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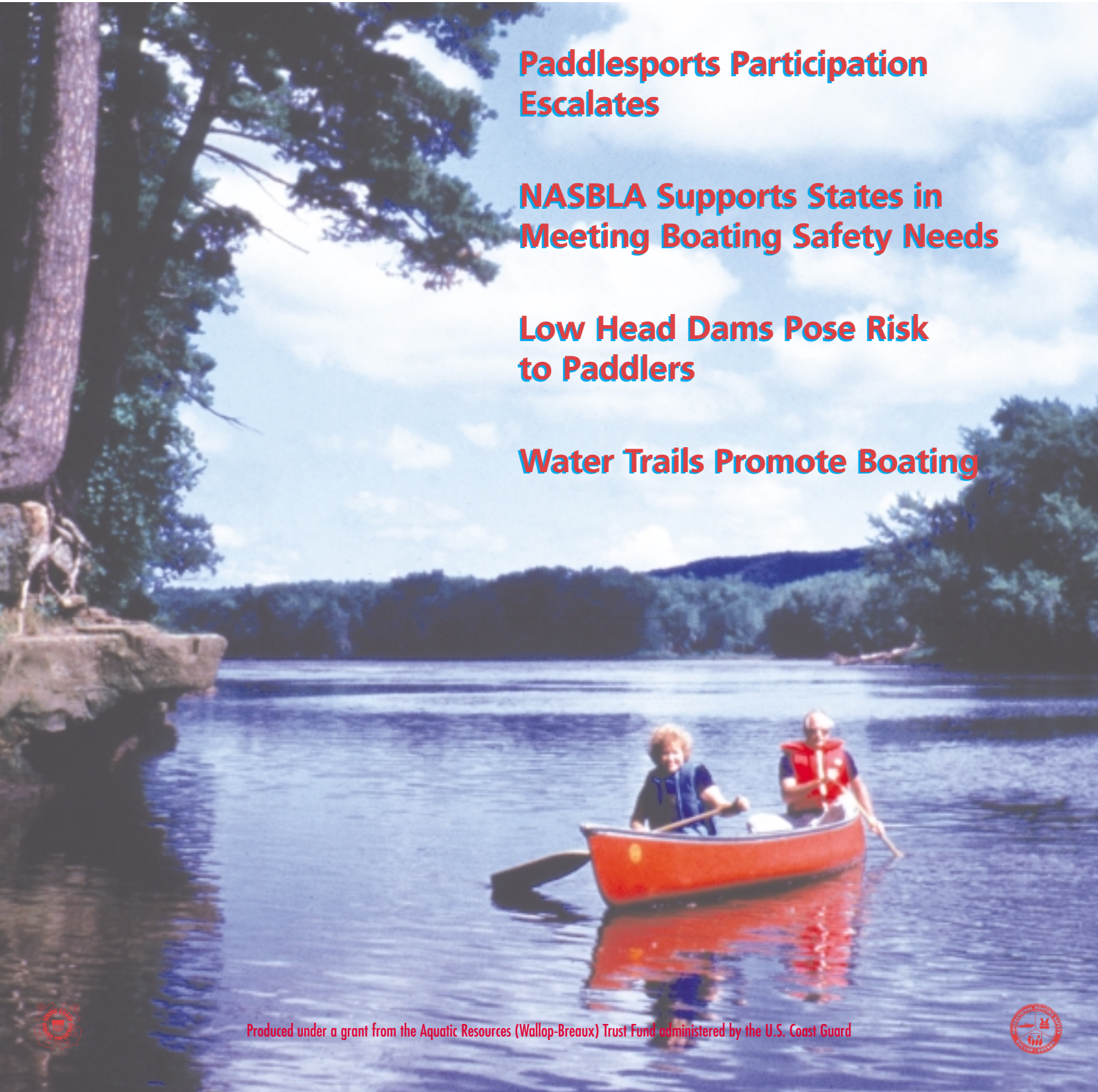
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Paddlesports Participation Escalates

NASBLA Supports States in Meeting Boating Safety Needs

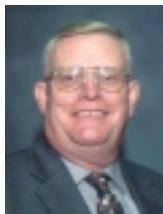
Low Head Dams Pose Risk to Paddlers

Water Trails Promote Boating



Produced under a grant from the Aquatic Resources (Wallop-Breaux) Trust Fund administered by the U.S. Coast Guard





Fred Messmann
NASBLA President



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

Partnerships with Paddlesports Groups Are Key in Improving Safety

I own two paddleboats; however, they are not canoes or kayaks. My paddlecraft are layout boats that I use to pursue my favorite sport – duck hunting. Therefore, in addition to being a boater, I fit into another category – hunter/fisherman. Sportsmen typically don't consider themselves boaters. Unlike the usual profile, though, I always wear my life jacket.

Participation in paddlesports has recently exploded. Users enjoy being in the outdoors, whether peacefully paddling on quiet waters viewing nature or partaking of extreme white-water rapid runs. Many of the thrill and challenge paddlers wear their personal flotation devices (PFDs) because they are aware of the risks involved in their chosen sport. Many of these paddlers learn the importance of safety from organized groups, therefore the PFD wear rate among these paddlers is high.

In addition, several livery or rental companies provide PFDs for their customers and require them to be worn. Not only does this ensure that the customer returns with the canoe and is able to return for future rentals but it also reduces the livery's liability.

Where we have increased accident concerns are with non-organized and inexperienced paddlers – those who borrow from a friend for that one-time inspiration or who buy a boat from a local discount store where the sporting goods dealer does not know or take the time to discuss the significance of safety in these watercraft.

The single biggest intervention to reducing fatalities in paddlecraft is the proper use of PFDs by entry-level private paddlers.

One of my goals as NASBLA president is to make sure we are communicating with all our constituents. We have done a pretty good job, but it disturbs me to go to meetings and be criticized as inattentive to multiple waterway users' needs. I believe under the past leadership of NASBLA committee chairs we have invited all interests to sit at the table with us, either by us identifying a problem or by them identifying a need to work with us.

Working with the American Canoe Association (ACA) and the Professional Paddlesports Association (PPA), NASBLA is making progress in understanding each organization's goals. I am pleased to report that Tim Peabody (the recently retired boating law administrator from Maine) is negotiating a memorandum of understanding between NASBLA and these two paddling organizations.

NASBLA, the ACA and PPA all have the ultimate goal of decreasing fatalities and injuries from any type of accident, whether it be capsizing or falling overboard, low head dams, or power boat versus

paddleboat. We all have limited resources, and by partnering we can increase our effectiveness.

I am thrilled that Pam Dillon is the executive director of the American Canoe Association. She is a dedicated professional that knows both sides of the issues. I just met Matt Menashes, executive director of PPA, but after dinner one evening with frank discussions of the concerns, I felt like we had known each other for a long time. Why? We learned that we have a lot more in common than we knew. I think this is more frequent across the spectrum of recreational boating, whether paddlers, sailors, or power boaters.

Another boating law administrator who is deeply involved with paddlesports issues is Jeff Johnson from Alaska. Jeff serves as the chairman of NASBLA's Paddlesports Subcommittee, which is part of the organization's Education Committee.

I was pleased with my reception at the recent International Boating and Water Safety Summit (held in April 2004) where I was invited to make a presentation to the PPA members. I advised them that NASBLA has been working with the ACA on the registration issue. I also expressed NASBLA's desire to spend more on outreach and access and explained how doing so unfairly reduces the funding for projects that power boaters are paying for.

I then likened the benefits power boaters receive to an **investment** which they willingly support. I suggested that perhaps paddlers should step back and look at this as an opportunity versus a burden.

Paddlers need more access and boat safety needs better avenues to reach paddlers with safety messages and the ability to determine the scope of the problem. We don't know how many paddlecraft there are on America's waters. In addition, the odds of a stolen paddlecraft being recovered are slim to none due to lack of registration which could be used to track the vessel.

Of course, accidents, from simple rescues of those wearing PFDs to recoveries of those not wearing PFDs, are something law enforcement officers deal with regardless of who pays. BAIRAC has been working with the ACA and has implemented accident investigator training to get a better picture of what is happening with paddlecraft accidents. We are also working with the Coast Guard in revising the accident report form to capture needed data we have previously lumped in other categories.

I had better stop here, as I write this it is a weekend and I think I will take my layout boat out for a little quiet fishing trip.



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ABOUT THE COVER

Enjoyed by people of all ages, skills and backgrounds, paddlesports continue to grow in popularity at a rapid pace. The National Association of State Boating Law Administrators, the American Canoe Association, the Professional Paddlesports Association, and other boating safety advocates are working together to improve safety among paddlesport enthusiasts.

Photo by Tim Smalley, Minnesota Department of Natural Resources

Welcome Aboard

The National Association of State Boating Law Administrators would like to welcome aboard two of its newest members.

Roy Zellmer, Wisconsin

Roy Zellmer, from Baraboo, Wisc., is an avid boater. He enjoys recreational boating, and occasionally does some tubing. He and his family are beginning to take up paddlesports. "We are changing over our fleet to canoes/kayaks for my family to try something new," Roy said.

Roy applied for the Wisconsin boating law administrator (BLA) position in December 2003 after John Lacenski retired. He was named BLA this March.

"I think the largest need in boating safety in our state," said Roy, "is convincing people that while under way they wear a personal flotation device."

As Wisconsin's BLA, Roy would like to re-evaluate the curriculum being used for the state's boating safety classes and bolster the instructor corps. He also wants to review the wardens training program as it pertains to boating enforcement and make sure the state has the best training program available.

"I would like to make sure that we are as up to date as possible in educating the public on safe boat operation and how to be safe on the water in general."

Juan Salas, Northern Mariana Islands

Major Juan Salas with the Department of Public Safety serves as the boating law administrator for the Northern Mariana Islands.

Juan became the territory's BLA in March 2003 when the former BLA, Capt. Francis Taimanao, transferred to the agency's Fire Division.

"Education is still a challenge," said Juan when asked about the biggest need in boating safety. "No matter how many classes and public service announcements are conducted, people still ignore the importance of water safety."

Juan said that he plans to improve the boating-related laws on the islands. He said that they need to update the laws and implement stricter enforcement and penalties for violators.

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Letter to the Editor...

Thanks for such an informative magazine.

As vice chair of the Ohio Waterway Safety Council, I try to read all sides of the stories and to stay focused on boating is really "fun"

Warren McAdams' article on "PFD" this issue [May/June 2004, page 21], was most objective and very informative. I agree, we need to start with the kids and improve the "voluntary" concept of wearing a PFD.....As stylish as the new boaters are, this will be an uphill fight. Please keep us informed on the August 25 NTSB meeting.

Jack Hern
Hern's Marine
Cincinnati, Ohio

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Regional Officers of the Year Selected

The regional associations of the National Association of State Boating Law Administrators have selected their respective boating law enforcement officers of the year for 2004.

Northern Association of Boating Administrators
Officer George C. Geisler Jr.

Southern States Boating Law Administrators Association
Investigator Charles Collins

Western States Boating Administrators Association
Deputy Donald Schmitz

The National Association of State Boating Law Administrators (NASBLA) began awarding the Boating Law Enforcement Officer of the Year Award in 2000. Sponsored with support from Brunswick Commercial & Government Products Inc., this program was designed to recognize outstanding boating law enforcement officers.

The next step is to select one of these officers as the recipient of the 2004 Butch Potts Boating Law Enforcement Officer of the Year Award.

The national recipient will be announced during the annual NASBLA conference, Sept. 11-15, 2004, in Chattanooga, Tenn.

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Officer George Geisler Jr. was named the Northern Association of Boating Administrators boating officer of the year during the regional association's meeting in June. Standing with him are (left-right) John Simmons, boating law administrator for Pennsylvania; Jeremy Davis with Brunswick Commercial & Government Products Inc.; and Brian Kempf, NABA awards chair. Staff photos



Deputy Donald Schmitz receives the Western States Boating Administrators Association boating officer of the year award from WSBAA President Ray Tsuneyoshi during the group's annual conference in May.

Investigating Paddlesports ACCIDENTS

By Patrick R. Lemagie

Imagine it's a typical summer holiday weekend – temperatures in the mid-80s with a gentle breeze, and your marine patrol resources are spread thin. You are the supervisor of a marine unit in a jurisdiction with a variety of water recreation opportunities. Late in the afternoon your dispatcher advises that he is receiving information that a kayaker may be missing on the White River. This river is infamous for its variety of white-water conditions including relatively calm water up in the hills but changing quickly to Class IV rapids as it passes through the canyon. You have been there on a number of occasions and know the problems that inexperienced paddlers can encounter.

Initial reports indicate that a group of kayakers have reported that one of their members failed to show up at their pre-determined meeting point after paddling through the canyon. Upon reaching the location where the group had started from you contact the member of the party that has stayed behind to report their situation. You soon learn that the missing boater is a male in his 30s and has only been paddling with this group once before. Your reporting party assures you that all in their group are experienced and were all wearing life jackets. It's getting late in the evening by the time the remainder of the group has returned from their second trip down the river to look for their friend. You learn that the victim's kayak was seen caught in a drift of debris but that they were unable to locate their companion. During the night, you contact the necessary search and rescue personnel to commence a search at first light hoping for the best.

Unfortunately, after a couple of hours of searching, the worst is confirmed. A short distance upstream from where the kayak was reported, the body of the victim is located on a small beach created by an eddy behind a large rock. The victim is still wearing a classic Type II PFD and shows signs of trauma to his head and arms. The kayak is retrieved and identified as a Sport brand kayak, 12 feet in length. There is little, if any, damage to this vessel. After completing statements from witnesses you return to your office to complete your investigation and report. Fortunately for you, this turns out to be a rather simple investigation. You begin by answering the, "who, what, where, when, why and how" of the accident. It all seems pretty obvious. And since there is no property damage to speak of and the victim is evidently at fault, there is no one to charge and this case can be closed. Yes, it was an

unfortunate accident that sometimes happens on white water but after all, accidents happen and there's not much we can do about it sometimes. Besides, all the paperwork has kept you away from being out on the water patrolling and making the water safer for all concerned.

Has the officer done a through investigation of this fictitious accident or has he simply reported it? Let's look at the case further.

The "who" was easy in this case since there were friends available to answer these questions. However, the officer should have noticed a red flag when he learned that the victim had only been kayaking with the group once before. Just what was the experience of the victim? How about the vessel? Did identifying the kayak as a 12' Sport kayak fully answer the "what" of the investigation?

If the investigator had simply gone online or obtained a marine store catalog he would have found that the Sport model kayak is marketed as a recreational kayak perfect for "lakes and slow moving rivers" and for "adults and children alike." Does this sound like a white water kayak suitable for Class IV rapids? How about the victim's personal flotation device? A little research and a complete investigation would reveal that someone wearing a type II PFD for white water kayaking is most likely inexperienced. Although not required by law, there are specific types of life jackets recommended for use in kayaks that provide greater safety in white water. How about a spray skirt? There is no mention of a spray skirt which is a necessity for white water kayaking and could very well have been a contributing factor in this accident. Just as important was the absence of a helmet. It was noted that the victim had sustained obvious head trauma in a



sport where capsizing among the rocks is considered the norm rather than the exception. Again, experienced paddlers know that wearing helmets is important for safe white water kayaking.

The "where and when" questions can only be approximated without collaborating evidence or information, but the "how and why" are often the most important questions. In this case, as in many others, the answers to these questions can be obtained only through a complete and thorough investigation.

The way this accident was originally reported indicates only that it was an unfortunate accident on a river.

When properly documented and reported, events surrounding accidents are compared with similar accidents where patterns may become apparent. Often, such patterns lead to corrective measures such as safety regulations and improved standards. Additionally, training and education recommendations come into play in an attempt to make the sport safer for all. Yes, there will always be accidents but we as investigators shouldn't compound the tragedy by overlooking the bigger picture. Look at the entire case and do a thorough investigation. Look at what can be learned from that accident in the White River Canyon and how these lessons can be passed on. Then, and only then, will the investigation be complete. Anything less is simply not acceptable.

Patrick R. Lemagie, retired sergeant with the Pierce County (Washington) Sheriff's Department, is an avid boater and fisherman. During the last three years, Pat has served as an instructor with the National Association of State Boating Law Administrators' boating accident investigation course. In 2000, he was selected as the Marine Law Enforcement Officer of the year for Washington. He went on to be selected both regionally and nationally as NASBLA's Marine Law Enforcement Officer of the year for 2001.

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Mercury Marine

Founded in 1939, Mercury Marine began as the Kiekhaefer Corporation of Cedarburg, Wis., when Carl Kiekhaefer and a small but dedicated staff of employees sought to design and produce the best possible boat engine.

From its modest and inauspicious start, Mercury Marine, a division of Brunswick Corporation of Lake Forest, Ill., has grown into an industry leader recognized worldwide for its ability to foresee and fulfill the needs of its consumers. In addition, Mercury has grown to become the world's leading manufacturer of marine propulsion systems.

Mercury Marine has been an associate member of the National Association of State Boating Law Administrators (NASBLA) for over 15 years. During that time the company has participated in the nonprofit organization's Boating Accident Investigation, Reporting and Analysis and Boats and Associated Equipment committees.

"I have gained invaluable contacts (and friends) relating to recreational boating safety in nearly every state," commented Dick Snyder about his

involvement with NASBLA. Snyder worked as director of Mercury Marine's Product and Safety Division until his retirement in 2001. He continues to do contract work for Mercury.

"I have also been able to increase my knowledge of small-boat crashes by participating in NASBLA-sponsored boat crashes performed at Mercury Marine's testing facilities in both Wisconsin and Florida. I have further enriched my knowledge of boating safety issues by actively participating in every BAIRAC and Boats and Associated Equipment committee meeting over the last 15 years."

In addition to providing invaluable advice and technical information, Mercury Marine has helped NASBLA by providing crash test sites, boats, engines and personnel needed to produce live boat crashes for educational and teaching purposes. Mercury has continued to sponsor NASBLA participation of knowledgeable working engineers so that NASBLA members might benefit from their technical industry perspective.

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Statistical Surveys

Statistical Surveys Inc., an independent market research firm, began reporting on the boating industry in 1995. Shortly after that, the firm became an associate member of the National Association of State Boating Law Administrators.

"We felt that by joining the states' organization we could help with defining titling and registration documents," said Dick DuMont, vice president of Statistical Surveys' Watercraft Division. "This would not only help NASBLA but help our firm too."

As an associate member of the organization that participates on committees and supports NASBLA's various boating safety initiatives, Statistical Surveys helps NASBLA achieve its objective to ensure safe and enjoyable boating on our nation's waterways.

DuMont represents Statistical Surveys on NASBLA's Numbering and Titling Committee. He said his firm is "very interested in helping the industry expand the hull identification number 17 characters."

In addition to the many new friends met during conferences and other meetings, DuMont said their membership has helped keep Statistical Surveys aware of changes in registration policy. This, in turn, helps them better serve their customers – the boat builders of America.

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Marine Retailers Association of America

The Marine Retailers Association of America (MRAA) was established in 1971 to "promote the pleasure marine industry and welfare of marine retailers."

The nonprofit organization is a long-standing associate member of the National Association of State Boating Law Administrators (NASBLA).

"MRAA wishes to complement NASBLA on the success of its mission so far and looks forward to working with NASBLA for many years to come," said MRAA Government Affairs Director Larry Innis. "We have always

found the door to be open for cooperation and believe there is an excellent working relationship between our two groups."

MRAA shares many of the safety concerns of NASBLA and has worked on various committees, such as long-range planning and education. MRAA has also attended many annual conferences and worked to develop important model acts, including the personal watercraft model act.

In an effort to increase safety and awareness on the water, the MRAA has developed the Dealer Education Initiative. Geared toward boat dealers, the video provides the tools to become proactive in selling the need for boating education to customers. The program contains

a 20-minute video to show to every boat buyer and his or her family. The video demonstrates why boating education will increase the customer's boating enjoyment and safety.

MRAA has also worked closely with NASBLA to develop the rewrites of the boat safety account and the American League of Anglers and Boaters' positions on the Aquatic Resources (Wallop-Breaux) Trust Fund over the past 15 years. As an integral part of this process, MRAA helped develop *Boating Safety Dollars At Work* – a book created to serve as a key lobbying tool to better express the successes achieved by various boating interests in making the waters a safer place for Americans to recreate.

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NASBLA Supports States in National Recreational Boating Safety Program

By Fred Messmann and John Johnson

For more than 40 years, the National Association of State Boating Law Administrators (NASBLA) has worked to promote the interests of the states within the national recreational boating safety (RBS) program and to create a means for the states to work together to make recreational boating safer throughout the 56 states and territories.

As one of its foremost partners in boating safety, NASBLA has helped the U.S. Coast Guard bridge the gap between the federal and state roles to meet the safety needs of the boating public. By working cooperatively, the states, the Coast Guard and NASBLA have *achieved a sixty percent reduction in the number of boating deaths* over the last 30 years even though the *volume of boats has more than doubled*.

Securing Funding for the States

Given that the national RBS program is implemented primarily by the states, NASBLA has always been a staunch advocate for ensuring that the state boating programs receive a fair and equitable share of the revenue generated by the federal motorboat fuel taxes boaters pay at the pumps.

As a result, NASBLA's top priority is to educate and inform Congress on the program needs of the states and to work with other national leaders in the American League of Anglers and Boaters (ALAB) to create a balanced platform of funding for all the recreational users of our public waterways.

Together with ALAB, NASBLA is promoting a legislative package that will nearly double the amount of federal grant funds available to the state boating programs over the next five years, while simultaneously decreasing the mandatory match paid by the states from 50 percent to 25 percent.

For states such as Michigan, this new level of funding will mean as much as an additional \$2 million for the boating program annually — with no additional demands on state funds to meet the match. This important piece of legislation is part of the reauthorization of the Aquatic Resources (Wallop-Breaux) Trust Fund which is wrapped up in the national highway bill and is almost universally expected to become law either this summer or early in the next Congress.

Monitoring Federal Regulations and Challenging New Federal Mandates

NASBLA represents the states' interest not only before Congress but also with respect to the Coast Guard and its regulatory responsibilities

for recreational boating. Although the states and the agency work cooperatively to make boating safer, there are frequently significant differences between the "federal" and "state" approaches to achieving our goals.

NASBLA has helped the states successfully challenge the over-regulation and "federalization" of recreational boating for more than four decades. By maintaining a proactive and forward-looking perspective on regulatory issues, NASBLA's committee structure allows experienced state officials in fields ranging from marine law enforcement and boater education to waterways management and accident analysis to participate directly in policy setting forums with the Coast Guard, industry leaders and others to effect positive changes in federal regulations already in place and to guide the development of fair and balanced regulations when new national measures are warranted.

Efforts such as these have resulted in NASBLA becoming the internationally recognized authority in areas including the development of national standards for boater education and the development of sophisticated training curriculum for marine officers in the areas of boating accident investigation and reconstruction and the effective detection and enforcement of boating under the influence violations. The two leading causes of recreational boating accidents and fatalities are limited boater education and alcohol involvement.

Helping States Work With Each Other

NASBLA was created first and foremost to allow state boating administrators and their staff to communicate better with each other. Although a state boating agency cannot always implement wholesale programs or laws from another state or jurisdiction, there certainly are many common areas and lessons from experience where one state can benefit from working with another. In other words, "there's no need to reinvent the (ship's) wheel."

The association has played a particularly important role in fostering uniformity and reciprocity in boating laws and regulations both between neighboring states, and, in this increasingly mobile society, among and between states on opposite sides of the continent, as well as with our neighbors to the north in Canada. These days, boaters will drive for hours and even days to enjoy a boating or fishing destination and our ability to create more uniform laws — state-to-state and nationwide — only serves to break down the barriers to increase interstate tourism and

enhance the economic impact of recreational boating.

When dealing with a particularly difficult legislative or regulatory issue within the state, it is not uncommon for a boating law administrator to seek NASBLA's assistance in surveying the other states to find potential solutions or approaches to the problem. In as little as 24 hours, NASBLA staff have been able to query the states on a particular issue or set of issues, compile the survey responses and issue a summary of findings to satisfy a member's inquiry.

Providing Training, Information, Support to States

Through its annual membership conferences and business meetings, as well as its frequent regional training courses and seminars, NASBLA creates an environment where the states can benefit from the best that the boating law enforcement and education professions have to offer. Countless boating law administrators, enforcement agents, education specialists and others have attested to the value of the information and expertise brought to bear through the programs offered by the association.

In addition to the broad areas of support provided to the states as described above, NASBLA also funnels a number of direct and specific benefits to the boating law administrator and the member agency each year. A partial list of the specific products, services and opportunities provided to the states as a return on their investment of member dues in the association is provided below.

Routine benefits furnished to NASBLA member states include, but are not limited to:

- BLA travel support to the annual conference and training programs;
- BLA travel support for participation in national committee meetings;
- annual subscription to Small Craft Advisory — a magazine for boating professionals;
- copies of other publications including the NASBLA Membership Directory, the National Vessel Numbering and Titling Manual, the Reference Guide to State Boating Education Laws, the National BUI Training Curriculum, and the National Boat Accident Investigation Training Curriculum, and numerous other research reports;
- research, reference and referrals on boating law and administration;

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Grass Mural Alerts Boaters



With a grant from the National Water Safety Congress, the Central Ohio Safe Boating Council undertook a unique approach to promote the wearing of life jackets this boating season. Council members painted this huge mural on a local dam that's along a major route used by boaters. Photo courtesy U.S. Army Corps of Engineers

The Central Ohio Safe Boating Council undertook a unique approach to promote the wearing of life jackets this boating season.

In late June, staff members of the U.S. Army Corps of Engineers Alum Creek Lake designed and painted a huge life jacket along with the words "WEAR IT." The painting was placed on Delaware Lake's Dam in Delaware County, which is home to four major lakes that are heavily used by recreational boaters. The dam is located along the east side of Rt. 23, the main highway that Columbus, Ohio boaters use to get to Lake Erie.

The USACE Alum Creek Lake and Delaware Lake staff are active members of the Central Ohio Safe Boating Council. The Council applied for and received a \$500 grant from the National Water Safety Congress to do this project.

The image was designed and painted by USACE Alum Creek Lake Manager Bob

Wattenschaidt, with the assistance of Mike Bear and Ranger John Wargo, also from USACE Alum Creek Lake.

Wattenschaidt had painted a similar attention-grabbing boating safety message on Delaware Lake Dam in 1991. The Central Ohio Safe Boating Council asked if he would do another turf painting this year.

The cost of the materials for this project was \$180 for 14 gallons of turf paint, \$12 for letter stencils and \$80 to rent an airless sprayer. The project took two staff hours to mow and prepare the grass for painting; two staff hours to lay out the drawing with stakes and line, and about nine staff hours to do the painting.

"Rt. 23 is the gateway for Columbus to go to Lake Erie," said John Wargo, a U.S. Army Corps of Engineers ranger. "Our goal is just that somebody driving by will see it and when they get on a boat, they'll remember to put one on," said Wargo. "We estimate that the image

will last for at least five weeks and will be seen by one to two million motorists as they drive Rt. 23."

The entire painting measures 60' by 94', with the life jacket at 51' by 51' and the "WEAR IT" letters at 10' in height.

Two newspapers, *Columbus Dispatch* and *Delaware Gazette* have written news stories and printed a color photo of this "PFD WEAR IT" unique safe boating message.

The paint used is water-based and safe for the environment. In the meantime, the embankment is a perfect canvas for water-safety art. "It's kind of like free billboard space," Wattenschaidt said. "Maybe with all the traffic going by, somebody will see it and get the message."

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- legislative updates and policy briefings on waterways management;
- regional officer training in BUI enforcement and accident investigation;
- access to the National Boater Education Standards & student exams.

NASBLA's central role in the federal/state partnership in recreational boating safety is underscored and affirmed by the status the association is given in the language of the State/Coast Guard grant agreement itself. On page 1 of the Financial Agreement in Section B, the grant encourages the states to actively participate in NASBLA by indicating that "travel and associated costs (including membership dues) for attendance of State RBS

program personnel at the annual conference of the National Association of State Boating Law Administrators and the appropriate regional Boating Law Administrators' association" are part of the grant agreement. This acknowledgement confirms the importance the Coast Guard places on working through NASBLA and its conferences and communications programs to better inform the states.

In conclusion, NASBLA has enjoyed a long and mutually beneficial relationship with the states' boating programs, a relationship that has not been limited just to what the association has done for the states either. In fact, state BLAs and staff have served the association through the years not only as officers and as

president but also in numerous committee chairmanships, as project leaders and as valued advisors. The states' involvement in boating safety on the national level through NASBLA will benefit boaters — in individual states and across the nation — for years to come.

NASBLA's leadership — comprised entirely of senior state boating law administrators — remains solely committed to meeting the needs of the state boating programs and the boating public. The Executive Board and its staff welcome questions and suggestions from association members and encourage you to contact us directly if we can provide any additional information and assistance.

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Get Outdoors Act

Would Improve Recreational Boating

This spring Congress was presented with a unique opportunity to establish a permanent trust fund to get Americans outdoors by providing access to parks and recreation areas in urban and rural communities, preserve historic places, promote healthy and active lifestyles, and provide opportunities for hunting, angling and wildlife viewing for all Americans.

The bipartisan Get Outdoors (GO) Act (H.R. 4100) proposes to provide states and municipalities with a permanent source of matching funds for parks, wildlife, historic preservation and recreation.

The bill was introduced on April 1, 2004 by Rep. George Miller (D-Calif.) and Rep. Don Young (R-Alaska) in an effort to address America's obesity crisis.

The GO Act responds to numerous studies showing that people are more likely to be physically active if they have greater access to nearby recreational opportunities.

Research has shown that lack of physical activity is one of the root causes of obesity, which the federal Centers for Disease Control and Prevention has declared is on track to overtake tobacco as the leading cause of preventable death in the United States. It is estimated that obesity-related health problems cost the U.S. economy nearly \$100 billion annually. The GO Act would cost just roughly 3 percent of that, while providing more than \$3 billion a year to achieve its goals.

"We can shrink Americans' waistlines by expanding the number of golf lines and foul lines in suburbs and inner cities," said Miller, the former chairman and current member of the House Resources Committee and the current chairman of the House Democratic Policy Committee, "and by expanding the number of hiking trails, bike paths, and other public recreation opportunities throughout the country.

"Obesity is a public health crisis of the first order. And the Get Outdoors Act is a sensible way to help mitigate that public health crisis. Congress cannot, and should not, tell Americans what to eat, but we can fight the battle of the bulge by investing in local parks, recreation centers, soccer fields, and hiking trails. If we are serious about addressing the long-term cost of obesity-related health problems, we have to recognize the importance of recreation opportunities for children, adults and families," Miller said.

Specifically, the bipartisan bill would provide \$3.125 billion per year, derived from revenues from offshore energy production, for the following purposes:

- \$1.450 billion to state and local governments for recreation and conservation purposes;
- \$650 million to assist federal land managers in maintaining and enhancing public lands;
- \$350 million to local governments near public lands to assist with community needs;
- \$125 million to local governments for urban parks and recreation programs;
- \$350 million to enhance access to hunting, angling, and wildlife viewing;
- \$50 million to protect imperiled wildlife and rare plants; and
- \$160 million to preserve historic places.

"For all Americans - whether they live in cities, suburbs, or in rural areas - this bill will create and sustain convenient, attractive places that people will want to go to have fun and get exercise," said Miller.

A companion bill, the American Outdoors Act, was introduced in the Senate on June 24, 2004 by Sen. Lamar Alexander (R-Tenn.) and Sen. Mary L. Landrieu (D-La.) and addresses major conservation funding needs in much the same way the Get Outdoors Act does.

How would the GO Act affect boating?

"The American Canoe Association has joined forces with American Whitewater and others in support of this important legislation," said ACA Executive Director Pamela Dillon. "It is good for paddlers and boaters in general."

In researching the implications of the GO Act, ACA Stewardship and Public Policy Director Paul Sanford summarized the parts of the bill that relate to recreational boating:

- Title I of the Get Outdoors Act provides \$1 billion in assistance to states affected by outer continental shelf offshore drilling, to be used primarily for promoting healthy marine ecosystems. This includes cooperative enforcement of marine resource management laws, coordination and preparation of multi-state conservation and resource management plans, and implementation of marine and coastal conservation and management plans. Many of these efforts would be beneficial to boaters.

- Title II guarantees \$900 million in yearly funding for the Land and Water Conservation Fund that can be used for a wide range of programs that will benefit boaters. This includes efforts to preserve, develop and assure accessibility to outdoor recreation resources by providing funds for planning, acquisition and development of needed land and water areas and facilities. Half of this money goes to federal agencies and the other half to states.

- Title III provides \$350 million in funding for Wildlife Restoration Act programs to promote hunting, fishing and wildlife viewing opportunities. This includes habitat management, and also includes "wildlife-associated recreation" projects intended to meet the demand for outdoor activities associated with wildlife, such as construction or restoration of wildlife viewing areas, observation towers, blinds, platforms, land and water trails, and other facilities to make habitat areas available for hunting fishing and viewing. States may apply for grants to develop these programs.

- Title V expands an existing program for the rehabilitation of urban and suburban parks and recreation facilities. It provides \$125 million in funding and would allow these funds to be used both for restoration of existing parks and facilities, and the development of new facilities. Funds would be available for local governments, primarily in urban and suburban settings.

- Title V also provides \$160 million in funding for the National Historic Preservation Act Fund, \$10 million of which is set aside for Maritime Heritage programs. The Maritime Heritage funds are available as grants to programs that foster a greater awareness and appreciation of the role of maritime endeavors in our history and culture. This includes activities to preserve traditional maritime skills, and educational waterborne-experience programs in historical vessels. Funds may also be used for maritime heritage trails and corridors, and for the repair, restoration or improvement of historic maritime resources.

The American Canoe Association contributed to this article.



Low Head Dams and the Paddler

By Gordon Black, ACA Director Safety Education and Instruction

Dams are built on rivers for many important reasons, such as controlling floodwaters, diverting water for household and industrial use, and generating electricity. Dams also form impoundments, or lakes, which are enjoyed by anglers, boaters and swimmers. Recreational water releases from these impoundments provide enjoyment for millions of paddlers each year. Literally many thousands of dams have been built in the United States over the last few hundred years.

While there are various hazards associated with many dams, one particular type, the low head dam, is of particular danger to paddlers. These dams are designed to allow water to flow over the top of the structure, usually along the entire width of the dam, from riverbank to riverbank. As the water flows over the dam, it falls into the downstream side and forms a "hydraulic jump," commonly called a hydraulic, undertow or backwash. This is a powerful re-circulating current that can trap and hold boats, people and other objects. This water is typically aerated so much that even a strong swimmer wearing a life jacket is often unable to catch a breath, and may be pummeled by various objects that have been caught up in the hydraulic. Even small dams with drops of around one foot can, with enough flow, form deadly "drowning machines." Taller dams may present no danger at low flow rates, but can suddenly become dangerous if flow rates increase.

The powerful backwash, or upstream current associated with hydraulics may extend many feet, even yards, down stream. This backwash can in some instances be more powerful than a motorboat, and can easily pull a swimmer or paddlecraft upstream into the turbulent area directly below the drop. The line that divides the current flowing downstream and the water rushing back upstream is called the boil line and can be difficult to see. Since the boil line may be quite some distance downstream, low head dams should not be approached from this direction.

Swimmers (and paddlers still in their boats) usually can't escape hydraulics by moving laterally toward the riverbank since the

hydraulic typically extends unbroken all the way across the base of the dam to the abutment at each side. This problem, along with the backwash re-circulating the victim back

difficult to see against the background, so the unaware paddler may get dangerously close before realizing his or her proximity to a life-threatening hazard. Warning signs and buoys are a must! All low head dams should have warning signs placed far enough upstream that will alert paddlers early enough that they can safely get to shore. These signs are subject to being washed away, damaged or vandalized, so they must be inspected and maintained regularly. Several states have regulations governing dam warning signage; all should.

Simply warning boaters of the danger is not enough. A viable alternative route should be provided. A portage trail that allows boaters to carry their boats safely around the dam must be clearly marked and maintained. Boating safety courses should include explanations of this serious hazard and should teach boaters how to recognize and avoid low head dams. Emergency rescue and self-rescue techniques need to be understood by all boaters, particularly paddlers because of the special circumstances raised above.

All paddlers should know the dangers present on rivers, especially the specific ones found on their intended route. Paddlers should follow good safety practices and seek out training so that they can safely enjoy their sport, and also so that they won't endanger rescue professionals or others in the event of an accident.

The American Canoe Association as well as other rescue training organizations offer courses that teach paddlers the necessary information and skills to deal with low head dams, but private property owners and governmental organizations must be responsible for adequate warning signage and accessible portage paths. New dams should be designed to minimize the formation of dangerous hydraulics, and older dams should be retrofitted with hydraulic minimizing structures. Particularly dangerous older, out-of-service dams can be dismantled. Much can and should be done to reduce the number of fatalities caused by low head dams.



Low head dams, like the one shown above, pose a serious danger to boaters, particularly to paddlesport enthusiasts. These dams are virtually invisible from upstream, plus the hydraulic jump resulting from the water falling over the dam creates a powerful undertow that can trap and hold boats, people and other objects.

Photo courtesy Pennsylvania Fish & Boat Commission

upstream into the hydraulic and the aerated water making breathing difficult or impossible, gives real meaning to the term "drowning machine."

As if all these hazards were not enough, these dams can be virtually invisible from upstream. Remember that these dams usually extend from one riverbank abutment to the other and are usually smooth and unbroken along the top. Add to this the fact that most kayakers, canoeists and rafters are sitting down close to the water and may be approaching swiftly. The dam may appear as a "horizon line" that can be

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WATER TRAILS in Pennsylvania

By Dan Martin

In Pennsylvania, outdoors enthusiasts can enjoy the outdoors using bike trails, hiking trails, horseback riding trails, and water trails. Wait, water trail – what's that?

Basically, water trails are boat routes suitable for canoes, kayaks and small motorized watercraft. Like conventional trails, water trails are recreational corridors between specific locations.

Water trails are comprised of public access points, boat launches, points of interest, day use sites and – in some cases – overnight camping areas, guides, and signage to direct and promote use. In other words, it's a "where-to" that shows boaters exactly where they can go to enjoy boating.

Let's face it, a designated water trail is not much good to anyone unless someone visits it. So the first thing a water trail must do is direct the boater to the resource. In Pennsylvania, that resource, or waterway, designated as a water trail is a river or stream, at least so far. In other states, lakes and coastal areas have been designated as water trails.

Each water trail is unique, a reflection of the state's diverse geology, ecology and communities. Water trail guides show "trail heads" (boat launch and take-out points) and provide background about the scenic, historic and geologic points of interest along the way. Throw in a little fishing, wildlife watching, and camping and you can see how Waters Works Wonders in Pennsylvania.

Promoting the commonwealth's waterways as water trails is a fairly recent concept. The Pennsylvania Boat & Fish Commission has always served as a source for recreational information on commonwealth waterways. Our mission is to "provide fishing and boating opportunities through the protection and management of the commonwealth's aquatic resources." Assisting the development and maintenance of water trails is a perfect fit to our mission.

The Commission designates "Official Pennsylvania Water Trails." We launched our first formal water trail partnership program in 1998. Before this effort, the Commission staff participated in the Alliance for the Chesapeake Bay-led effort to create the commonwealth's first formal modern water trail, the Susquehanna River Water Trail, now the Middle Susquehanna River Water Trail.

In 1998, the Commission solicited and accepted applications for a Commission-sponsored water trail development effort that was financed by the Pennsylvania Department

of Conservation and Natural Resources (DCNR). In addition to launching a solicitation for water trail partners, the Commission participated in the statewide Greenways Partnership Initiative, stand-alone local water trail efforts and outreach efforts to build the water trail movement in Pennsylvania.

DCNR's Greenways Action Plan sets a goal for the commonwealth water trail development effort. It calls for development of 1,000 miles of water trails by 2005 and 2,000 miles of water trails by 2010. The Pennsylvania Fish & Boat Commission and others

have been working to achieve these goals while maintaining some continuity and standardization among the developed trails.

The Commission's original solicitation for applications resulted in receipt of a dozen requests for assistance. These requests were transformed into formal partnership agreements with several organizations. The Commission's program offered the following incentives:

- Formal endorsement as an official state water trail.
- Assistance with planning and implementation of local water trail efforts.
- Assistance with developing a water trail logo using the statewide logo template.
- Assistance with creating water trail maps.
- Publication of an initial quantity of water trail brochures.
- Providing two fiberglass-embedded trailhead signs (NPS standard).
- Public relations and outreach on the statewide and local water trail effort including placement of water trail press releases and a water trail-specific article in *Pennsylvania Angler & Boater* magazine, and detailed information made available on the Commission's website.

The Commission-sponsored Water Trail Partnership Program was supported, in part, through a grant from DCNR under the Pennsylvania Recreational Trails Fund. The Commission's website, www.fish.state.pa.us, contains information on "officially endorsed" water trails.

Water trails have many components. The most important part is the trail guide, which can be output on paper and as a web-based product. Trail guides have a map showing boat accesses and distances from point "A" to "B."

Each trail guide contains a varying amount of detail. Many guides show tributaries, major roads and water hazards such as dams. There is information on where to portage, boating laws and regulations, paddling tips, watchable wildlife, and often historical, geological, cultural and natural features along the way.

Guides describe fishing opportunities, give emergency contact information and describe any camping opportunities available along the trail.

Another important component of many water trails are the trailhead signs. These informational signs are

placed at the trailheads, which are always public boat ramps. They are in a "you-are-here" format and include reminders for boating safety and other brief information. How many are deployed depends on the resources available to the agency or agencies sponsoring the water trail. The Commission has developed a trailhead sign template incorporating the National Park Service standards for use by trail partners and sponsors.

The point behind everyone's effort on water trails is to get people "out there." Most people are amazed when they travel a commonwealth river or stream for the first time. Pennsylvania's aquatic resources are truly beautiful, and new users often comment on the scenery along the way as seen for the first time from the water. I have taken many trips on the lower part of the Middle Susquehanna River Water Trail with people who have never been on the river. They expect an urban experience, and instead they get otter slides, eel weirs, and trees full of nesting shore birds. They also fish for smallmouth bass.

Water trails are an "easy sell" once people get on the water. Everyone usually has a great time, and after they become familiar with the trail, they get attached. This fosters stewardship of the resource, a very good thing.

Water trails also serve as a boost to the travel and tourism economy in the areas they cover. There is a growing demand for enhanced boating and outdoor experiences. This is especially true with paddling sports. According to the National Marine Manufacturers Association, canoe sales are topping \$60 million a year. Kayaking is the fastest-growing sport behind snowboarding and hockey and kayaks are now outselling canoes. Nearly 15 percent of all households in Pennsylvania own



a watercraft. An estimated 2.5 million people go boating in Pennsylvania every year.

My work on water trails for the Commission is a "labor of love" and a very positive experience for me. I see it as an opportunity to provide basic boating safety information to boaters who may have had limited exposure to this information. In the past 10 years, 50 percent of all victims in fatal boating accidents were in unpowered boats like canoes and kayaks. Our best estimates indicate that Pennsylvania has about two powerboats for every unpowered one. We believe that a disproportionate number of paddlers are dying in boating accidents.

The Commission's effort on water trails is a team effort in the agency and would be impossible without outside partners. Our primary outside partner in the statewide water trail effort is the Department of Conservation and Natural Resources. DCNR has provided grant funding and support to local partners and provided matching funds for the start-up of the Commission's water trail Partnership Program. The Community Conservation Partnership Program grants have been the major source of funding thus far for the statewide water trail effort. Through DCNR's grant program, a partnership has been formed with the Pennsylvania Environmental Council (PEC) for water trail planning and development through technical assistance. PEC will be providing services to prospective water trail

development organizations, working closely with DCNR and the Commission.

Local partners are essential for water trail development and maintenance. Local groups interested in starting a water trail are usually organized into a committee, but someone has to take the lead. Often it is another government agency like the U.S. Forest Service (Middle Allegheny River Water Trail) or Cumberland County (Conodoguinet Creek Water Trail). It can be a non-profit agency, such as the Swatara Creek Watershed Association (Swatara Creek Water Trail) or Alliance for the Chesapeake Bay (Middle Susquehanna River Water Trail). It can also be an agency interested in economic development, like the Northcentral PA Planning and Economic Development Commission (West Branch Susquehanna River Water Trail).

In cooperation with DCNR and the American Canoe Association, the Commission has developed a new publication, *Paddle PA*. The objective of this colorful brochure is to serve as a statewide map of Pennsylvania's water trails. It also is a great source of information on streams and rivers in Pennsylvania that have established water trails.

The publication identifies boat accesses, as well as providing paddlers with tips, laws and regulations, safety information and much more. The first draft of this publication has

been printed by the Commission and is now available. We look forward to a larger format version, developed in partnership with the Pennsylvania Environmental Council, which should be ready in 2004. The next version's map will have much greater detail and will be an even better resource for paddlers and small-boat operators. *Paddle PA* is distributed by the Commission and DCNR's bureaus of State Parks, and Recreation and Conservation.

Water trails are new but they are here to stay. The best thing about this project is its future. I consider the future in Pennsylvania, and it is full of people who love and protect our rivers and streams. They will monitor how many miles of water trails they have traveled. They will boat safely and will pick up litter along the way. They ensure that access and greenways are built and maintained. Somewhere off in the distance I can hear my father saying, "Attaboy, Dan, you helped do something that made a difference."

To visit Pennsylvania's water trails online, go to the Commission's website at www.fish.state.pa.us (click on "Boating," then click on the water trails logo).

Dan Martin has been with the Pennsylvania Fish & Boat Commission for more than 15 years, serving as Boating Safety Education Manager since 1996.

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WATER TRAILS *Across the Nation*

Founded in 1993, the mission of North American Water Trails (NAWT) is to foster the development, enjoyment and stewardship of recreational water trails. As an organization, NAWT is a coalition of groups and individuals committed to supporting access to the United States' and Canada's wealth of waters, especially to what we call water trails – small boat and paddling routes that combine recreation and conservation.

NAWT's membership includes volunteer groups, public interest organizations, government agencies, private companies and dedicated individuals. Above all, NAWT strives to be an active voice for water trail organizations as it works to set a precedent for wise trail development and use across North America.

Why Water Trails?

Water trails allow small boats access to rivers, streams and coastlines. They also allow boaters to pull up to a campsite after a long day's journey. Numerous water trails are cur-

rently being launched across Canada and the United States as people discover the beauty and simplicity of the water trail idea.

Modern water trails are designed to develop creative ways to provide small-boat launches, shore access and overnight campsites, maintain wilderness character, limit road access, and promote careful use. More significantly, they encourage low-impact use and a strong sense of stewardship.

The result is a greater care for the waters and lands along the trails and less need for official policing and regulation. Water trails are important because they:

- Foster self-discovery
- Build skills
- Teach nature
- Teach history
- Revitalize our communities
- Serve the public interest

For more information about the North American Water Trails, visit <http://www.watertrails.org/>.

Paddlesports Participation Escalates

By Kimberly Hermes

Nature viewing, exercise, excitement, relaxation, family fun, fishing, hunting – the list of reasons that people participate in paddlesports is extensive. With the wide variety of uses for paddlecraft, participation in paddlesports continues to grow at a rapid rate.

In fact, the American Canoe Association (ACA) reported in its publication *Critical Judgment II: Understanding and Preventing Canoe and Kayak Fatalities 1996-2002* that canoeing and kayaking continue to be among the fastest growing recreational activities in the United States. And kayaking is the fastest growing segment of the entire boating community with a growth rate of 272 percent over the past nine years.

During 2003 nearly 10 million Americans went kayaking, according to the National Survey of Recreation and the Environment (NSRE). In addition, 19.6 million paddled canoes and about 22.6 million went rafting.

Paddlesports participants come from diverse backgrounds. From beginner to expert, male and female, wealthy and poor,

Northeasterners, Southerners, Westerners and Midwesterners, nature lovers, thrill seekers and sportsmen, teenagers to retirees, paddlers cover the gamut of lifestyles.

According to *Critical Judgment II*, "[Canoeing, kayaking and rafting] show healthy growth over the last nine years, with canoeing growing from 13.8 to 19.6 million (49.94% more), kayaking increasing from 2.6 to 9.6 million participants (272% growth) and rafting growing from 14.9 to 22.6 million participants (51.9% growth)" (p. 10).

The ACA stated that these impressive figures give every indication of continuing to increase.

The NSRE projected that canoeing will continue to grow slowly and steadily until 2020. In addition, while sea kayaking shows healthy increases, these are "dwarfed by the meteoric demand for the inexpensive, easily accessible, and versatile 'recreational kayak'" (*Critical Judgment II*, p. 11).

While the vast majority of paddlers have safe, enjoyable experiences, hazards do exist. While all types of water recreation are subject to inherent dangers related to water, paddlesports encounter some unique hazards that call for additional safety precautions. These unique hazards include the following (as explained in *Critical Judgment II*):

Watercraft Size and Stability

Being relatively small and narrow, paddlecraft require special attention to balance and wave action to prevent capsizing.

Perception of Skill Needed

Their simple design seems to give people the impression that paddlecraft are easy to operate. After all, there's no motor to trim or throttle to adjust. Therefore inexperienced paddlers may not take the vessel seriously or understand the associated risks.

Impact of Weather Conditions

Weather has a significant impact on water conditions. Paddlers must take appropriate precautions, including



Photo courtesy Oregon State Marine Board

ACA Creates SmartStart for Paddlers

To enhance safety on our nation's water, the American Canoe Association (ACA) has developed an innovative teaching tool to be used in educating young or inexperienced paddlers.

SmartStart for Paddlers is designed to help non-paddling boating safety advocates give basic paddling safety information.

Developed under an Aquatics Resources (Wallop-Breaux) Trust Fund Grant, administered by the U.S. Coast Guard, SmartStart for Paddlers includes a long, slender binder that easily sets up to give professional-looking table-top instruction to small classes. It also includes a PowerPoint presentation for larger classrooms or auditorium settings.

The best part: All the text is written out for the instructor – anyone will be able to use the package to teach about paddlesports.

The package is available for just \$50, and includes an easel with colorful graphics, a CD with the PowerPoint presentation and instructions, and a DVD with a sample presentation and two other ACA productions: QuickStart Your Canoe and QuickStart Your Kayak (each worth \$13 if sold separately).

Go to www.acanet.org/ACAmain.asp?Option=Products or contact the American Canoe Association at 703.451.0141 for more information.

checking weather forecasts, knowing personal limitations and wearing proper clothing.

Low Head Dams

Low head dams are one of the most dangerous features paddlers encounter on rivers. For more information, see Gordon Black's article on page 8 of this magazine.

Strainers or Sweepers

Paddlers must be particularly cautious around trees or other objects in the water that permit water to pass through while retaining solid objects.

Whitewater and Surf Zone

Whitewater and coastal areas present paddlers with additional hazards that challenge even the most experienced paddlers. Those who boat in these areas need a significant level of knowledge and skill.

Remoteness

Paddlers often seek out more remote areas to get away from crowds, to experience more adventurous waters, to view wildlife. In remote areas, a paddler must be extremely cautious

instruction on how to be safe before hitting the water.

A look at Coast Guard statistics shows that from 1996 to 2003, canoes and kayaks were involved in 652 fatalities. The most common type of fatal paddlecraft accident was capsizing. Other types include falls overboard, collision with fixed or floating object, swamped boat and "other."

Causes typically reported include hazardous water or weather, operator inexperience or error, skier/passenger, alcohol, and "other."



Photo courtesy American Canoe Association



Appealing to people from all walks of life, canoeing and kayaking continue to be among the fastest growing recreational activities in the United States. Photo courtesy Tim Smalley, MN Department of Natural Resources

because the arrival of any needed assistance will likely be significantly delayed.

With such unique risks, it is imperative that paddlers understand the risks and receive

In an effort to reduce paddlesports fatalities, the ACA is working with other boating safety organizations to develop a *Paddlesports Education and Safety Awareness National Plan of Action*.

The goal is to minimize the loss of life and personal injury of paddlesports participants through preventative measures and to maximize the safe use and enjoyment of U.S. waterways by the paddling public.

The ACA has completed the initial research for this undertaking. Part of the research involved an online survey conducted by Marketing General Incorporated (MGI). Using an electronic survey, MGI gathered data to assess paddlesports education and safety awareness programs in order to develop safer paddling initiatives in the United States.

Opinions on how to help reduce the number of paddlesports accidents varied widely among survey respondents. The top three selections were: mandatory use of personal flotation device; greater emphasis on local educational opportunities in a hands-on environment; public school physical education curricula which include paddlesports.

The National Association of State Boating Law Administrators is developing a memorandum of understanding with the ACA and the Professional Paddlesports Association. All three organizations are working to decrease boating-related fatalities and injuries. And all three have limited resources. Partnering together, they will be able to pool their resources to work more effectively on increasing safety among paddlesports enthusiasts.



Rescue Curve

By Robert B. Kauffman

It was early morning. John, a bass fisherman, was up before dawn and motoring his way out on the lake to his favorite fishing spot. The surface of the water was smooth as glass and mirrored the sky above him. As he entered the sheltered cove, a mist hung above the water waiting for the sun to burn it away. John sipped on a large cup of coffee as his boat cut effortlessly through the water. Soon he was at his favorite fishing site and casting for trophy fish.

The coffee was working its way through his system. He checked for his pee bottle. For some reason, he had forgotten it. He'd have to relieve himself over the side of the boat this time. Zipper down and standing on the side of his boat, he began to relieve himself. The next thing he knew he was in the water, and bam! the CO₂ cartridge sounded like a gun being fired.

The water automatically activated his Type V personal flotation device (PFD) and inflated it. After the shock of the water and the rush of the gas inflating the PFD, there was once again calm in the cove.

John regained his composure. Well, he regained it as well as he could for one who was bobbing in the water next to his boat. He still felt pretty dumb. He looked around to see if anyone had seen his foolish act. There was no one else nearby, but he already knew that. He was fishing alone in the cove. He had heard of this scenario a hundred times before but he never expected that he would fall victim to it himself.

He knew that he needed to get back in his boat. He knew that even with his PFD on, it was only a matter of time before he would succumb to the cold water. Unless another boater came along to rescue him, he would die. Since he usually fished alone, there was no one around to assist him in his time of peril.

However, John had prepared himself for just this possibility. He knew he didn't want to become a fatality statistic in some boating report. He'd known that when he least expected it he would someday wind up in the water. So he had prepared for just such a situation.

He'd worn his self-inflating Type V PFD. He liked it better than the vests because it gave him a little more freedom while fishing. It worked like a charm and inflated automatically. In the

safe environment of the marina, he had practiced climbing into the back of his boat using the motor as a ladder. Today was not a drill, but he knew that he could do it. With little or no grace, John flopped into the back of his boat. He was wet and a little cold, however, he was alive. He smiled to himself that his preparations had finally paid off. He would live another day to go fishing again.

The Rescue Curve

In one of the classes that he had taken, John had been exposed to the rescue curve. It made sense to him and he prepared his lines of defense for his eventual splash into the water. He knew that his first line of defense was to take safety measures that would aid him if something happened. He always wore his PFD while in the boat and he had practiced how to

The rescue curve is a way to conceptualize the lines of defense that a boater has. It originated within the whitewater community and formed the organizational structure for the movie *Heads Up: River Rescue for River Runners*. It is applicable to the general boating community and to the safety efforts of other safety communities as well.

The rescue curve suggests that once an incident occurs, as time increases the probability of survival decreases. In general, each of the phases is related to the time that it takes to rescue the victim.

The first line of defense is the safety measures taken by the boater. These safety efforts actually occur before the incident. The PFD worn. The preparation and maintenance of the boat. A

backup motor in case one fails. Knowledge gained about the weather and tides. The boating safety course taken. The book read. These are all examples of potential safety measures taken, the boater's first line of defense.

The second line of defense is self-rescue. This is what the victim does to rescue himself once an incident happens. From the victim's perspective, it is what I do to rescue myself. It could be as simple as climbing up a ladder on the stern of the boat or using the motor as a ladder as was done in this example. It is the next

line because usually, the victim is the first person on the scene.

The third line of defense is rescue by others in your group. A line or pole extended to the victim may be all that is necessary to pull this victim back into the boat. If several boats are traveling together, rescue by one of the other boats in the group may occur also. Again, people on your boat or those traveling with you are generally closest to the scene and in terms of time they are most likely to be of assistance. In addition, people in your group are most likely to recognize that there is a problem and that someone is in need of assistance.

THE RESCUE CURVE

The Rescue Curve is a conceptual model that helps explain the role and responsibility of the individual and different groups in the rescue process. It states that once an incident occurs which can result in injury, loss or damage, as time increases and without intervention, a person's probability of survival decreases from near certainty to zero.

A person's four lines of defense are:

- Prevention,
- Self-rescue,
- Rescue by others in your group, and
- Rescue by others outside your group including rescue squads.

Factors affecting each line of defense include:

- Time,
- Equipment,
- Personnel,
- Sophistication of the rescue, and
- Command structure.

re-enter the boat if he fell into the water. He knew that once an incident occurred (i.e. falling into the water) that his second line of defense was his ability to self-rescue. Again, he had practiced how to reenter his boat. He knew that self-rescue was extremely important because he boated alone and would not have access to the third line of defense – rescue by others in your group. His fourth line of defense was rescue by someone outside of your group. He knew that this was a rescue squad, or some other boater who might happen upon the scene. He was prepared for this eventuality too because he had left a float plan with his wife and an expected time of return. However, he knew that by the time that they arrived, it might be too late because the next phase in the rescue curve was a body recovery.

...continued on page 21

Racing Legend Raises Awareness of Dangers of Carbon Monoxide Poisoning

By Jo Calkin, USCG Office of Boating Safety

The U.S. Coast Guard recently awarded the Coast Guard Meritorious Public Service Award to racing legend Al Unser Sr. for his contributions on behalf of the Coast Guard's national campaign to raise awareness about the dangers of carbon monoxide (CO) while boating.

In 1995, the four-time Indianapolis 500 winner almost died from CO poisoning while boating at Arizona's Lake Powell. "Of all people, I should have known better," Unser said of his attempt to untangle lines from his boat's propeller, which resulted in his breathing in dangerously high concentrations of CO released from the generator.

Unser was rushed to the hospital for emergency treatment. "When they pulled me out, I couldn't even crawl ... I was lucky. Real lucky."

When asked by the Coast Guard to participate in the campaign, Unser was eager to volunteer his time and his story to help educate boaters.

"His participation in this campaign has made an enormous difference in raising awareness about this issue. Al is well known and well respected. We feel quite fortunate that he became involved. He has been willing to do whatever it takes to get the word out," said Vice Admiral Thad Allen, the Coast Guard's Chief of Staff.

There is growing evidence that CO-related illnesses, injuries and fatalities on the water may be far greater than reported. CO is an odorless, colorless, tasteless and highly toxic gas produced by boat engines, generators and stoves.

Some boaters are aware that CO can accumulate inside engine compartments, but few understand that the gas can quickly pool in deadly concentrations **outside** the boat as well – around engine and generator exhaust outlets, under and around swim platforms, and even in an open cabin.

First responders and hospital personnel may miss telltale signs of CO poisoning, and medical examiners may not know to check for possible CO poisoning when dealing with drowning victims. Potentially, many deaths listed as drownings could actually be CO poisoning.

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Missouri Officer SAVES LIFE

On May 29, 2004, Sgt. Wayne Talburt, a 23-year veteran of the Missouri State Water Patrol, was conducting a routine patrol on the North Fork of the White River in Ozark County.

Sgt. Talburt observed a man who had been floating down the river with the aid of an inner tube. The man, later identified as Larry Maynard, age 49, suddenly started flailing his arms as he became separated from his floating tube. Maynard then disappeared beneath the surface of the water.

Sgt. Talburt immediately drove his patrol boat to the last point on the surface of the water where Maynard had disappeared. The supervisor and instructor for the Missouri State Water Patrol underwater dive recovery team, the officer shed his gun belt and life jacket then dove into the river where he had last seen Maynard. Upon reaching the bottom of the river, which was about 8 to 10 feet deep in that area, he could see the glow of Maynard's body slightly upriver.

Sgt. Talburt then swam underwater to Maynard's body and found him lying on the river bottom. Maynard was unconscious and not moving. Sgt. Talburt got behind Maynard and placed him in a cross-chest carry and swam

him to the surface. Upon reaching the surface, he pulled Maynard's head out of the water and established an open airway. Doing so enabled Maynard to gasp for air and to start breathing on his own.

Nearby rafters offered to stay with Maynard while Sgt. Talburt swam back to his patrol boat. He then returned in the boat to pick up the victim. Maynard had still not regained consciousness, however, and Sgt. Talburt proceeded to transport Maynard in his patrol boat after requesting an ambulance to meet him downstream.

Maynard was then transported by an air evacuation helicopter to the Baxter County Arkansas Hospital in Mountain Home, Ark. Maynard was treated for near drowning symptoms and later regained consciousness



Sergeant Wayne Talburt recently saved the life of a Missouri man who had been floating down the White River on a floating tube. Photo courtesy Missouri State Water Patrol

while hospitalized. He was released the following day, fully recovered.

Larry Maynard's life was saved due to Sgt. Wayne Talburt's quick, unselfish and heroic actions. In recognition of his heroic actions, Sgt. Wayne Talburt has received the Colonel's Commendation Award and was named the State of Missouri Employee of the Month.

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Reaching Out to Paddlesporters

By Wayne Spivak, National Press Corps, U.S. Coast Guard Auxiliary

The Professional Paddlesports Association (PPA) (www.propaddle.com) defines their sport as people who raft, canoe or kayak. The American Canoe Association (ACA) (www.acanet.org) lists 11 different "paths" that a paddlesporter can participate in and enjoy.

Whether you look at this sport in a macro sense or on a micro level, people are purchasing, renting, borrowing and using all different types of paddlesport equipment and enjoying the sport.

According to the ACA's *"Critical Judgment II: Understanding and Preventing Canoe and Kayak Fatalities 1996-2002"* (<http://www.acanet.org/pdf/cjreport.pdf>) issued in 2004, the numbers of people involved in paddlesports is increasing every year.

In fact, kayaking is (according to the available studies) the fastest growing segment of the entire boating community with a growth rate of 272% over the past nine years. The National Survey of Recreation and the Environment (NSRE) found that, during 2003, millions of Americans went paddling: 19.6 million paddled canoes, 9.6 million paddled kayaks, and about 22.6 million went rafting... The NSRE found that 76.1 million Americans went out in some kind of boat in 2003. – page 10

Safety is job number one

As evidenced by this report, safety has taken hold in the industry, as reports of injuries and fatalities have risen in the mass media. To this end, both industry groups and the United States Coast Guard and Coast Guard Auxiliary have stepped up their efforts to reach out to this extremely large and diverse group of [paddle-] boaters, and stress the need for boating education.

Another trade association, *TAPS* - the Trade Association of Paddlesports (www.gopaddle.org), has created a series of guidelines. These guidelines relate to operators, retail and touring establishments and give advice on everything from lesson plans and areas that should be taught and/or covered during operator instruction to the types of equipment that should be provided by rental companies.

Safety is big business. In a review of available online versions of paddlesport magazines, safety is definitely given its due. In every picture shown, a paddler is wearing a personal flotation device (PFD), or life jacket. In one magazine, *Wavelength* (www.wavelengthmagazine.com), from the February/March 2002 issue to the April/May 2003 issue, sixteen different safety-related articles appeared.

On a search of the *Canoe & Kayak Magazine* website (www.canoeandkayak.com), thirty articles appeared when searching for the term "safety." Articles run the gamut from choosing the right paddle to first aid and safety signals.

Safety Education

Given the logarithmic explosion of the paddlesports, recreational boating safety – specifically education – has become paramount. How many paddlers go paddling without a PFD? How many go without any means of attracting attention, should they get in trouble (signal mirror, whistle)?

More importantly, how many of these boaters know, care or realize that they are boaters and need to know about navigation, safety equipment, and rules of the road? This is why the Coast Guard Auxiliary, through its Boating Department, has stepped up efforts to educate these "non-traditional" boating students.

Just as the United Safe Boating Institute (www.usbi.org), an association of boating organizations including the U.S. Coast Guard & Auxiliary, United States and Canadian Power Squadrons, the Red Cross, the National Association of State Boating Law Administrators, and US SAILING, has targeted such diverse boating groups as anglers, hunters and campers with educational pamphlets (<http://www.usbi.org/angler.pdf>), the paddlesport industry needs to band together with the Coast Guard and Coast Guard Auxiliary and offer similar educational opportunities.

Recently, I attended the New York Boat Show, where over 225 vendors displayed their wares. What was missing from this show was a concerted educational effort to include these "non-traditional" boaters. Educational material abounded at the Auxiliary and Power Squadrons displays, as well as the law enforcement displays.

However, even the Auxiliary and Power Squadron have no literature that specifically targets this large group of boaters. Although the New York Boat Show had only a few vendors showcasing canoes and/or kayaks, they too, had no educational brochures on paddlesport safety.

Worst of all, missing from every vendor was some type of handout extolling the needs for

their customers – new and old – to become better, more knowledgeable and safer boaters.

Outreach

While brochures, pamphlets, and other traditional methods of getting any message out remain an important part of outreach, the paddlesport marketplace needs a change in paradigm, at least insofar as marketing of the recreational boating safety message goes. The reasons are an essential part of the sport.

Traditional boating starts at one of several places. The boat ramp. The marina. The waterfront dock. Paddleboaters start, well frankly, anywhere they want. The portability of kayaks and canoes, as well as inflatable rafts, makes them relatively easy to transport.

The inaccessible beach front., the small lake or stream – these are all areas where a



Photo courtesy: BoatEd

paddleboater may well begin his or her journey. This is not, for the most part, where we, as an industry, attempt to reach. Other traditional methods also don't often reach this marketplace.

Examples that fail us with this large number of boaters are trips to the boat store, the gas pumps, and state boater's registration office. In fact, this group of boaters – those using boats without propulsion – is exempt from boating registration and licensing laws in many states.

The Paddle's Many Paths

Fortunately, there are ways to reach this wide audience. Again, with a little legwork on the Internet, we can find large numbers of local organizations geared toward the paddlesport marketplace. We find, what is in effect, their version of the "traditional" yacht club.

Canoe & Kayak Magazine, for instance lists thirteen clubs, from the ACA to the Washington Water Trails Association (www.wwta.org). They also have a partial listing of approximately 50 clubs sorted via state. A little more searching and you'll also find over 250 affiliated paddling clubs and schools listed on the ACA website. *Wavelengths Magazine* lists 91 clubs in the United States, and 44 in Canada.

Outreach is possible, and it is incumbent upon all the members of the recreational boating safety community to reach these boaters. USCG statistics for 2002 provide a backdrop of why further outreach and education is necessary. In 2002, it was reported that 113 people lost their lives on paddleboats (kayak, canoe and rowboats), with another 85 injuries reported. While, the Coast Guard reports an improvement in kayak/canoe safety, most of the deaths occurred from drowning.

According to the study issued by the ACA, 75 percent of the 558 canoe and kayak fatalities based on data from 1996–2002, were not wearing life jackets (PFDs).

Reach your own conclusion as to whether a stronger marketing campaign to this "non-traditional" boating group could increase PFD wear.

Summary

Paddlesports is the fastest growing aspect of the boating industry, and we, as the providers of information to the general public, need to impress upon all those who venture upon our rivers, lakes, streams, bays and oceans that they are all boaters. Hunters, anglers, kayakers, canoeists – they are all boaters who need to be educated about their particular slice of the greater boating sport and also about the sport itself.

Navigation, rules of the road, safety equipment, etc. are all essential to recreational boating, and all boaters – traditional or non-traditional – need education.

For more information about boating education, contact the U.S. Coast Guard Auxiliary either on the web at www.cgau.org or by contacting your local Coast Guard unit (www.uscg.mil).



There are many types of canoeing and kayaking. This diversity is present in vessel type, paddling technique, and in the waters that are traveled. Here is a list of the most common varieties:

Flatwater Canoeing – This is canoeing on a lake, reservoir, slow flowing river, or other relatively calm body of water. Falling within this category is everything from taking out a rental canoe out on a lake for a few hours to going on a multi-day canoe journey down a gentle river.

Recreational Kayaking – Like flatwater canoeing, this type of kayaking occurs on flat or slow-moving water. It is characterized primarily by the use of slow and stable recreational kayaks. These kayaks are fairly inexpensive, wide, and usually have a flat-bottomed hull. This is the fastest growing segment of the kayak market. Some consider recreational kayaking to be an entry level of kayak touring.

Kayak Touring – This category of kayaking, sometimes referred to as sea kayaking, includes such diverse activities as day kayaking on a small lake, multi-day kayak excursions, and kayaking on the open ocean. Touring kayaks are typically long, sleek, have storage compartments, and are designed for speed and efficiency. These kayaks are often used for long expeditions and are very seaworthy.

Whitewater Canoeing – This involves canoeing on rivers and streams with fast current and rapids. It occurs on everything from mild, bouncy class I and II rivers, to raging class IV and V rivers. All types of canoes are used on very mild whitewater, but paddling more difficult whitewater requires the use of canoes specifically designed for whitewater use. Whitewater canoes are designed with more rocker for quick turning and accommodate the use of flotation bags to keep water out and improve buoyancy. Some whitewater canoes are decked and resemble whitewater kayaks.

Whitewater Kayaking – This type of kayaking takes place rivers and streams with fast current and rapids. Whitewater kayaks are less than 12 feet in length, typically made of plastic, and can take paddlers into the deepest, wildest gorges, through powerful rapids, over waterfalls as high as 80 feet, and down raging flood-swollen rivers. Whitewater kayakers are always on the cutting edge of navigation. Over the past 20 years technical advances in the design of whitewater kayaks has turned once unrunnable chasms into popular play spots.

Squirt Boating – This subcategory within whitewater kayaking is so unique that it deserves separate mention. The main objective of squirt boating is, as odd as it seems, not to play in the surface waves of whitewater, but to play in the underwater currents created by rapids. Squirt boats are low volume kayaks, typically made of fiberglass or Kevlar, that function best just below the water's surface.

Wilderness Tripping – This is the taking of extended canoe or kayak journeys deep into wild, uninhabited landscapes. These journeys are typically longer than a week and require the use of large canoes or kayaks that have a lot of storage space.

Surf Kayaking – This activity utilizes short kayaks, similar to those used on whitewater, to surf ocean waves. Surf kayakers try to catch and surf waves the same as traditional surfers do – the main differences are that the kayakers are sitting down and use a paddle for steering.

Outrigger Canoeing – Very popular in Hawaii, this traditional South Pacific type of canoeing utilizes a canoe with an outrigger. The outrigger canoe is very stable and used for general recreation and competition on the open ocean.

Canoe Sailing – Just like it sounds, this is the sailing of canoes that have been outfitted with a sail. The sport of canoe sailing dates back at least to the 1800s.

Poling – In most river canoeing the objective is to travel downstream, the objective in poling is to travel upstream utilizing a canoe and a long pole.

Article courtesy the American Canoe Association

Boating Safety Promoted Through Insurance Discount

As an incentive for existing boaters to brush up on their knowledge of boating safety, INAMAR Recreational Marine Insurance has partnered with Marine University to provide graduates of the Boater101 program with a safe boater discount.

The objective is to make the boat buying experience convenient to customers by offering boating education at the point of sale. Upon the successful completion of the Boater101 course, participants will receive a discount on their boat insurance. This incentive is being offered in conjunction with Marine University's dealer initiative in which dealers will be

offering boating safety education to their consumers at the point of sale and as an outreach to their communities.

INAMAR will also be working with its agents to develop a cross-marketing strategy that will benefit the Marine University-certified dealers. Working together to offer customers point of sale insurance options agents will refer their boating customers to dealers and dealers will refer Boater101 graduates to local agents to take advantage of the safe boater discount.

Susan Engle, president of Marine University, said, "With the incentive of a discount on

boating insurance, we are going to see more boaters taking a boating safety education course. Although these boaters may be experienced in navigation and the operation of a boat, state boating laws are constantly changing and we could all use a quick refresher."

Ray Stahl, president of INAMAR said, "The most important goal for this program is to make the waterways safer for everyone to enjoy."

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National Fishing & Boating Week Dubbed Success

National Fishing and Boating Week events were up by 83 percent over last year, and the recently concluded celebration was "a huge success," announced the Recreational Boating and Fishing Foundation (RBFF), which created the program.

With over 720 events held throughout the week, which kicked off June 5, families across the nation were introduced and reconnected to fishing and boating, RBFF said.

Former National Football League coach Jimmy Johnson served as NFBW honorary chairman. Coach Johnson is the first honorary chairman of the annual fishing and boating celebration, now in its fourth year.

As chairman, Coach Johnson made several promotional appearances for the event with RBFF President Bruce Matthews. The duo appeared on ESPN, CNBC and Fox News, while ABCNews.com featured an online article about NFBW.

"I'm thrilled to be a part of this American celebration of the outdoors," said Coach Johnson after being named NFBW chairman. "I have many, many fond memories of fishing and boating, from when I was a little kid right up to today. For me, there's no greater way to relax and enjoy life than to be out on the water bonding with my family and friends."

"Because of his accomplishments and undeniable love of the water, we are proud to have named Coach Johnson as the first honorary chairperson of National Fishing and Boating Week," said Matthews. "With his help, we have shown families how time spent on the water can bring them closer together and increase funds to conserve our natural resources."



Former NFL football coach Jimmy Johnson's love of boating and fishing helped earn him the distinction of being selected as the first honorary chairman of National Fishing and Boating Week. This year's celebration of fishing and boating has been deemed a huge success by the Recreational Boating and Fishing Foundation. Photo courtesy Recreational Boating and Fishing Foundations

Over the past 10 years, fishing participation rates leveled off and have not kept pace with the growth in population. But thanks to evolving American values, efforts by industry and government, and events such as NFBW, this trend is beginning to change. The Sporting Goods Manufacturers Association reported that participation in fishing increased by 1.5 million people last year.

National Fishing and Boating Week 2005 will build on to this year's efforts with plans for further media coverage and even more fishing and boating events, according to RBFF. NFBW 2005 is scheduled to be held June 4-12.

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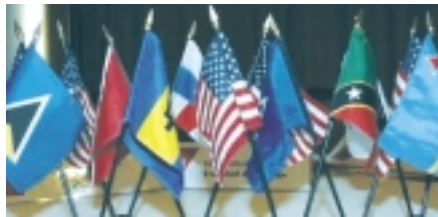
Caribbean Volunteer Maritime Search and Rescue Conference

By Jeremy Smith, BC-APR, National Press Corps

They came from all over the world – some from as far away as Australia and the United Kingdom – and others from as close to the United States as Canada, Costa Rica and the island nations of the Caribbean. Clearly, the much anticipated Caribbean Volunteer Maritime Search and Rescue Conference (CSAR) had become an international bellwether for these seafaring nations committed to improving safety of life at sea.

Building upon the success of two previous CSAR conferences (Dominican Republic in 2000 and Miami in 2002), this year's conference at the Miami Airport Hilton Hotel on May 14-15 increased participation to almost 80 delegates from 26 different countries. The conference was hosted by the Coast Guard Auxiliary International Affairs Directorate in conjunction with the U.S. Southern Command and the Coast Guard. It was attended by representatives from the USCG, USCG Auxiliary, Caribbean Nations, as well as representatives from other countries and international organizations.

According to Commodore Everette Tucker, past National Commodore and Director of the International Affairs Directorate, the purpose



of the conference was to "enhance the security, stability, and safety of life on the sea in the Caribbean region through the establishment and development of volunteer maritime search and rescue (SAR) organizations and the strengthening of existing volunteer SAR organizations that could assume SAR operations, thus releasing the government forces to focus on security, counter-drug, migrant interdiction, and other law enforcement missions."

A number of international volunteer and government SAR organizations participated by making presentations and conducting workshops at the conference as well, including the Citizens Rescue Organization in Curacao (CITRO), the Turks and Caicos Rescue Association (TACRA), the Grenada Coast Guard, the Search and Rescue Organization in Grenada (SARA), the International Lifeboat

Federation (ILF), the Virgin Islands Search and Rescue (VISAR), the Association for Rescue at Sea (AFRAS), the Bahamas Air-Sea Rescue Association (BASRA), the Royal National Lifeboat Institution (RNLI), the French Maritime Rescue Coordination Center (MRCC), and the Société Nationale de Sauvetage en Mer (SNSM). Additionally, representatives from several non-Caribbean countries also presented and actively participated at the conference.

The agenda covered a broad range of topics including preventive SAR, the training of SAR crews and coxswains, mass casualty rescue operations, enhancing fundraising results and many other important initiatives that will aid in the establishment and development of volunteer SAR organizations.

The response from the attendees in their conference evaluations was extremely positive. They were extremely pleased at the open interchange of ideas, the opportunity to meet persons from other Caribbean countries involved in SAR, and the quality of information provided in the presentations and workshops. They strongly recommended that these CSAR conferences continue and, in fact, be held annually.

New Jersey's First *Bring A Buddy Boating* Makes A Splash

Fourteen marina owners and one boat dealer opened their doors to the public for the day-long open house event known as Bring A Buddy Boating on June 12.

The "Bring A Buddy Boating" campaign is part of a new initiative to promote and increase participation in recreational boating in New Jersey. The initiative began when the Marine Trades Association of New Jersey (MTA/NJ), the NJDOT Office of Maritime Resources, and the NJ Office of Travel and Tourism collaborated to respond to a request for proposals by the Recreational Boating & Fishing Foundation (RBFF).

The MTA/NJ and partners were one of four successful applicants nationwide that were selected and awarded a Cooperative Marketing Agreement by the RBFF. This is the first time that the MTA/NJ has worked cooperatively with two state agencies to promote boating in New Jersey. Upon implementation of the agreement, the partners hired Creative Marketing Alliance to lead the effort.

The "Bring a Buddy Boating" Campaign involved simultaneous open houses at marinas, boat dealers and other marine businesses across the entire state, all of which the public were invited to attend. Attendees had the opportunity to talk with marina owners, boat

dealers and the boating community, as well as view boats and docking areas and participate in activities.

The participating locations throughout the state offered food, festivities, Coast Guard boat inspections, boating safety courses, and giveaways for attendees, all designed to encourage boating enthusiasts to get their friends hooked on the excitement of boating throughout New Jersey.

The open house events were planned appropriately for Saturday, June 12, which fell during National Fishing & Boating Week, June 5-13, 2004.

"This open house was set aside specifically for boating enthusiasts and their buddies," said Melissa Danko, executive director of the Marine Trades Association of New Jersey. "We appreciate all of the businesses that were involved and hosted this event."

Rick Gimello, executive director of the NJDOT/Office of Maritime Resources, said that preliminary results of a New Jersey boater survey suggest "recreational boaters may contribute up to \$28.2 million per year in trip-related expenditures, and up to another \$17.2 million on annual boating-related expenses, to the New Jersey economy."

Editor's note: This article has been condensed and reprinted with permission from SITREP, the U.S. Coast Guard Auxiliary e-zine. To view the article in its entirety, please visit teamcoastguard.org.

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Kawasaki PWC Loan Program Reaches \$1 Million Milestone

The long-standing Kawasaki JET SKI watercraft loan program has loaned more than 120 JET SKI watercraft in 2004 with a retail value of over \$1 million, according to a company release dated June 29, 2004.

Roger Hagie, director of public affairs at Kawasaki, says that the loan of four 2004 Kawasaki JET SKI STX-15F watercraft to the Tennessee Wildlife Resources Agency raised the value of loans this year to over \$1 million. The company's program operates through Kawasaki dealers loaning JET SKI watercraft to public agencies responsible for marine law enforcement, recreational boating education and safety, and search and rescue.

"The Tennessee Wildlife Resources Agency officers have helped support safe and responsible JET SKI watercraft use for many years," Hagie said. "Kawasaki is pleased to have this agency mark this milestone."

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NMMA Data Shows Significant Industry Growth

The National Marine Manufacturers Association said its data indicates "significant growth" in the boating industry in 2004, and that the retail numbers for the first quarter are off to a "great start," according to an NMMA press release dated June 29, 2004.

A 20.8-percent rise in wholesale dollar sales of all boats and a 19.8-percent gain in unit shipments in the first quarter of 2004, as compared to the same period the year before, were cited by the NMMA as a cause for optimism.

"The retail numbers for the first quarter are off to a great start compared to 2003," NMMA reported.

For the first three months of 2004, retail powerboat sales were up 11 percent compared to the same period last year, and all segments showed positive gains for the first quarter. Inboard cruisers sales were up 20 percent, outboard boats were up 14 percent, jet-drive boats were up 32 percent, stern-drive boats were up 5 percent and personal watercraft were up 3 percent, the NMMA said.

"A favorable economy, rising consumer sentiment and continued low interest rates are also playing important roles in attracting more people to boating," said Thom Dammrich, NMMA president.

Retail expenditures fall

Retail expenditures on boating-related goods and services were approximately \$30 billion in 2003, down 1 percent from 2002.

"While we did see a slight decline in 2003, sales growth in the boating industry continues to outpace U.S. economic growth when you compare numbers over the last seven years," said Jim Petru, director of market statistics for NMMA. "Sales in the boating industry have increased an average of 8 percent annually since 1997, while the Gross Domestic Product has averaged 3.2 percent annual growth."

The NMMA also reported a 6-percent increase in boating participation since 2001. More than 72 million Americans were boaters in 2003, four million more than in 2001. They used

130,000 more boats than they did in 2002, taking 17.49 million boats out on the nation's waterways.

Overall, there were 841,000 new boats sold last year, with the average price of a new boat rising 3.3 percent to \$12,611. The industry is also witnessing a trend toward bigger boats, with sales of outboard boats over 18 feet increasing 24 percent between 1997 and 2003.

Many industry segments experienced increased retail sales in 2003, led by outboard boats, which recorded sales of approximately \$2.74 billion, up roughly 20 percent compared to 2002. Other industry segments recording retail sales increases include outboard motors (up 3.1 percent to \$2.55 billion), stern-drive boats (up 1.2 percent to \$2.22 billion) and personal watercraft (up 2.7 percent to \$717 million).

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When TV Talks, Anglers Listen

A national survey sponsored by the BoatU.S. Foundation for Boating Safety and Clean Water and the Sportsman's Forum reveals that anglers believe television is the best means of reaching them with messages on how to fish, what boating etiquette to use, boating safety and how to enjoy the sport of boating.

"In this day and age, television is the means of communicating any message you want heard," said Chris Edmonston, Director of Boating Safety Programs at the BoatU.S. Foundation. "There are plenty of fishing shows out there, but there's a need for more boating-specific TV shows. This recent research confirms television as a powerful medium, and shows marine professionals we have a golden opportunity to reach boaters."

The studies were commissioned by the Sportsman's Forum, a coalition of sporting organizations including the North American Fishing Club, B.A.S.S., Cabela's, and the BoatU.S. Foundation. The Sportsman's Forum educates hunters and anglers about safety boating through a U.S. Coast Guard grant, funded by the Aquatic Resources (Wallop-Breaux) Trust Fund.

A free CD of all research results and an electronic copy of "Boating Safety Tips for Hunters and Anglers" is available by e-mailing your name and mailing address to boatingsafety@boatus.com.

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Coast Guard Take Steps to Keep Non-native Species Out of U.S. Waters

The U.S. Coast Guard published regulations on June 14, 2004, establishing penalties for ships headed to the United States that fail to submit a ballast water management reporting form, as well as vessels bound for the Great Lakes or portions of the Hudson River that violate mandatory ballast water management requirements.

These regulations also increase the number of vessels subject to the reporting and recordkeeping provisions and expand the reporting and recordkeeping requirements on ships, increasing the Coast Guard's ability to prevent the introduction of nonindigenous species as required by the Nonindigenous Aquatic Nuisance Prevention and Control Act and the National Invasive Species Act.

"The potential impacts of nonindigenous species on our environment, food supply, economy, health and overall biodiversity are universally accepted as significant and growing, and these regulations are part of the Coast Guard's commitment to preventing the introduction of nonindigenous species into U.S. waters via ballast water," said Capt. David Scott, chief of the Coast Guard's Office of Operating and Environmental Standards.

Proposed Coast Guard regulations for later this year will mandate ships coming from outside U.S. waters to take steps to eliminate nonindigenous species from their ballast water, and future regulations may outline specific ballast water discharge standards.

Vessels are encouraged to electronically submit ballast water management reporting forms via e-mail and/or web-based methods available at the National Ballast Information Clearinghouse website: <http://invasions.si.edu/NBIC/bwform.html>.

This final rule can be found at: <http://dms.dot.gov>. In this website, proceed to simple search, and under docket number, enter 13147. For further information on this rule, please contact Mr. Bivan R. Patnaik at 202.267.1744, bpatnaik@comdt.uscg.mil.

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Elimination of Boat Tax

Paying Off for One City

When Hampton, Va., virtually eliminated its personal property tax on boats last year, it threw away \$350,000 in annual tax revenues. But now the move is paying off, as boaters are flocking to the area and local business is flourishing.

The city's move is paying big dividends, according to Chris Hall, owner of Bluewater Yachting Center.

"They've already made [the lost revenue] up," Hall said. With more than 200 new boat slips able to accommodate boats up to 250 feet and an upscale restaurant, business is better than anticipated and is generating profits for the city in the form of additional sales and meal taxes.

"It's unbelievable," said Hall. "We're years ahead of where we thought we'd be. I would bet in the first year the city gets back tenfold what it lost in the boat tax."

In fact, marinas have quietly become a big source of revenue in the region, according to Tom Murray, a marine business specialist at the Virginia Institute of Marine Science.

Murray cites a recent study that shows that for every dollar spent at a marina, another \$2.71 is generated in the state's economy. In his job at VIMS, Murray is trying to help cities and



counties with shoreline understand the economic power of marinas.

"I see it as transferring a natural resource into economic values," he said.

Gloucester County is also thinking of eliminating its personal property tax on boats – the rate is \$4 per \$100 of assessed value for boats under 5 tons and \$1 per \$100 of assessed value on boats over 5 tons.

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MEEF Kicks Off 2004 National Clean Boating Campaign

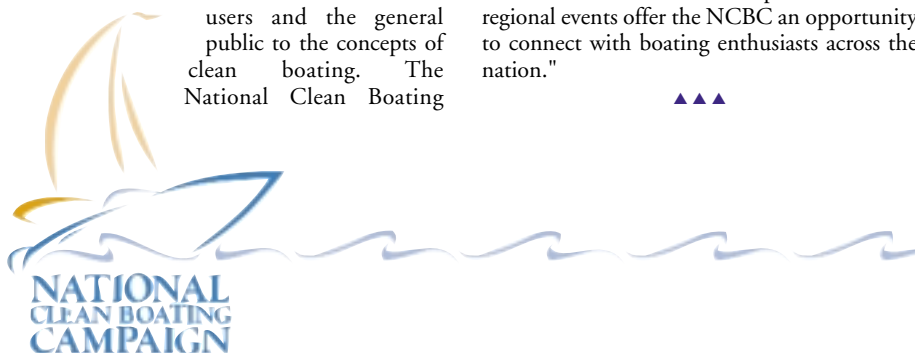
The Marine Environmental Education Foundation (MEEF) kicked off its 2004 National Clean Boating Campaign June 12 by participating in the seventh-annual River Day celebration of the Clinton River, its watershed and Lake St. Clair in Michigan.

The foundation hosted a Dockwalkers program as part of the event, which is an educational outreach effort designed to introduce boaters, marina users and the general public to the concepts of clean boating. The National Clean Boating

Campaign is a year-round initiative that promotes good stewardship of water resources by boaters, marina operators, boat dealers and boating industry manufacturers.

"This year the Campaign is proud to announce its participation in regional clean-boating celebrations throughout the country, such as the recent successful River Day festivities in Michigan's Macomb and Oakland counties," said David G. White, MEEF president. "Such regional events offer the NCBC an opportunity to connect with boating enthusiasts across the nation."

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California Reports Record Number of Boating Accidents

The number of reported boating accidents in California during 2003 was the highest on record, according to the annual boating safety report issued recently by the California Department of Boating and Waterways.

A total of 963 boating accidents were reported to the department, involving 502 injuries, 61 fatalities, and \$3,820,000 in property damage. All of those totals were up from 2002 (911 accidents, 468 injuries, 53 fatalities, and \$3.7 million in property damage), according to the 68-page report.

The report found that 70 percent of vessels involved in all accidents were less than 26 feet in length, and that 89 percent of vessels involved in fatal boating accidents were also less than 26 feet in length. Of the operators whose ages were known, those in the 31-40 age group were involved in more accidents than any other age group, followed very closely by the 21-30 and 41-50 age groups.

Open motorboats were involved in 51 percent of all accidents, while personal watercraft were involved in 27 percent, according to the report.

A few of the other findings

- Accidents involving water skiing activities have increased 38 percent since 2002.
- Seventeen percent of boating accidents occurred during water skiing activities – defined as all activities involving a vessel towing a person on a towline.
- Approximately 34 percent of all vessels, and 70 percent of personal watercraft involved in accidents, were operated by someone other than the registered owner.
- Accidents occurred mostly during the summer months (May through September), on weekends and during the hours between 2 p.m. - 4 p.m.
- The largest number of accidents (51 percent) occurred on lakes, followed by ocean/bay waters (29 percent).
- Eighteen percent of boating accidents and nearly one quarter of all injuries occurred during the summer holiday periods of Memorial Day, Independence Day and Labor Day.
- Thirty-five percent of reported accidents resulted from collisions with other vessels.
- Operator inattention (40 percent) was the most common cause of boating accidents, followed by operator inexperience (33 percent) and excessive speed (25 percent).

The full report can be found at www.dbw.ca.gov/.

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Commodore Warren E. McAdams
National Directorate Commodore for Recreational Boating Safety, U.S. Coast Guard Auxiliary

Out of Coverage

Paddlesports activities are probably the fastest growing segment of boating recreation in this country. In addition, the paddlesports categories represent an incredibly diverse list of activities. Beyond the two broad categories, canoes and kayaks, there are many equipment options and many uses. These boats are used for peaceful family outings, hunting, fishing and thrill seeking. These boats are used in fresh water, salt water, lakes and streams, slow and fast water, and more. They can be trailered, car-topped, hand-carried and deployed from other boats. In most parts of the country these boats may be rented at shore side or as part of a livery operation that offers drop-off and pick-up service. With so many options it is no wonder the paddlesports activities are growing at a rapid rate.

For many of us, recreational boating safety has been largely focused on motorboats. In recent years, due to popularity and problems, personal watercraft received added emphasis. Now, due to increasing popularity and correspondingly higher accident rates, paddlesports are coming more to the forefront.

Most state efforts focus on motor boating. For paddlesport boats the incidence of numbering and registration requirements is relatively low. While mandatory education is making gains, most requirements focus on motorboats.

Typically, paddlesports may evoke images of small lakes and streams; the fact is that paddleboats may be found on all types of

waters. As such they add another element to the mix of recreational boats found on many busy waterways. Paddleboats are at risk from both recreational motorboats and commercial shipping. Recreational boaters are notoriously weak on knowledge of navigation rules and paddle boaters add to this burden. Also, due to homeland security measures, and along with other recreational boaters, the paddlesports boaters may be at risk when they blunder into restricted areas.

All of these considerations call for a heightened emphasis on paddlesports activities within public education efforts and safety promotion efforts. As with other forms of recreational boating, the carriage and wear of personal flotation devices is a big concern. Fortunately, more effort is being brought to bear on paddlesports activities. For several years, in the northeast United States, the First Coast Guard District has run a number of safety promotions aimed at paddle boaters. More recently, the American Canoe Association and other organizations have broadened their charter or promotion efforts to reach out to the growing numbers of paddle boaters.

While recent efforts are encouraging, there are significant challenges involved in the task of educating paddle boaters. First, we have to be able reach paddle boaters with safety messages and educational opportunities. Second, many of our recreational boating safety organizations are focused on motor boating and sailing. Since registration of paddleboats is spotty, gaining

accurate numbers and locations of boaters is challenging. Also, the use of paddleboats is very diverse so members of many recreational boating safety organizations encounter many paddle boaters.

There are some bright spots. Summer camp and general youth activities often feature paddlesport classes and outings. Some states have outdoor education programs that include paddlesport activities. The Coast Guard Auxiliary has recently teamed up with the Boy Scouts of America to provide basic boater training. In addition, we are working with the ACA in an effort to expand the vessel safety check program to paddleboats. We already have efforts underway to expand our reach to hunters and anglers, so the overall paddlesports effort is a good fit.

While the effort to expand recreational boating safety education is admirable and the right thing to do, there are significant challenges. Even if we did not expand the scope of what we do, there is an incredibly large pool of boaters that need and could benefit from recreational boating safety training. As always we will try to do more with the resources we have and attempt to recruit more people to help. With the added burden of homeland security, the states face similar challenges. However, to avoid seeing the boating safety record turn negative, we must find ways to better serve all of our recreational boaters.

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Rescue Curve *(continued from page 13)*

The fourth line of defense is rescue by people outside of your group. This group is often subdivided into two subgroups, other people who happen to pass by and rescue squads. In terms of time, the rescue squad will usually take the longest to arrive upon the scene. However, in terms of trained personnel, amount of personnel and equipment, they bring the most expertise to the rescue scene. This is the last defense because if nothing else intervenes, there are no options left.

The next phase is body recovery. It is also the last phase.

The rescue curve looks at the probability of survival in terms of the time it takes to effect a rescue. Other factors such as equipment, training and command structure have an affect

on the rescue. Generally, the rescue squad has extensive amounts of rescue equipment available to use. They have the training and access to large numbers of rescue personnel when needed. When appropriate, the circumstances, the command structure gravitates toward the more formal incident command structure. In contrast, the rescue equipment available to the individual boater is only what they bring with them. Generally, they have less rescue training, the number of people available for the rescue is limited to those in the group, and there are not enough people to warrant a formal command structure.

The rescue curve is helpful in assisting boating organizations to target their safety programs. For example, in the whitewater community the American Canoe Association's *Swiftwater*

Rescue courses address the needs of self-rescue and rescue by others in your group. In contrast, the Rescue 3's program addresses the needs of the rescue squad. The Rescue Curve aids in the market differentiation between these two programs. This approach can easily be applied to other boating safety programs as well. Herein lies the power and the usefulness of the Rescue Curve to the boating safety community.

Robert B. Kauffman is an associate professor of Recreation and Parks Management and the director of Recreation with Frostburg State University in Frostburg, Md. He is a member of the Board of Directors of the American Canoe Association and was responsible for the videos "Cold, Wet and Alive" and "Heads Up – River Rescue for River Runners."

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Capt. Scott Evans
Chief, Office of Boating Safety



Paddlesports Enthusiasts Are Boaters Too

Paddlecraft have been around for a long time – a great deal longer than our country has been a country. In fact, canoes have been found in Florida that are over 6,000 years old, and kayaks found in Alaska date over 2,000 years old. It is probably safe to say that early paddlers were the first boating community.

So why is it that a majority of the modern-day boating community doesn't consider paddlers to be boaters? And why do paddlers hesitate to consider themselves boaters? The fact of the matter is that we are all boaters. But what are the differences (either perceived or actual, physical, social or cultural)?

To start, let's look at power boaters and sailors. The most obvious difference is propulsion. But, even that point becomes blurred as many sailing vessels have auxiliary power.

Many sailors say they sail because of the exhilaration and freedom they experience when out on the open water under full sail. In addition, they feel it has a sense of nostalgia about it, and it is more environmentally friendly.

Power boaters, on the other hand, talk of the freedom of being on the water and the exhilaration found in the speed and performance of their craft. And, with their power-driven craft they don't have to depend on the vagaries of the wind. Besides, many feel that "sailing is too much work."

While there are differences, they are far outweighed by the similarities. Equipment requirements, responsibility to the Navigation Rules, waterways used, places visited, reasons for being on the water, etc. are largely the same.

So what does a paddler look like? The American Canoe Association's (ACA) recently published report *Critical Judgment II: Understanding and Preventing Canoe and Kayak Fatalities* makes a very telling statement: "There is no typical profile of a person who goes paddling in a canoe or kayak." Paddlers quite literally come from all walks of life.

The reasons people paddle are nearly as diverse as its participants. There are those that seek the quite solitude of floating on a calm lake or stream, others wish to experience nature in its purest form to quietly observe, others do it for the fun and exercise and family time, still others seek the rush and exhilaration of running

whitewater or surfing big ocean waves. No matter what type of paddling one wishes to do, there is a boat built to do it.

Gordon Black and Charlie Wilson of the American Canoe Association (ACA) illustrated this point during the International Boating and Water Safety Summit in Panama City Beach. In a breakout session on accident investigations involving paddlecraft they pointed out that the design features of a particular craft tells the boater what the intended use of the boat is. They spoke of length, width and rocker, and the role each plays in speed and maneuverability. Whether someone wants to paddle on a lake, go offshore, or play in the whitewater, there is the right boat to do it in.

With regards to regulatory requirements, paddlecraft are required to carry certain equipment on board just as other boats. And all vessels are required to adhere to the Navigation Rules when on waters subject to the rules.

Paddlecraft also enjoy some exemptions. For example, they are not required to carry fire extinguishers or Type IV throwable PFDs. But then certain sailing and power-driven vessels also have exemptions.

So back to the original question: "What makes paddlers different from other boaters?" The answer is **nothing**.

Then why do so many paddlers and others outside the paddling community not see paddlers as boaters? Part of the issue is that paddlers see paddling as a way to play or an enjoyable means of exercise. Thus they view their vessel a piece of equipment, not as a boat. It is much the same way as many of us look at bicycles. Today most don't consider a bicycle as a means of ground transportation, but rather as a means to exercise and have fun. But, in this same comparison, most state laws still consider bicycles as vehicles, which must obey traffic laws.

With that in mind, regardless of perception or opinion, paddlers are boaters, and their canoes, kayaks, rafts, shells, etc. are boats. To address this issue, we are making a concerted effort to reach out to the paddling community and let them know they are a part of the overall boating community.

Boating involves certain risks, and all boaters need to know how to mitigate those risks by

getting a vessel safety check, taking a boating safety course, wearing life jackets, and not boating under the influence of alcohol or prescription drugs.

In years past these important, life-saving messages have been put out through boating magazines and publications, manufacturers, boat dealers, marinas, and boating safety organizations. And we continue to try to reach the paddling community through such organizations such as the American Canoe Association and the Professional Paddlesports Association.

Unfortunately the major problem is that those paddlers that are most at risk do not belong to paddling associations, nor are they likely to visit

marinas or boat
dealers or read
boating



magazines. It is these boaters who see that beautiful calm lake surface or slowly meandering river but fail to see the danger. They figure that if they capsize, they'll just get a little wet. What they don't realize is what happens if the paddle or canoe hits them on the head as they enter the water. They don't understand that the water in that snowmelt-fed lake is only 52 degrees even though the air temperature is a balmy 80 degrees. They don't know how difficult and exhausting it can be to re-enter a capsized canoe or kayak without assistance or knowing the proper techniques. They don't realize how important balance is in a paddlecraft, and what can happen if they simply move too fast within the boat.

Who are these people who don't understand these things? They are the ones who probably didn't buy their paddlecraft from an outfitter. They probably bought it from a department or discount store, a yard sale, or just borrowed it from a friend. They are the ones that no one told they needed to wear a life jacket. They are the large majority of those paddlers who die each year. They are the very ones we **must** reach and let them know **they are boaters** and that messages of boating safety are for them.





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2004-2005 RECREATIONAL BOATING SAFETY CALENDAR

SEPTEMBER 2004

2 - 5

U.S. Coast Guard Auxiliary
National Conference
Costa Mesa, California
info@cgaux.org

6 - 12

United States Power Squadrons
Fall Governing Board Meeting
Jacksonville, Florida
888.367.8777

11 - 15

NASBLA
Annual Conference
Chattanooga, Tennessee
859.225.9487
info@nasbla.org

18 - 22

States Organization for Boating Access
Annual Conference
Kalispell, Montana
406.841.4003
jmmccarthy@state.mt.us

23 - 25

Canadian Safe Boating Council
Annual Conference
Whistler, British Columbia
416.490.8844
barbarab@lifeguarding.com

26 - Oct 1

International Association of
Fish & Wildlife Agencies
Annual Conference
Atlantic City, New Jersey
202.624.7890
iafwa@sso.org

OCTOBER 2004

9 - 12

National Boating Safety Advisory Council
Washington, D.C.
202.267.0950
jhoedt@comdt.uscg.mil

20 - 24

Canadian Sail & Power Squadrons
Annual Conference
Toronto, Ontario
416.293.2438
hqg@cps-ecp.ca

NOVEMBER 2004

7 - 11

Marine Retailers Association of America
Annual Convention
Las Vegas, Nevada
708.763.9210
mraa@mraa.com

JANUARY 2005

5 - 9

United States Power Squadrons
Annual Meeting
Orlando, Florida
888.367.8777

MARCH 2005

5 - 9

International Association of Marine Investigators
Annual Seminar
San Diego, California
866.844.4264
iamireservations@aol.com

13 - 16

International Boating & Water Safety Summit
Newport Beach, California
740.666.3009
NSBCdirect@safeboatingcouncil.org

APRIL 2005

30 - May 4

SSBLAA
Annual Meeting
Little Rock, Arkansas
501.223.6379
skmoudy@agfc.state.ar.us

MAY 2005

15 - 18

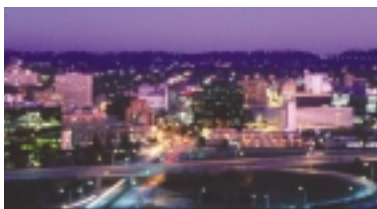
Western States Boating Administrators Association
Annual Conference
Helena, Montana
406.444.0136
rjendro@state.mt.us

SEPTEMBER 2005

17 - 21

NASBLA
Annual Conference
Portland, Oregon
859.225.9487
info@nasbla.org

National
Association of
State Boating
Law Administrators



45th

Annual Conference



September 11-15, 2004
Chattanooga, Tennessee