadet in 1993. He is currently stationed in Smith County in northeast Texas, and his patrol area includes lakes Tyler and Palestine – popular recreational hotspots – as well as the Neches and Sabine rivers.

Through his own efforts and in cooperation with others, Warden **Green** has helped to bring about a positive safety record to area lakes. Passionate about his job, he often volunteers for special assignments to utilize his expertise in boating issues. In 2008, he logged 352 boat hours, recording 71 citations/warnings.

Additionally, Warden **Green** is available and active with lake residents and boaters and serves as an invited member of a city mayor's roundtable regarding boating safety. Recently, he organized boating safety classes at area lakes and conducted programs to area schools, churches and civic groups. He also regularly organizes boat rides for mentally/physically challenged residents in the area.

Warden **Green** has spent many late nights looking for lost, capsized or otherwise overdue boaters. His contact with area marina operators allows others to be his eyes and ears. Warden **Green** personally rescued three individuals from overturned boats and was deployed for search and rescue missions as Hurricane Ike made landfall.

"Chris is very personal in his approach with media and family members regarding boating accidents/fatalities," said Alfonso Campos, who serves as the boating law administrator for Texas. "Family members of accident/fatality victims have expressed their appreciation for Chris's compassion and sincerity, saying that he treated them 'like family' during their ordeal."

Because of his thoughtfulness and capacity for empathy, Warden **Green** is often called to the local trauma centers to assist other officers in cases

involving victims of major boating accidents across East Texas.

Warden **Green** serves as his district's media representative and provides information through television and print media. He possesses a natural delivery in his speech and is exceptional at presentations for boating education classes, TV/radio sound bites, media ride-alongs and live broadcasts.

Warden **Green** gains high marks for his boating while intoxicated (BWI) enforcement. His conviction rate is historically high. He is an Intoxilyzer Operator and helps to train new officers. In 2008, he filed two BWIs and assisted with numerous others and was complimented by prosecutors on his neat and detailed reports.

An Advanced Boat Accident Investigator and Instructor, a Boating Safety Instructor and Marine Safety Officer Certification Instructor, Warden **Green** has positive relationships with local marine patrols to maximize enforcement efforts and promote uniformity in boating safety.

## Warden Green personally rescued three individuals from overturned boats and was deployed for search and rescue missions as Hurricane Ike made landfall.



### About ACR Electronics Inc.

ACR Electronics Inc. has generously sponsored the Boating Officer of the Year Award for the past four years. Based in Fort Lauderdale, Fla., ACR, a Cobham plc company, designs and manufactures a full range of safety and survival products and accessories. Recognized as the world leader in safety and survival technologies, ACR has provided safety equipment to the aviation and marine industries as well as to the military since 1956 and the outdoor industries since 2003. For more information, visit <http://www.acrelectronics.com>.

## 2009 BOATING OFFICER OF THE YEAR REGIONAL OFFICERS OF THE YEAR



**Northern Region  
Boating Officer of the Year**  
State Watercraft Officer  
Specialist  
**David Goodwin**  
Department of  
Natural Resources  
Ohio

At the time of his nomination, State Watercraft Officer Specialist **David Goodwin** had worked with the Ohio Department of Natural Resources, Division of Watercraft for eight years. In July 2009 Goodwin joined the U.S. Customs and Border Protection Air & Marine (Marine Interdiction Agency). While working for the Ohio Department of Natural Resources, he established himself as a leader in the state for OUI/BUI and drug arrests, receiving the Mothers Against Drunk Driving Top Cop Award in 2007 and 2008. In addition, Officer **Goodwin** used his fine-honed skills and his own initiative to develop an OUI and drug enforcement training program, which he taught statewide to marine patrols with great success and praise.

During 2008 Officer **Goodwin** completed over 300 comprehensive vessel safety checks, over 800 abbreviated written inspections, 40 in-depth investigations on Hull Identification Numbers, and 5,000 personal boater contacts, and he instructed over 25 education programs. He also issued 92 citations with five felony arrests and over 700 warnings.

Officer **Goodwin** served as a firing range instructor, field training officer, and FOP union representative, always conducting himself in the utmost professional manner. He worked well with all federal, state and local partners and

was a great ambassador for the Department of Natural Resources and Division of Watercraft. He served as a positive role model for senior and junior officers alike, always acting in a moral fashion, guided by the Division's core values.

Officer **Goodwin** displayed a genuine love for the job, as evidenced by his enthusiasm in all official aspects whether teaching a course or his active approach to law enforcement or training others. He took great pride in his knowledge of the job and strove to better himself with all tools and information available. He adapted well to change and presented information to the public in a professional, positive manner. He was also able to foster a fun working environment for all his office without compromising professionalism.



**Western Region  
Boating Officer of the Year**  
Marine Enforcement Officer  
**Christopher Bolen**  
State Parks  
New Mexico

Marine Enforcement Officer (MEO) **Christopher Bolen** has been employed with New Mexico State Parks (NMSP) for nine years at Elephant Butte Lake State Park. During his time, Bolen has consistently proven to be an outstanding MEO, a gifted instructor, and an exemplary role model for his fellow rangers.

As the Senior MEO and Lead Instructor at Elephant Butte Lake State Park, **Bolen** not only carries out his daily responsibilities of patrolling the state's largest and busiest recreational lake, he also regularly lends his knowledge and expertise to co-workers, the boating community and fellow law enforcement agencies. Supervisors and co-workers describe him as innovative, creative, forward-thinking and kind. He is disciplined in maintaining his patrol boats, courteous with his fellow officers, first to volunteer for extra duty and always professional when working with visitors.

MEO **Bolen** is a certified instructor in Boating Under the Influence, General Police, Marine Enforcement Officer Basic and Advanced, as well as Boat Accident Reconstruction. He also serves as a Field Training Officer. He developed and teaches the only advanced boating course in New Mexico. During 2008 alone, he conducted 12 boating safety classes and 35 other safety courses for 964 people. Additionally, he coordinated three community safety programs, including

C.A.S.T. for Kids and boating and personal watercraft safety classes at two local high schools. He also conducted boat safety education at Fort Bliss Army Base in El Paso, Texas.

MEO **Bolen** was instrumental in rewriting the Marine Enforcement Officer Basic and Advanced Training curriculum and succeeded in getting both courses accredited by the New Mexico Law Enforcement Academy as advanced training for all law enforcement officers. He served on a committee that revised the New Mexico State Parks law enforcement policy and the testing of new equipment for law enforcement officers.

**Christopher Bolen's** dedication to boating safety and the mission of New Mexico State Parks is unquestioned. His example sets the standard for professional marine enforcement officers in our agency and throughout the state of New Mexico.

# 2009 BOATING OFFICER OF THE YEAR NORTHERN STATE RECIPIENTS



**Corporal  
CASEY ZOLPER**  
*Department of  
Natural Resources  
& Environmental  
Control*  
**DELAWARE**

Throughout 2008, Cpl. **Casey Zolper** is an exemplary agent, especially his marine patrol work for the Division of Fish & Wildlife within the Delaware Department of Natural Resources & Environmental Control. He is a leader among his peers in his dedication to boating safety enforcement in the state. Additionally, **Zolper** led the state in boating under the influence (BUI) enforcement for the second year in a row. During the 2008 boating season, he made five BUI arrests, all with convictions. He worked long hours in his attempts to find these cases and actually served as the catalyst for many late-night, multiple-officer patrols that produced these cases and others.

One notable BUI case came during the Fourth of July weekend when Cpl. **Zolper** took the initiative to contact a television crew from the reality show TRU-TV, which was filming a show in Dewey Beach related to beach life, and invited them to accompany him on a BUI patrol on Rehoboth Bay. Cpl. **Zolper** obtained permission for the patrol and proceeded to take the TV crew along when he contacted and processed an under the influence boat operator. This show did a great job of exposing the public to how officers do their job and the need for BUI laws and boating safety enforcement. This show still airs on a regular basis in the late night hours.



**Conservation  
Police Officer  
DANIEL E. GREUEL**  
*Department of  
Natural Resources*  
**ILLINOIS**

Conservation Police Officer (CPO) **Daniel E. Greuel's** duty station encompasses Lake Shelbyville, one of the busiest recreational boating lakes in Illinois. Managed by the U.S. Corps of Engineers, Lake Shelbyville covers 11,100 acres of water and 172 miles of forested shoreline and attracts three million visitors each year.

A former Army officer, CPO **Greuel** takes all aspects of the job seriously. His adaptability to change from one enforcement objective to another is just one of many attributes he provides to the overall mission of the Illinois Conservation Police.

When CPO **Greuel** is on boat patrol, he actively looks for impaired operators. In 2008 he was involved

in the apprehension of 12 violators for operating a watercraft while under the influence of alcohol or drugs (OUI) on Lake Shelbyville. In addition, he issued 25 citations for boating violations and made numerous drug and underage alcohol consumption arrests.

CPO **Greuel** shows initiative in seeking solutions to problems. He has streamlined the way he processes OUI violators, and it is not uncommon for him to be back on boat patrol within an hour after arrest. His willingness to try new methods in alcohol enforcement, adding to his overall effectiveness in apprehending and deterring violators.

In 2008, CPO **Greuel** attended the National Association of State Boating Law Administrators Level 1 Boat Accident Investigation Course. He has demonstrated excellent skills in boat accident investigation. This is especially important due to Lake Shelbyville having a high rate of accidents. A defensive tactics and firearms instructor, CPO **Greuel** is highly respected among his fellow officers and often requested by the Training Section to provide his expertise in training.



**Officer  
PATRICK HEIDENREICH**  
*Department of Natural  
Resources*  
**INDIANA**

Officer **Patrick Heidenreich** is assigned primarily Dekalb County and works Steuben County in the summer months. Steuben County has 101 natural lakes, many of which are high-speed boating lakes with heavy use by cottage owners and vacationers.

Officer **Heidenreich** requires little or no supervisory direction. He put in long days on regular patrol during the summer of 2008, over 80 hours on the water, checking boaters and anglers. He also spent 242 on Overtime Patrol, helping the officers assigned to Steuben County.

During these patrol hours Officer **Heidenreich** made 157 arrests for various water-related activities. Of these, 69 were actual boating violations, including four boating while intoxicated arrests. He issued 206 water-related activity warnings, with 155 boating warnings.

In addition to his patrol duties, Officer **Heidenreich** conducted boater education classes at Hamilton Fish & Game and Reike Park in Auburn. Officer **Heidenreich** was also instrumental in conducting the boater education class to the attendees of the Indiana Conservation Officers Organization's Youth Camp. He was responsible for 152 young boaters being instructed and certified.

Officer **Heidenreich's** dedication to making these natural lakes safer goes unsaid. He has demonstrated the ability to recognize the dangers inherent with

unsafe boating and made a positive impact on safe boating in District Two's natural lakes region.



**Officer  
JIM BUSSONE**  
*Department of Wildlife  
and Parks*  
**KANSAS**

Officer **Jim Bussone** became a certified law enforcement officer for the Kansas Department of Wildlife & Parks in 1990. In 1995 he transferred to southeast Kansas, where he presently conducts business, or as he may insist "pleasure." Officer **Bussone** will be the first to admit that he loves what he does. Officer **Bussone's** enthusiasm for his job has prompted his fellow officers to become more active in boating enforcement and boating education.

Officer **Bussone** became a boating enforcement specialist in 2006 and immediately began interjecting ideas and solutions to improve the recreational boating safety program in Kansas. Officer **Bussone** is respected by senior and young officers alike. His advice is sought by supervisory levels and has led to some very productive educational ventures in his area of assignment, which includes several federal reservoirs, smaller recreational lakes, and the most active river and stream system in the state.

In 2008, Officer **Bussone** took the department's initiative regarding zero-tolerance for life jacket violations to heart. He worked with other officers in the planning and coordinating of 15 boating equipment-related special enforcement efforts on several major bodies of water resulting in the education of countless recreational boaters about the importance of their equipment and the use of life jackets.

One of Officer **Bussone's** passions is boating education. During the 2007 and 2008 seasons he conducted 38 recreational boating safety classes and programs to the general public. This included coordinating an informational booth at a marina on National Marina Appreciation Day, assisting the state's boating law administrator in arranging a tour of Cobalt Boats, and conducting a highly successful and well-received personal watercraft class during the annual Becoming an Outdoors Woman program.



**Warden  
ALAN GILLIS**  
*Department of Inland  
Fisheries & Wildlife*  
**MAINE**

During 2008, Warden **Alan Gillis** once again demonstrated his superior skill, knowledge and work

ethic while performing his duties in recreational boating law enforcement, search and rescue, and education. Throughout the year, he documented 210 law enforcement and search and rescue hours, of which 134 were actual hours spent on the water. While executing his duties as a Maine Game Warden, he conducted over 400 watercraft safety checks and documented 63 violations. Additionally, Warden **Gillis** is asked annually to speak at area schools, sportsmen's clubs, and sportsmen's shows. He rarely misses an opportunity to educate the public about recreational boating safety.

Before his career with the Maine Warden Service, **Gillis** served his country in the U.S. Coast Guard. During his active duty, he gained valuable knowledge and experience with watercraft that he utilizes daily in his duties as a Maine Game Warden.

During the spring of 2008, Warden **Gillis** was asked to bring his boat to a search for a missing snowmobiler west of Millinocket. The search involved pulling his boat out onto a frozen lake with snowmobiles. Once on the ice, an airboat was used to pull the boat to open water at which point Warden **Gillis'** skill was evident in the operation of the boat as he was essential in helping the dive team locate and recover the victim.

Warden **Gillis** is frequently asked by fellow wardens for his assistance with offshore hunting activities during the fall and early winter. The ocean can be especially hazardous during this time of year and Warden **Gillis** always responds willingly with his watercraft and his expertise is necessary to conduct these patrols efficiently and safely.



**Sergeant WILLIAM MANNING and Sergeant PATRICK MORAN Environmental Police MASSACHUSETTS**

Massachusetts Environmental Police Officers Sergeant **William Manning** and Sergeant **Patrick Moran** have worked as a team, in every aspect of their duties and responsibilities, for the past seven years in a "live aboard" situation. These officers have been assigned to the Coastal Bureau for many years. Together they have logged literally thousands of underway hours on-board various vessels assigned to the Coastal Bureau patrolling the waters of the commonwealth of Massachusetts and beyond.

These officers have answered distress calls for assistance repeatedly in all weather and sea conditions. One evening they received a mayday regarding two young children who were missing in Salem Sound.

They responded from Boston, underway in over 10-foot seas, rain and fog with limited visibility. The overturned vessel was located and the children were safely recovered.

There have been several significant events over the past seven years that these officers have participated in, but one event in particular would certainly lay a heavy burden on any first responder.

On June 2, 2008, a panicked cry for help was heard over the VHF marine radio about an accident involving a child that needed help. As the call was being transmitted over the radio, there was confusion as to the actual whereabouts of the boat in distress and the officers headed out to the harbor to begin looking. As the individual making the call began describing the type of boat he was operating, Sgt. **Manning** began to identify potential targets that matched the profile. Once recognized, the two officers immediately approached the boat. As they came alongside the boat, they observed a horrific scene. The grandson of the operator had fallen overboard and was struck in the head by the propeller. Sgt. **Moran** immediately went aboard to begin CPR on the victim. Sgt. **Manning** instructed the operator to follow him to the harbor area where Sgt. **Manning** had communicated with EMS for immediate transport. Sgt. **Moran** continued CPR until relieved by Boston EMS. Unfortunately, the child succumbed to the injuries inflicted.



**Conservation Officer DANNY J. WALZAK Department of Natural Resources MICHIGAN**

**Danny J. Walzak** began his career as a conservation officer with the Michigan Department of Natural Resources in 1978 and has been a dedicated and loyal member of the Law Enforcement Division ever since. Throughout his 30 years of conservation law enforcement, Conservation Officer **Walzak** has been heavily involved in marine law enforcement and is a go-to officer for both new and veteran officers in his division as well as other agencies.

CO **Walzak** spends hundreds of hours each year patrolling the waterways of southeast Michigan. His mission is to ensure a safe environment for people to recreate while on the area's waters.

CO **Walzak** is very involved with boating education and serves as a lead instructor at his Division's Basic Marine Safety School as well as the department's Advanced Marine Safety School. He has trained approximately 75 percent of the officers in the Law Enforcement Division, greatly increasing officer efficiency on the water.

CO **Walzak** has excellent working relationships with other law enforcement agencies in his assigned

work area. He also maintains an exemplary working relationship with the United States and Canadian Coast Guards, Border Patrol, and other local law enforcement agencies and has been personally requested to return for future patrols. CO **Walzak** works with these other agencies to plan special patrols for major marine events. He also plays an integral part in planning group patrols both within and outside of the department.



**Conservation Officer THOMAS HEMKER Department of Natural Resources MINNESOTA**

A 14-year veteran with the Minnesota Department of Natural Resources, Conservation Officer **Thomas Hemker** patrols about 30 miles of the commercially navigable Mississippi River and its backwaters in southeastern Minnesota.

In addition to many hours of boating safety work in the warmer months, Officer **Hemker** and his fellow officers are regularly out in their boats during the winter. **Hemker** organizes patrol details near the locks and dams, where boating anglers congregate to fish. Countless contacts are made and arrests and warnings are written for violations ranging from inaccessible life jackets to intoxication. This preventative action saves lives.

On the evening of Jan. 12, 2009, Officer **Hemker** braved dangerous temperatures and freezing waters to rescue a 19-year-old from almost certain death. The student was taking a shortcut home when he fell through the ice of the Mississippi River backwaters. He was able to pull himself from the water and find refuge on a nearby island. He called 911 from his cell phone.

The sheriff's office called Officer **Hemker**, who had an airboat and knowledge of the area. Officer **Hemker** went to the ramp to launch the airboat, but the boat was frozen to the trailer. With the help of local police officers he was able to get the boat launched.

With the sun beginning to set, the temperature dropping fast and the wind picking up, Officer **Hemker** put the airboat in the water. About 20 minutes later he located the cold, wet and disoriented victim. It was completely dark by the time he got the victim to the landing.

# 2009 BOATING OFFICER OF THE YEAR NORTHERN STATE RECIPIENTS



**Lieutenant  
TIMOTHY DUNLEAVY**  
*Department of Safety  
NEW HAMPSHIRE*

Lt. **Timothy Dunleavy** joined the New Hampshire Marine Patrol in 1989 as a marine patrol officer. In 1993, he was promoted to the rank of sergeant and, in May 2001, to his present rank of lieutenant.

Lt. **Dunleavy** represents the best of what a marine patrol officer can be. He is educated, insightful and always professional in his demeanor. He is well respected by law enforcement personnel in and out of the Division. His attitude toward his job is both professional and intuitive. Lt. **Dunleavy** successfully handles numerous tasks in a timely and efficient manner, all the while maintaining a calm, professional attitude and he sets an exemplary example for all who work for and with him.

As second-in-command to the Captain, Lt. **Dunleavy** consistently demonstrates a broad knowledge of the law as it pertains to marine law enforcement. He is responsible for the supervision of officers and supervisors for both inland waters and seacoast sections, as well as the department's communications center staff, clerical personnel and maintenance staff. He is well liked and respected for his approachability and his leadership skills.

Lt. **Dunleavy** supervises and provides assistance in the investigation of all major accident and criminal investigations. He was instrumental in the successful investigation leading to multiple indictments of a boat operator in the fatal boating collision with an island on Lake Winnepesaukee in June of 2008. Lt. **Dunleavy's** vigilance resulted in the preservation of vital evidence, scene analysis and the completion of dozens of interviews. His oversight and thoroughness culminated in a comprehensive report being provided to the County Attorney outlining the State's case.



**Captain  
WILLIAM READ**  
*Suffolk County Marine  
Bureau  
NEW YORK*

Captain **William Read**, executive officer of the Suffolk County Marine Bureau is the architect of OPERATION SAVE (Suffolk Aggressive Vessel Enforcement) – a multifaceted, multi-agency program developed in 2003 as a means of reversing an alarming increase in serious boating accidents through aggressive enforce-

ment of the Navigation Law. Due to Capt. **Read's** hands-on leadership, OPERATION SAVE has expanded each successive year in terms of volume of participating agencies, geographical area, law enforcement operations, and boater education.

The Success of OPERATION SAVE has resulted in a dramatic decrease in serious boating accidents, a reduction in search and rescue cases, and an increase in boater compliance to boater regulations and equipment requirements.

This uniquely successful program has been institutionalized among maritime law enforcement agencies on Long Island and Connecticut as a result of Captain **Read's** ongoing management of this program, his relationship with agency heads of many marine patrol agencies, and the effective communication and coordination of programs operations.

OPERATION SAVE was formally recognized as an outstanding program by being selected as a finalist in the 2007 International Association of Chiefs of Police Webber Seavey Award for Excellence in Law Enforcement in a competition with over 100 entries. Capt. **Read** has been responsible for this program from conception, implementation and development to its overwhelming success.



**Warden  
BILL SCHALLER**  
*Game & Fish  
Department  
NORTH DAKOTA*

From 1977 to the present, the area in and around the Little Missouri arm on Lake Sakakawea has seen a multitude of drastic changes. From all-time low lake levels to all-time highs, from 16-foot Lund boats with 50 horsepower motors to 21-footers equipped with 300 horsepower motors, the lake and those who utilize it have been ever changing. However, despite all these changes in the past 32 years, one thing has remained constant: the presence of District Game Warden **Bill Schaller**.

Throughout his tenure, Warden **Schaller** has been called upon at any hour of the day or night for search-and-rescue missions, many of which had life-saving implications. **Schaller** has also worked numerous boating accident investigations. His strong belief in preventative boating enforcement is accomplished not only through boat patrols but also in his efforts off the water educating the state's youngsters. Whether at the North Dakota State Fair, fish camps, or public schools throughout the southwest, Warden **Schaller** can be found promoting the department's boating safety program. His professionalism, dedication and enthusiasm have inspired many younger wardens over the years. Warden **Schaller** has been an asset not only to the department but also to the people of North Dakota.



**Wildlife Conservation  
Officer  
SCOTT J. CHRISTMAN**  
*Fish & Boat Commission  
PENNSYLVANIA*

In 2008 WCO **Scott Christman** coordinated the efforts of his three deputy officers and issued 450 citations for fish and boat law violations. During the same period he issued 1,271 warnings and conducted 1,392 boat boardings. He personally issued 26 Crimes Code citations for alcohol violations, disorderly conduct and violations of rules regarding conduct on commonwealth property. He spent an unprecedented 75 days of on-water boat patrols. WCO **Christman** made arrests for possession of controlled substance and drug paraphernalia, prohibited offensive weapon and underage drinking. He also conducted four boating accident investigations, all involving injury.

WCO **Christman** has taken a keen interest in boating under the influence enforcement. He has successfully completed instruction in this topic and has successfully prosecuted numerous BUI cases. In 2008 he and his deputies made five BUI arrests. Of special significance is the fact that WCO **Christman** convinced the district attorney's office to prosecute two BUI cases – one involving the operation of an electric motorboat and one involving the operation of a non-powered watercraft. Last year he continued to share his training, expertise and experience by once again conducting BUI training classes for other Fish and Boat Commission and State Park law enforcement personnel.

WCO **Christman** leads from the front. He supervises the training and activity of his three volunteer Deputy Waterways Conservation Officers. His Deputy BUI training program yielded results this year with one of his DWCOs successfully apprehending and prosecuting a BUI case.



**Environmental  
Police Officer  
STEPHEN ALFONSO**  
*Department of  
Environmental  
Management  
RHODE ISLAND*

Environmental Police Officer **Stephen Alfonso** served as a Portsmouth, Rhode Island police officer for many years. While there he developed a passion for boating safety and eventually took over command of the department's marine patrol. For several years he worked boating safety, both teaching boaters safe practices and issuing citations to violators.

After retiring from the Portsmouth Police Department, **Alfonso** applied to the Rhode Island DEM/ Division of Law Enforcement as an entry-level environmental police officer. His application was successful and upon appointment as an officer, he was assigned to the marine patrol. Rather than slowing down and seeking the path of least resistance, Officer **Alfonso**, who is very youthful and has kept himself in great shape, attacked his new assignment with vigor.

Officer **Alfonso** racks up many hours of boat patrol throughout the year and is constantly checking recreational boaters and fishers during the warmer months and recreational hunters during the colder months. He issues numerous citations and written warnings for boating violations and his efforts help to make Rhode Island a safer place to boat.

Officer **Alfonso** has been an excellent addition to our team, and his passion for boating safety has been an asset to the Rhode Island Department of Environmental Management.



**Conservation Officer  
BRANDON GUST**  
*Department of Game,  
Fish and Parks*  
**SOUTH DAKOTA**

Conservation Officer **Brandon Gust** has been employed with the South Dakota Department of Game, Fish and Parks for five years. He is currently stationed in Lake County in eastern South Dakota, where he has patrol responsibility for several lakes. In 2008, Officer **Gust** made nearly 400 boating safety contacts and issued 51 citations and/or warnings for boating law violations.

Officer **Gust** has established excellent public relations in his district. In 2008 he was instrumental in gaining agreement among lake homeowners to make modifications to a no-wake zone on one of the lakes in his area.

On August 5, 2007, Officer **Gust** responded to a boat accident on Lake Madison, in which the operator and passenger had been ejected from their boat after hitting a wave. Both occupants were pulled to safety before the officer arrived on the scene. However, the boat was still under power with a dog on board. Officer **Gust** and a State Representative headed out after the runaway boat. The Representative maneuvered his boat alongside the runaway boat while Officer **Gust** jumped aboard, successfully bringing the runaway boat to a stop.

In another incident GFP officers were on Lake Madison completing safety inspections over Labor Day weekend of 2007. A boater informed Officer **Gust** and another officer that a canoe had capsized and two people were struggling to stay afloat. The officers

immediately went to the area and found the canoeists – a husband and his pregnant wife – struggling in 12 feet of water about 200 yards from the shoreline. The lake was very choppy, with wind gusts of more than 30 mph. Officer **Gust** pulled both husband and wife into the patrol boat.



**Auxiliary Trooper  
DAVID FREEMAN**  
*State Police*  
**VERMONT**

Auxiliary Trooper **David Freeman** has been with the Vermont State Police only two years, but that statement belies his bearing and life experience. **Freeman** had finished a career with the Army, retiring as a colonel. He felt a need to continue to serve and, having had a lifelong interest in law enforcement, joined the State Police Auxiliary. He maintains a fitness for duty that puts officers 10 years his junior to shame. His uniform and maintenance of equipment are always beyond reproach.

Auxiliary Trooper **Freeman** consistently provides a high amount of productivity in his assigned area, not only in enforcement actions taken but also in the number of courtesy vessel inspections completed. He applies the right combination of education and law enforcement motivation to ensure safe boating operation. During his patrols during the 2008 season, there were no reported boating accidents in his patrol area of responsibility. This area contains several bodies of water, including one very large public reservoir in particular, Waterbury reservoir.

Auxiliary Trooper **Freeman** inspires public trust and confidence in the department's marine units in the central portion of the state and is a continued asset to our department. His motivation and demeanor are a reason our program has been so successful in that part of the state.



**Field Warden  
JEFF KNORR**  
*Department of Natural  
Resources*  
**WISCONSIN**

**Jeff Knorr** has been the field warden in the Fremont Station since 1999. User conflicts on the Wolf River have been steadily increasing, and **Knorr** has routinely been faced with opposition from segments of the boating public who want no restrictions and local government who do not want to address controversial issues. Often the argument against **Knorr's** efforts has

been no documentation of problems and no accidents indicating a safety issue. He has taken it upon himself to face this opposition and try to improve boating safety.

While boating enforcement and education has always been a major part of **Jeff's** enforcement program, for 2007 and 2008 he invested many more hours on the issues of boat speed, noise and safety for all boaters.

**Knorr** has dealt with speed by using a radar gun and video camera. Additionally, he has been documenting boat performance at various speeds. A claim by operators of the "Fountain" style boat is that they need to operate at higher speeds due to hull design requirements. **Knorr** has been able to show the performance of these boats at various speeds, negating the claims for the need for high speed.

**Knorr** has been at the forefront of noise enforcement throughout his career. He teamed with Dick Lampheer (retired noise engineer from Mercury Marine) to develop noise measurement procedures. **Knorr** was the first to note a primary design flaw in stationary testing and has been developing a "shoreline" test as a practical way to test boats while they are being operated on plane. **Knorr** organized a group check for noise enforcement on the Wolf River, using the shoreline testing procedure he and Lampheer devised. **Knorr** remains the only warden that has set up yearly group checks specifically to address boat noise violations.

## How to Nominate a Boating Officer

NASBLA's Marvin "Butch" Potts Memorial Award, known more commonly as the Boating Law Enforcement Officer of the Year Award, is presented annually to the boating law enforcement officer who has made outstanding contributions to the field of boating law enforcement.

To be considered for this recognition, a nominee must be a commissioned, certified or sworn peace officer authorized by his/her respective state to enforce the recreational boating safety laws of that state. Posthumous nominations are not eligible.

The award program consists of three levels: state, regional and national. State nominees are selected by the state boating law administrator. Nomination forms are available electronically to all state boating law administrators in January of each year. Additional information on the program will also be posted online at <http://www.nasbla.org>.

## 2009 BOATING OFFICER OF THE YEAR SOUTHERN STATE RECIPIENTS



**Sergeant  
JON GARY BUCHANAN**  
Marine Police  
ALABAMA

Sgt. **Jon Gary Buchanan** is a well-rounded officer who places equal importance on enforcement and education. He teaches a number of boating courses in his area and is frequently asked to speak at various civic functions. In addition, he continues to concentrate his enforcement efforts toward dangerous activities while constantly striving to improve the quality of his cases. Sgt. **Buchanan** also helped design and implement several saturation patrols that resulted in a number of Boating Under the Influence and Minor in Possession of Alcohol cases.

Sgt. **Buchanan** helped save the life of a local hiker. The hiker had traversed down the side of a bluff to a point near the water's edge when he began to feel dehydrated. He doubted he could return to the top of the bluff and called for assistance. Due to the difficult terrain, rescue personnel were unable to reach him. Sgt. **Buchanan** responded from off-duty status and quickly located the distressed hiker. The officer, who is a trained EMT, assisted the hiker and transported him by patrol boat across the lake to a marina where an ambulance waited. What was thought to be a case of dehydration turned more serious as the hiker underwent surgery and had a stent surgically implanted after showing signs of a heart attack.

Sgt. **Buchanan** was also instrumental in the successful prosecution and conviction of a homicide by vessel case, where an occupant on a pontoon boat lost his life after his boat was struck by a boat operated by an intoxicated operator. Sgt. **Buchanan** is working with the Elmore County District Attorney and local legislators drafting recommended changes in the state law to more clearly define homicide by vessel and increase the punishment to that of a vehicular homicide conviction.

Wildlife Officer **Doug Small** has been in law enforcement for 14 years. The last five years have been with the AGFC as a wildlife officer stationed in Baxter County, which has 73 total river miles and two large lakes.



**Officer  
DOUG SMALL**  
Game and Fish  
Commission  
ARKANSAS

In 2008 Officer **Small** conducted 814 hours of boating patrols on area lakes and rivers, during which he made 6,398 contacts. He is truly dedicated to BUI enforcement and making his area lakes safer, evidenced by 21 BUI arrests last year. During the floods that affected the local area last spring Officer **Small** helped evacuate people in danger of being trapped by the rising floodwaters. He also assisted with search and rescue activities after a tornado hit the towns of Cotter and Gassville. He logged a total of 114 hours of disaster response activities while responding to the tornado and flooding in Baxter County.

Officer **Small** is very active in boating and youth education. In 2008 he organized or assisted in 12 boater education classes. In addition to teaching boater education, he conducted or assisted with an additional 21 youth/school programs, 10 of which were related to boating/water recreational activities. He assists with an annual hands-on boating education class for Calico Rock School. This event allows students to operate several types of watercraft under the direct supervision of an Officer.

Officer **Small** also conducts classes for the local Sheriff's Department Boating Patrol Unit, teaching them boating law and patrol techniques. He actively recruits officers from other agencies to accompany him on boating patrols hoping to promote interest in boating law enforcement within these other agencies.



**Officer  
PATRICK SCHAUT**  
Harbor Patrol  
DISTRICT OF COLUMBIA

A police officer for approximately 11 years, Officer **Patrick Schaut** has been assigned to the Harbor Patrol Unit for approximately eight years and has been a certified Police Rescue Diver for the past seven years.

During 2008, Officer **Schaut** displayed his motivation, dedication and pride for his job through his efforts on the waterways of the District of Columbia. Officer **Schaut** conducted 119 on-board safety

inspections and issued 107 citations for boating violations, terminated countless voyages due to safety violations and participated in numerous dive operations, recovering evidence and property. Through these activities, Officer **Schaut** exhibited outstanding and significant enforcement productivity as it relates to the mission of the Harbor Patrol.

Officer **Schaut** is a motivated officer and is known by his supervisors as a hard-working employee. He displays a strong sense of pride in his job. When extra work was needed, Officer **Schaut** made himself available day and night, even coming back to work on short notice. In instances of emergency callbacks, Officer **Schaut** is one of the first officers on the scene, ready and eager to take emergency action in any type of situation.

Officer **Schaut** conducts himself professionally both on and off duty and maintains a strict code of ethics in all that he does. Officer **Schaut** always tries to improve his skills and aggressively pursues and attends training that will make him a more effective river patrol officer.



**Officer  
BRETT GILL**  
Fish and Wildlife  
Conservation  
Commission  
FLORIDA

In 2005, Officer **Gill** started his career with the Florida Fish and Wildlife Conservation Commission (FWC), after earning a bachelor's degree in criminal justice from the University of West Florida Pensacola. His friends have labeled him as a "gazelle" because of his athletic ability, which he continually maintains for his field and his Special Operations Group (SOG) team responsibilities. Union County is an extremely rural county, yet Lake Butler and Lake Palestine as well as the Santa Fe River are popular areas for fishing, boating, canoeing and kayaking.

With hard work and a go get 'em attitude, Officer **Gill** has proven himself within his community. His selfless acts of heroism have earned him the respect of local and state law enforcement. **Gill's** knowledge and navigation skills on the local waterways have made him especially valuable during fugitive apprehensions.

Officer **Gill** has the honor for being the only officer in FWC history to make an arrest for possession of a red drum in Union County. The size limit for a red drum is 18 to 27 inches. While operating on the Santa Fe River at Chastain Seay, Officer **Gill** observed two red drum carcasses in the water under a local

bridge. He extracted the evidence and found that the carcasses measured at 37 and 51 inches. Through his investigation skills **Gill** was able to identify and arrest the violator. Officer **Gill** is often called for search and rescues and fugitive retrievals. One day, two individuals who had been arrested for murder had escaped. **Gill** and two other squad members were able to apprehend one of the two fugitives. Due to their attention to detail they located the escapee by identifying his nose and lips sticking out of the water while the fugitive was submerged in Olustee Creek.



**Corporal  
CHRIS HODGE**  
*Department of Natural  
Resources*  
**GEORGIA**

During 2008, Corporal **Chris Hodge** played a critical part in ensuring the safety of boaters in Georgia's Coastal waters. As captain of one of two 35-foot patrol boats within Georgia DNR's fleet and while patrolling with other officers, Cpl. **Hodge** documented over 1000 hours of boating safety related patrols in 2008. As a direct result of his efforts, over 150 violations were detected while inspecting nearly 400 vessels.

Cpl. **Hodge** is a team player. He attended training on Cold Water Awareness from the National Water Safety Congress and provides training for it within his agency. He has been a fountain of knowledge for a local sheriff's office, helping to establish a Marine Patrol Unit. His uncanny ability to detect violations while patrolling Georgia's waterways led to the arrest of a major drug dealer in the local community.

Throughout 2008, Cpl. **Hodge** met with local officials on several occasions, sharing his experience and knowledge to address issues within the boating/swimming community. During the summer, after experiencing three drowning events at a local park, Cpl. **Hodge** met with local officials to develop a plan to attempt to reduce water related deaths. He also met with local marina owners to finalize an action plan designed to keep boat owners safe in the event of a tropical event on Georgia's coast. Cpl. **Hodge** regularly provides safety briefings for fishing tournament participants prior to their events. In 2008, Cpl. **Hodge** responded to 11 search and rescue calls, resulting in 20 people returning back home safely. These are but a few examples of the many times when Cpl. **Hodge** has gone beyond the call of duty while protecting and serving the boating public in Georgia.



**Officer  
GREGORY A. YOUREE**  
*Department of Fish and  
Wildlife Resources*  
**KENTUCKY**

Officer **Gregory A. Youree** has taken it upon himself to combat drug and alcohol use on his assigned area's waterways. In 2008 he issued 116 boating enforcement charges, including eight drug charges and 27 alcohol-related charges. Of the 27 alcohol-related charges, six were BUI charges and two were DUI charges where offenders were contacted in vehicles after a day of boating. Officer **Youree** also assisted Kentucky State Police in a holiday road check near Ken Lake State Park, making two additional DUI and one more drug charge.

Also in 2008, Officer **Youree** targeted two beaches in his patrol zone that had become overrun by people openly using drugs and alcohol, making the beaches impossible for families to enjoy. His efforts included walking into the areas from a roadway, dropping off an officer for spotting purposes, and securing his patrol boat out of view and walking through tick-infested woodlands. Within two months and after several drug, alcohol and littering citations, these beaches breathed new, litter-free life. Families returned by water and by land, and the beaches became more populated than ever.

Since he is stationed in a non-water county, Officer **Youree** attended safety fair days for all elementary and middle school students in Graves County, delivering boating safety lectures to some 800 students. This was his innovative way to get more awareness to as many kids as possible. His community reaction resulted in the pledge of additional prizes and opportunities for student interaction. In addition, he was asked by two local students to "job shadow" and be interviewed regarding boater safety. To further help reach boaters about boating safety, Officer **Youree** gave three individual boater tests, attended three kids fishing events and partnered with two non-participating counties for a boating safety event in his home county. He gave interactive safe boating lectures during these events and gave out small prizes (that he paid for) for correct answers.



**Sergeant  
ROSS MIRE**  
*Department of Wildlife  
and Fisheries*  
**LOUISIANA**

Sgt. **Ross Mire** has been an enforcement agent with the Louisiana Department of Wildlife and Fisheries for over 17 years. He is very professional in his enforcement of boating safety laws and represents the Enforcement Division with pride and dedication. Sgt. **Mire** is always ready to help and assist others with boating safety laws, boating safety violations, and boating safety education and training directly supporting the cooperative missions of NASBLA, U.S. Coast Guard and the Louisiana Department of Wildlife and Fisheries.

Sgt. **Mire** has attended numerous boating safety schools and has also taught and assisted with the development of a Police Officers Standard of Training (POST) certified one-week course on Marine Search and Rescue to train other law enforcement agencies in Louisiana. He teaches a two-week Cadet Boating Course in the department's Training Academy. Sgt. **Mire** is also well versed in boating operations and marine law enforcement and BUI enforcement.

Sgt. **Mire** does a good job of educating the public about boating safety regulations during his many public appearances through out the district. He is always available both on duty and off to meet with civic groups and school classes and discuss boating safety topics. He was a guest speaker at a recent NASBLA Conference and gave a presentation on Louisiana Navigational Rules of the Road and how they apply to public safety services provided on Louisiana's waterways.

During his time with the LDWF, Sgt. **Mire** has developed many partnerships with outside agencies such as the U.S. Coast Guard, and local sheriff's office water patrols. Sgt. **Mire** regularly works with U.S. Customs Agents and other federal law enforcement agencies.

Sgt. **Mire's** caseload each year has been above the district average and in the top 20 statewide. His knowledge in this area has proven to be a valuable training tool developing younger agents' professionalism.

## 2009 BOATING OFFICER OF THE YEAR SOUTHERN STATE RECIPIENTS



**Corporal  
JEFFREY W. SWEITZER**  
*Natural Resources Police  
MARYLAND*

Corporal **Sweitzer** is an 18-year veteran of the Maryland Natural Resources Police. His commitment to quality is demonstrated in several areas of his job performance. His use of discretion regarding the choice of citations vs. warnings, his prioritization of duties, and the caliber of offenses detected have resulted in quality conservation and boating law enforcement. He addresses serious violations in an aggressive and highly successful manner. He stays abreast of trends in enforcement, is innovative in his enforcement techniques and consistently seeks to enhance the capabilities of the agency. His endeavors to cultivate professional contacts with the community by reaching out to county residents and educating them in the ethical use of Maryland's natural resources are very effective.

Cpl. **Sweitzer's** assignment includes boating safety law enforcement patrols on the waters of Deep Creek Lake, the largest freshwater lake in Maryland and a vacation resort extensively used for recreational boating, touring, sailing, water-skiing and personal watercraft. He aggressively conducts boating safety patrols on Deep Creek Lake, providing a needed public safety law enforcement presence. Cpl. **Sweitzer** is well versed in boating law and enforcement techniques and consistently endeavors to educate the boating public through use of police presence, voluntary compliance, written warnings and finally the issuance of citations. During every enforcement contact he takes the time to explain Maryland's boating laws and regulations. During the 2008 boating season (May 15-September 15) Cpl. **Sweitzer** made a total of 494 documented boating safety law enforcement contacts and addressed 160 violations, including eight vessel operators arrested for operating while intoxicated, one arrest for driving while intoxicated, and numerous underage alcohol possession arrests. He volunteered to work extended or extra day duty patrols for the U.S. Coast Guard Boating Safety Grant that provided extra law enforcement patrols on Deep Creek Lake and reduced reportable watercraft accidents.



**Patrolman  
BRIAN D. FOSTER**  
*State Water Patrol  
MISSOURI*

Patrolman **Brian D. Foster** has been employed with the Missouri State Water Patrol for four years. He currently patrols the Current and Jacks Fork Rivers.

Patrolman **Foster** recently received a Distinguished Service Citation for Valor from the Missouri State Water Patrol for his heroic actions on March 18, 2008, when two boys were swept away in rising floodwaters on Hurricane Creek near Winona, Mo.

Patrolman **Foster** and a fellow officer responded to the scene and assisted one of the individuals into their boat. Shortly afterward, the vessel was struck by a log causing it to capsize. All three occupants were ejected, but the second officer was able to hold onto a tree in the water. With the boat pinned against the trees by the current, Patrolman **Foster** successfully climbed up on the boat and pulled one of the boys up onto the boat with him. The other individual was in a nearby tree.

As his fellow officer swam to waiting first responders to request additional help, Patrolman **Foster** remained behind with the boys. He threw a rope and life jacket to the boy in the tree while instructing him to jump into the water so he could pull him to the capsized boat. By doing this, Patrolman **Foster** was able to expedite the rescue of the two boys by an awaiting boat. He again elected to stay behind and assist in the rescue of the Oregon County Sheriff and his deputy who had also capsized their boat in an attempt to rescue the two boys from the trees. Patrolman **Foster** refused to leave the raging creek until everyone was safely on the bank.



**Lieutenant  
TODD RADABAUGH**  
*Wildlife Resources  
Commission  
NORTH CAROLINA*

Lieutenant **Radabaugh** is an 18-year employee of the Wildlife Resources Commission, currently assigned to supervise the enforcement activities of Wildlife Officers on a busy section of North Carolina's coastline.

Since 2004, Lt. **Radabaugh** has served as the lead instructor in the DWI Detection and Standardized Field Sobriety Testing training program for the North Carolina Wildlife Resources Commission. In 2007 he was one of the first two officers in North Carolina to attend NASBLA's Boating Under the Influence Detection and Enforcement Trainer Development program. Following the training he began a partnership with North Carolina's Forensic Tests for Alcohol Branch to provide the NASBLA Boating Under the Influence Curriculum to maritime law enforcement officers throughout the state. With NASBLA's permission, North Carolina Specific information was written into the Legal Environment section by Lt. **Radabaugh**. Beginning in January of 2009, Lt. **Radabaugh** and a team of three other dedicated instructors began a tour across North Carolina instructing this course. The 24-hour course reinforces what the officers learn in Standardized Field Sobriety Training and translates things from the highway to the boating environment. Lt. **Radabaugh** believes that if one officer can detect one impaired boater before they hurt someone all of the travel time will be worth it.

In July of 2008, Lt. **Radabaugh** began training in the IACP (International Association of Chiefs of Police) Drug Evaluation and Classification Program. In October, he was certified by the IACP as a Drug Recognition Expert, or DRE. He is the first DRE in North Carolina whose primary duties are enforcing the boating law. Lt. **Radabaugh** presented two programs for new prosecutors in North Carolina in 2009 about the dangers of boating while impaired. He also presented 26 boating safety programs this year to help educate boaters about the dangers of mixing alcohol with boating.



**Corporal  
VINCE BUSHA**  
*Department of Natural  
Resources*  
**SOUTH CAROLINA**

Corporal **Vince Busha** has been employed with the South Carolina Department of Natural Resources Law Enforcement Division for eight years. He has shown exemplary dedication and motivation throughout his career. Cpl. **Busha** is primarily responsible for patrolling Lakes Keowee (18,500 acres), Hartwell (55,900 acres) and Jocassee (7,500 acres) – all three of which are high-use areas. Cpl. **Busha** has made it his mission to provide a safe boating environment for the families using these lakes.

In 2008, Cpl. **Busha** led his unit in all boating categories with 43 boating-related cases.

He had 158 boating hours with 350 vessels checked and was involved in investigating four boating accidents on Lake Keowee.

Cpl. **Busha** has developed working partnerships with local sheriff's offices and police departments to coordinate special patrols on holiday and high-use weekends. With Clemson University located on the shoreline of Lake Hartwell, he works with the university's police department to assist with special events on the lake, such as rowing regattas and firework displays.

During the winter months, Cpl. **Busha** can be found on the lake checking duck hunters and winter anglers ensuring that they have their life jackets, often giving mini boating safety talks about the dangers of cold water and the importance of wearing a life jacket.

Cpl. **Busha** also has shown his commitment in providing assistance to the public. During the 2008 year he conducted 11 public presentations and assisted on numerous courtesy boating inspections at launch ramps. Cpl. **Busha** has an infectious positive attitude that affects both his co-workers and the public. He is extremely self-disciplined and most importantly, self-motivated ensuring the agency's mission to protect natural resources is a success. Dependable, hard working, committed, self-reliant are just a few of the attributes that accurately describe Cpl. **Busha**.



**Officer  
ROY E. SMITH**  
*Wildlife Resources  
Agency*  
**TENNESSEE**

Officer **Roy Smith's** assigned work area, Area 41, encompasses seven counties. Area 41's southern boundary is bisected by the Tennessee River and is home to the city of Knoxville, the state's second top metropolitan area, and several other highly populated suburbs. Area 41 also incorporates Norris Lake, Ft. Loudon Lake, Melton Hill Lake and Cherokee Lake and is extremely popular for recreational boating.

Officer **Smith** excelled in outreach in 2008. He appeared in six local television news programs to discuss boating safety. He also worked an educational booth at the Knoxville Boat Show providing requested materials and answering boating questions and conducted four other public displays to provide boating information. Officer **Smith's** confidence and self-motivating characteristics were made evident when he succeeded in having the Tennessee Wildlife Resources Agency Boating Safety Course incorporated into the Driver Education Course in all of the public high schools in Knox County, the state's third largest public school district. With this accomplishment he incorporated boating safety education into part of the official curriculum and has ensured that over 3,000 young high school students a year will receive boating education.

Officer **Smith's** law enforcement work indicates his superior dedication to enforcing boating safety laws, rules and regulations. He checked 659 boats, issued 70 court citations for boating violations plus another 18 warning citations. While on boating patrol he also inspected 264 anglers, 107 hunters, 86 ATV users and 35 access areas, resulting in 32 court citations. He performed 23 field sobriety tasks on Tennessee boaters which led to five boating under the influence arrests. Officer **Smith** was also involved in assisting 17 stranded boaters on Tennessee waters. Officer **Smith** coordinated efforts with his fellow Area officers and conducted the patrol details for the firework display during "Boomsday" in downtown Knoxville.



**Senior Conservation  
Police Officer  
WESLEY BILLINGS**  
*Department of Game &  
Inland Fisheries*  
**VIRGINIA**

Senior Conservation Police Officer **Billings** has served as Region III (Southwest Virginia) Boating Officer since July 1, 2008. In this capacity he patrols the New River by canoe, kayak and jet-drive jonboat in six counties from North Carolina to West Virginia. Officer **Billings** has made boating arrests in seven jurisdictions.

In 2008 Officer **Billings** led his Region in arrests made on Claytor Lake, a nearly 5,000-acre impoundment on the New River. Officer **Billings** consistently leads Districts 31 and 32 in boat patrol hours, boater arrests and boat inspections. Over the past two years, he has taken an active part in the investigation of all boating incidents and drownings on Claytor Lake. He not only works the scenes from the surface, but on several investigations, he has used his SCUBA training to search for evidence and to assist with body recovery.

Officer **Billings** created a youth boating safety class for elementary school students and he presents this class whenever requested by the local school systems. He has taught classes to Boy Scout troops, Girl Scouts troops, school groups and conservation clubs. For several years Officer **Billings** has taught at Camp Cougar, a program for all Pulaski County schools 10th graders.

For the past 13 years, Officer **Billings** has been the department representative to The Friends of Claytor Lake (FOCL), a group dedicated to preservation and safety of Claytor Lake. Officer **Billings** is the primary contact on safety issues concerning boating and serves as the first contact on questions concerning zoning issues and department enforcement efforts.

Officer **Billings** assisted with the drafting of the Navigational Aids on Claytor Lake document that is now used as the primary document for the placement of navigational aids along the 22-mile impoundment. He attends input and focus group meetings and has become the primary department representative to the Appalachian Power Company's navigational aid study.

## 2009 BOATING OFFICER OF THE YEAR WESTERN STATE RECIPIENTS



**Trooper  
JASON BALL**  
*Wildlife Troopers  
ALASKA*

Trp. **Jason Ball** quickly established himself as the Detachment's leader in boating safety enforcement. His boating safety efforts extended beyond the Alaska Wildlife Troopers to include coordinating and executing joint boating safety enforcement patrols with local U.S. Coast Guard units. By skillfully planning and executing joint patrols with the Coast Guard he successfully leveraged each agency's resources to increase the number of boating safety enforcement hours in Kodiak. Additionally, this proactive engagement developed better relations between both agencies as well as a unified and consistent boating safety message to the recreational boaters on Kodiak Island, the second largest island in the United States.

Trp. **Ball's** personal boating safety enforcement statistics for 2008 included 37.5 hours dedicated solely to boating safety enforcement with 227 recreational boaters contacts and 32 warnings and 18 boating safety violations issued. Additionally, Trp. **Ball** ensured local Kids Don't Float stations were maintained and always kept extra life jackets on his patrol boat to lend to boaters that had improper or insufficient life jackets. Further, Trp. **Ball** always took the time with local boaters to explain the importance and reasoning behind the various safety items he inspected, thus leaving the public with a better understanding of boating safety requirements and the importance the state places on the safety of its recreational boaters.

Trp. **Ball's** positive attitude, commitment to getting the job done, and willingness to take on any assignment given to him in a prompt, professional and thorough manner truly enhances the image of the Department.



**Wildlife Manager II  
CURTIS HERBERT**  
*Game and Fish  
Department  
ARIZONA*

**Curtis Herbert** was hired as a wildlife manager in 2005 and completed training in early 2006. He was stationed at the Lake Havasu District and arrived in Region 4 in July 2006. Herbert's district encompasses all of Lake Havasu and the upstream portion of the Colorado River and large areas of public lands.

Although **Herbert** has only been in the field for a

relatively short time, his accomplishments in that context are outstanding. **Herbert** has been a proactive boating law enforcement officer from the start. He patrols all major holidays and random patrol days on the lake and river. He is often assigned non-watercraft officers from other regions to work with on major holidays. He designs his patrol efforts around the specific needs of the area, such as nighttime patrols around the bars targeting operators under the influence.

During his tenure at Lake Havasu, **Herbert** has made a very high number of OUI cases. Between July 2006 and January 2009, he completed 29 separate OUI cases that included 60 OUI charges. In addition, he assisted other officers in completing many more OUI cases. **Herbert** discusses cases with the local Justice Court judge to determine ways to better present cases or determine weak areas of the statute. He continually researches boating law and keeps on top of the current techniques for boating enforcement.



**Deputy  
BRANDON GARRY**  
*Contra Costa  
Sheriff's Office  
CALIFORNIA*

**Brandon Garry** joined the Contra Costa Sheriff's Office in 2002 and was assigned to the Marine Unit in 2006. His area of responsibility covers 200 miles of shore from the south delta of Discovery Bay to San Francisco Bay.

On the morning of July 26, 2008, Deputy **Garry** received information that a person had jumped off the Antioch Bridge. Not having a partner, Deputy **Garry** quickly contacted dispatch and requested a street officer and ambulance personnel to assist him on his patrol vessel.

Deputy **Garry** arrived at the bridge within minutes and began his search. Because he routinely checks the tide and currents each day, he knew the tide was coming in and that time was critical. Believing the victim could be floating with the tide, Deputy **Garry** began his search to the east of the bridge. About a half mile out, he saw something green floating near a marker. As he approached, he could see the victim treading water and struggling to stay afloat.

Deputy **Garry** brought his patrol boat alongside the victim and pulled the man from the water. The victim was in critical condition and unable to answer questions due to a collapsed lung. He summoned a Cal-Star helicopter to transport the victim to a hospital. Because of Deputy **Garry's** preparedness, quick thinking and maritime knowledge, he was able to save the young man's life before he succumbed to his injuries and drowned.



**Deputy  
CURTIS BYINGTON**  
*Bonneville County  
Sheriff's Office  
IDAHO*

Deputy **Curtis Byington** has worked with the Bonneville County Sheriff's Office since August 1987 and has been the lead marine deputy for the office since April 2003. He has been through many hours of marine law enforcement training including the U.S. Coast Guard MPOC course, NASBLA's Boating Under the Influence Detection and Enforcement training, and several dive rescue courses. Deputy **Byington** has made significant contributions to the state of Idaho boating program as an instructor and was heavily involved in the development of the POST-approved Idaho marine law enforcement academy curriculum.

In addition to being involved in the state boating program as an instructor, Deputy **Byington** has put forth countless hours to the community through boating safety classes. He has been instrumental in furthering boating safety by informing the news media and area businesses of current news and boating information as well as representing the county at regional boat shows and other public outreach efforts.

In addition to his duties as a marine deputy, Deputy **Byington** has been influential in successfully furthering the county patrol division, county drug enforcement division, and the county DARE program.

Deputy **Byington** is a major asset to the Bonneville County Sheriff's Office and has continued to excel in any endeavor that he has undertaken. His dedication to marine law enforcement on both the state and county level for many years makes him a deserving candidate for this recognition.



**Game Warden  
TERRY ALTHAUS**  
*Fish, Wildlife and Parks  
MONTANA*

During his 27-year career with Montana Fish, Wildlife and Parks, Game Warden **Terry Althaus** has spent most of his time regulating and educating Montana's boating public.

While stationed in Missoula, Mont., in the mid-1980s, Warden **Althaus** spent many hours patrolling the Clark Fork River, Bitterroot River and Blackfoot River Corridor, all located near the densely populated town of Missoula, Mont. The Blackfoot River is an extremely popular recreation locale due to its

seasonal white water in the spring, its leisure rafting and partying in the summer, as well as fishing and other activities. This combination can test any officer's professional skills and knowledge while enforcing laws and educating the recreating public.

The experience that **Althaus** gained was carried on to his next duty station in Montana's Bitterroot Valley. Spring and early summer river recreators on Bitterroot River are often caught off guard as they encounter the river's low-lying diversion dams. Logjams of various sizes appear quickly and every year overtake unsuspecting boaters. Warden **Althaus** has been the first – and sometimes only – responder on many of these incidents.

**Althaus's** current duty station includes Georgetown Lake. Over the past 10 years, he has enforced regulations and educated the boating public to the tune of several thousand contacts. On numerous occasions, prior to the state's BUI legislation, **Althaus** used his people skills to get intoxicated boaters off the water, keeping the waterway safe for boating families.



**Game Warden  
KAREN WELDEN  
Department of Wildlife  
NEVADA**

Game Warden **Karen Welden** has been Nevada's boating officer of the year three times in her almost 20 years with the Department of Wildlife. She is an exemplary boating officer who, in a crowded field of professional, superb officers, stands out each year.

Warden **Welden** is a leader, overseeing NDOW's field training officer program. Because almost every officer starts in her area, she has been responsible in some way for training more than 80 percent of NDOW's new hires for almost a decade.

Warden **Welden** supports the boating education program in her daily enforcement work. NDOW has had little personnel time slated for boating education for many years, and she helped fill the gap during this difficult time. When NDOW finally corrected its personnel shortage, she was there to help train the new hire, seeing this difficult transition to its conclusion.

In 2008, Warden **Welden's** dedication had measurable results. In a moment that combined education and enforcement, she stopped a boat that had children but no life jackets that would fit them. She used the enforcement stop as an opportunity to educate the operator. Before she left, she gave the kids life jackets that fit from NDOW's life jacket loaner program. One week later, Warden **Welden** responded to a report of a boat sinking and pulled those same children out of the water—wearing the life jackets she gave them.



**Deputy  
ROBERT WURPES  
Clackamas County  
Sheriff's Marine Patrol  
OREGON**

Deputy **Robert Wurpes** has only been in marine law enforcement since 2006, but he has established himself as a leader and innovative thinker who is a highly productive and effective member of the Clackamas County Sheriff's Marine Patrol. His solid performance and commitment to excellence in service to boaters has earned him local and statewide recognition in addition to helping his county program meet or exceed goals for excellence in boating safety and marine law enforcement.

Deputy **Wurpes** responded to multiple water rescues in 2008, one of which resulted in rescue of an apparently suicidal man who had jumped from a cliff into the 42-degree water of the Willamette River on February 18, 2008. The timeliness of the response and his actions on scene resulted in rescuing the individual and likely prevented a second life being risked as a local Police Officer had committed to diving in the frigid water to attempt the rescue. For his actions, Deputy **Wurpes** was awarded a Life Saving Award by the State Marine Board.

Also in 2008, Deputy **Wurpes** issued 227 warnings and 61 citations. He submitted 23 hull identification inspection reports. The deputy also taught boating safety to 416 students in 18 school education classes, gave 994 written boating exams and he served 127 hours as a marine law enforcement instructor.



**River Ranger  
BRODY YOUNG  
Division of State Parks  
& Recreation  
UTAH**

**Brody Young** has been the river ranger on the Colorado River near Moab, Utah, for the last three years. As a former whitewater river guide, he has brought a wealth of knowledge and skills to the boating program.

**Young** has transformed his past experiences with that community into good working relationships for the agency. This is most evident in his work of helping to implement an inspection program for vessels carrying passengers for hire on sole state waters and in the effort he puts forth contacting recreational kayakers, canoeists and rafters to make sure they have proper safety equipment. For the last two boating seasons he has led the state in the number of

non-motorized vessels checked for life jackets and other safety equipment.

**Young** provides training to other land managing agencies along the Green and Colorado Rivers to ensure boaters are treated consistently through various jurisdictions. He also works closely with commercial boating outfitting companies to assist them in becoming compliant with the carrying passengers for hire laws and rules. He educates potential license and permit holders about the specific requirements needed in becoming a captain or guide with the state.

**Young** is always eager to take on additional challenges related to his job. Examples include assisting with statewide training, assisting developing an emergency plan during the Banditos Biker Rally and attending specialized training provided by the U.S. Coast Guard to become a Division Commercial Vessel Inspector.



**Wildlife Technician  
SHAWN BLAJSZCZAK  
Game and Fish  
Department  
WYOMING**

Ever since **Shawn Blajszczak** joined the Wyoming Game and Fish Department in December 2006, he has excelled in the field of watercraft law enforcement, including boating under the influence detection and promoting watercraft safety.

Each year from April to August, **Blajszczak's** primary duty is watercraft law enforcement and safety on Alcova and Pathfinder Reservoirs and the North Platte River, the most heavily used waters by recreational boaters and anglers in Wyoming. He has been a key individual in the Casper Region's watercraft law enforcement/safety effort, spending hundreds of hours on the water and becoming one of the department's top producers in documenting watercraft and fishing violations. Beside documenting violations, he provides the public with information and knowledge about watercraft laws and boating safety so that they can be in compliance with safety regulations, resulting in safer boating.

One of **Blajszczak's** enforcement priorities was detecting and apprehending boaters operating under the influence (BUI) of alcohol or drugs. Over the past two years, he has arrested and assisted with the arrest of over 20 individuals for BUI. In addition to his outstanding enforcement efforts, he investigated several boat accidents, including a terrible accident that resulted in the death of a young boy at Alcova Reservoir during the 2008 Labor Day weekend. He handled this tragedy, the accident investigation, and associated prosecution in a professional, effective and efficient manner.



**Jeff Hoedt**

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

# OFFICERS WHO GO ABOVE AND BEYOND

You've probably heard the phrase "going above and beyond the call of duty." That's what this article is about – those state and local officers who enforce the boating safety laws within their jurisdictions at a level that far exceeds the basic services required.

You probably know officers who fall into this category. They're incredible messengers of the boating safety message, incredible enforcers of the laws, incredible rescuers, and incredible all-around public service providers. They are effective at preventing accidents. They provide remarkable response services to accidents that do occur. And, they help the boating public to have a more enriching and enjoyable boating experience.

The measure of their success is not just about the output numbers that they generate – boardings completed, etc. It is also about the effect that they have on the outcomes, and the public's perception of the quality of how they do their job, and the quality of the public's boating experience.

I have seen many such officers in my career; and over the years, I've asked myself repeatedly "What is it about them that makes them so special?" Actually, I think that there may be an answer to that question. These officers are special because of their talents and dedication. But on top of that, they are special because of their passion for what they do. These are officers who are committed to going above and beyond the call of duty. They are committed to truly helping the public enjoy boating and to do so safely. And, they are committed to seeing that the boating public gets home without experiencing an accident or casualty. That's what motivates them.

You can tell when you find an officer like this. It shows in their attitude, in their voice and body language, and in their efforts. They're excited about what they do, and they want to do the "right" thing.

These are the officers that we need to guide the program. I know that they motivate me on a daily basis, and they let me know the true value of our program and why

we have chosen the career that we have.

To all of the officers nominated in NASBLA's officer of the year award program, and to all of you deserving officers out there who have this passion to serve the public, I offer you our sincere thanks. You do make a difference. Bravo Zulu!

In Mike Baron's article below, you'll read more about these special officers and their competencies and drive. It is a great article that provides some important insights. So, please read on.

## Kudos to the Officers of the Year

**By Mike Baron**, Boating Safety Division Office of Auxiliary and Boating Safety U.S. Coast Guard

According to noted newspaper columnist Ann Landers, there are only three types of people in the world: Those who make things happen, those who watch things happen, and those who say "What happened?" Which are you?

Throughout the years, I have come to the conclusion that the Boating Officer of the Year recipients fall into the category of those who make things happen, and have been appropriately rewarded for their professional achievement. I eagerly look forward to the November-December edition of the Small Craft Advisory each year because I know it's the edition that contains information about the nation's boating officers of the year.

I thoroughly enjoy reading the accompanying text detailing the individual officers' accomplishments, albeit I will admit I have two selfish reasons. The first is to see how many officers I recognize from attending the Marine

Patrol Officer Course (MPOC). Secondly, since I no longer have the privilege of stepping over the gunwale to conduct law enforcement boardings, I live vicariously through the exploits of the men and women who are recognized each year in the pages of the Small Craft Advisory.

So what separates these over-achieving individual officers from their peers? What makes them stand out? What pushes these officers to “Officer of the Year” status? For many years, the U.S. Coast Guard has asked these exact questions. In the mid-1980s the Coast Guard recognized the need for its boarding officers to perform at a higher level, due to a general sense of lawlessness brought on by the burgeoning maritime drug trafficking and the influx of illegal migrants heading to America’s shores. The Coast Guard hired a consulting firm that in turn interviewed 100 “accomplished performers” who were qualified boarding officers. As a result of the interviews, the list of characteristics that were universal among the successful officers was transformed into the Boarding Officer Competencies.

Coast Guard personnel that attend the Basic Boarding Officer course at the Marine Law Enforcement (MLE) Academy in Charleston, S.C., are given a complete module of training on the Twelve Boarding Officer Competencies and must demonstrate superior performance through the behaviors and actions associated with the competencies throughout the course.

Competencies are defined as thoughts, behaviors and actions that superior performers are most likely to demonstrate more often, more completely, and with better results than average performers.

## THE 12 COMPETENCIES ARE DIVIDED INTO THREE GROUPS:

### Achievement Group:

Pro-Activity  
Active Information Seeking  
Thoroughness  
Job Commitment  
Self-Presentation

### Influence Group:

Concern with Impact  
Communication  
Self Control  
Assertiveness  
Develops Others

### Conceptualization Group:

Conceptual Thinking  
Legal Awareness

Are these competencies germane to only the Coast Guard boarding officer? I think not. I believe that if you were to read and scrutinize all the officer of the year nominations, you would find they all possess these 12 competencies. It takes more effort than acknowledging the actions and behaviors. You must implement these philosophies into your daily activities and everything you do.

You may be asking, “Who defines the competencies?” The answer is, you do, and there is no set definition because it rests with each individual officer. During the training at the MLE academy, each team is given one of the competencies to brainstorm as a group about what it means to them.

## LET'S LOOK AT SOME SAMPLE RESPONSES FROM INDIVIDUALS FOR THE COMPETENCY WE CALL JOB COMMITMENT

- Does whatever it takes to get the job done
- Makes personal sacrifices to fulfill job or organizational requirements
- Treats long work hours as a routine job requirement
- Is excited about his/her job and its challenges
- Has a high level of energy on the job

Do the above responses make you think of someone that you work with? Are you capable of duplicating the same level of success as the officers who go well above the call of duty? Sure you can. Abraham Lincoln, the 16th U.S. President, said it best: “That some achieve great success, is proof to all that others can achieve it as well.”

Today’s marine enforcement officers are responsible for a myriad of duties – enforcement of laws, educating the public, life saving, wildlife conservation, protection of citizens, and securing our nation’s waterways, to name a few. A lot is demanded, and a lot is expected, on how you approach your job and meet these demands and expectations that rest solely with you as an individual.

Congratulations to all the award recipients and thank you for all you do on a daily basis. You set the standard and are truly making a difference in making boating safer and more enjoyable for all.

## NASBLA Treasures Its Member States PART 2

In the last issue we began a series of articles to feature our member states and their boating safety program. We greatly appreciate the contributions these agencies continue to provide in the ongoing journey to reduce boating-related fatalities and make the nation's waterways even safer and more enjoyable. We hope you enjoy this glimpse of the different paths our member states have embarked upon to save lives on the water.

### NEW JERSEY

New Jersey's first boating law enforcement efforts date back to 1869, when Gov. Richard Randolph appointed two "Harbor Masters." For the next 49 years the number of New Jersey Harbor Masters and their responsibilities continued to grow. 1918 saw laws passed that regulated the use of boats above tidewater and provided for inspection and licensing of masters, pilots and engineers. The following year, the state enacted the Power Vessel Act, which defined criteria for vessel operation, prescribed associated fees, and addressed topics such as the numbering of vessels, lighting of vessels, navigation rules, required safety equipment, including life jackets, and specified terms for violators.

In 1933 the state's Harbor Masters were granted the power to stop and inspect all vessels and to arrest individuals without warrant for violations perpetrated in their presence. The State Department of Conservation was established in 1945 with subdivisions consisting of the Division of Water Policy and Supply, the Division of Fish and Game, the Division of Shell Fisheries, the Division of Forestry and the Division of Navigation. In 1958 the chief of the Division of Navigation requested the superintendent of the State Police to assign someone to develop a marine law enforcement program. Seven state troopers were assigned for a two-year period after which the program was terminated. In 1962 the New Jersey Boat Numbering Act of 1962 was enacted, charging the Division of Navigation with responsibility for enforcing the act. The act further stated that harbor masters and power vessel inspectors shall hereafter be known as Marine Patrolmen.

In 1971 the Department of Environmental Pro-

tection was reorganized, forming the Bureau of Marine Law Enforcement. All personnel previously known as Shellfish Inspectors, Coastal Patrolmen, District Conservation Officers and Power Vessel Inspectors were transferred to the Bureau of Marine Law Enforcement with all their equipment and assets.

Ten years later the entire organization was transferred to the Department of Law and Public Safety, Division of State Police and was renamed the New Jersey State



Police, Marine Law Enforcement Bureau. In 1997 the New Jersey State Police, Marine Law Enforcement Bureau Personnel merged with the New Jersey State Police. Following 9/11, the Marine Services Bureau mission expanded to include that of homeland security. The Bureau is recognized as a lead agency in the fight against terrorism in the state of New Jersey and surrounding areas.

1988 marked the state's first mandatory boating education law with passage of legislation requiring boaters under the age of 17 years to successfully complete an approved boating safety course.

The law was strengthened in 1996 and required boaters born in 1979 and later to successfully complete an approved boating safety course. The following year, legislation was passed requiring all personal watercraft operators, regardless of date of birth, to successfully complete an approved boating safety course. In 2009, following a three year and one day phase-in period, every power vessel operator in New Jersey, regardless of date of birth, is required to successfully complete an approved boating safety course.

### NORTH DAKOTA

Water areas in North Dakota range from the largest man-made lake in the United States, 178-mile-long Lake Sakakawea with a surface area of 368,000 acres, to farm stock ponds. The traditional boating season in North Dakota is from Memorial Day weekend to Labor Day. However, many anglers fish year-round, and late-season waterfowl hunters take to the water during some of the state's coldest weather.

Prior to 1975, all boat & water safety programs in North Dakota were performed by either game wardens or Information & Education personnel. On August 10, 1971, the 92nd U.S. Congress passed the Federal Boat Safety Act of 1971, which strengthened the Recreational Boating Safety Act passed in 1940 and the Federal Boating Act of 1958 and authorized federal financial assistance to states who complied with the provisions set forth. The 44th Legislative Assembly of North Dakota passed a bill in 1975 declaring that the state would comply with the 1971 Federal Boat Safety Act. One requirement of the federal and state laws was the creation of a boating safety specialist position. The boat safety specialist shifted between the information & education and enforcement divisions to the present Conservation and Communications Division. In 1982 North Dakota enacted mandatory boating education, requiring youngsters ages 12 to 15 to pass a test if they wish to operate motorboats propelled by motors over 10 horsepower. The course is recognized by the major insurance companies that insure boats.

With the goal of providing educational pro-



grams that will produce knowledgeable, responsible and informed individuals, the Conservation and Communication Division of the North Dakota Game and Fish Department provides law enforcement and boating safety education, outreach, lectures, seminars, safety fairs and personal contact to educate the public about water safety issues.

Additionally news releases, radio and television appearances, and interviews by reporters in print as well as electronic media are used to inform the public. The division also engages in cooperative efforts with the U.S. Army Corp of Engineers, volunteer instructors, North Dakota Safety Council and Injury Prevention Coalition to educate the public. The Conservation and Communication Division has one full-time employee, five outreach personnel who conduct boating safety outreach among other duties, and 11 volunteer instructors.

## OHIO

The Ohio Division of Watercraft was established in 1960. In December 1971, boat & motor titling duties were transferred from the Bureau of Motor Vehicles into the Division of Watercraft. 1972 saw the first training academy for watercraft officers. That first class consisted of 16 cadets.

In 1978 the Division pioneered development of the first river rescue program in the U.S. and Canada. The Division established its volunteer program in 1983. In 1990 legislation was enacted to enable the Watercraft Division to award grants for boater safety education to political subdivisions. The state's Automated Titling Process System was initiated in 1992 – all 88 counties were online by the following year. Also in 1992, the Division began offering a standardized basic boating course. Volunteers, marine patrol officers and staff were trained as instructors in 1993 in what is now known as the Ohio Boating Education Course. In 1996 the Division of Watercraft entered into a memorandum of understanding with the

U.S. Coast Guard Auxiliary and the United States Power Squadrons to provide educational assistance with Ohio laws and safety requirements.

In 1998 the Division implemented the Watercraft Information System, a database system to track registration and titling records. In 2004 an upgrade was performed to allow for issuance of online registrations. In 1999 the Division developed a temporary registration allowing boaters who were waiting for the processing of their titles to be able to boat immediately. Also in 1999 a field restructure was implemented to better manage law enforcement and education services. 2002 saw legislation giving owners of hand-powered vessels the option to exempt their boats from the traditional numbering system. That same year Ohio and Kentucky signed an agreement to mutually promote boating safety education and law enforcement on the Ohio River between the two states.

With 167 full-time and 23 part-time employees, the Division of Watercraft undertakes law enforcement, boating safety education, and data collection & analysis tasks across Ohio. In addition, the agency issues education grants to political subdivisions, law enforcement grants to local agencies for marine patrol, capital grants to improve boating access, and grants for aids to navigation. The Division also oversees an equipment loan program that provides local law enforcement entities with proper marine platforms and equipment.

OPPOSITE PAGE: New Jersey's boating law enforcement efforts began in 1869. Since that time, marine patrol officers' responsibilities have continued to grow, now encompassing law enforcement, boating safety education as well as homeland security duties.

TOP LEFT: North Dakota established its boating safety program in 1975. Through this program, the state Game and Fish Department provides law enforcement and boating safety education and outreach.

TOP RIGHT & BELOW: In 1972 the Ohio Division of Watercraft held its first training academy of watercraft officers. The agency then pioneered the first river rescue program in the U.S. and Canada in 1978.



## Two Sides of the Same Coin: Boating Safety's Role in Security



**Matthew Long**  
NASBLA Government  
Affairs Director

Law enforcement, all-hazards response capabilities and homeland security activities have always been in the job description of those charged with patrolling our nation's waterways. In our post-9/11 world, however, the relationship between safety and security has necessarily changed dramatically.

Following 9/11, and the inclusion of Coast Guard operations under the Department of Homeland Security, long-standing ties between the Coast Guard and the states allowed state maritime agencies to act as a force multiplier both in security operations and in responding to natural disasters. In more than two dozen states, state maritime enforcement agencies have established Memoranda of Agreement (MOAs) with the Coast Guard to establish Safety and Security Zones and share resources that can most effectively meet the emerging threats identified by the Coast Guard. This all-hazards response capability was perhaps best seen following Hurricane Katrina, when search and rescue teams from more than two dozen jurisdictions provided critical support to Coast Guard operations in the Gulf. The role of state maritime enforcement agencies, however, continues to evolve to meet the nation's security and disaster response needs.

Although not a new threat, the small vessel security challenge has been one recently identified by the Department of Homeland Security and the Coast Guard as one of the most critical areas of homeland protection.

Small vessels are classified as being under 300 gross tons and are virtually unregulated. The risk from a small vessel terrorist attack on infrastructure, population centers or tourist targets has been formally identified in the Coast Guard's risk analysis. State maritime enforcement entities have unique and deep experience in regulating, inspecting and patrolling the activities of this class of vessels. In this arena, formal partner-

ships between the Coast Guard and state maritime enforcement agencies provide a significant advantage in countering potential terrorist attacks and provide a ready reserve for natural disaster response capabilities. However, these activities remain largely unfunded and the states have traditionally been left to their own to participate in training.

This unique situation led to the development of a new program, developed by a consortium of maritime law enforcement partners. The result, the Boat Operations and Training (BOAT) Program, establishes a national standard for the training, qualification, credentialing and typing of maritime law enforcement and rescue personnel. The voluntary adoption and implementation of the program will provide a true national standard for the purpose of maritime interoperability at the federal, state and local levels. Standardization ensures maritime agencies can interact together and will bolster their ability to act as force multipliers nationwide. The creation of this team training and typing model, however, has not been undertaken in a vacuum.

The USCG has well-established operational partners that serve as a force multiplier for enhanced maritime security and all-hazards response to critical incidents. Shifting state budget priorities, however, threaten the ability of these key partners to sustain current levels of operations. This is especially critical because the states perform these key responsibilities in the absence of a dedicated funding source.

Our world and its emerging threats are changing, yet the current grant processes do not adequately support all partners. A key step in enhancing our nation's homeland security posture with long-term sustainability is to support the work currently undertaken by the states, while at the same time creating national training and team typing standards that will leverage and maximize existing state and local maritime law enforcement capabilities.

In order to address this gap, NASBLA has been working with Congress to create the Marine Security Grants Act. This legislation will provide focused funding to support the existing work of the USCG operational partners in response to all

hazards and all threats. This suggested legislation would establish a grant program that would provide resources for those maritime law enforcement agencies that have established MOAs with the Coast Guard and provide additional resources for those state agencies that demonstrated an ability to most effectively meet the Coast Guard's risk assessment.

Specifics of the proposal include:

- Baseline funding to support the development of an Operational Plan in each state and territory to meet the Coast Guard's Resource Deficiency Assessment;
- Enhanced funding for maritime enforcement training operations to support the Coast Guard's mission;
- A requirement that performance standards and regular evaluation and review of operational readiness be conducted by the Coast Guard;
- Funding tied directly to needs identified by the Coast Guard; and
- Focused eligibility criteria to target funding most effectively.

Failure to support these essential maritime force multipliers will result in reduced mission capabilities, including significant exposure of safety and security gaps between the ports.

We find ourselves at a unique time and place, as it pertains to maritime law enforcement. While boating law administrators (BLAs) are still responsible for traditional recreational boating safety and law enforcement duties, many have seen their portfolios greatly expanded to include a wide range of homeland security duties. In addition to participating in Operation Dry Water and promoting the "Wear It" campaign, BLAs are increasingly being asked to provide LNG escorts, border patrol and natural disaster response. Rather than back away from this challenge, the modern maritime enforcement agency is addressing these challenges forthrightly and without pause. However, these agencies must be given the tools and resources they need in order to truly act as a force multiplier and provide the safety and security upon which our nation and our citizenry depends.

The company never content to just drift along ...

# **BOATED** partnering with enforcement to create awareness



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CHANGE SERVICE REQUESTED



2010

## RECREATIONAL BOATING SAFETY CALENDAR

### JANUARY 2010

**7-8**  
National Safe Boating Council  
Board Meeting  
Coral Gables, Florida  
[www.safeboatingcouncil.org](http://www.safeboatingcouncil.org)  
[office@safeboatingcouncil.org](mailto:office@safeboatingcouncil.org)  
703.361.4294

**10-13**  
International Association of  
Marine Investigators  
Annual Training Seminar  
Galveston, Texas  
[www.iamimarine.org](http://www.iamimarine.org)  
[iamimarine@aol.com](mailto:iamimarine@aol.com)  
541.776.8601

**FEBRUARY**  
**1-6**  
United States Power Squadrons  
Annual Meeting  
Orlando, Florida  
[www.usps.org](http://www.usps.org)  
888.367.8777

**3-7**  
US Sailing  
National Sailing Programs Symposium  
Portsmouth, Rhode Island  
[www.ussailing.org](http://www.ussailing.org)  
[KarenDavidson@ussailing.org](mailto:KarenDavidson@ussailing.org)  
401.683.0800

**11-15**  
Miami International Boat Show  
Miami, Florida  
[www.miamiboatshow.com](http://www.miamiboatshow.com)

**24-25**  
NASBLA  
Governmental Affairs  
Committee Meeting  
Washington, D.C.  
[www.nasbla.org](http://www.nasbla.org)  
[matt@nasbla.org](mailto:matt@nasbla.org)  
859.225.9487

**27-28**  
American Canoe Association  
Board of Directors Meeting  
Fredericksburg, Virginia  
[www.americancanoe.org](http://www.americancanoe.org)  
[kcosgrove@americancanoe.org](mailto:kcosgrove@americancanoe.org)  
540.907.4460

**MARCH**  
**18-20**  
US Sailing  
Spring Meeting  
Providence, Rhode Island  
[www.ussailing.org](http://www.ussailing.org)  
[KatieOuellette@ussailing.org](mailto:KatieOuellette@ussailing.org)  
401.683.0800

**28**  
National Boating Federation  
Annual Meeting  
Daytona Beach, Florida  
[www.n-b-f.org](http://www.n-b-f.org)  
757.898.8151

**27-28**  
NASBLA  
Education & Awareness Committee  
Meeting  
Daytona Beach, Florida  
[www.nasbla.org](http://www.nasbla.org)  
[gail@nasbla.org](mailto:gail@nasbla.org)  
859.225.9487

**28-31**  
National Safe Boating Council and  
National Water Safety Congress  
International Boating & Water Safety  
Summit  
Daytona Beach, Florida  
[www.safeboatingcouncil.org](http://www.safeboatingcouncil.org)  
[www.watersafetycongress.org](http://www.watersafetycongress.org)

**APRIL 13-14**  
NASBLA  
Spring BLA Workshop  
Arlington, Virginia  
[www.nasbla.org](http://www.nasbla.org)  
[ron@nasbla.org](mailto:ron@nasbla.org)  
859.225.9487

**MAY**  
**5-6**  
National Marine Manufacturers  
Association  
American Boating Congress  
Washington, D.C.  
[www.nmma.org/abc](http://www.nmma.org/abc)

**22-28**  
National Safe Boating Week  
[www.safeboatingcampaign.com](http://www.safeboatingcampaign.com)

**JUNE**  
**12**  
National Marina Day  
[www.marinaassociation.org/nmd](http://www.marinaassociation.org/nmd)

**5-13**  
National Fishing & Boating Week  
[www.rbff.org](http://www.rbff.org)

**12-13**  
American Canoe Association  
Board of Directors Meeting  
Fredericksburg, Virginia  
[www.americancanoe.org](http://www.americancanoe.org)  
[kcosgrove@americancanoe.org](mailto:kcosgrove@americancanoe.org)  
540.907.4460

**AUGUST 30 - SEPTEMBER 4**  
United States Power Squadrons  
Governing Board Meeting  
Bellevue, Washington  
[www.usps.org](http://www.usps.org)  
888.367.8777

**SEPTEMBER**  
**11-15**  
NASBLA  
Annual Conference  
Honolulu, Hawai'i  
[www.nasbla.org](http://www.nasbla.org)  
[ron@nasbla.org](mailto:ron@nasbla.org)  
859.225.9487