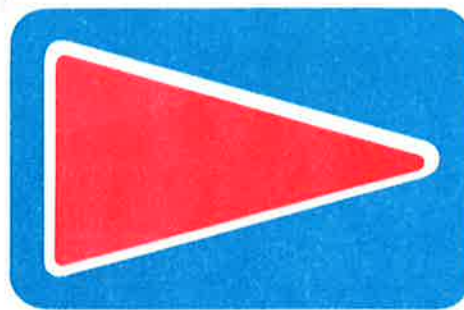


National Association of State Boating Law Administrator's

# **SMALL CRAFT ADVISORY**



Vol. VI No.1  
Oct./Nov. 1990



## **1990 NASBLA Conference**



# President's Corner

by Lt. Col. Joel M. Brown

I am extremely honored to have been elected to serve as the NASBLA president for the coming year. I commit to do my best while serving in this capacity. I hope that I can live up to the fine example set by my predecessors.



I think the recent conference was most productive. Every participant is to be commended for a job well done. This association is definitely a "working" association. I don't know of any other association that works any harder or accomplishes any more. And again I would like to say thank you to Don Ellingsen, Bob Edwards and their staff members for hosting such an outstanding conference.

I think we all recognize the critical times we are facing. So much is unknown to us right now that it is impossible to predict what our future holds. However, if we join together and work as a team, our unified efforts can result in a bright future for boating and boater safety.

I pledge to continue the outstanding cooperative effort which NASBLA has with the U.S. Coast Guard, the various boat user groups and the boating industry. Only by working together can we properly address the many issues related to boating safety.

I look forward to working with each of you and encourage you to contact me if I can be of service to you in any way.

## SMALL CRAFT ADVISORY

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## Next NASBLA convention slated in Coeur d'Alene

The next NASBLA annual meeting will be at the Coeur d'Alene, a resort on the shores of Lake Coeur d'Alene in Idaho. The meeting will be Sept. 23 through 27.

Missouri will be the host state for the 1992 convention, with the meeting planned either in Springfield or at the Lake of the Ozarks.

## Coast Guard Comments

by Captain Alan Rosebrook

I would like to personally congratulate NASBLA on a very successful conference in Panama City, Florida. Col. Don Ellingsen of the Florida Marine Patrol, Col. Bob Edwards of the Florida Game and Fresh Water Fish Commission, and their staffs deserve special recognition for the outstanding job they all did in preparing for and then putting on a spectacular show. Well Done! We played hard and worked harder, and I'm sure the boating safety will benefit as a result.

I also congratulate each of the new NASBLA officers for the coming year and wish them well as they take over their new positions. The next year will undoubtedly present many new and unforeseen challenges to the Board; I have no doubt that each will be enthusiastically taken on and resolved.

As I noted in my remarks at the Conference, we will face many issues in the future, but none more important than the reauthorization of the Wallop-Breaux Trust Fund in 1992. Unfortunately, there are many individuals and groups out there who would like to get their hands on Trust Fund dollars for such things as budget reduction. Only by working together can we insure that the Trust Fund is reauthorized, giving the states the federal funding needed to continue the fight for safer boating. If the joint Coast Guard/Fish and Wildlife fuel survey shows that a larger percentage of the federal fuel tax is attributable to marine fuel tax, we want to ensure that the state boating safety programs receive their fair share of any increase in revenue to the trust fund.

In closing, I would like to thank Major Randy Dill for his dedication to NASBLA during his term as president. I enjoyed working with him and I believe that he is directly responsible for a continuing improvement in relations between NASBLA and the Coast Guard. You did a great job, Randy!

# NEWS

## Accident data

### Marine insurers vital link in accident data system

The National Boating Safety Advisory Council has recommended to the U.S. Coast Guard that insurers of recreational boats be asked to join in efforts to improve compliance by boaters with existing accident reporting requirements to report accidents with personal injuries or property damage in excess of \$500.

The Council's Accident Reporting Subcommittee reported to the Council at its May meeting in Denver that efforts to meet with marine insurance organizations have been unsuccessful.

Donald N. Ellingsen, director of the Florida Marina Patrol and chairman of the NBSAC Accident Reporting Subcommittee, said comprehensive accident data is essential to identify hazards and particularly trends in a changing boating environment and to establish the need for possible standards, regulations, or educational effects.

He noted that one prominent insurer of pleasure boats, which insures some five percent of the nation's insured boats, received as many accident reports in one year from its policy holders as the Coast Guard tallied nationwide for the same year. He said: "This tends to support the general assumption that the federal government is receiving less than one out of ten of the required reports."

Data on fatal accidents is virtually complete because fatalities are generally investigated by local police or state marine patrols. In addition, a press clipping service monitors newspapers around the country gathering news accounts of fatal boating accidents for the Coast Guard. But the data for property damage losses and injuries is scant because boaters have the responsibility to initiate the reports and many are unaware of the requirement to notify state or local authorities.

Ellingsen said: "The marine insurers share our concern for reducing accidents. Many of them distribute safety literature and actively participate in accident prevention. We are not suggesting any direct reporting activity by insurance companies. If we could just enlist them as passive partners it would help. We would like to see insurers require claimants to file the presently required accident report before approving claims for payment. This procedure is currently required by many automobile insurers and could easily be applied to recreational boating claims as well."

A program of active reporting by insurers is now being

implemented in the commercial fishing industry. In addition to accident reports required of owners and operators of commercial fishing boats, their insurers will also forward information to a non-government clearing house. Here, the data is desensitized by removing names and identifications before the statistical summaries are forwarded to the the Coast Guard for accident analysis,

To enhance the present reporting system for pleasure boats, the Council recommended that the Coast Guard continue to provide funding to train state and local marine officers in accident investigation and reconstruction techniques and to participate in the National Electronic Injury Reporting System which collects medical data.

Ellingsen told the Council that starting this fall hospital emergency rooms throughout Florida will be required to report injuries resulting from boating accidents. This new information channel is expected to assist the Marine Patrol in addressing boating hazards state-wide while identifying areas requiring additional local education and enforcement effort.

Information on Coast Guard safety equipment and accident reporting requirements is available from U.S. Coast Guard Headquarters in Washington, D.C., by calling the Boating Safety Hotline at 1-800-368-5647.

The National Boating Safety Advisory Council was established by Congress to review proposed regulations and standards for recreational boats and to advise the Commandant of the Coast Guard in boating safety matters. The Council's 21 members, who are appointed by the Secretary of Transportation, are drawn equally from the boating industry, state boating safety administrators, and the boating public.

### Arizona offers watercraft law enforcement class

Watercraft Law Enforcement and Survival Tactics is the title of a week-long, 50 hour class offered by the Arizona Game and Fish Dept. and the Western States Boating Administrators Association. Tentative dates for the course, developed from the program the AGFD originated for its own officers, April 15-19.

Class size will be limited to 20. If more than 20 apply, selection of students will be based on current duties performed, need, and order in which applications are received. Cost of the class will be \$125, with fees to be collected at a later date.

The 50-hour program includes segments on operating under the influence, accident investigations, watercraft trailering, watercraft tactics (lecture and lake), stolen boat investigations, firearms training, watercraft course of fire, practical operating under the influence techniques, sound meters, instructor workshops, and night operations and tactics.

The course is not intended to cover every aspect of all ten subjects. It is meant to provide a strong basis for the newer officer and a sounding board for the seasoned officer. Applications should be sent to Tim Wade, Arizona Game and Fish Dept., 2222 West Greenway Road, Phoenix, AZ, 85023



## Boating Safety Advisory Council Members Named

Augusto (Kiko) Villalon, president of Marine Concepts, Inc., Cape Coral, Fla.; J. Phil Keeter of Tulsa, Okla., executive director of Marine Retailers Association of America; and Paul M. Hureau of Duxbury, Mass., director of marketing development for Boston Whaler, Inc. were named to represent the marine industry. Malcolm L. Daniels, who heads Rhode Island's Division of Boating Safety, will fill a vacancy among state boating law administrators.

Reappointed to represent the boating public and boating organizations were the Honorable Chandler L. van Orman of Chevy Chase, Maryland and Herman T. Van Mell of Stuart, Fla.

Council Chairman A. Newell Garden said the new members would be sworn-in at the Council's next meeting, Saturday, Nov. 10 thru Tuesday Nov. 13 at the U.S. Grant hotel in San Diego. All meetings are open to the public and interested parties are invited to attend.

## Study eyes recreational boating accident data

In its efforts to better understand the nature and frequency of accidents involving recreational boats on America's waterways, the U.S. Coast Guard has awarded a contract to the Marine Index Bureau Foundation and the National Council of Fishing Vessel Safety and Insurance to determine the best means of building a comprehensive data base of accident and injury information.

The project will look at alternative sources of boating accident information and determine the most reliable and economical methods for compiling records on boating casualties.

According to Ezra Schneier, president of the Marine Index Bureau Foundation and one of the project managers: "The objective of this program is to improve boating safety through the development of a system for gathering records of recreational boating accidents.

There are presently over 17 million recreational boats in the boating community so gathering accurate and reliable data presents a great challenge." Based in New York City, the foundation is a national not-for-profit organization dedicated to the collection and analysis of maritime safety data.

Schneier added: "While the Coast Guard receives thorough reporting on fatalities resulting from boating accidents, reporting on bodily injuries and property damage is incomplete. This will be the focus of the current project."

Regulations requiring boat owners and operators to report accidents to the Coast Guard are difficult to enforce and officers estimate that they receive less than 10 percent of all non-fatal boating accidents. This lack of accurate data impedes the creation of effective boating safety initiatives because the Coast Guard is unable to spot trends in boating accidents. It also prohibits a comprehensive evaluation of safety programs already in place.

Several methods of collecting boating accident data will be evaluated and tested. Results of the 12-month study will indicate the most promising data source.

The Marine Index Bureau Foundation will examine the accessibility and potential volume of data available from marine insurance underwriters, property/casualty insurers and insurance agents.

Thor Lassen, executive secretary of the National Council of Fishing Vessel Safety and Insurance, Arlington, VA, said his organization will coordinate and compile information from state boating law administrators. Said Lassen: "The project will also look at medical care providers for boating injury data. The Kearney/Centaur Division of A.T. Kearney, Inc., and the George Washington University Dept. of Emergency Medicine will conduct studies using data from hospital emergency rooms, medical care facilities and health insurance companies."

At the completion of the project the two will present the Coast Guard with options for a nationwide boating accident collection effort.

## Safety message placed in telephone directories

It's said that the telephone directory is one of the most often-used books in the United States. That being true, or at least close enough not to make a difference, then it stands to reason that the directories should be an effective place to insert water safety messages.

The DeKalb County Telephone Cooperative donates a full page in each directory for water safety messages, puts a stylized life jacket and safety message on its page of emergency numbers, and includes a water safety message with its *Dial Tone* newsletter distributed with monthly telephone bills.

The cooperative covers the area around Cordell Hull and Center Hill projects, two of the more popular Corps of Engineers projects in Tennessee.

The Nashville District, COE, has approached four other telephone cooperatives near other Corps projects, and anticipates similar responses as these companies begin to spread the safety message.

## About the Cover

Just how noisy is a boat? That was one of the main questions at the WSBA annual meeting in Salt Lake City this past summer, and a host of discussions and on-the-water demonstrations illustrated the current state of noise measurement technology.

# Instructor's Notes

## Building a home-study course with open book exam

by Dudley Overton, chairman, National Association of State Boating Law Administrators Education Committee

There is always room for a good home-study course in a boating education program. But the question that often confronts an educator that is developing a home-study course is: "How can I be sure that a student will spend at least six hours doing the work?" A course must be at least six hours in length to qualify for NASBLA approval.

In answering this question, the student is considered to be a novice boater, *i.e.*, a person that knows absolutely nothing about boating. With this in mind, an exam must be written so that the student will spend at least six hours extracting answers from the text or textbook. Essay-type questions would be ideal. But few boating educators have the staff necessary to grade them. Therefore, multiple choice questions with answer sheets and grading gauges or electronic grading forms are often used.

A multiple choice open-book exam should be designed to make the student read the entire book in order to find the correct answers. The questions must provoke thought and interpretation of the text. If you can write a question that requires a student to read two different chapters in order to find the answer, by all means include it. Eliminate any question that can be answered correctly through common sense (or by an educated guess) by a student that hasn't read the book. and, finally, develop enough questions to keep the student busy for the required time. Fifty questions may not be enough, 100 questions may not be too many. The number will depend on how well they are written.

Here are some hints to help you develop effective questions.

### 1. Rewrite any question in which the given information suggests the correct answer, such as:

The motorboat that must yield the right-of-way in a crossing situation is called the:

- a. stand-on boat.
- b. privileged boat.
- c. give-way boat.
- d. unburdened boat.

The phrase "yield the right-of-way" means to "give way." The question would be more effective if the words "alter course or speed" were substituted for "yield the right-of-way."

### 2. Avoid questions that can be answered easily through the process of eliminating distractors that obviously do not apply such as:

An object that is used to help a person that has fallen overboard is called a:

- a. PFD.
- b. anchor.
- c. mast.
- d. keel.

A better question would be:

A PFD that is designed for throwing to a person in the water is a:

- a. type I PFD.
- b. type II PFD.
- c. type III PFD.
- d. type IV PFD.

### 3. Eliminate questions in which the length of the answer reveals itself as the right choice. This happens because the writer wants to be absolutely sure that the answer can not be considered ambiguous. Here is an example:

The length of a class 2 motorboat is:

- a. less than 16 ft.
- b. 16 to 26 ft.
- c. 26 but less than 40 ft.
- d. 40 to 65 ft.
- e. over 65 ft.

The question could be improved by changing the distractors to read:

- a. less than 16 ft.
- b. 16 but less than 26 ft.
- c. 26 but less than 40 ft.
- d. 40 but no longer than 65 ft.
- e. in excess of 65 ft.

### 4. Try to keep all distractors in the same family, e.g., if the correct answer is expressed in feet, all distractors should be expressed in feet. The student must know the exact answer; the process of elimination can't be used because the field of choice is too narrow. A good example is:

One fathom is equal to:

- a. 2 ft.
- b. 4 ft.
- c. 6 ft.
- d. 8 ft.
- e. 10 ft.

But be sure to examine the question as if you were a student that didn't read the book. To the boating educator, the following question may appear to be effective: it's short, and all distractors are in the same family. But the student sees four synonymous distractors and one odd word. Obviously, a question can't have four answers

*continued next page*



Therefore, the odd word must be correct.

The restroom on a boat is called the:

- a. can.
- b. head.
- c. john.
- d. watercloset.
- e. toilet.

a better question would be:

The toilet on a boat is called the:

- a. scupper.
- b. bilge.
- c. main drain
- d. head.
- e. well.

### 5. Design questions that require the student to think and interpret what was read. Two examples are:

While cruising in your motorboat at night, you encounter a vessel in front of your boat where the danger of collision exists. You see only a green light on the other vessel. You know that:

- a. Your vessel is the give-way vessel.
- b. The other vessel is the give-way vessel.
- c. Neither vessel is a give-way vessel.
- d. Both vessels are give-way vessels.

The student must first identify the other vessel as a sailboat or a rowing boat. Next, the student must determine which vessel must yield the right-of-way. To do this, the student must read the chapter that discusses navigation lights and also the chapter that discusses the steering and sailing rules.

While bringing your boat into a harbor from sea you encounter a buoy having red and green horizontal bands. The uppermost band is green. The buoy is marked with the letters "BP." To keep your boat in the main channel, you should:

- a. pass the buoy by keeping it on the right side of your boat.
- b. pass the buoy by keeping it on the left side of your boat.
- c. pass the buoy on either side of your boat.
- d. not pass the buoy at all.

The student must first identify the buoy as a preferred channel

marker and then determine how to pass the buoy so as to keep the boat in the preferred or main channel.

### 6. Do not include nonessential information in the stem of a question such as:

Properly displayed boat numbers must be at least three inches high, in bold, block numbers, and:

- a. be displayed on the rear half of one side of the bow of the boat.
- b. read from left to right.
- c. match the color of the boat.
- d. read from right to left.

Unnecessary information can assist students in finding answers to other questions. This question would be better if written like this:

Properly displayed boat numbers must:

- a. appear on the stern of the boat.
- b. read from left to right.
- c. match the color of the boat.
- d. read from right to left

Construct questions that will actually test a student. The following question will be answered correctly by nearly every student because the answer is common knowledge. Drunks are often portrayed by movie and TV actors. They are nearly always uncoordinated, unbalanced, and prone to collisions with fixed objects, which indicates poor vision.

Alcohol affects:

- a. coordination.
- b. balance.
- c. vision.
- d. all of the above.

Choose a question that requires the student to read the book.

A better question would be:

A 12-oz. can of beer contains about the same amount of alcohol as:

- a. 1/4 oz. of 80 proof whiskey.
- b. 1/2 oz of 80 proof whiskey.
- c. 3/4 oz. of 80 proof whiskey.
- d. 1 oz. of 80 proof whiskey.

### 8. Avoid questions with "devious distractors" such as:

The operator of a 16-foot boat with nobody else aboard is required by federal regulations to carry:

- a. one type I, II, or III PFD.
- b. one type IV PFD.
- c. only a. is correct.
- d. only b. is correct.
- e. both a. and b. is correct.

For security purposes, a bank of about 200 to 300 questions could be maintained. Each exam would be prepared by selecting the correct number of questions at random. Distractors and answers may be rearranged periodically in order to increase security. No two exams would be exactly alike until thousands of students have been enrolled.

## WSBAA elects officers

Ted Woolley, Boating Law Administrator from Utah, is the new president of WSBAA. Joining him are: Paul Donheffner, Oregon, as vice president; Tim Wade, Arizona, as treasurer; and Fred Messman, Nevada, as member-at-large. Jeff Hoedt, Idaho, remains on the executive board as the immediate past president.

Motorboat noise, in measurement and enforcement, was one of the main topics before the Western States members at the conference in Salt Lake City July 17-19. Formal discussions and hands-on use of a variety of state-of-the-art instruments were backed by on-the-water demonstrations of noise meters measuring a range of watercraft from personal watercraft up to fast recreational vessels and marine law enforcement patrol craft.

John Straus, a park ranger with the Utah State Parks, was presented with the WSBAA 1990 President's Award for his exemplary service to the public in the field of marine safety and marine law enforcement.

Hoedt was presented with the 1990 President's Gavel, in appreciation for his efforts as the 1990 WSBAA president.

## Designated Driver campaign kicked off

The idea of a designated driver on the highway is an accepted and highly-visible concept among America adults. If picking a non-drinking adult as a driver at social occasions where alcohol is served, then it should also work on the water.

That's the crux of a new campaign by the Foundation for Recreational Boating Safety and Education, a not-for-profit boating safety organization formed in cooperation with the National Marine Manufacturers Association.

The foundation has kicked off a "On The Road or On The Water ... A Designated Driver Makes Sense" campaign, with funding through the Miller Brewing Co. and initial distribution of posters through the outlets of the Marine Retailers Association of America. Copies of the television spots as well as the posters have been distributed to members of the National Safe Boating Council, the U.S. Coast Guard, the Coast Guard Auxiliary, the National Water Safety Congress, the Army Corps of Engineers, and other key boating safety organizations. In addition, copies of the material have been made available to the state boating law administrators through the National Association of State Boating Law Administrators.

Copies of the posters and related material may be obtained from Marketing Resources Group International, 107 Virginia Ave. N., Winter Park, FL, 32789, telephone (407)645-2611.

## High-performance boating safety shown in video

A new 30-minute video tape, *Top Gun - A Study in High Performance*, has been designed to help operators of high-powered speed boats learn the basics of safe, enjoyable operation. Produced by the Foundation for Recreational Boating Safety and Education, it is especially recommended for new buyers or as a refresher course for current owners.

World champion powerboat racers (and weekend pleasure boat operators) take the would-be "top gun" through all facets of readying, running and returning. On-camera instructors include Craig Barrie of Miami - a driver and throttleman - who holds national records in offshore power boat racing's open class; John Connor, Costa Mesa, Calif., a world and national champion throttleman in both open and superboat classes for both Betty Cook and Tom Gentry; Bob Kaiser of Detroit, a world and national champion in open class; and Bill Siros, who throttled Don Johnson's World Championship Superboat and Al Copeland's many national and world titles.

High performance boat operations are shown and explained: getting on plane, using trim and drives, throttling, safety checks, docking, no-wake zones, plus a reminder on the dangers of alcohol and substance abuse on board. To hold attention and make the

presentation more interesting, the tape is interspersed with aircraft carrier jet "top gun" takeoffs and landings.

Dr. Matthew A. Houghton, Jr., president of the Mark Lavin Memorial Safety Foundation, who is also medical and safety director for professional offshore powerboat racing, sums up the video and with the same comment he gives all racers before each event: "Let's be careful out there!"

"*Top Gun*" utilizes six different models of high performance boats, ranging upwards in size from 29 feet. Aronow, Cigarette, Donzi, Formula, Fountain, SeaRay and WellCraft are shown providing a cross section of high-powered, high-speed craft.

Major underwriting for the project came from the National Marine Manufacturers Association, assisted by a grant from the Lavin Foundation. The tape was produced and directed by Joe Gates of Alamonte Springs, Fla., in conjunction with Bob Black of Wilton, Conn.

Current owners of high-performance boats, or those contemplating buying one, may purchase a copy of the video for \$15.95 (including shipping and handling charges) by sending a check or money order to: NMMA Top Gun, 401 N. Michigan Ave., No. 1150, Chicago, Ill, 60611.

## Missouri Water Patrolman Rescues Crashed Boat Racer

On Aug. 25, the "Shooter's 21 Shoot Out" boat races were held on the Lake of the Osarks near Osage Beach, Mo. Challengers, divided by class of boat, raced against the clock for their top speed in order to determine who had the fastest boat.

Patrolman John Neske, a three-year veteran of the Missouri State Water Patrol, was assigned to patrol the starting line area. One of the entrants, a 26-foot offshore-type boat with twin outdrives, had just left the starting line at full speed when it came completely out of the water and landed bow-up on its stern. The bow of the boat then submarined, causing the boat to make a 180-degree turn and raise its propellers out of the water. The operator of the boat, Harry L. Smith, was slammed against the dash and knocked unconscious. The vessel was still in gear with the motor at full power, gliding through the water. Patrolman Neske maneuvered his patrol boat alongside the vessel, jumped aboard it, and shut the power down. He then treated the operator's injuries.

Without Patrolman Neske's quick actions, the propellers of the uncontrolled vessel could have very easily dropped back into the water, causing the boat to take off at very high speed. This undoubtedly would have caused further damage and injuries to Smith, possibly including death, and would have put other spectators and watercraft in the area at risk.



John Neske



## Education, Enforcement Partnership theme of NSBC Annual Conference

"Education and Enforcement — Partners in Boating Safety" is the theme for the National Safe Boating Council's 1991 Education Seminar March 11 through 14. The seminar, presented in cooperation with the Arizona Game and Fish Dept.'s Boating Safety Division, will be at Lake Havasu, Ariz.

Idea Fair and vendor displays will open the sessions of the seminar as participants arrive at Lake Havasu on Sunday.

In addition to registration, Monday activities will include the National Safe Boating Council annual meeting on Monday morning, followed by general sessions Monday afternoon and a continuation of the Idea Fair through Monday evening.

Tuesday morning kicks off with a series of five group presentations. Participants will have the opportunity of choosing to attend any three of the five morning presentations. Scheduled are:

Liability issues for the boating educator, by Anne Clemente of Cleveland State University; Youth programs, by Cathy Bellarin, Arlington Echo Outdoor Center; Radio PSAs, by Don Slocum, Arizona Game & Fish, Boating Safety Division; Review of all boating education programs currently available on computer, by Jim Spaulding, Dolphin Marine Systems; and Volunteer Education Programs, by Steve Dakai, Arizona Game & Fish.

Five more workshops will fill out the Tuesday afternoon program, with participants again able to pick any three of the programs to attend. Programs include:

Owner modification of personal watercraft, by Roger Hagie, Personal Watercraft Industry Association; Boating Under the Influ-

ence Detection, by Bill Hansen, Arizona Game and Fish; Managing Risks on Water Boating Boating Education, by Steven Langendorfer, Kent State University; Available Grants for Boating Safety Education, by a representative from the Foundation library in Cleveland; and Industry Involvement in Angler Education, by Randy Babb, Arizona Game & Fish, Education Officer.

Small group presentations are also chalked in for Wednesday morning, with ten presentations scheduled and participants able to select which six of those they would like to see. Presentations include:

American Canoe Association River Rescue video; National Safety Council Water Ski Tow film; Arizona Moving Water Wader video; National Boating Federation Safety Course for Boating Offenders; Red Cross Survey; the Maryland DNR program, and other Coast Guard grant and NSBW recipients.

During Wednesday afternoon, there will be an On The Water Hunt, a tour of the Nordic Boat factory, and Colorado River fishing tips and techniques presentations.

Seminar cost is \$75 per person. Registrations, due by Feb. 4, are through Mary Kay Warner, University of Akron, Ocasek Natatorium, Akron, Ohio, 44325-6301, telephone (216)972-5984).

Room reservations at \$55 per night should be made directly with the Ramada London Bridge Resort, (602)855-0888, with reservations due on or before Feb. 4.

While air reservations may be made directly into Lake Havasu, for those wishing to fly into Phoenix on Saturday a block of rooms has been reserved at the Ramada Inn-Metro Center, 942-3000, ext 391, at a rate of \$50 per night. Bus transportation, at no charge, will be provided from Phoenix to Lake Havasu on Sunday, and will return on both Thursday and Friday. Reservations should make reference to Group 840 for the conference rate.

## Minnesota wins top PSA video award

For those in government communications, it is the equivalent of the Oscar, the Emmy, and a Gold Record: it's the Golden Screen Award for video projects bestowed by the National Association of Government Communicators, and Tim Smalley of the Minnesota Dept. of Natural Resources brought one home.

His winning Public Service Announcement category award was for his 30-second "Ducks Float," a duck hunting water safety public service announcement stating that ducks float and duck hunters don't. The announcement reminded hunters of a new Minnesota law requiring the use of personal flotation devices in duck boats.

The award will be presented at the NAGC annual conference in Alexandria, Va, Dec. 6.



*Minnesota's shocking view of the end of a duck hunting trip, as the hunter sinks to the bottom of the lake.*



# 1990 NASBLA CONFERENCE

## Legislative Update

The 101st Congress adjourned at about 2:00 a.m. on Sunday, 28 October, 1990. As most of you know the Budget Deficit Reduction Package has held center stage with House and Senate revenue reconciliation offers and counter offers. The Conferees reached a consensus on Friday the 26th of October and the reconciliation package passed both House's on Saturday the 27th.

George Stewart, our Government Affairs representative, had the task of monitoring events on Capitol Hill in the final days and hours of this Second Session of the 101st Congress. notwithstanding any last minute changes to the massive amount of paperwork generated in preparation for adjournment, following is a listing of legislative items of interest to our membership.

## Funding for the Boating Safety Account

The Boating Safety Account is authorized \$70 million and we had appropriated \$70 million. This is \$10 million more than we received in FY1990. Funds are to be split \$35 million each to the states and the Coast Guard to help defray their cost in services to the recreational boater.

The importance of these boating safety trust funds to our overall boating safety efforts cannot be overemphasized. Considering the fiscal climate in the federal budget deliberations and the fact that the Administration only asked for \$60 million, we can all take pride in this major accomplishment.

## Boat Owners Asked to Bite the Bullet in Deficit Reduction Package

Boat owners did not fair well in the deficit reduction package as the following will attest...

### Indirect Coast Guard Boat User Fees

A new annual tax is imposed on recreational vessels (Sec. 4491, SubChapter E, Chapter 36). The tax varies with the length of the vessel, as shown in the following table. Effective date will begin on January 1 of each calendar year.

#### Length of Vessel

over 16 less than 20 feet  
20 ft to less than 27 ft.  
27 ft. to less than 40 ft.  
40 feet and more

#### Tax

\$25.00  
\$35  
\$50  
\$100

### Luxury Excise Tax

10 percent luxury tax excise tax on that portion of the sales price that exceeds the threshold of \$100,000.00 on private boats and yachts.

### Tax on Motorboat Fuel

Boat operators will be required to pay an additional 5 cent a gallon for motorboat fuel.

From hearing all the displeasure over the indirect boat user fee, it brings to mind an old saying from a popular baseball coach, "It ain't over until its over." Here is an interesting quote from U.S. Senator Joe Bidden from Delaware that appeared in the Wilmington News Journal paper Sunday, 28 October, 1990: "I have always been opposed to boat user fees, and I will remain opposed. We were able to kill this every year in the past, but its now been slipped into the budget. If it remains in the plan, I will support repeal of the fees in the next Congress."

The battle was won in the 101st Congress but obviously the war over the indirect user fees will continue into the 102nd Congress.

Least anyone forgets, NASBLA has consistently stood firm in opposition to indirect Coast Guard user fees. We feel that it makes a mockery of the user fee concept (i.e. user pays-user benefits).

### HR-4009

This bill was the vehicle used to "change Section 13108 of Title 46, United States Code, to direct the Coast Guard to make its determination of the States allocation for the next fiscal year during the second quarter of each year." This was the follow-up to NASBLA Resolution #7 that was passed at our annual conference in New Orleans, LA. This legislative change will provide "Better budget planning in the allocation of Boating Safety Trust Funds."

This bill passed early on Sunday, October 28, 1990.

The 102nd Congress is scheduled to convene at noon on Thursday, January 3, 1991.

## 1991 NASBLA Officers

Lt. Col. Joel Brown, Boating law administrator from Georgia, is the 1991 president of the National Association of State Boating Law Administrators. Vice president is Elizabeth Raymond, boating law administrator from Mississippi, and secretary/treasurer is James French, boating law administrator from Washington.

NASBLA members considered a proposal to change the term of officers to two years. Upon reflection, members opted to retain the present one year terms, with officers moving through the various chairs of office.

## Boat accident report base expansion urged

To increase the accuracy and breadth of national boating accident data, there should be a system under which the insurance companies report accident data. That was one of the conclusions of the Boat Accident Investigating and Reporting Committee, chaired by Jim French of Washington. While some insurance companies already cooperate with the reporting agencies, it appears that there is a vast discrepancy between the figures in the Coast Guard data base and the actual number of loss claims filed within the insurance industry.

At the present time, the boaters involved report the details of the accident, and, as French noted, there is some question about whether a boater would willingly incriminate him/herself on the form. A mere ten years ago, the most common cause of an accident,

according to the accident report forms, was "the other person." Now, this has changed, to the broad topic of "inattention."

One way to obtain better data, and from that the information as to type, frequency, time of day, and cause of accidents would be to have boating accident investigators fill out the report forms. Initial studies of 47 accidents showed a tremendous disparity between the boater accident report form submitted to the Coast Guard and the picture put together by a trained boating accident investigator. Don Ellingsen, Florida, is presently comparing and analyzing the figures from 36 accidents.

The committee also recommended funnelling boating accident investigator information into the Coast Guard boating accident data base. This would include information as to kinds and frequency of accidents, reports on all collisions, and information on all personal watercraft accidents.

The committee also suggested that the report forms be standardized to use the NASBLA boating accident report form adopted in 1988. This form was designed for data collection purposes.

The committee eyed the concept of a model act implementing a broader accident reporting mandate.

## State-Coast Guard cooperation vital

Total Quality Management is the new word at the U.S. Coast Guard, with added personnel and renewed vitality when it comes to recreational boating.

TQM, according to Captain Al Rosebrook, is a process under which the Coast Guard is attempting to improve its service to its customers, and is a continually-improving process. "We want to find what the customer wants, the recreational boater or the states, and not to deliver just what we think he wants."

A major emphasis will be audits of state boating safety programs. Auditors, he warned, are finding problems in the state programs, and some of these problems will lead to boating safety matching funds being disallowed. Look to those areas where boating safety efforts are mixed with fishery patrol hours, a mix the Coast Guard can not justify.

The Coast Guard is looking closely at its accident report system, acknowledging that "what we thought was not good is worse than we expected." It is possible, he said, that less than 3 percent of the non-fatal boating accidents are being reported.

In an attempt to get a handle on what is really happening, the Coast Guard is working with insurance companies to study accident figures, and is funding grants to look at ways of improving the system.

He urged, switching topics, that the states utilize the skills and manpower of the Coast Guard Auxiliary and the Power Squadrons. They can be powerful allies and resources, he stressed.

The problems rising in the near future — licensing, mandatory education, multiple-use conflict, hull identification numbers, vessel identification systems, and consumer affairs — mandate close and continuing cooperation between the states and the Coast Guard, he concluded.

## Targeting your PSA

OTS are the key letters in developing a public service announcement, according to Tim Smalley, the award-winning specialist with the Minnesota Dept. of Natural Resources. O is for Objective, referring to what you want to accomplish. T is for Target, who you want to affect. S is for Strategy, or, his his works, how you are going to knock their socks off. Smalley, shown on the right during the production of a radio public service announcement, walked NASBLA members through the steps of developing, producing and distributing a radio or television public service announcement, outlining costs, requirements and potential benefits.







*Congressman Walter Jones, left, receives the 1990 Bonner Award from NASBLA president Major Randolph Dill.*

## Jones presented Bonner Award

U.S. Rep. Walter Jones, veteran lawmaker from North Carolina, is the recipient of the 1990 Bonner Award, presented annually by the National Association of State Boating Law Administrators.

Rep. Jones, who serves as chairman of the House Merchant Marine and Fisheries Committee, was presented with the prestigious award in Washington, D.C., recognizing his efforts to make boating safer on the waterways of the nation.

Named after Jones' predecessor, the late Rep. Herbert C. Bonner, a major force behind the drafting of the federal Boating Act of 1958, the Bonner Award is presented to the government official on the state or federal level who most thoroughly exemplifies the qualities of leadership and dedication demonstrated by the former lawmaker.

"In making the selection," NASBLA president Randolph Dill informed Rep. Jones, "our association noted your keen interest in boating safety and your desire for safe and enjoyable boating for all who use our nation's waterways."

Rep. Jones, at 77, continues to be an energetic force in the halls of Congress. He is a champion of local issues, among those is the five-year Albermarle-Pamlico Estuary Study. Rep. Jones has served national concerns as the chairman of the Merchant Marine and Fisheries Committee since 1980, Dill noted.

"Our association appreciates the fact that you view with serious concern the enactment of any additional; boater user fees," Dill continued, noting that "boaters pay their own way with taxes paid on marine fuel and should not be burdened with an additional boat user fee unless it is returned to the user. This has not been in evidence in any past legislative proposals," the NASBLA president noted.

Dill, who serves as director of Connecticut's Boating Safety Division within the Dept. of Environmental Protection, pointed out the active participation by Rep. Jones in the enactment and authorization of the Aquatic Resource Trust Fund, which collects receipts from user fees and duties from fishermen and boaters that are then

earmarked for boating and angling-related projects.

The net result was \$60 million authorized for the 1989 and 1990 fiscal years in the Boating Safety Account of the trust fund and an addition \$10 million or \$70 million for fiscal years 1991, 1992 and 1993, according to Dill.

"Your efforts each year to insure that the authorization process is not circumvented and that the funds are appropriated as authorized is well recognized and appreciated by the boating community," he concluded.

In accepting the award from Dill, Rep. Jones pointed to his continuing efforts to curb reductions in U.S. Coast Guard funding ... particularly Coast Guard search and rescue missions.

"The safe boating activities of the Coast Guard and your state boating agencies have made tremendous advances in reducing the number of boating fatalities," Rep. Jones said. "In fact, there have been," he continued, "fewer boating fatalities in 1989 than in any previous year. Your efforts," he told the association members, "have helped train boaters, reduced alcohol-related accidents, and ensure a safer boating environment."

## Non-traditional boater education targeted

How do you put safety information in the hands of the non-traditional boater?

That's one of the major tasks taken on by the Boat/U.S. Foundation, under a \$290,000 Coast Guard grant.

Target is the development of a distribution system which will deliver boating safety information to fishermen, waterfowl hunters, and others who use boats as part of their recreation but do not consider themselves primarily to be boaters.

Boat/U.S. is involved in a continuing study of inflatable personal flotation devices, but the study is not yet ready for release.

## Education guidelines changed to standards

It may only look to be a pair of small words, but the change from guidelines to minimum standards has a major impact when it comes to the force of the NASBLA Boating Safety Education standards.

It was one of the principal acts taken by the NASBLA education committee over the past year, and ratified by the NASBLA membership at the Panama City convention.

At least at the present time, a repository for educational records involving NASBLA will be in one of the State of South Carolina state warehouses in Charleston, South Carolina Boating Law Administrator Dudley Overton is the chairman of the education committee.

In other action, the committee compiled a list of all NASBLA-approved boating education courses, and compiled a list of all states which have mandatory boating education requirements.

## NASBLA expresses appreciation through resolutions

A wide variety of resolutions faced attendees at the NASBLA annual conference in Panama City, Florida.

Resolutions passed by the body included:

NASBLA's deep appreciation to Senators Reigle, Mitchell, Durenberger, Heflin, Wilson, Breaux, Levin and Shelby for their commitment and support during the appropriation period, and for their support of the state's ability to obtain full funding of \$35 million under the National Recreational Boating Safety Program under the Wallop-Breaux Trust Fund;

NASBLA's appreciation to Sen. Frank Lautenberg for his support for full funding of state boating safety programs under the Wallop-Breaux Trust Fund, and his championing of the effort to obtain full funding;

NASBLA's appreciation to Rep. William Lehman for his leading of the effort to obtaining full funding for state boating safety programs under the Wallop-Breaux Trust Fund;

NASBLA's appreciation to Rep. W.J. Tauzin and Robert Davis for their strong support and testimony in favor of full funding for state boating safety programs under the Wallop-Breaux Trust Fund;

NASBLA's appreciation to the American League of Anglers and Boaters and its member organizations for their support of full funding for state boating safety programs under the Wallop-Breaux Trust Fund;

NASBLA recommended to the U.S. Coast Guard that the hull identification number be accepted as the unique identifier used for the purpose of ownership, and that the number should be affixed in

such a manner as the alteration, removal, or replacement of the number is obvious, and that the Coast Guard vigorously enforce this requirement with increased factory inspections and field examinations;

NASBLA urged the Coast Guard to accept the 17-digit hull identification number as the unique identification number required under the national Vessel Identification System;

NASBLA urged the Coast Guard to reestablish the Boating Standards Branch within the district offices and assign this branch the responsibility for the inspections and enforcement of the boat manufacturers to ensure compliance with existing standards. If this action is not taken, NASBLA urged the establishment of a comprehensive third party certification program;

NASBLA recommended that every boating authority adopt laws, regulations and policies which require that every application for registration or titling of a new vessel be accompanied by a manufacturer's statement of origin;

NASBLA incorporated a number of language changes within the Boating Safety Education Guidelines, and changed the terminology to designate these now as minimum standards; and

NASBLA expressed its thanks and appreciation to Don Ellingsen, Bob Edwards and the staff of the Florida Marina Patrol and the Florida Game and Fresh Water Fish Commission to the tremendous job done in hosting the 31st annual conference. Copies of the resolution were forwarded to Tom Gardner, executive director, Dept. of Natural Resources; and Col. Robert Brantly, executive director, Florida Game and Fresh Water Fish Commission, and to the Governor of Florida, the Honorable Bob Martinez.

## Rule change asked for Type Four PFDs for small boats and canoes

Are Type Four (throwable) flotation devices suitable as the primary flotation device for small boats and canoes? No, recommended NASBLA's Boats and Associated Equipment Committee. In fact, the committee would like to see the carriage requirement changed to wearable personal flotation devices, as part of a broad Coast Guard total rule revision. This revision is presently in draft form.

In light of the pressure for inspection of boat manufacturers, the Coast Guard should consider the authorization of third party certification. This would replace the present Coast Guard-only certification.

Propeller guards, rising again to face NASBLA members were again rejected, with the Boating and Associated Equipment Committee advising that NASBLA should endorse the BSAC stand that they are not at this time a feasible safety device.

However, the committee did agree that industry should consider developing effective propeller guards.

There was some consideration that there is a special case for propeller guards on specialty propeller craft. Specialty propeller craft are an offshoot of the popular personal watercraft, using an outboard motor and propeller as the drive mechanism.

## Accident investigator courses calendared

Eight boating accident investigator classes are presently planned by Underwriters Laboratories over the next year. The Coast Guard will fund participation up to five days, with the classes taking between 3 1/2 and 4 days and with the fifth day for travel time.

As it now appears, the classes will be:

March 25-29, Nashville, Tenn; late May, LaCrosse, Wisc; mid-June, no site yet chosen; late August, Connecticut; late September, Nevada; October, Vermont; early November, New Mexico; and December, South Carolina.

The Federal Law Enforcement Training Center is also planning to offer a 40-hour course. This course will be aimed at enforcement personnel, with a strong emphasis on court requirements.



## Operating Under the Influence laws linked to boating fatalities decline

What are the effects of Operating Under the Influence and Operating While Intoxicated laws upon boat accidents?

That was the charge levied on the Law Enforcement and Uniform Boat Law Committee, and one which it in turn assigned to Col. Jack Taylor of the Maryland Natural Resources Police.

After an intensive study and evaluation, two factors became starkly clear: boat accident fatalities in those states with significant OWI/OUI enforcement showed a sharp decline; and inequities in the pattern and reliability of boating accident reports resulted in the fact that no conclusions could be made as to the effect, if any, of OWI/OUI legislation on boating accidents.

Taylor and his officers began by developing a specific methodology to enable an objective analysis to be made. They worked from three bases: the development of an objective approach to establish just what is a "tough" OWI/OUI law; measurement of enforcement effort; and obtaining good statistical data regarding boating accidents.

On the assessment of the laws, a point system was developed for 14 major areas, ranging from blood alcohol content standards to mandatory jail time for certain convictions. On the enforcement side, eight criteria were assessed, ranging from average number of arrests to special alcohol patrols. Accident data included the number of registered boats, any percentage change since OWI/OUI laws were passed, the average number of boat accidents per year since the OWI/OUI laws were passed, average number of boat accidents per year prior to OWI/OUI laws, and the number of months in the boating season.

A detailed survey questionnaire was sent to all boating law administrators, with 43 responding. Eight were not considered, either because of limited numbers of registered boats (under 10,000), or because the form was returned late.

After analysis of the returned questionnaires, the following conclusions were made:

Based on available accident data, no conclusions can be made as to the effect, if any OWI/OUI legislation has on the rate of boating accidents. Because of the inconsistent methods of reporting accidents by the state, reliable data is not available. Some states reported only those accidents which involved fatalities or serious injuries. Also some states vary in the requirements for a reportable accident (the amount of damage in dollars.)

Boat accident fatalities according to the analysis show a significant decline in those states surveyed which have a blood alcohol content standard in their law. Blood alcohol content standards appear to be the key aspect in OWI/OUI legislation and the common denominator for significant reductions in boating fatalities.

Twelve of the 14 states that were categorized as having significant OWI/OUI law had a higher percentage of decline in fatalities than those states without significant OWI/OUI laws. The

14 states in the significant law category had an average decline in fatalities of 24 percent, compared to a 15 percent decline in states with no/low law.

Nine of the 14 states with a significant law had an average of 25 percent or more decline in fatalities; and further, five of the nine states had a decline in fatalities of 30 percent or more.

The rate of decline of fatalities showed no relationship to the total point assessment value for both law and enforcement effort.

Ten of the 14 states with a significant law had a greater percentage of decline in fatalities than the survey average.

In other action, the committee recommended to NASBLA that no changes be made in the regulatory marker system. The present system should be maintained or implemented, and effort should be made to educate the boater as to the system.

An on-going effort within the committee, spearheaded by Tim Wade, Arizona, is to develop a national Hull Identification Number manual, similar in purpose to the Vehicle Identification Number manual for automobiles. It appears that the manual will be in rough draft by the summer of 1991.

The committee began by attempting to clarify personal flotation device carriage requirements for sailboards, and in studying this the study evolved into a discussion on what constitutes a vessel. The committee, through chairman Jeff Hoedt of Idaho, has queried the Coast Guard as to what criteria are used in defining a vessel.

The committee had been asked to explore standards as to when and where to develop speed limits. The committee concluded that there were too many site and other specific requirements and that these precluded a broad-based rule as to implementation.

## NASBLA honors fallen enforcement officers

Memorial resolutions expressing condolences for the deaths of three enforcement officers in the line of duty over the past year were unanimously approved by the National Association of State Boating Law Administrators.

The memorials were in honor of Lt. Donald Beznah of the St. Clair County, Michigan, Sheriff's Department, and Game Wardens William Barry Decker and Bruce Franklin Hill of the Texas Parks and Wildlife Commission.

While in support of fellow officers on Aug. 31, 1990, Lt. Beznah attempted to block the passing of a fleeing boat. The operator rammed Lt. Beznah's patrol craft, killing the officer. The offender is presently being held without bail, facing an open charge of murder.

Wardens Decker and Hill were on patrol at night on May 26, 1990. Following what investigators believe to be a collision with an underwater object, both were thrown from their patrol craft and paid the ultimate price.

# How many boats are there?

## NASBLA committee eyes multiple and inactive boat registrations

How many recreational boats are there in the United States? That seems to be a forthright question, or so it seems to the NASBLA Numbering and Titling Committee, until it began to examine the problem of reciprocity between the states and the increased use of "user fees" among the states.

The committee discussion began with the obvious. Members determined that this issue is, in many ways, one of revenue generation. Oftentimes states find themselves providing services for a large number of non-resident craft who have historically paid little for those services.

Committee members quickly asserted that they have no problem with charging uniform, fair fees for services provided. The members of the committee do, however, have a problem with the use of the registrations system to collect these fees. As the committee began to delve into the subject, it found that the practice was much more widespread and insidious than first thought. What first began as the *payment of a few dollars and be on your way* soon became a situation where boaters were being forced to carry registration in multiple states.

This has consequences far beyond just state revenue. The committee reported that, depending on how the computer systems are set up, boats are being counted more than once. Significant? Because of the reporting systems, federal allocations for Federal Assistance in Boating Safety could be skewed; the total number of registered boats could be mis-totaled, and the VIDS (federal Vessel Identification System) will not accept such multiple registrations. VIDS can not change in this requirement, which tosses the problem fully in the lap of the states to accommodate such situations.

As VIDS develops, a clear picture of the full scope and range of exactly what is happening should appear, and a proper course of action can be determined.

The impact of the VIDS on reciprocity and registration, however, is only one facet of the impact of this federal project: there are indications that it can affect the manner in which the states deal with marine dealers.

Public Law 100-710 directed the Secretary of Transportation to assign a unique number to each vessel of the United States and to establish a Vessel Identification System. A vessel, as defined under the system, is a vessel documented under the laws of the United States numbered or titled under the laws of the states. The law requires the creation of a computerized network of boat information and mandates the centralization and modernization of certain documentation services.

The Coast Guard met with various state agencies across the

country to determine the problems they may have in participating in the system and relate to its objective. A needs assessment was completed to establish a base line need. The next step of the process will be to complete an alternatives analysis which will determine the various options for meeting the identified needs. After all the preliminary steps are completed the Coast Guard will advertise for data processing services.

NASBLA, through the numbering and titling committee, has worked with the Coast Guard on this project from the development of the advanced notice of proposed rule making which was published in September 1989 and then in helping the Coast Guard interpret the comments.

Numbering and Titling chairman John Simmons, Pennsylvania, said that VIDS is progressing well and appears to be on schedule. The target date for implementation is Jan. 1, 1994.

The VIDS issue, besides reviving flagging interest in the numbering and titling committee and its related issues, has had some major benefits. With increased attention paid to these topics, it is becoming apparent that numbering and titling is not as simple as it first seemed. Where committee members once thought they were in agreement or were consistent, they are now discovering a vast discrepancy in how the various systems interpret federal regulations. "VIDS," Simmons said, "is forcing us to ask questions in a manner we aren't used to and we're getting some very different answers. The committee believes that much good is going to come from our activities and discussions."

The committee was charged by NASBLA to explore marine dealer numbering as it relates to misuse of dealer numbers, customer complaints against dealers, and the possible need for dealer licensing. It was originally considered to be a narrowly-focussed item. Are dealers circumventing the revenue people by hiding behind dealer numbers? Do we need licensing to give government a hammer to protect the consumer from unscrupulous dealers?

These are good and lofty questions, but, as Simmons noted, offhand remarks about how individual states handled dealer numbers led the committee to much deeper questions. For instance, how are dealer numbers assigned? How are dealer numbers identified? Are they unique, or do they require the examination of a registration certificate? How easy is it to get a dealer number? Since most dealer number systems do not include any boat information in the registration file, how does VIDS identify the number? Are dealer numbers being used to launder stolen boats?

The answers to these, the committee admits, is not easy to come by. The committee developed a questionnaire, and from the survey concluded that there is almost no consistency in the administration of dealer numbers. Pushing for greater uniformity, the committee is urging that a model dealer number act be developed as one of the committee charges for 1991.

VIDS impacted the committee work as it upgraded the Model Titling Act. With the release of the VIDS Functional Requirements Report (a 350-page report, with the summary itself a full 50 pages), the committee should be able to give a fresh look at the language of the act and assure that it complies with the needs of VIDS.

Another charge to the committee was to encourage all states to purge inactive registrations from annual Reports of Certificates of



Numbers Issued To Boats.' While the committee did no formal study, discussion among the committee members concerning their own states and what they knew of other states turned up some interesting information. The committee found that some states report all boats that had ever been registered whether or not it was currently registered. Their logic is that if the boat owner had not reported the boat as being transferred out of state, then it still must be there and therefore part of the base. Other states will remove a boat only after a multiple-year registration expires even if it was reported moved to another state.

Because this issue involves money in the allocation formula for Federal Assistance in Boating Safety, the committee felt that it "would not be productive to attempt to encourage states to voluntarily clean up their act."

The best place to do this, in the view of the committee, would be through Coast Guard program auditors.

"The problem is much larger than we perhaps think," Simmons said in his report to the NASBLA membership. "The more we look into the situation, the more concerned we become."

The Coast Guard has agreed to look into determining the extent that boat numbering reporting systems are not meeting the requirements of federal regulations. This may take some time.

Should the Coast Guard terminate documentation of vessels? After extensive discussion, the committee determined that legislative change would be required to eliminate the documentation of pleasure boats, and probably isn't an issue the states should be overly concerned about.

Through VIDS, states will be able to access information concerning ownership of these boats, and thus will be able to address

the sales tax issue. States will still have the prerogative to require registration of these boats, although display of number is currently prohibited. If enough states require registration and the VIDS system works as anticipated, many of the reasons for documentation will go away and the problem will take care of itself.

The committee on its own began developing a new standard Manufacturer's statement of Origin, recognizing the need for standardization and for the inclusion of information needed for modern data processing systems. This model statement has been included in the just-updated national procedures manual for Numbering and Titling, and the committee hopes to encourage its use by states and manufacturers. While the VIDS system will not specifically require the use of this form, it is the committee's hope that VIDS may be molded in such a manner so that this form or a facsimile will be the only one used.

The numbering and titling manual was updated by Elayne Heubner of Florida, and in the words of the committee is nothing short of spectacular.

The committee concluded its work with a plea that the Coast Guard Vessel Inspection and Boating Safety offices increase inter-office cooperation and consultation. The committee cited the use of the 17-digit Hull Identification Number and Manufacturer's Statement of Origin. VIDS is looking for a 17-digit number but documentation may not be able to use it. Documentation uses a builder's certificate that may not include all the information that is required by the MSO. The committee noted that, for the betterment of recreational boating identification, rule-making should be developed along the same lines and not independent of each other.

## National Safe Boating Week Set June 2-8

The drinking boater and personal flotation devices will be the two major issues in National Safe Boating Week, according to chairman Dick Bogue. The national round of activities is slated for June 2 through 9.

A series of public service announcements, radio and television, are presently being prepared, and will be available as part of the planning package.

## Wallop-Breaux Fund reauthorization vital

Reauthorization of the Wallop-Breaux Trust Fund, the source of the federal money reapportioned back to the states to finance recreational boating safety programs, will be one of the major tasks before the boating community in the coming years, according to George Stewart, NASBLA director of legislative affairs.

Difficulty of the struggle can be seen in this year's efforts to bring the fund up to the full \$70 million authorized, split between the states and the Coast Guard, in the face of Administration efforts to keep the allocation at a \$60 million level.

The budget deficit, however, continues to loom over the program. It appears that in the event that Congress is unable to pass a budget in the future, the fund could suffer a cut of approximately 32 percent, even though it is derived strictly from a user base.

## MRAA Convention Calendars Top Marine Executives

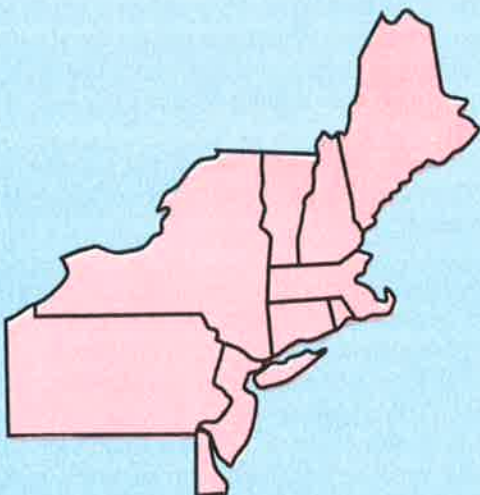
Four top marine industry executives will take part in a question and answer session on pressing industry issues as a feature of the ninth annual convention of the Marine Retailers Association of America in Las Vegas Nov. 26-28.

The four are: Irwin Jacobs, chairman, Genmar; Jim Chapman, CEO of OMC; Jack Reichert, CEO of Brunswick Corp.; and Paul Kuck, CEO of Regal Boats. Phil Keeter, MRAA executive director, will act as moderator, and will put the questions collected from marine retailers around the country, to the panel.

"Our hope is that this marine industry forum will help to clarify some of the troubling issues facing the industry today," said Keeter. "With representatives of both the Big Three and the independents on the panel, we should get a good idea of what path the industry will take in the next few years."

Information about MRAA or the convention may be obtained from MRAA, 150 E. Huron, Suite 802, Chicago, IL 60611, telephone 312-944-5080.

# NESBAC NEWS



## Connecticut

There will probably be some activity during the next legislative session to revamp or revise the boater certification law, a move opposed by the state boating agency which would like to see the law implemented. In addition, there will probably be a benign proposal to clarify the Commission authority as to obstructions to navigation and markers.

The last major boating issue before the legislature, two sessions ago, was the operator certification measure.

## Delaware

The major boating issue passed in the last legislative session was a boating while intoxicated measure.

Personal watercraft regulations, similar to that which was submitted during the last session, will again be introduced. The measure had passed the house, but did not clear the senate.

Another measure would increase the number of boat registration outlets.

## District of Columbia

There were no major boating issues recently before the council. There is consideration of a boating under the influence law,

similar to the Coast Guard recommendations.

## Maine

The last session of the legislature changed the reportable accident level from \$100 to \$300, changed to the boating under the influence standard to 0.10 percent with a mandatory testing provision, and established a headway only speed limit within 200 feet of shore. The legislature considered but did not pass a mandatory education bill. Legislators approved a search and rescue coordinator position for Marine Resources, but did not provide funding. The Marine Patrol assigned an officer to cover this training and advisory position, supported by extra effort from existing officers. Funding will be sought in the next session.

## Massachusetts

The legislature in the last session approved a titling measure for boats. In addition, the majority of boating violations were decriminalized and penalties come under administrative procedures.

Top priority for the next session will be an operating under the influence measure.

## New Hampshire

The legislature approved a 30 day reciprocity period for boating registrations. Issues under consideration for the upcoming session include speed limits, some form of operator licensing, an expansion of the mooring permit system to all public waters, and possible changes to the age requirements for personal flotation device use.

## New Jersey

Major effort will continue in pollution control areas. There may be some administrative rule changes tightening up slow speed area rules.

## New York

Major legislative issues approved this year included enactment of a personal watercraft measure similar to Florida's, mandated wearing personal flotation devices for children under 12 while aboard Class A vessels, amending accident reporting standards to match federal requirements, and expanded state boating and navigation laws to cover the tidewaters area of the state.

Considered but not approved were measures to bring equipment requirements to Coast Guard standards, as well as adding an implied consent section to the boating while intoxicated statutes.

## Pennsylvania

The fines for most boating violations were essentially doubled



in the last legislative session.

Coming up will be some increase in motor boat registration fees, registration for unpowered boats, and possible legislative interest in mandatory education. The state Marine Trades Association is pressing for a titling act.

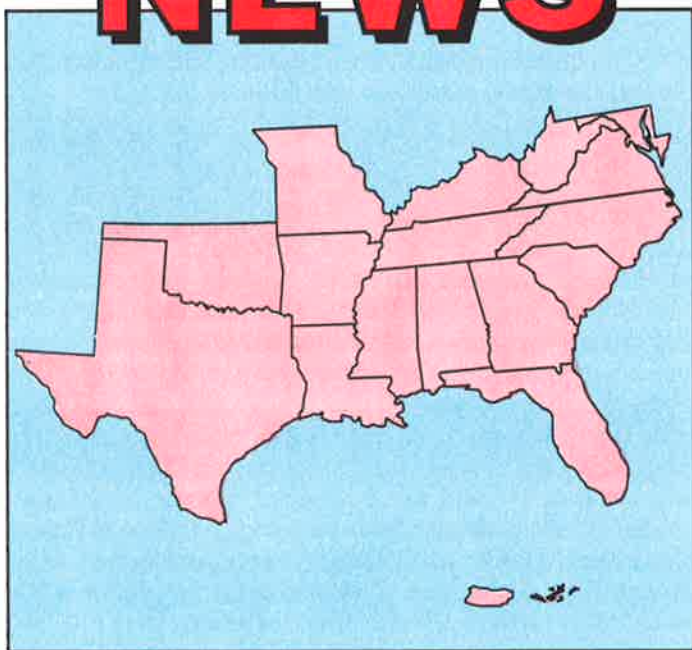
## Rhode Island

The legislature did not approve an operating under the influence measure during the past session, but did mandate the wearing of personal flotation devices for small children under 10 aboard boats less than 19', and requiring that all vessels, documented or not, to be registered with the state.

## Vermont

The major boating issue was a doubling of registration and document fees. There was also some housekeeping corrections to the previous session's rewriting of boating statutes.

# SSBLAA NEWS



## Alabama

The legislature considered but did not pass three boating-related matters last session: an implied consent/blood alcohol content measure; a change in the motor vehicle code to include boats;

and a bill to set the maximum blood alcohol content level at 0.10 percent to presume intoxication.

Under the state's administrative procedures act, the state is in the process of changing the minimum age at which a child could operate a motor vessel from 12 to 16.

## Arkansas

Two boating measures were first passed and then amended by the past legislature: the first originally specified that registration numbers must be in red reflective letter, but then was amended to bring into compliance with federal standards; followed by a move to four-year registrations which again was amended to three years in compliance with federal regulations.

Upcoming measures include a move to bring equipment standards into compliance with federal standards, update registration procedures to federal standards, and possibly move the office of the Boating Law Administrator into the enforcement division.

## Florida

Major issues before the next session of the legislature will be a repeat of the three that were presented last year: a vessel operator license bill, a mandatory education bill, and the establishment of statewide speed limits.

The operator license would probably be in the form of an endorsement on the motor vehicle operator license. There could be an interface between boating and vehicle infractions and convictions.

## Georgia

A change in the boating safety zones around, and generally downstream of, dams which would allow boaters to enter those zones if they were wearing a personal flotation device.

Areas which may be considered include speed limits and other restrictions for personal watercraft.

## Kentucky

A broad revision of all boating laws in the state, many which have been on the books untouched since 1960, will come before the next legislative session. Other measures which could face the legislators include personal watercraft, tougher alcohol laws, possibly the mandatory wearing of personal flotation devices, and at some point down the line a look at kill switches or propeller guards.

## Louisiana

Major issues before the last legislature included operator licensing, mandatory education, and a minimum operator age. These were tabled, pending a review of the last five years of boating activity in the state and a projection of the next five years. The legislative committee involved will look at a synopsis of boating, along with the needs for the three boating measures.

## Maryland

Two significant boating measures were passed during the last legislative session: an increase in the operating under the influence penalties; and a measure bringing parasailing under the provisions, rules and requirements of the waterskiing act.

## Mississippi

The reintroduction of an alcohol boating safety act will be the prime boating measure before the next session of the legislature. Other potential issues will be an increase in the minimum age to operate a motor vessel from 12 to 15, the same as for a driver's license; and a change in authority which would allow a state agency which had confiscated a vessel or motor without a HIN number to retain possession or to sell and retain the proceeds. Under present law, the sheriff in the county when the item had been confiscated would sell the item, with half the proceeds going to the state.

## North Carolina

There were no significant boating issues before the last legislative session, and no indications of new issues in the upcoming session.

## Oklahoma

Clarification of some of the language in the recently passed Boat and Motor Registration Act and the Boating Safety Act, bringing them into compliance with federal standards, will be before the 1991 legislature.

There is a possibility that last session's boat operator licensing act will be revived. Top priority in the upcoming session will be a model Boating Under the Influence act.

## Puerto Rico

Minimum operator age for all motor boats has just been raised to 16 years old.

Boating penalties are being moved under administrative procedures rather than keeping the majority of them under the court system.

Bills most likely to be considered under the next legislature include licensing personal watercraft operators, and noise controls for personal watercraft.

## South Carolina

Only minor boating issues are contemplated in the next

legislative session: no-wake zones in a remote canal; a revamping of the boat and motor titling provisions to what the Vessel Identification System (VIDS) will require; and the definition of a marine dealer (having to sell at least 10 boats or outboard motors a year).

## Tennessee

No boating issues came before the last legislature, nor are any contemplated before the next session.

## Texas

Major items during the last legislative session was the approval of a Boating While Intoxicated statute, the approval of a personal watercraft law, and mandating that 13 year olds operating motor vessels in excess of 15 horsepower had to pass a boating safety course or be accompanied by a person 16 years old or older.

## Virgin Islands

A mooring bill, which regulates mooring and anchoring in territorial waters (and limits anchoring to no more than 14 days in any six month period in one mooring area) was approved in the last session.

A possible personal watercraft measure is being talked about, with action (if any) somewhere well down the line.

## Virginia

Major issues passed in the last legislative session include an increase in boat registration fees, for three years, along with making false affidavits perjury; a measure which allowed Virginia Beach to regulate personal watercraft use; the establishment of a joint subcommittee to study the use of personal watercraft; the establishment of a joint subcommittee to study licensing of boat operators and ways to enhance boating safety; an amendment providing for local regulation of boat and vessel noise and distance from shore; a measure dealing with personal watercraft safety; and an amendment to the sales and use tax which lifted the maximum tax from \$1,000 to \$2,000.

## West Virginia

There were no significant boating measures before the last legislature. Upcoming is consideration of a licensing rate increase, along with an extension to three-year registrations.



# NCIABLA NEWS



## Illinois

As of this time, there have been no decisions nor announcements about potential boating issues or measures to come before the next session of the legislature. There have been informal discussions and talk about some form of mandatory education, some form of proof of boating education, or possibly an operator licensing measure, but these are far from even any preliminary stage.

## Indiana

There were no boating items before the 1990 legislature.

There has been talk of introducing some form of legislation which would tie the motor vehicle operator's licence, perhaps through a point system, to convictions of operating a vessel while intoxicated.

As late as 1951, the state required that the operator of a motor vessel with 25 or more horsepower either had to have a motor vehicle operators licence, or be accompanied by a licensee. In 1940, there was an operating under the influence statute on the state books. These were dropped when the state laws were recodified in the mid-Seventies.

## Iowa

Implied consent legislation for impaired watercraft operators, applying only in the aftermath of an accident, will most likely be before the next legislative session. A broader implied consent measure did not pass in the last session.

## Kansas

No boating proposals are anticipated before the next legislature. At some time, pending review of complaints and comments above personal watercraft, it is likely some sort of legislation will be proposed.

This past summer was the first boating season in which the wearing of personal flotation devices for those 12 years old and under was mandated.

## Michigan

While nothing has progressed to any formal level, there has been continued talk about introducing both a full implied consent law for boaters, and for some form of operator licensing.

Major issue passed in the last session was a personal watercraft measure, similar to the Florida stature, which will become effective Jan. 1.

## Minnesota

The state is presently going through recodification of all its boating laws.

Three issues are anticipated in the next legislature: a registration fee increase; some form of personal watercraft regulation, developed in coordination with industry; and legislation for interstate agreement on boating laws.

## Missouri

Boating while under the influence legislation, which received broad support but not passed in the last legislative session, will be reintroduced. Principal areas include an implied consent provision, levels of intoxication, graduated penalties for repeat offenders, and the charge of manslaughter for intoxicated operators involved in a death. Personal watercraft regulation may also be addressed.

## Nebraska

No significant boating issues were considered in the past legislative session. For the next session, a number of issues are pending: boaters fleeing to avoid arrest may be charged with a misdemeanor; water skiing will be limited to from sunrise to one half hour after sunset; and the carriage requirements for type 4 (throwable) flotation devices will be brought in line with federal requirements.

## North Dakota

Two major issues, a boating under the influence and a titling act, failed in the last legislature but are expected to be reintroduced this next session. There is some consideration of personal watercraft restrictions, mainly involving the wearing of personal flotation devices. The North Dakota Medical Association is seeking to add the term "personal watercraft" to statutes involving motor vessel operator age limits, education, and personal flotation devices.

## Ohio

A measure expanding the law enforcement authority of water officers to all Department land will be introduced in the next session. As it now stands, each state agency has its own officers, each with responsibility only to that agency's land. The measure would also expand the law enforcement responsibility.

## Ontario

No boating measures were introduced into the last legislative session, and at this time none are anticipated for the next.

## South Dakota

The last session of the legislature limited those 12 years and younger to operating boats with six horsepower or less, unless they are accompanied by an adult. The measure went into effect July 1.

## Wisconsin

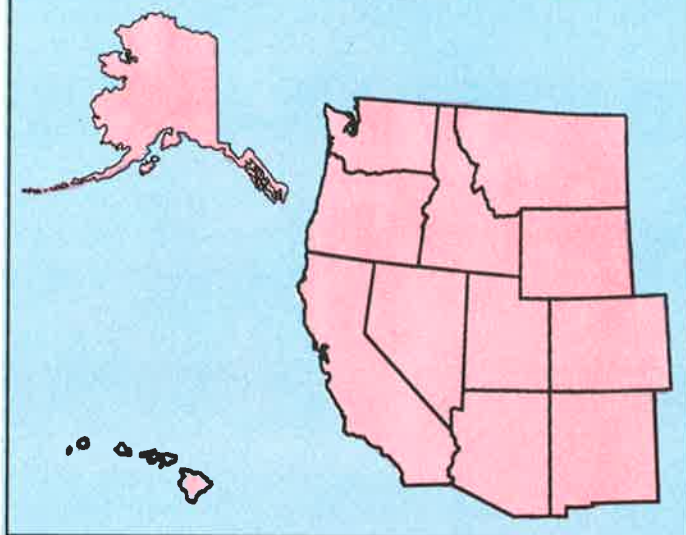
Personal watercraft and mandatory education measures, the latter most likely phased in over an extended period by birthdate, absolute sobriety for anyone under 19 years of age operating a boat, prohibited operations within 100 feet of an occupied boat not under power or sail (added to existing statutes), cleaning up the language and clarifying barefoot water skiing statutes, and setting noise level restrictions for dealers (for the boats they sell) will be among the boating issues facing the next legislature. No issues have been carried over from the last session.

### Who owns islands in Pennsylvania?

Who owns the islands in Pennsylvania's rivers? Some, apparently, have been held under grants dating back to the time of William Penn but a number of others apparently are merely in the hands of squatters while title and ownership remains the hands of the commonwealth.

Pennsylvania's governor has directed the three major conservation agencies to study ownership claims of the islands, which may range from a small gravel bar up to 15 acres or more of wooded land, to determine which should really be in the hands of the commonwealth and which are properly deeded to private individuals.

# WSBAA NEWS



## Arizona

The only boating bill before the last legislature set the minimum age for the operator of a motorboat with more than 8 horsepower at 12, unless someone over 18 is on the craft. Many high country lakes have an 8 horsepower limit.

The major challenge over the next year will be a major rules review, which could extend into 1992. This could involve any boating rule, and could involve significant rules changes.

## California

Major issues approved in the last legislative session included: mandatory skier-down flags for waterski boats; an amendment to the Boating Under the Influence Statute reducing the blood alcohol content standard to .08 percent; and allowed judges to impose mandatory boating education for any person convicted of a first boat moving violation, and required such education for subsequent violations. Discussions were held on barring the operator of a motor vessel from having an open container with an alcoholic beverage in possession, with no action taken. The legislature passed but the governor vetoed raising the minimum age to operate a personal watercraft from 12 to 16. "Due to the excellent record of reducing boating fatalities, the department will continue to encourage volun-



tary rather than mandatory boating education," said Bill Satow, state boating law administrator.

## Colorado

A sailboard group is proposing to exempt sailboards from personal flotation device carriage requirements, a move which will be opposed by the state's boating agency.

The state and a number of district attorneys are discussing housekeeping and language cleanup in the state Boating Under the Influence legislation, but these are not significant changes.

## Hawaii

A boating and alcohol bill, similar to the which was before the last legislative session, will be reintroduced before the next session.

There was also legislation to transfer the boating program and marine patrol from the Dept. of Transportation to the Dept. of Land and Natural Resources. While this measure failed, it will be resubmitted. Two sessions ago, a measure was passed which created a state Dept. of Public Safety and would have included the Marine Patrol, unless superseding legislation is passed.

One approved bill barred commercial operation of personal watercraft on specified Oahu bays on weekends and holidays. So far this has generated three lawsuits and a fourth is anticipated.

Another approved measure prohibits personal watercraft, parasailing and high speed commercial operations in various areas, primarily around Maui, during the whale season.

## Idaho

Boating measures under consideration for possible action during the next legislative session include a clarification in the use of boating funds by counties (a housekeeping measure), a bill requiring immediate notification of boating accidents to the local sheriff; a measure dealing with trailer licensing; a possible look at a titling act; possible registration of all vessels; the surfacing of some concern over noise; and some consideration of regulation of commercial vessels.

## Montana

The last legislature mandated the use of a diver down flag, following Coast Guard standards. Upcoming issues may include some form of personal watercraft controls, as well as the consideration of a skier down flag for water ski boats.

## Nevada

Four boating bills were approved in the last legislative ses-

sion: allowing peace officers to seize vessels to preserve evidence of a crime; requiring boat operators to maintain a proper lookout; prohibited movement of buoys and other navigation aids, and provided penalties for movement; and required a state marine event permit in addition to federal marine event permits.

Nine bills are on deck going into the session: clarify and define an officer's termination authority for unsafe vessel operation including lack of fire extinguishers, improper lights, personal flotation device omissions, fuel leaks, ventilation, and extreme adverse conditions; requiring flashing blue lights for law enforcement vessels; defining and regulating personal watercraft; mandating that the observer in a ski boat must be at least 12 years old and competent, and have a ski flag to be displayed; mandated the use of a dive flag; clean up language in some boating regulations; establish mooring areas on Lake Tahoe; and define just what is a marine event and what is a spectator.

## New Mexico

There were no issues in the last legislative session that affected boating program, and as of this time none are popping up on horizon.

## Oregon

Major boating issue in the past legislative session was approval of a charter boat licensing bill, which gave the state responsibility for rules for safety equipment and related matters for about 200 charter boats.

Most significant upcoming legislation is the proposed introduction of a comprehensive boating under the influence measure. Other matters will include additional customer service in registration, \$900,000 for more on-water water patrols, the development of a major education program; and a program to utilize teachers on sabbaticals or on leave to work within the state's education program.

## Utah

Major legislative proposals coming up include a definition of personal watercraft which would include personal jet-craft and personal prop-craft. This measure would bar nighttime operation, would institute operator age limits, would require kill lanyards, would prohibit the towing of waterskiers, and would require proper propeller protection for prop-craft.

One measure would prohibit the operation of motorboats or sailboats by those 8 years of age or younger.

One measure would allow those under 16 years of age to operate single-person sailboats if a person 18 or older was in close proximity.

Another act would prohibit the towing of a waterskier by any boat which does not have at least the rated capacity to carry an operator, observer and skier

## Washington

Last legislative session expanded water ski provisions to include personal watercraft provisions similar to that proposed by industry and adopted in Florida. It also became a felony to elude a law enforcement vessel.

A proposal to make it illegal to exceed the weight, horsepower or passenger capacity as stated on the vessel capacity plate will come before the next session; as well as as potential consideration of mandating certain boaters at greater risk to wear personal flotation

devices. This is targeted at youth in open boats and manually-propelled craft on rivers.

## Wyoming

There was not legislation in last session nor is there expected to be legislation in next session that will affect boating programs. However, administratively changed regulations to bring into state rules into conformance with federal standards are anticipated: water skiers must wear PFDs, and ski tow boat must have an orange flag.



*Minnesota Dept. of Natural Resources conservation officer John Hummel is shown distributing water safety coloring books at the Midwest Public Safety Expo held recently in Minneapolis. Besides distributing boat and water safety information, the Minnesota officers had the chance to show off their new Boston Whaler 25-foot Challenger used on Lake Superior.. (Photo by Tim Smalley)*

# A Job Well Done

## Maryland officers rescue sailboat

On the afternoon of July 1, 1990, shortly after 4 p.m., while on duty in Dorchester County of Maryland's Eastern Shore, Corporal Dennis Gilliard and Officer William Stallings of the Maryland Natural Resources Police responded to a radio call dispatching them to a capsized sailboat with four people overboard in the Little Choptank River.

Moments before the call, a severe thunderstorm began battering the area with intense lightning, large hail, and hurricane-force winds. It was through these conditions along with heavy seas that Cpl. Gilliard and Officer Stallings had to navigate their 31-foot patrol cruiser for five miles. Once on the scene, with the storm still raging, they managed to rescue all four occupants still clinging to the capsized vessel.

With the passengers aboard the patrol board, Cpl. Gilliard realized that the journey to a safe port would be too dangerous in

such seas, so he elected to wait until the storm subsided.

After the storm the officers helped right the 15-foot sailboat and pump it out. Because of the officers' promptness and skill, no lives were lost, no one was injured, and the sailboat sustained no damage.



**Dennis Gilliard**



**William Stallings**



# South Dakota Conservation officers rescue two boys

When South Dakota Game, Fish and Parks Conservation officers Rick Halseth and Bob Walton headed out on the Missouri River near Vermillion this past summer, they were expecting a day of checking boaters and fishermen. What they got was a chance to save two young boys from drowning. Fortunately, they managed to do just that.

According to Halseth, he was slowly piloting his 18 foot boat through a shallow area adjacent to Clay County Park when he heard shouts from near the South Dakota shore of the river. He and Walton decided to investigate, and spotted two individuals splashing in the current.

"As we approached them," Halseth said, "we discovered two boys who were in serious trouble."

The boys, eight and ten, were obviously struggling to stay on the surface in the current. Halseth maneuvered the boat so that Walton could catch one of the boys. Walton said he had to reach under the surface to reach the youngster. As Walton hauled the first boy aboard, Halseth turned to move after the other one, about a hundred yards away.

According to Walton, the second boy was also under water as they approached the spot where Halseth had last spotted him.

"All I could see was a shadow, and I thought I was going to have to go in after him," Walton said. But he managed to catch the sinking boy and pull him aboard.

Unfortunately, when Walton talked to the boys, he discovered that their father, Frank Goeden of Vermillion, had also been in the water trying to rescue them. They said he had gone down in the

current. Walton and Halseth searched the surrounding area for Goeden, hoping he was hanging onto some river debris. But they were unable to find him. According to Clay County authorities, Goeden's body was recovered three days later.

Halseth said, "It was fortunate that we just happened to have the motor throttled down so we could hear the boys' shouts."

Wildlife Division director Doug Hansen said, "Because conservation officers are often looked on only as wildlife law enforcement officers, the services they provide in such areas as boating safety patrol and life-threatening emergencies are often overlooked. These two officers are to be commended for their prompt and efficient action that prevented the deaths of the youngsters."



*Conservation officers Rick Halseth, left, and Bob Walton successfully rescued two young boys from the Missouri River.*

## Montana floaters rescued

Two groups of floaters were saved from tragedy this summer, thanks to the quick thinking and actions of Mike Stermitz, a game warden for the Montana Dept. of Fish, Wildlife and Parks. On July 1, Stermitz was at a Bitterroot River access site checking floaters for required safety equipment when a raft hit a partially-submerged cottonwood tree, dumping a couple into the turbulent flow. The woman clung to the cottonwood branches while the man was swept downstream into a log jam. Stermitz jumped into the river and swam to the log jam, from which he guided the man to safety. Onlookers also assisted in rescuing the victims.

Minutes later another group of floaters on the raging river were swept into the cottonwood. Four adults and a young boy were riding innertubes roped together when their tubes and rope became entangled in the branches. Two adults made their way to shore. The others were trapped in their tubes; one man's foot was wrapped in the rope. Stermitz once again plunged into the river and worked his way along the tree to the victims. After nearly an hour in the water, Stermitz was able to puncture some of the unoccupied tubes to make enough slack in the rope to free the man's foot. Finally, the tubes

broke free and drifted downstream. Onlookers helped Stermitz pull the victims to safety.

Stermitz's quick action and bravery were recognized by Montana Gov. Stan Stephens when he was presented with the Governor's Citation for Heroic Service.



*Montana Game Warden Mike Stermitz with his Governor's Citation for Heroic Service.*

# SMALL CRAFT ADVISORY



P.O. Box 19000  
Seattle, WA 98109

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## *National Association of State Boating Law Administrators*

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### Marine Theft Seminar Scheduled

The annual Marine Theft Investigation Seminar of the National Association of Marine Investigators will be Jan. 7-11 in Orlando, Fla. The annual training seminar is designed to support the law enforcement officer, insurance investigator or Coast Guard officer in identifying stolen boats, outboard motors or boat trailers. It will aid the investigator in recognizing marine insurance fraud.

The training will be presented by marine theft investigation experts and industry representatives from throughout the nation. It is designed to provide a foundation for the beginning investigator and will enhance the performance of the experienced investigator.

Topics will include: understanding hull identification numbers, identifying outboard motors, NCIC offline searches, tracing ownership of marine equipment, theft prevention programs, insurance fraud, Coast Guard programs, national Vessel Identification System, debriefing boat thieves, narcotics and marine theft, and sting operations.

Registration is limited to the first 200 applicants. Registration is \$60 until Dec. 1, then \$75 after that. Registration should be addressed to the National Association of Marine Investigators, Box 37113, Tallahassee, Fla. 32315. Additional banquet tickets are \$25. Hotel registrations should be made directly with the Sheraton World (800/341-4192 inside Florida, 800/327-0363 outside of the state) and referring to the NAMI Seminar to receive the special rate of \$80 per night single or double..

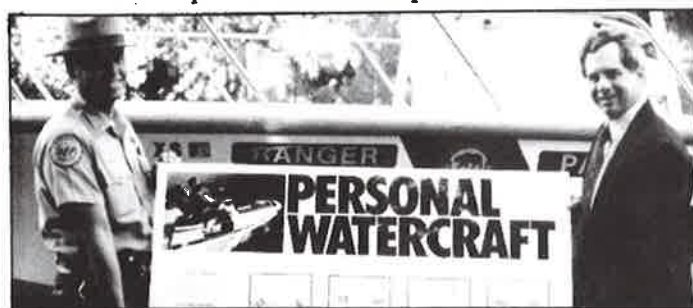
Questions or comments should be addressed to NAMI president Major Dave MacGillis, Florida Marina Patrol, Tallahassee, (904) 488-5757.

### Kawasaki donates safe boating signs

As part of a continuing effort to promote safe and responsible use of watercraft, Kawasaki Motors Corp. U.S.A. has donated informational signs and posters to state boating agencies. The signage, intended for water sites with extensive personal watercraft uses, graphically points out some of the basics of safe operation.

Arizona, Florida, Nevada, Wisconsin, Idaho, Oregon, Washington D.C. and California have received the signs and posters. In addition to general boating information and selected marine rules of the road, the signs emphasize that personal watercraft operators are boaters and are required to know and obey the same rules as other boaters.

"We're delighted to have these signs and posters," said Florida Marine Patrol boating safety coordinator Denis Grealish. "They address the Rules of the Road and safe operating practices that are essential for safe personal watercraft operation."



*Kawasaki's Director of Public Affairs Roger Hagle, right, presents Lake Elsinore (California) Park Ranger Dave Black with an informational sign targeted to personal watercraft users. The signs convey general boating information and selected rules of the road, and are targeted to water sites with extensive personal watercraft use.*