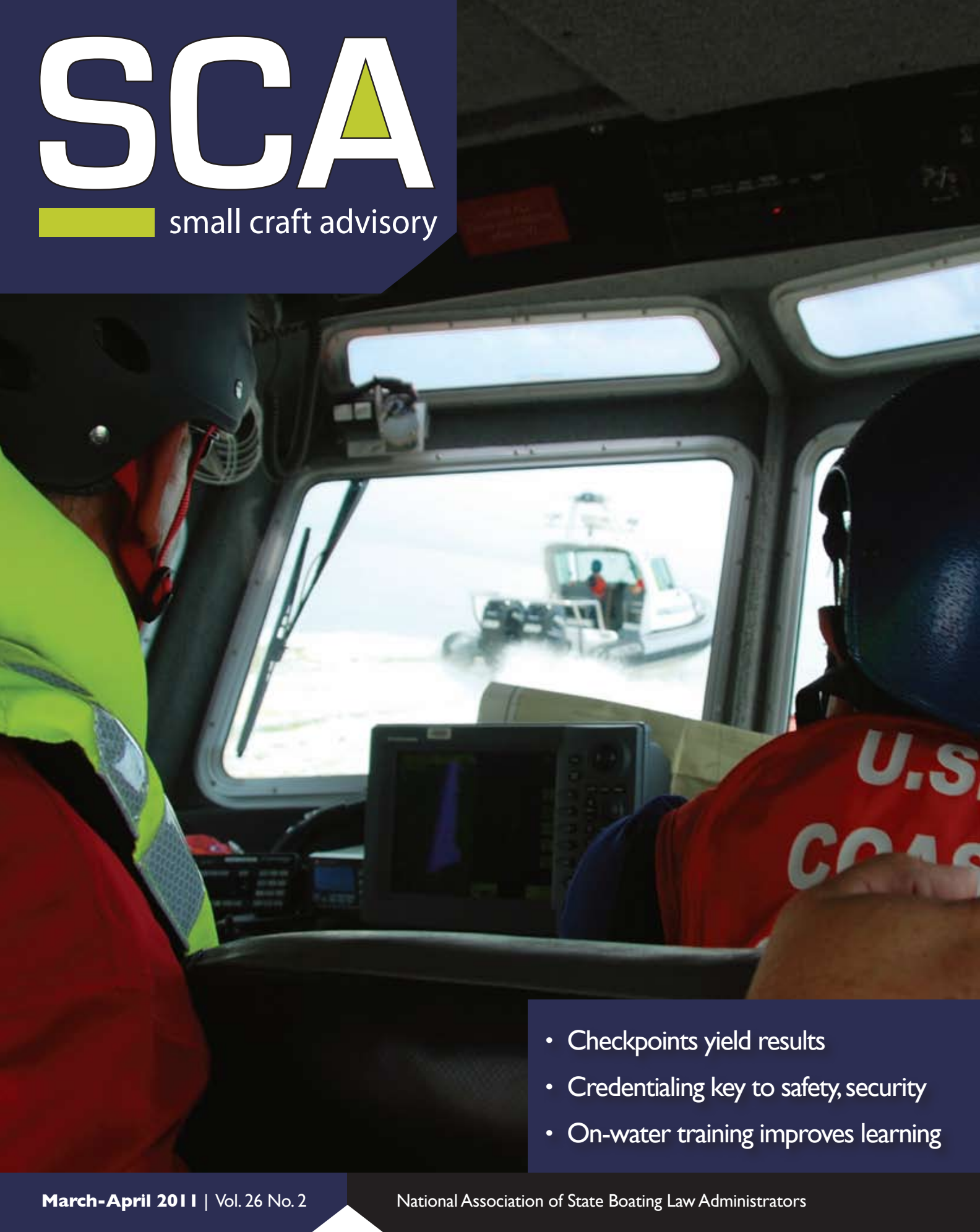


SCA

small craft advisory



- Checkpoints yield results
- Credentialing key to safety, security
- On-water training improves learning

DEPARTMENTS

- 2 from the HELM
- 4 nasbla NEWS
- 14 boating BRIEFS
- 17 government AFFAIRS
- 18 coast guard COMMENTS
- 20 partner PERSPECTIVES

FEATURES

- 6 **How to implement a successful sobriety checkpoint**
Arizona OUI guru offers tips on a proven enforcement tool
- 8 **Advanced “on-water” instruction – why is it on the top of the list?**
Boaters retain more if learning is fun
- 10 **Credentialing crucial to identifying capable responders**
NASBLA launches another initiative to standardize maritime law enforcement and emergency response
- 12 **Regional association celebrates golden anniversary**
Western States Boating Administrators Association reaches milestone

ON THE COVER: Recognizing that proper instruction is an invaluable tool for any law enforcement officer, NASBLA provides a growing catalog of training geared toward marine patrol officers. NASBLA's newest offerings are the Tactical Operators Course and the Basic Crew Member Course – both of which provide in-depth classroom instruction as well as on-water boat handling exercises, as shown on the cover. *Staff photo*

SCA

small craft advisory

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

PRESIDENT Jim Graybeal

VICE PRESIDENT Mike Fields

TREASURER Toby Velasquez

PAST PRESIDENT Terry West

MEMBERS AT LARGE

Herb Angell
Kevin Bergersen
Eleanor Mariani

EXECUTIVE EDITOR John Johnson

MANAGING EDITORS

Tom Hayward
Ron Sarver

EDITOR Kimberly Jenkins

ART DIRECTOR

Amy McLean, Trapp Communications

CIRCULATION DIRECTOR

Sam Lynch

EDITORIAL OFFICES

1500 Leestown Road, Suite 330
Lexington, KY 40511

Phone: 859.225.9487

Fax: 859.231.6403

E-mail: editor@nasbla.org

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

Send change of address to:
Small Craft Advisory
1500 Leestown Road, Suite 330
Lexington, KY 40511



Magazine made
with recycled
content



MUSTANG SURVIVAL
WE SAVE LIVES FOR A LIVING



**protecting professionals
for over 40 years**

**Hydrostatic Inflator Technology (HIT™)
means no more accidental inflations!**

Exclusive HIT™ Technology from Mustang

- no more accidental inflation due to spray, rain or humidity
- will inflate if immersed in 4" or more of water pressure

Low Maintenance

- maintenance free for 5 years (unless inflated)

Maximum Comfort and Mobility

- low profile, light-weight, designed for wear with PPE

Mustang Survival is a proud sponsor of the NASBLA BOAT program. For over 40 years, we have provided innovative flotation and hypothermia protection products to users working in some of life's most demanding environments. Learn more about our products for professionals at mustangsurvival.com/professional.

1.800.526.0532

mustangsurvival.com



Jim Graybeal
NASBLA President



John Johnson
NASBLA Executive Director

NASBLA boosts officer training opportunities

In the last issue of *Small Craft Advisory* we celebrated the marine law enforcement officers who have been recognized through NASBLA's Boating Law Enforcement Officer of the Year Award. We also used that opportunity to begin a conversation about the association's investment in and commitment to marine law enforcement officer (MLEO) training. That subject takes center stage in this issue of the magazine, as NASBLA ramps up its annual training calendar to meet the officer development demands of our member agencies and our federal, state and local partners.

By the end of this year, NASBLA will have a catalog of MLEO training courses that numbers no less than one dozen, with an annual throughput of more than 1,000 trained officers. Some of these courses, such as our accident investigation and analysis and boating under the influence (BUI) classes, have long track records of proven success in meeting the states' specific training needs.

Others, like our tactical operators course, which was just launched in fall of 2009, have seen tremendous growth in demand, particularly among the coastal and Great Lakes states which are more directly engaged in port and maritime security missions. Officer evaluations and pre/post test scores from these courses are nothing short of spectacular, with huge gains between pre- and post-course student knowledge assessments. Nearly 95 percent of students who complete the course would highly recommend it for other MLEOs.

Through membership surveys and other less formal methods, our members continue to identify officer training as one of the most important agency needs our association can work to address. In fact, three of the top five items suggested for consideration in this fall's annual conference relate to issues of officer training. Many of our members have also encouraged us to find

ways to better involve our marine law enforcement officers in the annual conference itself.

The leading topic of interest identified by our members is the new standardized field sobriety tests (SFSTs) and the pending rollout of a revised national BUI curriculum. Thanks to more than five years of planning, research and development, and the collaboration of the U.S. Coast Guard's Boating Safety Division and as many as six state boating agencies, NASBLA has successfully completed the scientific validation of a new battery of field sobriety tests developed specifically for use in the boating and maritime environment.

The validation of these field sobriety tests establishes new national standards in BUI detection and enforcement and the association is moving quickly to incorporate these standards in a revised BUI training curriculum. The revised curriculum will contain updated lesson plans and instructor guides, new classroom videos to support the course's wet lab, and an instructional, on-water video depicting the utilization of the new field sobriety tests in real-world scenarios.

NASBLA's BUI instructors will meet in April in St. Petersburg, Fla., to receive specialized training in the new field test techniques directly from project researchers with the Southern California Research Institute (SCRI). Scientists at SCRI conducted the validation study based on the same methodologies the Institute used to develop field sobriety tests for DUI enforcement for the National Highway Traffic Safety Administration decades ago. In addition to acquiring training in the new SFSTs, NASBLA will be working with the Coast Guard to finalize revisions to the national BUI detection and enforcement curriculum.

NASBLA will formally introduce the revised BUI curriculum this summer dur-

continued on page 5

are **YOU** the 2011
NASBLA
boating
safety educator
of the year?

brought to you by **BOATERexam.com**



BoaterExam
is recognized
by the USCG



Patron
Member



Associate
Member

treadlightly!



Associate
Member

NASBLA's Boating Safety Educator of the Year!

The "NASBLA Boating Safety Educator of the Year Award" – brought to you by BoaterExam.com, goes to the individual who demonstrates an outstanding commitment to Boating Safety Education. Nominations must be sent to NASBLA before June 30th, 2011 for consideration. Three select regional nominees will receive an all-expense-paid trip to the annual NASBLA conference and be recognized for their ongoing efforts. One of these three nominees will be awarded the National NASBLA Boating Safety Educator of the Year Award.

Please visit nasbla.org for details.

BOATERexam wishes to thank all Boating Safety Educator's for their commitment to Boating Safety.

BOATERexam.com is a leader in boater education with 40 State approvals.

Brought to you by:



1-877-722-8838
info@freshaireducators.com
www.freshaireducators.com



Maj. Charles William Browning

Retired Kentucky BLA mourned

Maj. Charles William “Bubba” Browning, 72, retired boating law administrator for Kentucky, passed away Jan. 25, 2011. Born in Marion County on Oct. 17, 1938, Browning was retired from the Kentucky Department of Fish and Wildlife Resources and was a United States Army Veteran.

Browning joined the Kentucky Water Patrol as director/colonel in 1987

when Wallace Wilkinson took office as the state’s governor. In 1990 he stepped down to serve as assistant director of Water Patrol.

In April 1994, the Division of Water Patrol was moved to the Kentucky Department of Fish and Wildlife Resources (KDFWR). The water patrol and law enforcement divisions then began cross-training officers. Two years later the Water Patrol section was dissolved, and Browning was again appointed as the BLA until 2004. He stayed on as the assistant director of Law Enforcement until his retirement in July 2006.

In NASBLA, Browning was an active member, getting Kentucky reengaged with the association. He was also instrumental in helping NASBLA form a new partnership with the Association of Fish and Wildlife Agencies. In 2005, Browning arranged a meeting between then-NASBLA President Randy Edwards and then-KDFWR Commissioner Tom Bennett, who was also serving on the AFWA Executive Board at the time.

“Bubba’s effort in bringing together NASBLA and AFWA pays big dividends today. We are great partners in support of the Sport Fish Restoration and Boating Trust Fund and are beginning to work on other projects mutually beneficial to our associations,” said NASBLA Executive Director John Johnson. “As part of a fish and wildlife agency that includes the boating safety program, Bubba was well aware of the importance of both the boating and fishing sides of the trust fund, and his behind-the-scenes efforts to help NASBLA and AFWA close ranks will better serve all trust fund beneficiaries.”

“My best recollection of Bubba Browning is in his collaboration with adjoining state programs. He was instrumental in signing a compact between Ohio and Kentucky for joint jurisdiction on the Ohio River at the 2002 NASBLA Conference in Cleveland,” said Ken Alvey, former Ohio BLA. “He will be missed.”

We get letters

Dear Editor,

This is just a thank-you for printing the letter from Capt. W. Tom Sawyer, Jr. in regards to the first family not wearing

life jackets. He voiced exactly what I said out loud when I saw that news clip. John C. Fetterman’s response with the personal story about his mother, binoculars, grounding him, and how she would have dealt with Superintendent Sheridan was perfect. Many years ago KFC had a commercial with a grandfather and grandchildren fishing in a boat with a bucket of chicken and all were wearing life jackets. I would really like to see kudos going to companies, movies, and tv shows that depict people wearing life jackets around water in their shows or advertising.

Pam Dailey

Indiana Conservation Officer, Retired

Dear Ms. Dailey,

Thank you for taking time to write in response to our recent Letter to the Editor conversation between Capt. W. Tom Sawyer Jr. and John Fetterman focusing on life jacket wear. In your experience as a conservation officer, I’m sure you agree with our position that life jackets save lives – if they’re worn. We continuously encourage our members to get that message out to the public in a variety of ways.



We, too, like to see kudos going to television and movie producers, private companies, state programs and others who incorporate safe boating practices—including life jacket wear—into their productions. That’s why we created the Seal of Safe Boating Practices. Since launching this special designation in

1999, we have awarded the Seal of Safe Boating Practices to entities such as the BoatUS Foundation, Kawasaki Motors Corporation, Tread Lightly! Inc., Alan Madison Productions, and the states of Alaska, Arizona, Tennessee, Maryland, Minnesota, Utah and Washington.

We would love to have more applications for the Seal. There must be tons of eligible productions being created, but we need to hear about them. We do plan to feature the Seal of Safe Boating Practices in SCA later this year, and hopefully that’ll help generate more awareness of the program. In the meantime, more information is available on our website, <http://www.nasbla.org>, under the education tab.

Best regards,

Kim Jenkins

Editor

Magazine lands awards

In December 2010, *Small Craft Advisory* and its editor were recognized with two awards from the Kentucky Asso-

ciation of Government Communicators (KAGC), a nonprofit organization that provides a network for government information officers throughout the state.

Small Craft Advisory won first place in the magazine/publication category. Entries in this category were judged based on overall merit. Criteria included writing, design, photography, illustration and appropriateness for its intended audience.

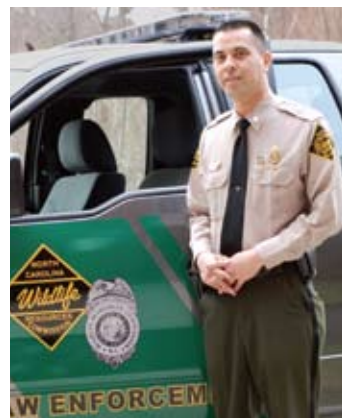
Editor Kimberly Jenkins' article titled "Officer hones MADD skills," which appeared in the May-June 2009 *Small Craft Advisory*, earned her an honorable mention in the feature article category. In the article, Jenkins profiles Florida Fish & Wildlife Conservation Officer David Erdman, an officer who is passionate about getting drunken boaters off the water. In May 2010, this article also garnered Jenkins first place in the National Association of Government Communicators' Blue Pencil & Gold Screen Awards Competition.

BLA promoted to top officer for division administration

Chris Huebner, boating law administrator for North Carolina, has been promoted to supervisor for administration of the Division of Law Enforcement with the N.C. Wildlife Resources Commission.

As a captain, Huebner served as state coordinator for hunting safety and boating safety, beginning in 2005. He will now direct and coordinate administrative functions for wildlife enforcement and oversee statutory duties.

"While I will miss the important task of providing safety education to hunters and boaters, I look forward to the new challenge of being administrative supervisor," Maj. Huebner said. ★



Maj. Chris Huebner

from the HELM continued from page 2

ing its annual BUI training program beginning in June. In addition to the slate of six courses provided directly to our member agencies through an annual Coast Guard grant, NASBLA is exploring options for providing "refresher" training to instructors and officers who have already earned a BUI course certificate under the association's existing BUI certificate program.

This summer NASBLA will also unveil officer training courses in three new areas including search and rescue, airboat operations and navigation rules enforcement. Our Boat Operator Search and Rescue course (BOSAR) curriculum is nearing completion, and we are already fielding calls from agencies interested in hosting training later this year. In response to repeated inquiries for specialized operator training, our curriculum development team is also preparing to offer an Airboat Operator course tailored specifically to the marine law enforcement officers' needs.

In an effort to reduce the costs associated with traditional classroom courses, in the next few weeks NASBLA will initiate a series of online e-learning courses for MLEOs, beginning with a new self-paced, Internet-based course on the enforcement of navigation rules. Utilizing contemporary distance-learning techniques for adult learners, NASBLA will use this low-cost medium to deliver content to officers across a wide range of subject matter areas. Following the navigation rules course later this summer will be a series of online modules to support accident investigation training as well as an online seminar with methodologies for managing

multiple-use waterways conflicts.

As our training programs expand and mature to meet the diverse and changing needs of our member agencies, NASBLA is working to create a better training infrastructure to help us foster and encourage uniformity in national MLEO training standards, and to use those standards to improve the capacity, capabilities and professionalism of marine law enforcement officers nationwide. As the most fundamental component of our member agencies' boating safety and marine security programs, we believe investing in the standardization and credentialing of officer training will continue to yield solid returns for these agencies and their partners.

In addition to rebranding all of our course offerings under NASBLA's BOAT Program logo, the association is promulgating its own standards for MLEO instructor training and creating a system for credentialing and certifying professional instructors. These efforts will not only ensure the competent and consistent delivery of NASBLA's instructional offerings but will also create a standard of performance for MLEO instructors throughout the country.

For more than fifty years, NASBLA has been looked to as the leader in setting standards and delivering training for the marine law enforcement community. We take that responsibility very seriously, and we want to take this opportunity to thank the hundreds of marine law enforcement instructors who have generously shared their energy, experience and expertise under the NASBLA banner to help raise up a new generation of marine law enforcement professionals. ★

How to implement a successful sobriety CHECKPOINT

By Tim Baumgarten, OUI/Watercraft Program Manager,
Arizona Game and Fish Department

The U.S. Coast Guard (USCG) estimates that at least 40 percent of all boating accidents involve alcohol or impaired operators, and in 2009, 16 percent of all boating fatalities resulted from alcohol use as a primary factor. Alcohol continues to be one of the top five contributing factors to all boating accidents as well.

One unfortunate paradigm that faces boating enforcement agencies today is that alcohol is viewed by a large percentage of the public as a necessary component of recreation or relaxation. It is difficult to change that perception among recreational boaters. For example, people who would never consider drinking and driving their car may not give a second thought to drinking and operating a boat.

In addition to trying to overcome the cultural aspects of recreational boating, officers are faced with the difficulty of detecting impaired operators in an environment where lane lines and traffic signals do not exist and where navigational rules only generally guide operation.



Promotional items such as T-shirts can be provided to boaters.

What are sobriety checkpoints?

Sobriety checkpoints are an enforcement tool that employs systematic contact of watercraft at predetermined

locations along traffic corridors, designed to intercept impaired operators.

Checkpoints allow officers to stop vessels without any suspicion of wrongdoing. To be judicially acceptable, sobriety checkpoints must satisfy two general objectives:

- The purpose of a checkpoint must be specific and not for generalized crime interdiction (City of Indianapolis v. Edmond, 2000).
- The public's interest in safe recreational boating must outweigh individualized Fourth Amendment protections and viewed as reasonable intrusions (Michigan v. Sitz, 1990; Florida v. Casal, 1982).

To be successful as a general deterrent, sobriety checkpoints should be part of an integrated enforcement effort that includes officer training to detect impaired operators and coordinated public awareness, such as public service announcements (PSAs) and education outreach campaigns like Operation Dry Water. These strategies maximize deterrent effects and reinforce key messages that strongly discourage social acceptance of operating watercraft while impaired by alcohol or other drugs.

Since 1990, the constitutionality of sobriety checkpoints has been reviewed by the courts, including the consideration of aspects that are unique to recreational boating. If an agency plans to utilize sobriety checkpoints to detect impaired operators and provide public safety outreach, they need to begin by looking at existing state law and Supreme Court decisions that guide "seizures" under the Fourth Amendment of the United States Constitution. Although much of the direction was the result of roadside checkpoints, these same legal principles apply to our waterways, providing law enforcement agencies with guidelines to plan and successfully conduct waterborne sobriety checkpoints.

Editor's note: For some helpful guidelines on sobriety checkpoints, visit <http://www.nasbla.org/checkpoint>.



Sobriety checkpoints are a valuable enforcement tool.
Arizona Game & Fish photos

Without labor nothing prospers

Sobriety checkpoints are labor intensive. Although non-commissioned personnel are routinely utilized to assist contact officers or transport prisoners, sufficient manpower must be available to minimize delays and boater inconvenience. If an insufficient labor force is utilized, the effectiveness of the checkpoint is diminished by frequent transitions to alternative stopping procedures, thereby increasing the probability of an impaired operator passing through undetected. It is unusual for a single agency to have the ability to divert resources from other patrol priorities to supply the manpower necessary to adequately support a checkpoint. Therefore, it is important to work with multiple law enforcement agencies and provide a united deterrent effort.

Mobile command posts can provide remote platforms for processing subjects, completing arrest reports, housing evidentiary breath-testing instruments and securing prisoners. These vehicles can also act as a medium for outreach or key messages and provide logistical support functions to participating officers for shade, lighting and restrooms.



Due to their visibility, sobriety checkpoints increase public awareness.

Although the primary operational objective is to screen every boat operator that enters a checkpoint area, many waterways experience congested traffic, creating an obstacle to achieving this goal. Planners may choose to limit contacts to directional traffic (i.e., upstream vs. downstream, ingress vs. egress patterns) as a safety consideration and to target a more manageable number of boats. Another option to more quickly move boaters through the checkpoint may be to issue verbal warnings for safety equipment violations. Although this option will minimize contact time for sober, non-compliant boaters

and allow officers to evaluate the sobriety of a greater number of operators, there may be detrimental effects by diminishing the importance of carriage requirements.

Checkpoints pay off

Sobriety checkpoints are highly visible operations that increase public awareness of agency efforts, promote a safe and enjoyable boating environment, and provide an overt reminder of the risk of being arrested for operating under the influence. Interdiction efforts must be data-driven and supported by responsive management surveys or other public opinion surveys.

The vast majority of the public recognizes the dangerous association of alcohol with boating and support agencies' efforts. A sound outreach effort should invite the participation of the media and civic groups such as MADD. A relationship with the media should already be established, increasing the probability of having important messages published or promoted. Creating a newsworthy press release by using post-operational statistics benefits both the cause and the media, making a more interesting and sound story. Other promotional materials can be provided to checkpoint participants such as "I got caught wearing my PFD" t-shirts for kids or Type IV giveaways with screen-printed boating safety messages. Planners should also consider the distribution of informational pamphlets explaining the purposes of checkpoints and promoting the state's boating safety and education programs.

Sobriety checkpoints can be a valuable enforcement tool when combined with other integrated alcohol interdiction strategies. These operations also offer ancillary benefits such as the collection of compliance data and the opportunity to obtain valuable information from the boating public. Safety equipment compliance data is sometimes difficult to establish from routine patrol efforts because most "stops" are usually initiated by some observation of an offense by the officer.

Because checkpoints involve the systematic stopping of all vessels passing by a particular location, data more clearly reflects a "snapshot in time" that provides a more accurate view of compliance. Not only can data be obtained that identifies problem areas or trends (i.e. percent of operators consuming alcohol or most common safety equipment violations), but general demographic information is available such as state of vessel registration, etc.

Tim Baumgarten is the OUI/Watercraft Program Manager and a 29-year veteran of the Arizona Game and Fish Department. His experiences come from planning and supervising sobriety checkpoints since 1993. Tim has organized over 90 sobriety checkpoints on Arizona's waterways. You can reach Tim at TBaumgarten@azgfd.gov, 623.236.7206. 📞

Advanced “on-water” instruction

– why is it on the top of the list?

*By Jeremy Oyen, Director of Safety
Education, Instruction and Outreach,
American Canoe Association*

For the past 38 years, the American Canoe Association has been putting people in canoes, kayaks, rafts and now on SUPs (stand-up paddleboards) as a method of boating safety instruction. Why did the ACA determine the need for specific on-water instruction when it comes to paddlesport safety? The answer is quite simple, yet when you look a bit deeper there is some complexity to the educational aspects.

Why on-water instruction? The simple answer is FUN. When people participate in an engaging activity in which they are immediately involved and enjoy the recreational aspects, the learning becomes a fun activity that will be remembered.

Many educational components in all facets of life are in place and target audiences through methods such as television ads, brochures, pamphlets, videos and books. While these resources are good as supplemental materials, there is no substitute for hands-on learning. Think of this – you are out on your boat (paddle, power or sail – you choose), you come across a difficult or dangerous situation. Are you more likely to remember the 30-second public service announcement you saw last year, or what you did with an instructor in a similar “mock” situation during a class when you had to affect the rescue or maneuver?

A great deal of educational study and research has been put into finding the most effective way to teach a subject, and just as much research on the most effective way people learn. What has been found is (in layman’s terms) a simple gauge for what students retain when learning something new:

- You remember 20% of what you see,
- You remember 40% of what you see and hear,
- You remember 60% of what you see, hear and do, and
- You remember 80% of what you teach or learn independently.

To reach the 80 percent retention level, students need to truly be active in their learning and work with others to collaboratively learn by doing (with proper guidance).

The guidance necessary for “advanced” on-water boat-

ing instruction entails more than book knowledge and is about more than just being an excellent boater. For students to achieve the highest level of success, they need to have instructors who are intimately knowledgeable about the subject material AND are able to effectively convey the message to their audiences.

The ACA has developed a paddlesports instructor certification program that incorporates the many facets of what it entails to be an effective instructor as well as operate a functional instruction program. This ACA National Paddlesports Instruction Program has been widely accepted as the “gold standard” for paddlesports instruction and is currently being utilized in North and South America, Asia and Europe.

When developing an on-water instructional program, please keep in mind the following instructional best practices:

Effective and Prudent Instructors...

- seek out ongoing professional development and education, including peer review
- develop and maintain physical fitness, leadership, teaching and emergency skills appropriate to their teaching venue
- maintain high ethical standards
- follow all applicable laws and regulations
- seek to develop excellent judgment and use that judgment to provide the highest quality instruction possible

When putting together a program or when getting ready to teach you must keep the three phases of the course in mind:

Preparation

Before each class, effective and prudent instructors:

- Appropriately present information regarding course venue, objectives, demands and equipment needs to students.





- Appropriately screen participants. In many cases, screening may be done at the first meeting of the class, or as part of the course registration process. Screening may involve only an on-site evaluation of participant equipment and skills.
- Choose appropriate waterways on which to teach.
- Familiarize themselves with the waterways on which they teach. Familiarity includes not only the water way itself, but also access issues, weather, and other factors that might affect safe boating. Familiarity does not require personal experience with a waterway but does require that the instructor be able to focus on the students instead of the intricacies of navigating the waterway.
- Develop emergency plans appropriate to their teaching venue. Where appropriate, written plans should be developed and frequently reviewed.
- Complete all appropriate pre-course paperwork (e.g., permits and insurance) in a timely fashion.

Presentation

During a paddling course, effective and prudent instructors:

- Seek to minimize risk to an appropriate level, while also recognizing that risk is inherent to boating and on-water instruction.
- Establish and maintain an appropriate, effective and positive learning environment based on student needs and course objectives.
- Abide by organizational, local, state and federal policies on harassment and diversity.
- Avoid inappropriate dual relationships with students.
- Help participants choose equipment that is appropriate and in good working order.
- Develop and use drills and scenarios that appropriately challenge students.
- Demonstrate excellent boating, teaching and interpersonal skills.
- Use a “challenge by choice” approach that allow students to choose to not to participate in activities without fear of embarrassment and without uncomfortable peer pressure.
- Help students develop good judgment and personal responsibility in regards to boating.
- Appropriately look out for the welfare and best interests of their students and co-instructors. This includes, but is not limited to, appropriate food, water and rest breaks.
- Set an appropriate pace for the class.

- Use an appropriate range of teaching styles and techniques.
- Exercise flexibility when teaching, and change lesson plans in response to participant needs, hazards, water conditions and other concerns.
- Maintain appropriate supervision and student-instructor ratios.
- Provide appropriate feedback to participants.
- Where possible, follow a Leave No Trace philosophy.

Completion

After a course ends, effective and prudent instructors:

- Use appropriate course feedback to improve their teaching.
- Guide students toward appropriate future paddling classes, opportunities and venues. This may include information on local clubs, paddling schools, national organizations and regulatory agencies.
- Complete all post-course paperwork in a timely manner.
- Evaluate the course taught to determine positive and negative aspects of the course and how to improve the presentation for future instruction.

Overall, the need for advanced on-water training is essential if the goal is to educate the public on the many safety factors that are part of boating. Much like when you learned to drive a car, it was crucial that you spent time with a certified instructor learning the “rules of the road” in a practical hands-on setting out on the road encountering real-life scenarios in a safe and controlled manner. The same learning format is essential for increased boating safety, but the focus of the course should be the fun and enjoyment of the activity with the safety message as part of the material.

To learn more about the ACA National Paddlesports Instruction Program, go to <http://www.americancanoe.org> or contact the Safety Education and Instruction Department (sei@americancanoe.org; 540.907.4460). ★



ACA photos

NASBLA launches another initiative enforcement and emergency response

By Major John Fetterman (ret.), NASBLA Director of Law Enforcement

The training NASBLA offers through its BOAT Program establishes a national standard for the training, qualification, credentialing and typing of maritime law enforcement and rescue personnel.
Staff photos



The idea of credentialing is not new, but in today's world of law enforcement and emergency response it takes on a new meaning and significance. As we and our security methods evolve, the manner in which we identify ourselves as citizens, as law enforcement officers and as emergency responders is also changing. Gone are the days of a driver's license without your picture, and also gone are the days of "flashing a badge."

Why credentialing is important

Internally, as an agency, it is relatively easy to train officers and identify within your own ranks those with specific talents and skills – especially among specialty teams that you have created. But the scope of our response capabilities and responsibilities has grown exponentially. Now to truly protect our nation and respond to catastrophic events, we must be able to cross into other jurisdictions and areas of responsibility. We must have multiple layers of resources to draw upon in order to support at the local, county, state or national level. Hurricane Katrina taught us that, Deepwater Horizon taught us that, and diminishing budgets are teaching us that as we speak.

You are no longer alone nor can you function alone, regardless of your capabilities, training, expertise or discipline. Across the nation we see budgets in decline and fewer officers and emergency responders on the water. Help in the form of federal grants is becoming more competitive every day. In a recent State of the Union Address,

President Obama talked about reducing spending in areas "other than defense," which could mean there will be few new dollars headed our way. So how do we prepare for the future, and continue to build upon the capabilities we have enhanced over the years? How do we leverage what already exists to create a true force-multiplier?

Over the years, the National Association of State Boating Law Administrators (NASBLA) has been developing a national training program for marine patrol officers. In recent years, these efforts have reached a fevered pace with the establishment of the Boat Operations and Training (BOAT) Program, which will house all of the nonprofit organization's course offerings.

Just like the standard of *training* that NASBLA initiated through the BOAT Program and now delivers for crew members, boat operators for search and rescue, and tactical boat operators, we need to develop a national standard of *credentials* to marine law enforcement officers, emergency responders and maritime partners who, through that training, would possess a competency that an incident commander will want to access and utilize.

We need to provide a standard credentialing mechanism that will be recognized by the federal on-scene commander (who in almost any response to an all-hazards mission will be the U.S. Coast Guard) and a credential that can be recognized across all lines of jurisdiction and discipline. Whether it is an EMAC (Emergency Management Assistance Compact) request through the Federal Emergency Management Agency (FEMA) or a regional response at the request of a neighboring governor,

ive to standardize maritime law ncy response community



we have to know what to ask for and know that the right response will occur the FIRST time.

At the state and local levels we can no longer rely solely on our own creative training and identification of capabilities and expertise. We must prepare to live in these new times of technology and response capabilities. We have to learn to function outside of ourselves and outside of our agency in a regional and national maritime community.

The road ahead

Because of the NASBLA BOAT Program and our growing relationship with the Department of Homeland Security (DHS), the Coast Guard, FEMA and the emergency responder community at large, we find ourselves at the center of a national dialog on typing and credentialing. I have been serving on a FEMA working group charged with team typing for law enforcement. Prior to my appointment, this group had avoided marine law enforcement, thinking the maritime community was too complicated and fractured.

NASBLA has offered solutions and even a model for typing that was recognized by the FEMA group as more advanced and more compatible with ICS standards than what they had developed to date. (Thanks, Bill Engfer!) Mark DuPont, our BOAT Program Director, is currently serving as chair of the FEMA Credentialing Task Force, a group charged with developing a strategy and implementation plan for credentialing not just marine law enforcement but the entire responder community.

Today my driver's license not only has my picture on it but also information about any vision restrictions, whether

I'm an organ donor and a host of other details that did not exist in 1966 on my Pennsylvania learner's permit. In that same vein, my law enforcement credentials, when I retired last year, had an outdated picture along with my rank and, on the opposite side of the holder, a big gold badge. But what did that ID really tell anyone about my capabilities?

NASBLA is building new capabilities every day and, besides the training we're offering, we are creating a national database on the training, qualifications and current status of every student we touch. Whether NASBLA steps up to the mission of issuing national credentials or it's done elsewhere, today NASBLA is out front and working to keep us there.

We have enhanced the safety and security of our nation's waterways by developing and delivering entry-level crew and boat operator training (in the classroom and on the water), advanced search and rescue training, and high-speed tactical boat training. We are now focusing on a means of telling those people who manage a crisis who we are, what we are trained to do, and who authorized us to respond to the incident.

People are listening

At a recent Department of Homeland Security-sponsored meeting, Tom Norton with U.S. Customs and Border Protection, who chairs the DHS Boat Commodities Council, listened to a presentation on NASBLA's BOAT Program. After that presentation he stated, "NASBLA is the right solution and for the first time, by their efforts, I can actually define 'force multiplier.'" ★

Regional association celeb

On October 31, 1961, boating law administrators from the nation's Western states convened in San Francisco to hold the first organizational meeting of the Western States Boating Law Administrators Association. States represented included California, Idaho, Nevada, Oregon, Utah and Washington. Also present were representatives from the U.S. Coast Guard, the Outdoor Boating Club of America, the Council of State Governments, Lake Mead National Recreation Area, and the Michigan Waterways Commission, as well as Senator John J. Hollister Jr. (CA) and Harold E. Bradshaw (then-president of the North Central States Boating Law Administrators). Fifty years later, the organization is still moving full-speed ahead in the interest of boating safety.

That first meeting served to organize an association of Western states boating law administrators to discuss boating-related issues of mutual interest and, in general, to cooperate in boating matters. In fact, these similarities are what

keep WSBA going, said Ted Woolley, who served as Utah's BLA from 1980 until 2003. He added that the states also work to try to keep laws similar so boaters are not confused by rules that



Dave Harris, Utah boating law administrator, provides opening remarks during the 2010 WSBA conference.

change as soon as a state line is crossed.

In 1962 four more states joined the group: Arizona, Hawaii, Montana and Wyoming. In 1964 the word "Law" was dropped from the association's name to show that the organization was no longer concerned exclusively with the laws passed related to the 1958 Federal Boating Act. WSBA expanded its scope of concern to include other boating-related issues such as boating access and

waterway management.

New Mexico joined the association in 1972, and Colorado in 1973. Alaska, Guam, American Samoa and the Commonwealth of the Northern Mariana Islands soon followed. WSBA became a tax-exempt organization in 1989, incorporated in Utah.

You're invited

All WSBA Past Presidents are invited to attend the 50th Anniversary Annual Conference in Las Vegas to reflect on the success of the organization over the years. Please contact Ron Jendro at 406.444.0136 for more information.

A resourceful leader

WSBA is an active association with an unbroken tradition of professional and productive annual conferences. The association continues to be acknowledged as a leader in developing policy and regulatory initiatives, many of which are later adopted at the national level. The regional association was also instrumental in helping Washington and Alaska establish their boating safety programs.

"WSBA provides a good exchange of information among states in the Western region," said Ted Woolley.

The small association has accomplished a great deal, including a number



Participants at the 2000 WSBA conference take a moment to enjoy the scenery in Juneau, Alaska.



The camaraderie among WSBA members continues even after members move on to other jobs. Alumni Jeff Hoedt, Ted Woolley and Fred Messmann held a mini reunion during the 2010 WSBA conference in Park City, Utah. WSBA photos

of resolutions. Interestingly enough, many of the issues discussed in the 1970s are still being discussed forty years later, including taxation of boats, reciprocity and uniformity among states, numbering and titling, life jackets, officer training, boating education, funding and boat safety.

A sampling of WSBA's actions include:

- Opposing the levying of a tax on pleasure boats (1962)
- Establishing the Hollister Award – the associations' most prestigious award (1962)
- Supporting the U.S. Coast Guard's efforts to unify the navigation "rules of the road." (1965)
- Commending the U.S. Coast Guard for assisting boaters by marking safety equipment as "U.S. Coast Guard Approved" (1965)
- Urging states to establish autonomous state boating agencies to give proper attention to the needs and problems of this burgeoning recreation and industry (1965)
- Recommending boating administrators establish anti-litter programs (1966)
- Urging states to bring about greater uniformity in boat accident reporting and more meaningful accident statistics by standardizing report forms and definitions of reportable boat accidents, and further, requested that NASBLA establish a committee to study the subject (1966)
- Petitioning the Secretary of the Interior to ensure that recreational boating and water-oriented outdoor

rates golden anniversary

recreation projects and programs receive their fair share of allotments from the Land and Water Conservation Fund (1966)

- Recommending to NASBLA that it petition the U.S. Coast Guard to accelerate its efforts to give approval



WSBAA Park City 2010

to PFDs which are comfortable to wear, stylish, lightweight and relatively inexpensive (1972)

- Encouraging NASBLA and NBSAC to petition the U.S. Coast Guard to remove buoyant cushions and ring buoys as acceptable life jackets on small pleasure craft (1973)
- Petitioning the Commandant of the Coast Guard to seek appropriate means to permit the display of stickers and numbers on detachable placards on inflatable boats (1975)
- Requesting NASBLA seek the cooperation of the U.S. Coast Guard in developing a comprehensive accident investigation and reconstruction course for boating law enforcement personnel (1976)
- Requesting the U.S. Coast Guard use the existing PFD classification system to classify inflatable PFDs according to performance (1994);
- Requesting NASBLA support a 75/25 federal to state match for the Boat Safety Account (2001);
- Supporting the 50/50 split of the federal motorboat taxes between the Boat Safety Account and the Sport Fish Restoration Account for reauthorization of Wallop-Breaux in 2003; and
- Addressing the issue of carbon monoxide poisoning as it relates to recreational boating.

WSBAA is proud to have had many of its members step forward as leaders in boating safety. Sometimes this leadership responsibility wasn't entirely voluntary, recalls Fred Messmann, who served as Nevada's BLA from 1989 until he retired in 2009 (he's now deputy director of the National Safe Boating Council).

"With WSBAA's membership consisting of only 16 states and territories, a new BLA doesn't have time to sit out a couple years and learn the ropes," said Messmann. "They're appointed to the Executive Board pretty quickly."

Messmann said this was a good dilemma in that it provided the opportunity to immediately engage new members.



WSBAA Kalispell 1998

"Participation in WSBAA helped me learn quickly about issues and solutions and the camaraderie was fantastic," added Jeff Johnson, Alaska's BLA. "We all worked really closely together, which led to developing close friendships. We'd go fishing together and the issues raised during our official meetings would continue on the boat."

Many WSBAA members have served as the association's president. Due to the association's small size, a number of them served as president twice, including Dave Dahms (Idaho), Jeff Johnson (Alaska), Rick Storm (Colorado), Ted Woolley (Utah), Ted Tuttle (Utah), and James Horan (Washington). Brad Hokanson, holds the distinction of being the farthest serving president, from the territory of Guam. Another past WSBAA President, Jeff Hoedt, who served as Idaho's BLA as that state's boating program took shape, now serves as chief of the U.S. Coast Guard's Boating Safety Division, Of-



fice of Auxiliary and Boating Safety.

Ten WSBAA members went on to become NASBLA presidents – Lachland Richards (CA), Robert Rittenhouse (OR), Tom Stratton (HI), Tom Alexander (AZ), Tom Atkinson (NV), Jim French (WA), Ted Woolley (UT), Paul Donheffner (OR), Fred Messmann (NV), and Jeff Johnson (AK).

Four Western states officers – Randy Herman (ID), Tim Baumgartner (AZ), current Nevada BLA David Pfiffner, and Doug Schuster (AZ) – have received the National Association of State Boating Law Administrators' Marvin "Butch" Potts Memorial Boating Officer of the Year Award. Many other members have served as WSBAA and NASBLA committee chairs.

Mark your calendar

Please join us as we celebrate our Association's 50th Anniversary at the 2011 conference in Las Vegas, June 5-8. WSBAA's annual conferences have always been a "must attend" for WSBAA members and associates, and this year will be something special.

To stress the importance of boating safety education, during its 50th anniversary celebration WSBAA will unveil the WSBAA Boating Safety Educator of the Year Award, recognizing boating educators for their dedication and distinguished service. ☼



Joe McCullough with the Alaska Office of Boating Safety receives the 2008 Boating Safety Professional of the Year Award.

Marine officers take on Rogue River for hands-on learning

During Aug. 9-13, 2010, law enforcement officers from 12 different agencies encountered every challenge Oregon's Rogue River could muster – from strainers to whirlpool eddies with hydraulics so strong they can easily pin a boater under water. The goal is to keep boaters out of danger, and get them to safety if they do wind up “over their head.”

“Marine patrol officers encounter all kinds of situations, in all types of water,” said Dale Flowers, law enforcement training coordinator for the Oregon State Marine Board. “Last year, 13 people died in recreational boating accidents in Oregon, and four of those victims were in paddlecraft. Marine officers spend a great deal of time in search and rescue operations and this training helps them be proficient at responding effectively.”

The Marine Board's drift boat training course is the only one of its kind in the nation, with a one-to-one student/teacher ratio. “It's not uncommon to have law enforcement officers from other states enroll in this training because they'll have an opportunity to experience every type of water in every type of rescue situation imaginable,” Flowers added.



The Oregon Marine Board's drift boat training course is the only one of its kind in the nation, with a one-to-one student/teacher ratio.
Oregon Marine Board photo

One seasoned officer works directly with an inexperienced student. They run everything from a class I to a class IV rapid, conduct swift water rescue operations, learn to enter and exit the river from rapids as well as put themselves in harm's way to ensure that they can get out safely. Drift boat training also includes the basics such as knot tying, reading the river and enforcing applicable laws.

“There's no greater thrill than running whitewater,” said Flowers. “It takes a lot of practice and experience to respond effectively when boaters need help.”

For more information about the Marine Board's Marine Law Enforcement Program, visit <http://www.boatoregon.com>.

Missouri merger brings consistency in emergency response

January 1, 2011, marked the official merger of Missouri's Water Patrol and Highway Patrol agencies. Both agencies, which had previously operated separately under the state's Department of Public Safety, have been working together since August 2010 to create a new division within the Highway Patrol known as the Water Patrol Division.



Water Patrol officers are being commissioned as new Highway Patrol Troopers.

The new division is commanded by Major Thomas E. Roam, a 30-year veteran of the Missouri State Water Patrol. The Water Patrol Division was placed within the Field Operations Bureau

under the direction of Major J. Bret Johnson. The merger of these two agencies is expected to combine administrative efficiencies and enhance the service and protection provided to the citizens and visitors of Missouri on both the roads and the waterways of the state.

Members of the Water Patrol Division will attend four weeks of training at the Missouri State Highway Patrol Academy followed by 10 days of in-car training to familiarize the troopers with highway enforcement policy and procedures. Similar training is in the works for Highway Patrol troopers, which will include boat operations, survival swimming, watercraft law, and defensive tactics both in the water and in confined areas such as one would find during a boat stop.



A Missouri Water Patrol officer and a Missouri State Highway Patrol Trooper work together to evacuate flood victims during major flash flooding in March 2008, prior to the merger of the two agencies.
MO Water Patrol Division photos

The newly created Water Patrol Division will continue to operate the Underwater Dive and Recovery Unit. This unit may be utilized by other state, local, and federal agencies as a state resource for any dives/underwater searches for missing persons or evidence in a criminal investigation. Officers from the Water Patrol Division are being utilized within other special units of the Highway Patrol, such as K-9 officers and SWAT officers with training and experience in the water environment.

Water Patrol and Highway Patrol officers have found themselves working side by side for years responding to state emergencies and during natural disasters. Future responses will entail more consistent planning and implementation as a result of this merger. Members of the public may notice an increased presence of marked Highway Patrol vehicles on their journey to the lakes and rivers of Missouri as a result of the merger. There may even be some double takes when they see the familiar state trooper insignia on boats for the first time. "Service" and "Protection" are two of the words that appear on both the Missouri State Highway Patrol and the former Missouri State Water Patrol patches. Service and protection remains the mission of the Missouri State Highway Patrol's Water Patrol Division.



Lake Havasu program aims to curb OUI violations from Boating Industry

On March 1, in anticipation of the arrival of spring breakers, the Lake Havasu Marine Association launched a voluntary Designated Operator program to curb Operating Under the Influence (OUI) violations.

Boat and personal watercraft rental companies now require non-drinking Designated Operators to be identified by wristbands, and renters sign a statement agreeing to forfeiture of their deposits – often as much as \$1,000 – if cited for OUI. Posters and stickers, public service announcements and social media posts read, "Sober Skippers Rock." Designated operators wearing wristbands will receive free soft drinks when visiting participating businesses.

"Spring breakers are a huge economic influence here for a town that depends on tourism. We want these college students to have a good time, be responsible, and have one member in the group who agrees to remain sober," said Jim Salscheider, executive director of the Lake Havasu Marine Association.

Six law enforcement agencies are behind the effort, including the Arizona Game and Fish Department, Lake Havasu City Police Department, Mohave County Sheriff's Office, Arizona State Parks, San Bernardino County Sheriff's Office and the Bureau of Land Management.

Brunswick receives NASBLA Public Service Award

During the United Power Squadrons meeting held in Orlando in February, NASBLA President Jim Graybeal presented Dusty McCoy, chairman and chief executive officer of the Brunswick Corporation, with a NASBLA Public Service Award.

The annual award is presented to companies that make significant contributions to boating safety. Brunswick received the award in recognition of its recent partnership with the United States Power Squadron (USPS) to offer boating education and training through USPS's 440 squad-



NASBLA President Jim Graybeal presents Dusty McCoy, chairman and chief executive officer of the Brunswick Corporation, with the Public Service Award. USPS photo/Steve Erickson

rons across the country, in conjunction with Brunswick's network of 1,500 boat dealers in the U.S. Brunswick was also recognized for its continuing efforts to make boating the safest it can be.

Classes and seminars range from beginner to expert levels covering a wide variety of topics including navigation, "Rules of the Road," knot tying, electronics, trailering and more. Qualified Power Squadrons personnel conduct the courses using facilities provided by participating Brunswick dealers.

Power company honored for public service

The New York State Office of Parks, Recreation and Historic Preservation nominated New York-based Brookfield Renewable Power for a NASBLA Public Service Award for its efforts to encourage safe boating practices.

"Nearly 90 percent of people involved in recreational boating fatalities in the Northeast were not wearing a life



Tom Uncher, a general manager with Brookfield Renewable Power, receives a NASBLA Public Service Award from Brian Kempf, New York's boating law administrator, at Brookfield's Spier Falls hydroelectric facility.

jacket," said Brian Kempf, boating law administrator for New York. "Brookfield Renewable Power deserves this recognition for their proactive efforts to remind boaters that a life jacket can save your life – but only if you wear it."

Kempf said Brookfield Renew-

able Power has partnered with the state of New York to create and fund public service announcements spreading the word about boating safety. The partnership included collaboration with the National Safe Boating Council on the 2010 Wear It! New York life jacket campaign.

Brookfield, which owns and operates 75 hydropower facilities and 50 riverfront recreation areas in New York state including a hydropower dam in Oswego, helped 'Wear It! New York' by placing information about life jackets at their launch sites as well as sponsoring numerous magazine, newspaper and radio ads throughout the state. More than 5,400 radio spots were aired with 127 stations participating.

continued on page 16

GAO: small-boat security can be elusive *from Trade Only Today*

The Government Accountability Office (GAO) told a U.S. Senate panel that the Department of Homeland Security's ability to track all small boats with transponders or in other ways might not be effective.

The GAO says the methods could be limited because of the number of such vessels and the difficulty of identifying threatening actions. Other problems include challenges involved in getting resources to the scene in time to prevent an attack and the limitations of certain equipment, the GAO told the Senate Committee on Commerce, Science and Transportation.

The GAO's comments, a response to follow-up questions lawmakers asked at a committee hearing on maritime security in July, were reported at Homeland Security Today, a preparedness and security news website.

"With the critical task of mitigating the risk posed by small vessels before the Coast Guard and [Customs and Border Protection], we believe a risk-management approach, coupled with strong intelligence-gathering efforts, would lead to the greatest benefit," the GAO also told lawmakers in its follow-up report.

"Intelligence-gathering efforts at the port level, such as America's Waterway Watch (AWW), should help uncover potential threats before they develop into full-fledged attacks. The program's outreach to over 400 local watch group members in and around the Puget Sound region for the Vancouver 2010 Winter Olympics demonstrated its potential as a means of increasing vigilance and communication."

"Moreover," the GAO added, "targeted efforts aimed at protecting critical infrastructure and valuable vessels, along with random escorts and patrols, should help provide deterrence against a small-vessel attack inside U.S. port areas. Offshore intelligence efforts aimed at uncovering smuggling operations should also help to target patrols and interceptions."

United States Power Squadrons hires new National Program Director



Raynor Tsuneyoshi is now the National Program Director for the United States Power Squadrons.

Former California Department of Boating and Waterways Director Raynor Tsuneyoshi has accepted the newly created position of National Program Director for the United States Power Squadrons.

Tsuneyoshi, who had served nine years as director of Cal Boating before resigning last April, accepted this new position effective January 1, 2011. In his new position, Tsuneyoshi will lead the partnering effort in the USPS outreach programs to enhance the education, safety and enjoyment of boating to all facets of

the recreational boating community.

"I am extremely excited about the prospects of helping the Power Squadrons continue to be a leader in boating safety education," said Tsuneyoshi.

With over 40,000 members in 400 squadrons and 33 districts worldwide, the United States Power Squadrons is the nation's largest nonprofit recreational boating organization.

Tsuneyoshi will search for opportunities that help the USPS live up to its motto: "Boating is fun... we'll show you how."

American Canoe Association, Coast Guard Auxiliary promote paddlesports safety

In late January, the American Canoe Association and the U.S. Coast Guard Auxiliary signed a memorandum of agreement to promote safety among those who use kayaks, canoes and other paddlecraft. The new agreement establishes cooperative efforts broadening outreach and education to the paddlesports community.

"The ACA is proud to continue our partnership with the U.S. Coast Guard Auxiliary as we continually strive to improve the boating experience for the recreational paddler," said Chris Stec, ACA Chief Operating Officer.

Paddlesports boating is one of the fastest growing recreation activities in the United States. In 2008 the Outdoor Industry Association reported that approximately 17.8 million people participated in paddlesports getting out on the water nearly 50,000 times daily.

The explosive growth has triggered a disturbing increase in paddlesports injuries and fatalities. Often, with little investment, inexperienced individuals are on the water without adequate paddlesport safety equipment or training. The American Canoe Association and the Coast Guard Auxiliary are committed to reversing this trend.

"With this cooperative effort we will reach out to the growing population of paddlers providing needed training to keep them safe on the water," said Jim Vass, the Auxiliary's National Commodore.

With input from the ACA a new Auxiliary Paddlesports America Course is now available nationwide, complementing traditional safety courses that have been offered by ACA for decades. This classroom-based training provides paddlers with the basic knowledge needed to safely operate, including knowing your paddlecraft, trip planning, safe operation, legal requirements, and paddling emergencies. The American Canoe Association and the Coast Guard Auxiliary will also reach out to paddlers with a paddlecraft vessel safety check program. Experts will talk with people as they examine safety gear and provide personalized paddlesports safety guidance. 🌟



Matthew Long
NASBLA Government
Affairs Director

New Congress offers new start for reauthorization efforts

January 2011 marked the start of a new Congress, the 112th such body since the founding of the Republic. The beauty of the American legislative system is that it automatically resets every two years, giving another opportunity to the people to have their voices heard and the lawmakers to make public policy. There is a downside to this system, though, and that is the time clock that restarts along with the Congress.

No piece of legislation lives beyond the Congress in which it was introduced. This means bills that did not succeed have to start all over again. Along with the renewal of legislation also comes a renewal in interaction and education of Members of Congress. Because no two Congresses are the same, efforts to advocate for specific public policy changes must, in turn, not be the same.

The reauthorization of the Surface Transportation Bill, which includes the Sport Fish Restoration and Boating Trust Fund, was due for renewal in the 111th Congress, but that did not happen. Instead it has been left to the 112th Congress to pass this important legislation that, among many other things, keeps our nation's boating safety and conservation infrastructure intact and functioning.

In recent statements, the Chairman of the House Transportation & Infrastructure Committee, Congressman John Mica (R-FL), has indicated that reauthorization of the Surface Transportation Bill is a high priority and, in his words, must happen in 2011 or it may not happen for several years. That means we have a limited time to illustrate the need for continuation of the Sport Fish Restoration and Boating Trust Fund.

Even though we in the boating safety community may feel that we have done an adequate job of educating lawmakers and the public about the importance of these programs, all of these efforts must be redoubled in the new Congress.

Everyone in the boating safety community, from the boating law administrator to the average boater, can attest to the impact of the trust fund and the tremendous good it has done in enhancing and making the recreational boating experience safer and more enjoyable. We must all gather our stories and our testimony and begin the process of educating public policy-makers about this unique trust fund.

As we proceed further into the legislative session, we will ask everyone involved in boating to help share their stories and educate everyone, not just policymakers, about the importance of maintaining a robust and dynamic boating safety program in the United States. The trust fund is a user-pay-user-benefit system, which means it is the boater who pays for the program, and we must do a better job of letting them know how their money is being spent.

Later this year, alongside the reauthorization of the trust fund, NASBLA and a whole host of like-minded organizations will reach out with the broadest net possible to anyone supportive of boating safety in America. This nationwide appeal is necessary not only in educating lawmakers about the importance of the Sport Fish Restoration and Boating Trust Fund but ultimately in ensuring that it remains intact for future generations.

Your homework as someone interested in boating safety is to reflect on your involvement with the community and how you personally have seen the good work the trust fund has accomplished on the ground. We will then take these experiences and stories and fill the halls of Congress with overwhelming evidence that the Sport Fish Restoration and Boating Trust Fund is not only important, it is absolutely necessary in keeping the American public safe. 🌟



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

Effective force multipliers

© frenta/Fotolia.com



One of the tremendous advantages that the National Recreational Boating Safety (RBS) Program has enjoyed is the concept of force multipliers. This is where the various partners within the boating community have joined together to form a collective RBS team to enhance the quality of the boating experience and the public's safety related to that experience.

When you think about it, this team is large and impressive. We begin with the Coast Guard field units and headquarters staffs that conduct their portion of the RBS mission. Then, there are the more than 15,000 state officers and staff that work on law enforcement, education, vessel numbering and other RBS programs. Add to that the 40,000 United States Power Squadrons members, the 30,000 U.S. Coast Guard Auxiliary members, the thousands of staff who work in the local units of government, our partners in the other federal agencies such as the U.S. Army Corps of Engineers, and our thousands of volunteer partners.

You get the idea. The team is large – in excess of 100,000 strong. Together, we are force multipliers to the National RBS Program. And, together, we make a very positive-unified impact.

To make such a unified impact, it requires that we function in a common and well-coordinated manner. This is achieved through the tremendous training that is offered. That training has reached a stage of uniformity achieved through the coordination efforts of the partners in conferences and meetings, through the efforts of special work groups, through a multitude of other activities.

We've developed and utilize national

education standards, provide common law enforcement training courses such as the Marine Patrol Officers Course that the Coast Guard offers and the excellent accident investigation and law enforcement courses offered by NASBLA, and are developing new standards for boat operator skill-level courses, and more. Collectively, using common training methods, we provide a nationwide work force that is providing uniform services to the boating public – services that have proven their effectiveness and are appreciated.

Because of this standardization, the boating public's expectations of the high quality services they will receive from you are met and exceeded on a daily basis. They have come to trust the quality of these services and of the people who provide them.

To those of you on the National RBS Team, keep up the great work. Continue to seek those opportunities to learn more about the program, to help develop even better ways of providing training and services, and to help create the best and safest boating opportunities found anywhere. Together, you are a force multiplier that excels in a rewarding program.

To those of you new to the Program or who would like to learn more about the Program and its training opportunities, keep striving to get involved. Contact the partners listed above and others around the nation. We need your help.

Finally, to the entire National RBS Team, Bravo Zulu on a job well done. So many people owe their thanks to you for their being able to enjoy a quality boating experience and to be able to come home safely.

Team typing – a valuable type of training

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

Every generation has its benchmarks – events of such prominence that they define that generation. Some are given descriptors such as the generation who grew up during the Great Depression, and then went on to fight in World War II. These are called “America’s Greatest Generation” (coined by journalist Tom Brokaw).

Organizations also experience benchmark events that provide an impetus to change. September 11, 2001 was such an event. In the aftermath of the events of that day, the U.S. Coast Guard, along with its partners in the maritime domain, acted and reacted to protect the security of our people and our nation. Many organizations and agencies did whatever was needed, but in order to maintain this blanket of security over the long term, change was needed.

The Coast Guard reached out to its partners on all levels seeking help in augmenting its resources to ensure compliance with the Maritime Transportation Security Act of 2002 (MTSA). This act called on the Coast Guard to ensure security of the nation’s ports and waterways and provide a rapid and organized response to a weapon of mass destruction event and other critical incidents.

According to the late baseball player and manager Casey Stengel, “Finding good players is easy, getting them to play as a team is another story.” The problem wasn’t that there were not good “players” in the Coast Guard or the states. The problem was that everybody had his or her own way of doing things. So in this case the challenge was how to develop a strategy that would establish a national standard for the training, qualification, credentialing and typing of maritime law enforcement and rescue personnel. This is called resource typing.

Resource typing is not new. Its history dates back to the 1970s as Incident Command Structure (ICS) was developed in response to California wildfires. But it wasn’t until September of 2009 when NASBLA released the Boat Operations and Training (BOAT) Program that the gap identified in the MTSA began to be closed and the phrase “force-multiplier” became a reality. This was not an easy undertaking as it had never been attempted.

The U.S. Coast Guard has always valued its partnerships within the maritime community. Our successes wouldn’t have been possible without the aid of our partners at the state and local levels. Security of our ports and waterways has always been a mission area of the Coast Guard, but as our service adjusted to this new normalcy, it was realized we couldn’t do it alone.

The foundation of our partnerships was well established in other operational areas. Field units in the Coast Guard work alongside its partner agencies on a daily basis, but this mission area was untested. This was potentially a response to a terrorist attack in the maritime domain and could require an “all hands on deck” response. A program was needed that would unify national resources and enhance the U.S. Coast Guard’s and the U.S. Department of Homeland Security’s capabilities in protecting our nation and its citizens. NASBLA has created a program, through collective partnerships on all levels, that does just that.

The BOAT Program is a program of compatibility. It ensures effective interoperability with U.S. Coast Guard Captains of the Port, Sector Commanders, and State Emergency Operations Centers. Since the program has been adapted from the Coast Guard’s Boat Forces training framework, a NASBLA BOAT-qualified coxswain or boat crew can immediately integrate into an incident, and the incident commanders can rest assured that they are ready for all missions. This approach ensures that all responders are on the same “sheet of music” when it comes to enforcing a federal security zone, protecting a high-value national asset, executing search patterns, and saving lives on the water.

The beauty of the BOAT Program is that it delivers on all levels. If an incident commander is in need, he or she can turn to state and local partners and locate the personnel and resources needed. This national standard of typing takes into account the size of the boat, its operational capacity, required equipment, passenger capacity, minimum crew size, as well as required training and operational period sustainability.

NASBLA continues to be an active participant with the Federal Emergency Management Agency (FEMA) Team Typing Task Force in developing the true all-hazards resource typing that is needed, whether it is a search and rescue mission with the U.S. Coast Guard, an oil spill response, or hurricane recovery.

Today’s marine law enforcement officers are among the finest law enforcement personnel in our nation. Their mission has changed greatly to the point that safety and security are almost interchangeable. As we move forward in our noble efforts, I am reminded of a quote by Japanese poet Ryunosuke Satoro who said, “Individually we are one drop. Together we are an ocean.” ☪



Robin Freeman
National Directorate
Commodore for Recreational
Boating Safety
U.S. Coast Guard Auxiliary

Training and education

Training, in our jobs, is generally about our employees, our forces, or our memberships. It's something internal. But for this column, I'm looking at it from an external perspective.

Taking a look at training in terms of boater education, the most successful classroom instructors know it is training that gives boaters the best possible experience short of being on a boat. All course instructors know how challenging it is to impart how-to, hands-on education in a classroom setting. The creative instructors among us have developed a multitude of training aids. These instructors know that the closer they can replicate the actual boating experience for the students, the more successful the learning experience will be.

There are so many ways to put some zing into even the most dry of boating safety topics. The topic I struggle with most is "boat handling." How do you get a boating education student to understand, in a classroom, the effects of wind and current on a boat approaching or leaving a dock or slip? Well, to paraphrase a line, "There are training aids for that."

One of the Auxiliary jobs I have held was that of District 11, Northern Region, Education Officer. I held that job for seven years and worked under the leadership of five District Commodores. They all allowed me to travel to various flotillas and areas to meet with people doing public education at the local levels. Everywhere I went in 11N, to northern California, northern Nevada or Utah, every flotilla large or small, I met folks who had the secret of training aids down. It was a great gig for me because

I'd "borrow" those ideas and use them in my own flotilla! Around my area, good instructors in every place valued the importance of "training" - not just "educating" - the boaters. I know good instructors in every organization do the same.

As mandatory education requirements continue to grow across the country, will we just give the classroom lecture basics because we have a captive audience, or will we do as close to "training" these boaters as we can?

There are amazing instructors out there, in each of our organizations. They use creative and inspired training aids. If we take advantage of those and make the classroom the closest thing to being on a boat that we can for our students, we'll see more and more people happy to take a classroom course. The hands-on how-to, plus our personal expertise as a boater, can provide a rich learning environment no book alone can. Education = Training. Let's challenge ourselves as classroom instructors to share and use these aids to education.

PS: If anyone has a sure-fire way to do some realistic wind and current, docking and undocking classroom training, I'm all ears... 🗣️



An Auxiliarist uses a chalkboard to explain Nav Rules during a Boating Skills & Seamanship course. USCGAUX photo

This summer, you're relying on us.

From coast to coast, local, state, and federal agencies rely on Boat Ed safety education materials. We're proud to continue this partnership, helping you to keep the waters safe this summer.



800-830-2268 | kalkomey.com



small craft advisory

March-April 2011 | VOL. 26 NO. 2

1500 Leestown Road, Suite 330
Lexington, KY 40511

CHANGE SERVICE REQUESTED



2011

RECREATIONAL BOATING SAFETY CALENDAR

MARCH

20-23

International Association of Marine Investigators
Annual Training Seminar
Chattanooga, Tennessee
<http://www.iamimarine.org/iamimarine@aol.com>

25-26

National Boating Federation
Annual Meeting
San Diego, California
<http://www.n-b-f.org>
410.573.1494

APRIL

1-3

National Boating Safety
Advisory Council
Spring Meeting
Washington, D.C.
<http://homeport.uscg.mil/NBSAC>
Jeffrey.A.Ludwig@uscg.mil

11-15

National Association of State Boating Law Administrators
National Boating Accident Investigation & Analysis – Level I Training
Salt Lake City, Utah
<http://www.nasbla.org>
sam@nasbla.org
859.225.9487

MAY

13

National Law Enforcement Officers Memorial Fund
Candlelight Vigil Ceremony
Washington, D.C.
<http://www.nleomf.org>

17

Safe Boating Week
Congressional Reception
Washington, D.C.

16-20

National Association of State Boating Law Administrators
National Boating Accident Investigation & Analysis – Level I Training
Buzzards Bay, Massachusetts
<http://www.nasbla.org>
sam@nasbla.org
859.225.9487

21

Inflatable Life Jacket World
Record Day
<http://www.ReadySetInflate.com>
outreach@safeboatingcouncil.org
703.361.4294

21-27

National Safe Boating Week
<http://www.safeboatingcampaign.com>

JUNE

4-12

National Fish & Boating Week
<http://www.takemefishing.org>

5-8

Western States Boating Administrators Association
Annual Meeting
Las Vegas, Nevada
http://bit.ly/_wsbaa

6-10

National Association of State Boating Law Administrators
National Boating Accident Investigation & Analysis – Level I Training
Dunbar, West Virginia

<http://www.nasbla.org>
sam@nasbla.org
859.225.9487

11

National Marina Day
<http://www.nationalmarinaday.org>

15-17

National Association of State Boating Law Administrators
Executive Board Meeting
Santa Fe, New Mexico
<http://www.nasbla.org>
ron@nasbla.org
859.225.9487

24-26

Operation Dry Water
<http://operationdrywater.org>

26-28

Personal Flotation Devices Manufacturers Association
Annual Conference
St. Petersburg, Florida
<http://www.pfdma.org>

JULY

18-22

National Association of State Boating Law Administrators
New BLA Academy
Lexington, Kentucky
<http://www.nasbla.org>
ron@nasbla.org
859.225.9487

AUGUST

24-28

U.S. Coast Guard Auxiliary National Conference
Charlotte, North Carolina
<http://www.cgauxa.org>

SEPTEMBER

10-14

National Association of State Boating Law Administrators
Annual Conference
Milwaukee, Wisconsin
<http://www.nasbla.org>
tom@nasbla.org
859.225.9487

OCTOBER

26-29

US Sailing
Annual Meeting
Annapolis, Maryland
<http://www.ussailing.org>
karendavidson@ussailing.org
401.683.0800



NASBLA 52ND ANNUAL CONFERENCE

MARK YOUR CALENDAR:

**September
10-14, 2011**

**Milwaukee,
Wisconsin**

www.nasbla.org