

# SCA

small craft advisory

- Preventing Injuries  
Saves Lives
- Boating Safety Loses  
Valued Champion
- TWIC Explained



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## ABOUT THE COVER

Boating professionals work endlessly to improve boating safety so that recreational boaters can enjoy our nation's waterways. These boating law administrators, education specialists, law enforcement officers and others go to great lengths to develop and produce a plethora of boating education programs, boating safety campaigns, instructor training courses, internal and external policies, and legislation. The underlying component connecting all these activities is injury prevention.

*Photo courtesy Mustang Survival Corp.*



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

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## Association Continues Addressing Three E's of Injury Prevention

NASBLA's mission is to *strengthen the ability of the states and territories to reduce fatalities and injuries associated with recreational boating and ensure a safe, secure and enjoyable boating environment*. At its core, this mission is one of injury prevention, the subject of this issue of *Small Craft Advisory*.



Jeff Johnson  
NASBLA President

The association's top three goals are to provide national leadership and advocacy to focus policies and resources on reducing risks on our waterways, provide models and standards that foster best practices and uniformity, and provide professional development and training opportunities that benefit our members. Contained within each of these goals are the three "E's" of injury prevention: *education, enforcement and engineering*.

The classic injury prevention model begins with gathering information from research and analyses to gain a better understanding of the factors that lead to accidents. Our Boating Accident Investigation, Reporting and Analysis Committee has long been involved in that effort. The next step involves using that information to design interventions that provide people with the awareness and knowledge they need to make informed, risk-based decisions (education), establish and enforce laws that encourage safe behavior (enforcement), and mitigate risks in the boating environment (engineering). After evaluating the results of those efforts, programs are revised if needed and the cycle is repeated.

For decades, our Education and Law Enforcement policy committees have been addressing the first two "E's." However, the association also plays a pivotal role in the *engineering* aspect of injury prevention. For example, boating is safer today thanks to improvements in boat and boating

equipment design and manufacturing. Our Boats and Associated Equipment Committee has played a significant role in many of those improvements. Additionally, through the efforts of our Waterways Management Committee, we gain a better understanding of waterways management issues, such as user conflicts and carrying capacity, on-the-water hazards and access.

While our policy committees have yielded important benefits to the association and to boating safety, NASBLA's executive board and committee leaders continually strive to improve our association. For example, NASBLA members and stakeholders will have the opportunity at the annual conference, scheduled Sept. 5-10, 2007, in Burlington, Vt., to consider a new model that we believe reflects the association's ongoing commitment to advancing injury prevention. In whatever form that structure is manifested, the association will continue to provide national leadership and advocacy in support of improved *education, enforcement and engineering* programs to enhance recreational boating safety. By the applying the products developed by our association we can continue to improve safety and security on our local waterways and improve the boating experience.

It has been said that the most successful injury prevention programs are those that can be delivered and duplicated at the grassroots level. Achieving and sustaining a workable injury prevention model that is applicable and effective at the grassroots level of the recreational boating community requires the continued commitment of our own association in close cooperation with our members, partners and associates. ■



John Johnson  
NASBLA Executive Director



## NASBLA Makes Staffing Changes

The staff at NASBLA Headquarters has undergone some changes to increase the organization's efficiency and effectiveness.

With its increasing slate of meetings, conferences, training seminars and other events, NASBLA found it necessary to create a position that would coordinate the planning and execution of these events. With her vast experience in meeting planning, Joan Minton, who served as NASBLA's officer manager for the last five and a half years, was the natural choice as the new meeting planning consultant. She has assumed the logistical and event planning responsibilities associated with the nearly 30 conferences, workshops and seminars NASBLA hosts around the country each year.

To fill the newly vacant officer manager position, NASBLA hired Sam Lynch in early April. Previously Sam worked for the Council on Licensure, Enforcement and Regulation (CLEAR). In addition to his considerable administrative experience, Sam brings with him valuable knowledge and customer service skills from CLEAR's National Certified Investigator/Inspector Training program.

Prior to joining CLEAR, Sam worked as team leader for Wyncom – a Lexington-based organization that developed and promoted a national motivational speaker network featuring some of the top business authors in the country. Sam will serve as NASBLA's office manager and central point of contact for all things administrative.



## Boating Partners to Participate in Small Vessel Security Summit

It's generally recognized that small vessels may pose a threat to national security. To provide a forum for discussing the concerns and issues posed by small vessels being used by terrorists in the maritime domain of the United States, the Department of Homeland Security (DHS) is hosting a Small Vessel Security Summit June 19-20, 2007, in Arlington, Va.

DHS has invited a select number of representatives from recreational boating organizations, including the National Association of State Boating Law Administrators, operators of small commercial and fishing vessels, top federal, state and local government officials, and other stakeholders to participate in the two-day symposium

"We want to hear ideas from the people who regularly use our ports and waterways to determine how we can better structure new safety and security regimes that will have a minimal impact on those who rely on our waterways for their livelihood as well as recreation," said Adm. Thad Allen, commandant of the Coast Guard.

Enhancing maritime security regimes is one of six priorities outlined in the publication "U.S. Coast Guard Strategy for Maritime Safety, Security and Stewardship" that was unveiled in February. This publication is available for download at [www.uscg.mil/comdt](http://www.uscg.mil/comdt).

## Spring Meetings Prove Productive

The end of March was busy for boating law administrators and other boating safety professionals. During March 26-29, NASBLA hosted several meetings in Lexington, Ky.



*Representatives from 33 states and territories participated in NASBLA's Boating Law Administrators Workshop held on March 28-29, 2007, in Lexington, Ky. Staff photo*

On March 26, both the Northern Association of Boating Administrators and the Southern States Boating Law Administrators Association met to discuss regional items, such as communications, awards programs, training opportunities and state briefings.

The following day, NASBLA's Law Enforcement, Paddlesports and Waterways Management committees met to work on their charges for the year.

NASBLA held its second Spring Boating Law Administrators (BLA) Workshop March 28-29, 2007, in Lexington, Ky. Boating law administrators and other representatives from 33 states and territories participated in the workshop.

The meeting included a half-day Measures of Effectiveness Workshop Part I. The interactive session introduced BLAs to some of the terminology associated with measuring program performance and effectiveness; efforts under way by NASBLA committees to develop evaluative checklists for selected program areas; and the relevance to collecting, reporting and assessing statistics on Performance Report Part II.

Part II of the Workshop will be conducted on Sept. 6, 2007, immediately preceding the NASBLA Annual Conference in Burlington, Vt.

Other areas of discussion during the spring workshop included NASBLA's Training & Certification Program, NASBLA Headquarters Report, U.S. Coast Guard Report, Homeland Security and NASBLA Education Standards. The spring workshop also included NASBLA member polling to gather opinions on NASBLA products and services as well as policy positions on items such as mandatory education, personal flotation device wear, etc.

For further information, contact NASBLA Headquarters at 859.225.9487, [info@nasbla.org](mailto:info@nasbla.org) or [www.nasbla.org](http://www.nasbla.org).

## Strategic Plan for Recreational Boating Safety Finalized

Upon the recommendation of the National Boating Safety Advisory Council (NBSAC), the U.S. Coast Guard Office of Boating Safety initiated a strategic planning process that involved stakeholders from across the recreational boating community. This has resulted in an updated strategic plan which will steer the efforts of the National Recreational Boating Safety Program over the next five years.

The plan was finalized by the Strategic Planning Panel and accepted by NBSAC in February 2007. A signing ceremony was held at the International Boating & Water Safety Summit held March 4-7, 2007, in San Antonio, Texas, where all the participating partners present signed the document to demonstrate their organization's acceptance of and commitment to the plan. Participating organizations that did not attend the Summit were sent the plan to sign as well.



NASBLA President Jeff Johnson signs the U.S. Coast Guard's updated Strategic Plan of the National Recreational Boating Safety (RBS) Program.  
Photo courtesy National Water Safety Congress



## NASBLA Magazine Lands Award for Sailing Coverage

*Small Craft Advisory* has been recognized with a John Southam Award for Excellence in Sailing Communications. Each year, U.S. sailing industry trade association Sail America bestows prestigious awards in a variety of media categories to journalists who have successfully carried the message of sailing to a non-sailing audience.

The Southam Awards were established in 1993 in honor of John Southam, a tireless promoter of sailing and the former publisher of *Sailing World* and *Cruising World* magazines. Over the years, the contest has continued to build momentum and gain prestige and has emerged today as one of the foremost editorial competitions within the worldwide marine industry.

*Small Craft Advisory* received a Certificate of Merit in the Magazines Category for its March/April 2006 issue, which focused on sailing. The John Southam Awards were presented during the Miami International Boat Show in February. ■

# Remembering a Dear Friend...

## and a Boating Safety Champion

By Kimberly Hermes

Described by friends and colleagues alike as an unforgettable, generous and passionate person “who leaves a mark on your heart,” Cheryle “Jeanne” Timmons died April 10, 2007, after enduring a battle against cancer.

“Our beloved Jeanne was a driving force in the Office of Boating Safety. The energy and eclectic style she brought to the office will be sorely missed,” said Lynne McMahan, state grant coordinator with the U.S. Coast Guard Office of Boating Safety. “Jeanne was generous in heart and spirit, and boating safety and the United States Coast Guard were her passion.”

Jeanne Timmons began her career with the U.S. government on May 1, 1963, when she became a staffer to Congressman Victor Wickersham from her home state of Oklahoma. During the next 26 years, she worked for Congressman Jack Flynt of Georgia, Congressman Bob Sikes of Florida, Congressman Earl Hutto of Florida and the House Coast Guard Subcommittee. While working for Congressman Hutto and the Subcommittee, Timmons often worked

is now called the Office of Boating Safety. In this position, she was able to draw on her expertise and passion to enhance recreational boating programs.

“I can unequivocally say that because of Jeanne’s work in recreational boating, thousands of lives have been saved and thousands more boating-related injuries have been prevented,” said NASBLA Executive Director John Johnson.

“To the recreational boating community and to millions of boaters who will never know her, Jeanne Timmons was more than a boating safety advocate – she was the heart and soul of the National Recreational Boating Safety Program,” Johnson added. “It is hard to overstate the influence she had on the growth and development of the program and harder still to measure the personal impact she had on so many of us in the boating safety community.

“Jeanne was a tireless, devoted and patient mentor to me and many other boating safety professionals, but above all else she was someone we were honored to call our friend,” said



*Jeanne's friendship to NASBLA and boating safety will long be remembered and cherished. She was a mentor to several boating safety professionals, including former NASBLA President Fred Messmann who presented Jeanne Timmons with the Lifetime Achievement Award in 2004. Staff photo*

**“She will always be remembered as a whirlwind, sporting around in her white Sebring convertible with the top down, with a Big Gulp of Coke® by her side. Jeanne was unique and one of kind, the kind of person that leaves a mark on your heart that you’ll never forget.”**

— Lynne McMahan, U.S. Coast Guard Office of Boating Safety

Johnson. “While her presence will be missed throughout the remainder of our careers, the repercussions of her work and her dedication to boating safety will live on long after.”

Mike Wilson, former boating law administrator (BLA) from Arkansas and a past president of the National Association of State Boating Law Administrators (NASBLA), also remarked on the dogged dedication Timmons continuously exhibited when it came to boating safety.

on Coast Guard and recreational boating legislation and became a champion for the recreational boating community.

With this wealth of experience, Timmons left the House in July 1989 to begin a new career with the U.S. Coast Guard in what

“I first met Jeanne many years ago when she joined the Office of Boating Safety and was assigned to work with NASBLA to develop the *[Recreational Boating Safety] State Guide*. Jeanne worked tirelessly with us on developing the guide that literally took years to get through the bureaucracy, printed and distributed to the states,” said Wilson. “This was her first project with NASBLA, and she set the stage for how she helped us through the years: She was a true friend to NASBLA and the boating community, and she worked enthusiastically throughout the years to enhance boating safety.”



During the next 18 years with the Coast Guard, Timmons was instrumental in many efforts, all related to recreational boating safety. She worked as a state grant regional coordinator, the chief of the State Affairs Branch, a program analyst, the chief of the Program Management Division, and the executive director of the National Boating Safety Advisory Council. Timmons also spent considerable effort striving to secure funding for the Recreational Boating Safety Program and serving as a key liaison to various boating safety partners as well as the states.

Timmons took her role as the states' contact person very seriously.

"I think you could ask any of the BLAs who didn't live and operate on the 'big' water areas of the country 'Who is the Coast Guard?', and the answer would be 'Jeanne Timmons,'" said Bob Sanders, former BLA for the state of Oklahoma. "She was the first Coast Guard representative I met when I was trying to figure out what a BLA did, and she never stopped teaching me," added Sanders. "She was always there for us."

Recalling a more personal attachment to this much loved woman, Sanders grinned and said, "My personal favorite memory was whenever I had an opportunity to point out to people that [Jeanne] was an 'Okie' like me. She was proud of that fact, and all of us were proud to claim her."

NASBLA President Jeff Johnson admired Timmons' diligence and passion toward boating safety. He recalled that she wasn't concerned with boating safety on just the national level – she genuinely cared about how the state programs were doing. He recounted Timmons' personal involvement in helping Alaska establish a boating safety program – the last state to do so.

"Jeanne had visited Alaska during our previous efforts to pass boating safety laws and spoke with legislators. When we began trying to set up our boating safety program, Jeanne was instrumental in securing funding for it," said Johnson. "She was also helpful to me at a personal level

## When Great Trees Fall

(Originally titled: Ailey, Baldwin, Floyd, Killens, and Mayfield)

By Maya Angelou

When great trees fall,  
Rocks on distant hills shudder,  
Lions hunker down  
In tall grasses,  
And even elephants  
Lumber after safety.

When great trees fall  
In forests  
Small things recoil into silence  
Their senses  
Eroded beyond fear.

When great souls die,  
The air around us becomes  
Light, rare, sterile.  
We breathe briefly,  
See with a hurtful clarity.  
Our memory, suddenly sharpened,  
Examines,  
Gnaws on kind words  
Unsaid  
Promised walks  
Never taken.

Great souls die and  
Our reality, bound to  
Them, takes leave of us.  
Our souls  
Dependent on their  
Nurture  
Now shrink, wizened.  
Our minds, formed and informed by their  
Radiance  
Fall away. We are not much maddened  
As reduced to the unutterable  
Ignorance of cold dark caves.

And when great souls die,  
After a period peace blooms.  
Slowly and always  
Irregularly. Spaces fill  
With a kind of soothing electric vibration.  
Our senses, restored, never  
to be the same, whisper to us.  
They existed. They existed.  
We can be. Be and be  
Better. For they existed.

Reprinted with permission of Dr. Maya Angelou.



*Remembered as an unforgettable, generous and passionate person, Jeanne Timmons was dedicated to making recreational boating safer on our nation's waterways. Her efforts were acknowledged with numerous accolades, such as the National Safe Boating Council's Confluence Award, which she received from NSBC Vice Chair Ruth Wood and NSBC Executive Director Virgil Chambers in 2004.*

Photo courtesy National Safe Boating Council

and offered much-needed support. She often said she wouldn't retire until Alaska had a boating safety program. Then after Alaska's boating safety program was up and running, she still didn't retire."

Timmons' value to recreational boating did not go unnoticed. In 2004, she earned two prestigious awards from the National Association of State Boating Law Administrators in recognition of her unflagging efforts in supporting boating safety throughout her career. She received the NASBLA Lifetime Achievement Award for the countless contributions she had made to boating safety throughout her career. She also received a NASBLA President's Special Award for her constant work with Ed Carter and the valuable assistance in reviewing legislation and providing input on the reauthorization bill.

In May 2006, the National Safe Boating Council honored Timmons with the esteemed Confluence Award. This award is used to recognize members of Congress or other individuals in government who have aided in the bringing together of people, resources and vision toward the betterment of safer boating. Timmons was recognized for the countless contributions she had made to the field of boating safety throughout her career. She had been

instrumental in assisting the American League of Anglers and Boaters with the complicated issue of the Aquatic Resources (Wallop-Breaux) Trust Fund.

On March 1, 2007, Timmons retired from the Coast Guard. In a tribute published in the Congressional Record the Hon. Bob Filner commented, "Throughout her career, Jeanne's invaluable knowledge and experience were tremendous assets to Congress, the Coast Guard, and to the boating community as a whole."

Aside from her well-known dedication to recreational boating safety, Timmons was recognized as a woman who loved beautiful things, from unique art to her extensive jewelry collection.

"She could tell you the history behind every piece of art she had in her home to every piece of jewelry she wore," said Audrey Pickup, senior Recreational Boating Safety specialist with the U.S. Coast Guard. "Jeanne enjoyed going to art shows, where she had her favorite artisans where she would buy many unique pieces for her home or as presents for her friends and loved ones." Pickup

remembers in particular the Southern States conference in Knoxville, Tenn., when Jeanne went panning for stones. Not only did Timmons purchase numerous stones for herself, but she brought a case of 50 stones back to Washington and started selling them to office workers and friends.

"Of course we all know how she loved to travel, and each time she came back with new precious gems that she had acquired while on a cruise or a tropical island," added Kathy Poole, state grant program coordinator with the U.S. Coast Guard Office of Boating Safety. "We often worried about her traveling alone while sporting all her jewelry. But she walked with purpose and had her unmistakable 'don't mess with me' attitude that always kept her out of harm's way."



*After a long, successful and fulfilling career, Timmons retired on March 1, 2007. Many well-wishers attended her retirement party, including NASBLA Executive Director John Johnson, Vice Admiral Vivien Crea, Rear Admiral Craig Bone and Jeff Hoedt, chief of the U.S. Coast Guard Office of Boating Safety, who is shown above presenting Jeanne with a model of a Coast Guard Cutter. Photo courtesy U.S. Coast Guard*

"Jeannie shared so much of her zest for life with her friends at the Office of Boating Safety," said Vann Burgess, program development analyst with the U.S. Coast Guard Office of Boating Safety. "Yet she was a creature of habit. At some time or another, we all would have had a beer together at her favorite pub, shared a meal at Outback Steak House, gone to jewelry or arts and crafts shows."

"She will always be remembered by all of us as a whirlwind, sporting around in her white Sebring convertible with the top down, with a Big Gulp of Coke® by her side. Jeanne was unique and one of kind, the kind of person that leaves a mark on your heart that you'll never forget," added McMahan. ■



# Celebrating 40 Years

## Agency Continues Improving Transportation Safety

The National Transportation Safety Board celebrated its 40th anniversary on April 1.

The NTSB opened its doors April 1, 1967. On that day, the Bureau of Safety was removed from the Civil Aeronautics Board and became the foundation for the new accident investigation agency. Since then, the NTSB has investigated about 130,000 aviation accidents and thousands of accidents in the other modes of transportation: highway, rail, marine and pipeline.

"I have often said that the NTSB is one of the best bargains in government," NTSB Chairman Mark V. Rosenker said. "With fewer than 400 employees, the Safety Board is responsible for investigating more than two thousand transportation accidents a year. In our 40 years, our independent investigations have played an important part in improving the safety of every mode of transportation. As a result of the efforts of the Safety Board and other government agencies, manufacturers, operators and stakeholders, the United States enjoys a safe transportation system that is the envy of the world."

The NTSB is an independent federal agency charged with investigating every civil aviation accident in the United States and major accidents in the other modes of transportation. It is not a regulatory agency; its major product is the safety recommendation, each of which represents a potential safety improvement. During the last 40 years, the NTSB has issued an estimated 12,600 safety recommendations, with an average acceptance rate of 82 percent.

Several of the NTSB's safety recommendations have been directed at

improving recreational boating safety. More than 77 million Americans utilize boats as a means of transportation or as platforms in recreational activities. Recreational boating is second only to highway deaths as the greatest loss of life in transportation-related accidents. To help improve recreational boating safety, the NTSB issued the following recommendations to the states and territories:

- Require mandatory education of boat operators.
- Require use of life jackets for children.
- Require safety instruction prior to personal watercraft rental.

The boating safety recommendations issued in the early 1990s have been adopted by a significant number of states. For example, in 1993, only 13 states required children to wear personal floatation devices (PFDs). In 2007, 49 jurisdictions (states, territories and the District of Columbia) now have a requirement for children to wear PFDs. The Board continues to seek action in four jurisdictions.



Boating safety education has also improved. In the early 1990s, only three states required boaters to have some boating education. Currently, 39 jurisdictions have successfully implemented boating safety education requirements. The Board continues to seek action in 14 states.

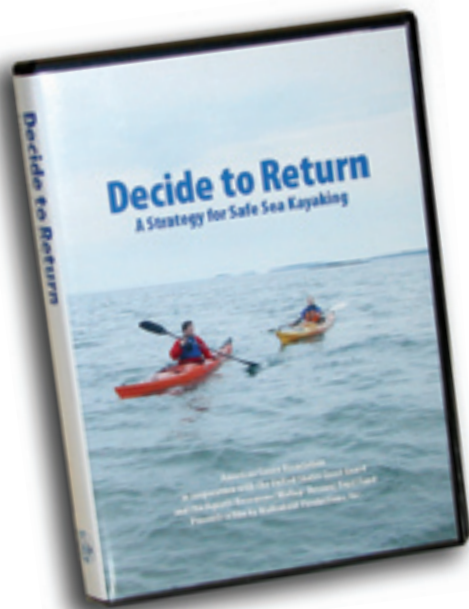
The NTSB has strongly and proactively supported state boating safety initiatives through personal contacts, participation in conferences and training events, and public awareness campaigns. In addition, the NTSB has listed recreational boating safety as one of its Ten

Most Wanted Transportation Safety Improvements, keeping the national focus on recreational boating safety.

Fatalities have fallen 30 percent since the Board's efforts in improving safety in recreational boating began three decades ago. "We have made great strides in the last 30 years in improving recreational boating safety through the broad acceptance of boating safety education, alcohol and boating safety initiatives, and use of PFDs by children," Chairman Rosenker said, "but we still lose over 700 of our fellow citizens every year on the nation's waterways. This number must be reduced."

John M. Johnson, executive director of the National Association of State Boating Law Administrators, applauds the NTSB for its boating safety efforts. "We recognize that the National Transportation Safety Board is an integral part of the overall boating safety program across the nation," said Johnson. "We appreciate their involvement with NASBLA and their efforts to help us help the states make our waterways safer."

Rosenker applauded the work of those who have staffed the Safety Board over the decades. "I am confident that in the years to come the National Transportation Safety Board will continue to be at the forefront of identifying safety problems in the transportation system and recommending changes to eliminate them. I think our nation has been well-served by the career professionals who comprise the dedicated workforce of the NTSB. I congratulate them and all who have come before them over the last 40 years." ■



# DECISIONS PLAY LEADING ROLE IN NEW SAFETY VIDEO

In partnership with the U.S. Coast Guard, the American Canoe Association (ACA) has developed another valuable education tool. *Decide to Return: A Strategy for Safe Sea Kayaking* is a video that focuses on the decisions that determine whether a boater has a safe or unsafe experience on the water.

Released in March 2007, the 11-minute video provides instructors, boating safety educators, and clubs and organizations dramatic visual footage and training aids designed to inform and raise the awareness of the casual kayaker to the risks of venturing off shore in open coastal waters. The video features a couple of novice kayakers and their close call with death on the open water.

Produced by the award-winning team of Russ and Alison Nichols and Dr. Robert Kauffman (*Cold, Wet and Alive and Heads Up! Rescue for River Runners*), this video and accompanying training materials, including a PowerPoint presentation and discussion guide, are a must for every kayak instructor, club safety officer, boating safety coordinator, or paddlesport program provider.

"The purpose of the video," said Dr. Kauffman, "is to get people to think about safety and the importance of preparation." The messages illustrated in the video include proper planning, thinking ahead, acting conservatively, and the seemingly little decisions that can change everything.

As the scenario unfolds, the boaters' little decisions have a huge impact. Their choices range from forgoing boating safety instruction, poor planning, failure to check the weather, improper clothing, and more. This resulted in an exceedingly risky adventure that almost cost them their lives.

Clips interspersed throughout the video depicted an alternate reality. These clips showed the audience what the boaters should have done to reduce the risks and make their boating trip safer. Examples of these safe acts include taking a safety class, filing a float plan, checking the weather forecast, dressing appropriately and executing self-rescue techniques.

Copies of the video are available through the ACA E-Store at [www.americancanoe.org](http://www.americancanoe.org). For additional information, contact the American Canoe Association at [aca@americancanoe.org](mailto:aca@americancanoe.org) or call 703.451.0141. ■

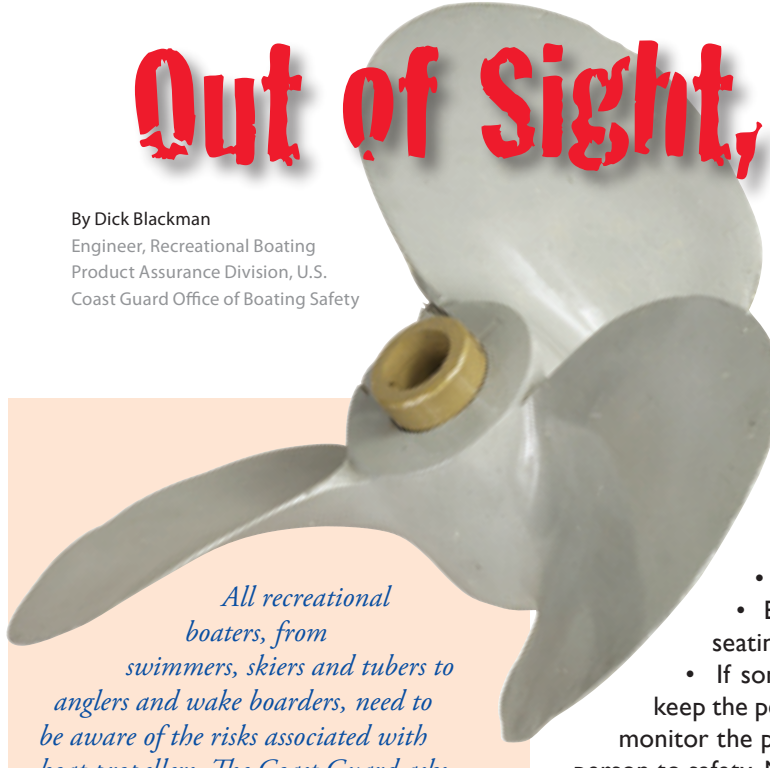




# Out of Sight, Out of Mind:

By Dick Blackman  
Engineer, Recreational Boating  
Product Assurance Division, U.S.  
Coast Guard Office of Boating Safety

## How to Educate Boaters on Propeller Dangers



*All recreational boaters, from swimmers, skiers and tubers to anglers and wake boarders, need to be aware of the risks associated with boat propellers. The Coast Guard asks for help to increase boater safety by offering boaters various safety tips.*

- Be alert when operating in congested areas and never enter swimming zones.
- Take extra precautions near boats that are towing skiers or tubers.
- Never permit passengers to ride on the bow, gunwale, transom, seatbacks or other locations where they might fall overboard.
- Children should be watched carefully while onboard.
- Establish clear rules for swim platform use, boarding ladders and seating (if possible, passengers should remain seated at all times).
- If someone falls overboard, STOP! Slowly turn the boat around and keep the person in sight as you approach. Assign a passenger to continuously monitor the person in the water. Turn the engine off FIRST and then bring the person to safety. NEVER reverse your boat to pick someone up out of the water.
- Assign a passenger to keep watch around the propeller area of your boat when people are in the water.
- Wear an engine cut-off lanyard AND a life jacket at ALL times.

It can happen in the blink of an eye. A typical three-blade propeller running at 3,200 rpm can inflict 160 impacts in one second, traveling from head to toe on an average person in LESS than one-tenth of a second. But the consequences – if the victim is fortunate enough to survive – will last a lifetime.

### Everyone's responsibility

ALL recreational boaters, including swimmers, skiers, tubers, anglers and wake boarders, need to be aware of the potential hidden danger of boat propellers. You can help us spread the word by offering the following safety tips:

- Before starting a boat, walk to the stern and look in the water to make certain no one is near the propeller (people may not be visible from the helm).
- Never allow passengers to board or exit from the water when engines are on – or idling (propeller may continue to spin).
- Inform passengers of the location and danger of the propellers – call attention to any propeller warning labels around your boat.

### Simple steps CAN save lives

The engine cut-off lanyard is a simple device designed to help prevent many types of accidents. If the lanyard is removed from the switch, the engine will shut off. In other words, if the driver of a boat is thrown overboard or is pulled away from the boat's controls, the cut-off switch lanyard will stop propellers from rotating.

Other devices designed to prevent propeller strikes are available for purchase. These include propeller guards, ringed propellers, propulsion alternatives, interlocks, sensors and anti-feedback steering. Boaters should review all options with a marine professional to determine which preventive measures are best for their boat.

### We can all make a difference

In addition to spreading the word about propeller safety this summer, please remind boaters of the importance of taking a boating safety course. It's the best way to prepare for a safe and enjoyable time on the water. To learn more about boating safety courses, boaters can visit [www.USCGboating.org](http://www.USCGboating.org).

As summer boating season gears up, remember, ALL efforts to educate fellow boaters about important safety issues, no matter how big or small, can help to save lives.

The U.S. Coast Guard is asking all boat owners and operators to help reduce fatalities, injuries, property damage, and associated healthcare costs related to recreational boating accidents by taking personal responsibility for their own safety and the safety of their passengers. Essential steps include: always wear a life jacket and require passengers to do the same; never boat under the influence; successfully complete a boating safety course; and get a Vessel Safety Check annually from local U.S. Coast Guard Auxiliaries, United States Power Squadrons® or your state boating agency's Vessel Examiners. The U.S. Coast Guard reminds all boaters, "You're in Command. Boat Responsibly!" For more information, visit [www.USCGboating.org](http://www.USCGboating.org). ■

# INJURY PREVENTION

By Kimberly Hermes

A former state legislator from Alaska survived an icy plunge this spring because he had the forethought to wear his life jacket while boating.

Around 5 p.m. on April 23, 2007, Bruce Weyhrauch, a Juneau attorney, headed out alone on his 14-foot Boston Whaler to do some salmon fishing. Shortly after leaving shore, he slipped on spilled oil, hit his head on the console and rolled overboard. Since the boat was running, he could not get back on board.

Close to 6:30 p.m., another boater spotted Weyhrauch's boat running with no one on board.

Weyhrauch, who was wearing a float coat, spent about an hour in the 42-degree water, paddling toward an island. He spent a rainy night on the island and was found the next morning by the Sea Dogs, a volunteer canine unit under the direction of the Alaska State Troopers.

Coast Guard officials said Weyhrauch almost certainly would have died if he hadn't been wearing a flotation device. Even at that, they are surprised he survived the exposure overnight. Weyhrauch did not spend the night on the beach, where he would have been more visible. He instead opted to stay in the shelter of the woods.

This story illustrates the intrinsic value of injury prevention with regards to recreational boating safety. At the most basic level, injury prevention is anything that is done to prevent injury. And injuries can be prevented – they do not occur at random.

For decades, injuries simply were dismissed as “accidents” that just “happen.” However, the study of injury prevention has provided a new perspective: Injuries are not accidents. While an accident is defined as a happening that is not expected, foreseen or intended, research

has shown that patterns of common variables and risk factors are associated with injury. This means most injuries are predictable and preventable.

## Preventing Injuries in Boating

Injuries have been a leading cause of death and disability throughout history; consequently, many people and agencies have undertaken prevention efforts. So how do we go about predicting and preventing injuries?

A significant factor of injury prevention is knowledge. The Injury Prevention Web ([injuryprevention.org](http://injuryprevention.org)) explains, “To prevent injuries, it is necessary to have information about the factors that contribute to their occurrence. With this information we may understand the options for prevention.” Accordingly, organizations around the globe continue studying boating accidents and what causes them.

For example, the U.S. Coast Guard compiles data annually from all the states and U.S. territories on recreational boating accidents. The information is used to determine what types of accidents are occurring, how frequently they are taking place and how significant the results are, particularly in the form of casualties. By defining the trouble spots, the most effective strategies for preventing injuries can be determined.

## A Spectrum for Safety

Clearly, injury prevention involves more than simply knowing what causes injuries. Larry Cohen and Susan Swift expand on what is needed to prevent injuries in their article, “The Spectrum of Prevention: Developing a Comprehensive Approach to Injury Prevention.” The authors describe a framework for developing multifaceted approaches to injury prevention, which consists of six interrelated action levels:

- (1) strengthening individual knowledge and skills,
- (2) promoting community education,
- (3) educating providers,
- (4) fostering coalitions and networks,
- (5) changing organizational practices, and
- (6) influencing policy and legislation.

For the most part, boating safety professionals do utilize comprehensive approaches to injury prevention and the elements of the Spectrum of Prevention are being employed.

To strengthen individual knowledge and skills, numerous government agencies and private companies offer boating safety education, whether it's through a mini course presented at the local grade school, a formal eight-hour course held at the local fishing club, a safety talk given to civic groups, or even personal contact with boaters on the water. Whatever form this individual education takes, it is crucial to preventing injuries. It is through these encounters that educators reach the people who are out there boating. And helping boaters learn to be safer on the water helps prevent injuries.

To promote community education, many state and local agencies organize events such as boating safety fairs and campaigns. An excellent model is the annual Tri-State Boating Safety Fair. Co-hosted by the Arizona Game and Fish Department, the California Department of Boating and Waterways and the Nevada Department of Wildlife, this event is held each spring to promote safe and knowledgeable recreational boating to those who boat on the Colorado River.



For boaters to benefit from a boating safety course, the course providers must know what to include in their courses. To facilitate this, the National Association of State Boating Law Administrators (NASBLA) established national boating education standards more than a decade ago. These standards serve as a guide for state, nonprofit and commercial providers to follow in developing boating education materials.

In addition to covering the right information, the courses must also be presented in an effective and appropriate manner. To help teach the instructors, the National Safe Boating Council (NSBC) periodically holds its Boating Safety Instructor Certification Course. This course educates instructors in NASBLA's *Minimum Standards for Boating Education* and in effective boating education methods.

This program can be viewed as a partnership between NASBLA and the NSBC. This teamwork illustrates how organizations and others foster networks to facilitate injury prevention. A more extensive example of fostering coalitions and networks is the North American Safe Boating Campaign. Working with partner organizations such as NASBLA and the Canadian Safe Boating Council, the NSBC spearheads the North American Safe Boating Campaign each year to spread boating safety messages, encourage boater education and help to save lives.

Another factor in preventing injury is changing organizational policy. According to Cohen and Swift, this involves adopting regulations and shaping norms to improve health and safety. The two authors acknowledge that while this level of the Spectrum has considerable potential, it is usually the least understood and thus the most frequently ignored component. Implementing this component involves



*With approximately 77 million boaters on U.S. waters today, boating professionals continue to seek ways to prevent injuries. A comprehensive approach achieves success because it offers a variety of strategies for improving safety in recreational boating.* Photo courtesy Mustang Survival Corp.

an organization changing its own internal regulations and norms to affect the health and safety of its members.

An example of this in the realm of recreational boating safety is an agency requiring its water patrol officers to wear life jackets while boating. Currently just over 40 states and territories have implemented such a policy. In addition to helping keep officers safer on the job, this requirement also sends a safety message to boaters. If boaters regularly see officers wearing life

jackets and learn from the officers about the new, more comfortable life jacket designs, boaters are likely to be more inclined to wear life jackets themselves.

The final component of the comprehensive approach to injury prevention outlined by the Spectrum is influencing policy and legislation. This concerns changes in local, state and national laws. NASBLA plays an important role in this by drafting model acts and position papers. Through these documents, the nonprofit organization strives to help the states and territories achieve uniformity in their boating-related regulations and statutes.

NASBLA has drafted numerous model acts over the years. Each one serves as a tool or a framework that a state or other U.S. jurisdiction can consult as it drafts new legislation, amends an existing statute or seeks to bring itself into uniform practice with other jurisdictions or into conformity with federal law. NASBLA's model acts deal with various aspects of boating safety, from safety equipment on vessels to safe operation of vessels to mandating boating safety education for operators, providing a significant component in injury prevention.

Another group with a significant role in influencing policy and legislation concerning boating safety is the National Transportation Safety Board. Established in 1967, the NTSB is charged by the federal government to investigate every civil aviation accident in the United States and major accidents in the other modes of transportation. Its major product is its safety recommendations, each of which represents a potential safety improvement in transportation. (*Editor's note: For more information about the National Transportation Safety Board, see page 7.*)

## **Keep Up the Good Work**

While injury prevention at the basic level is anything that helps prevent injuries, it works best with a comprehensive approach. Effective injury prevention entails a variety of specific, interrelated components – each of which serves a vital function to the overall process. The Spectrum of Prevention, as outlined by Larry Cohen and Susan Swift, illustrates one comprehensive approach to injury prevention that can easily be adapted for recreational boating safety purposes.

For their injury prevention efforts to succeed, boating professionals should strive to include each level of the Spectrum in their agencies' boating safety programs. Examples abound showing that injury prevention tactics from all six levels are being implemented, so keep up the good work. It's satisfying to be able to report that a boater survived a boating accident with only minor injuries. But it'll be even more gratifying to report that boaters are avoiding injuries while on the water. ■

## Fit to Float Life Jacket Campaign Launched

To raise awareness about the importance of wearing life jackets to prevent boating fatalities, the U.S. Coast Guard Auxiliary, personal flotation device (PFD) manufacturer Stearns Inc., and outdoor supplies retailer Bass Pro Shops have teamed up on the nationwide Fit to Float campaign.

The goal of the Fit to Float campaign is to prevent drownings across the United States by educating the public on the importance of wearing a proper fitting life jacket.

"It's about more than just wearing a life jacket," said Peter Urgola, chief of the Vessel Examinations Department of the U.S. Coast Guard Auxiliary. "It's also about wearing the right life jacket. Many people think they can use their life jackets for years and years, or hand them down from one generation to the next. Truth is, life jackets get worn out and lose their effectiveness."

Urgola said an old, faded, waterlogged, leaky or ill-fitted PFD can be dangerous in that it provides a false sense of security. Such life jackets should be discarded.

"A poor fitting PFD can sometimes do more harm than good," Urgola said. "Life jackets that are too big will push up around your face and prevent you from breathing. Life jackets that are too small won't keep you afloat. Also, life jackets meant for adults do not work for children."

The Fit to Float campaign features a life jacket exchange in which the public can trade in old or ill-fitting life jackets and receive a discount off the purchase of a new PFD. The U.S. Coast Guard Auxiliary and the Stearns Inc. Safety Team will be at Bass Pro Shops on select dates to demonstrate the proper fit of a life jacket and answer questions. The trade-

in program will be held during Bass Pro Shop's Boating and Camping Classics, which runs through June 2007.

## Survey Highlights Need for More Public Boat Ramps

A recent study conducted by the North Carolina Wildlife Resources Commission shows that demand clearly exceeds the supply of public boat ramps built and maintained by the state agency. Conducted from October through December of 2006, the wide-ranging "Boating Access Survey" received input from 3,783 North Carolina residents, with particular attention paid to 20 coastal counties.



The report showed that roughly 7 out of 10 respondents use Commission boat ramps. Of that group, ease of use, convenient location and fishing opportunities near access points were cited as primary determining factors. A significant portion of those respondents cited crowding, limited parking and lack of public restrooms as major factors that should be addressed in an effort to improve Commission-run boat ramps.

These issues were more prevalent in coastal counties, where rapid shoreline development is making water access tougher to find. One out of three respondents in coastal counties said they'd lost access to a boat ramp in the last five years. Overall, roughly 7 out of 10 respondents said they'd like to see more public boat ramps.

It's clear that boating is a popular pastime in North Carolina. On average, survey participants said they use their boats 58 days per year. The most common reasons for hitting the water were recreation, saltwater fishing, inland fishing and hunting.

The watercraft used by survey participants was quite varied. Among motorboat owners, 78 percent had a vessel that measured between 14 and 23 feet long. Roughly 22 percent of those surveyed used canoes or kayaks, while 8 percent owned personal watercraft and 6 percent hit the water in sailboats.

Data was gathered via an Internet survey, telephone survey, paper questionnaires and in-person interviews at boat ramps.

For more information on the study, or to see the survey results, visit the Commission's website at [www.ncwildlife.org](http://www.ncwildlife.org).

## PWIA Produces DVD to Help First-time PWC Users

The Personal Watercraft Industry Association has developed a training video geared toward new operators of personal watercraft (PWCs). The 2007 PWC Renter Orientation video is now available as part of a free rental education package that PWIA provides to PWC rental businesses.

"Personal watercraft are great vessels for enjoying the water because they are easy to control, operate and maneuver," PWIA Executive Director Maureen Healey said. "However, because the first experience many people have with a PWC is usually from a rental operation, PWIA is committed to making sure rental businesses have the training materials they need in order to provide sufficient instruction before riders go out on the water for the first time."



In addition to the new video, the education kit includes a PWC safety checklist approved by the National Association of State Boating Law Administrators.

There are more than 1.5 million registered PWCs in the United States. U.S. Coast Guard statistics show that 99 percent of PWCs are enjoyed accident-free each year.

Of the accidents that do occur, many — such as collisions with other boats or fixed objects — are preventable with proper education. For these reasons, the PWIA produced the PWC Renter Orientation DVD, specifically designed for renters and first-time users.

For more information or to request a PWC rental education kit, visit [www.pwia.org](http://www.pwia.org) or e-mail [info@pwia.org](mailto:info@pwia.org).

## Industry Groups Promise to Promote Boating Safety

The Marine Retailers Association of America (MRAA) and the United States Power Squadrons (USPS) have pledged to work together to encourage and promote recreational boating safety and the enjoyment of boating throughout the country.

The Memorandum of Understanding was signed Feb. 24 at the Power Squadrons' annual meeting in Jacksonville, Fla.

As part of the agreement, MRAA will provide contacts of marine retailers who are willing to promote USPS boating safety classes and civic service projects. The association also will post key boating information on [www.mraasafeboating.com](http://www.mraasafeboating.com) and provide appropriate MRAA-produced safety materials to the Power Squadrons.

The USPS will continue to conduct boating safety courses and civic service programs through participating marine retailers and will provide MRAA members in advance with dates, times and locations of safety courses.

## States Receive BIG Money

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More than \$9.5 million has been awarded to nine states through the federal Boating Infrastructure Grants (BIG) program. The grants are made available to state agencies and partners to build and maintain sites for recreational boaters.

The BIG program “strengthens community ties to the water’s edge by enhancing access to recreational, historic, cultural, natural and scenic resources for millions of boat owners,” said Interior Secretary Dirk Kempthorne.

Money for the program comes from the Sport Fish Restoration and Boating Trust Fund, formerly known as the Aquatic Resources Trust Fund, which is supported by excise taxes on certain fishing and boating equipment and on boat fuels.

Listed below are the states receiving the Tier II grants and the projects for which the money (along with matching funds) will be used:

### Alaska

\$1.5 million – develop overnight moorage sites for boaters in Prince William Sound.

### California

\$1.2 million – develop visiting boating sites in San Diego.

### Florida

\$1.2 million – construct visiting boating sites in downtown Clearwater.

### Iowa

\$3 million – develop visiting boating sites in downtown Dubuque on the Mississippi River.

### Michigan

\$582,315 – develop floating docks for visiting boaters at Black Lagoon.

### New Jersey

\$295,815 – develop restroom sites for visiting boaters in Belmar.

### North Carolina

\$310,268 – develop new slips for visiting boaters in Morehead City.

\$200,000 – develop docks for visiting boaters in Washington.

### Oregon

\$380,000 – develop new visiting boat tie-up sites on the historic waterfront of Toledo.

### Virginia

\$246,000 – construct additional visiting boating sites in downtown Hampton.

## Wireless Technology for Safety Afloat Takes CASBC Award

MariTech Industries received the 2006 Canadian Safe Boating Council (CASBC) Award for the Marine Industry, presented January 14, 2007 in Toronto, Canada. Each year the CASBC recognizes a company (or individual) that has introduced to Canada a boating product or technology that significantly improves boating safety. For 2006, that product was MariTech's wireless lanyard engine shutoff systems—Virtual Lifeline/CAST.

Since its introduction, this technology has received accolades from government entities, industry leaders, manufacturers and enthusiasts alike. CASBC's recognition is the second major award presented to MariTech for this exciting new technology. VL/CAST received the National Marine Manufacturers Association's award for safety in 2005.



MariTech President Keith Jackson commented on the company's longtime dedication to boating safety and its focus upon falls overboard protection.

"When you look at the [U.S. Coast Guard's] annual statistics that show falls overboard as the number-one event leading to injury and property damage while boating, we knew we had to do something," Jackson said. "In the past, only tethered lanyards and proximity based devices were available. Unfortunately, both are limited in application and use. Our goal was to develop new technology that would be effective for everyone onboard without inhibiting their fun or the safe operation of the vessel. We're proud to say WE DID IT!"

The patented, award-winning VL/CAST provides unparalleled falls overboard protection for recreational boaters, anglers, powerboat and racing enthusiasts, and government marine patrol units. Upon submersion, the Virtual Lifeline's sensor immediately activates—sending a signal to the onboard control module, which sounds an alarm and shuts off the motor.

To learn more about Virtual Lifeline, MariTech and the other exciting products offered by this innovative company, visit [www.powerboatsafety.com](http://www.powerboatsafety.com).

### **BoatU.S. Foundation's Emergency Beacon Rental Program Wins Top Honors**

To help those boaters who occasionally undertake long voyages, the BoatU.S. Foundation for Boating Safety and Clean Water makes available a limited supply of 406 MHz Emergency Position Indicating Radio Beacons (EPIRBs) for rental. By providing offshore boaters an affordable and reliable way to get emergency assistance, this program has saved numerous lives.

The BoatU.S. Foundation recently won a "Best of the Year" award from *Motor Boating* magazine for its EPIRB Rental Program.

"*Motor Boating* magazine editors select the absolute best, the top, the true innovations of the year," said Editorial Director Peter Janssen. "The awards celebrate all of the elements of the boating life, and it's my pleasure to congratulate the BoatU.S. Foundation," he added. EPIRB Program Manager David Carter accepted the award on behalf of the Foundation at the Miami International Boat Show.

As a public service, the BoatU.S. Foundation rents the Emergency Position Indicating Radio Beacons for a nominal weekly rate to boaters who may have an occasional need for the expensive device, which can cost up to \$1,000. Once activated, the beacon gives rescuers an exact location of a vessel in distress.

"Since 1997, our EPIRBs have played a role in saving 49 people during 21 activations," said Carter. "This service enables boaters to inexpensively increase their margin of safety without making a big financial commitment and is something no offshore boater can afford to be without."

The program is funded by the voluntary contributions of 670,000 BoatU.S. members.

For more information about the BoatU.S. Foundation's EPIRB Rental Program, visit [www.boatus.com/foundation/epirb](http://www.boatus.com/foundation/epirb).

### **Tread Lightly! Launches Traveling Education Unit**

In January, Tread Lightly!, a longtime associate member of the National Association of State Boating Law Administrators, launched its newest educational platform – a 20-foot trailer packed with informative materials, raffle prizes and knowledgeable staff.

The traveling education unit, called *Tread Lightly! on the Road to Adventure*, will appear at major motorized sporting events and trailheads throughout the year. Its goal is to attract and educate adults who drive motorized and mechanized vehicles in the outdoors, including all-terrain vehicles, personal watercraft and snowmobiles.

"This traveling education unit has an eye-catching design, plenty of giveaways, lots of educational materials," said Lori McCullough, Tread Lightly!'s executive director. "...this stellar tool will help draw in the right crowds for some essential outdoor ethics education—a key element in keeping recreation areas open and healthy."

On the Road to Adventure is made possible through special Partners in Education including API (American Petroleum Institute), HUMMER, Polaris Industries, Ramsey Winch, Cabela's Inc., Advanstar Communications and the Bureau of Land Management.

More information, including upcoming tour stops, can be found at Tread Lightly!'s website, [www.treadlightly.org](http://www.treadlightly.org).





## Sailing Association Enhances Education Program

The American Sailing Association has added a Radar Endorsement program for their Affiliate Schools. The purpose of the program is to standardize the teaching of radar for the recreational boater. ASA Affiliate Schools across the country are teaching this Radar Course to those students that have already taken the Coastal Navigation 105 course. For a list of schools that are participating, visit [www.asa.com](http://www.asa.com).

The textbook *Radar for Mariners* by David Burch will be used for the program. The following standards will be taught:

- How radar works
- Radar Operation
- Interpreting the screen
- Piloting
- Position navigation
- Collision avoidance
- Radar and the Navigation Rules

American Sailing Association hopes that this national program will aid in the proper education of recreational mariners using radar and increase the safety and confidence of these participants.

## Money Awarded to Spread Safety Messages

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The BoatU.S. Foundation for Boating Safety and Clean Water awarded nearly \$50,000 in grants to 23 nonprofit groups nationwide to spread the message about safe boating practices.

The Foundation received a record 148 applications for its 2007 boating safety grant cycle. Projects include life jacket exchange programs, building a tugboat for educational purposes, flying a blimp adorned with safety messages, development of radio and television public service announcements, advertising campaigns and billboard signage.

These groups will be eligible for an additional honor, the Leadership in

Boating Safety Outreach award, which will be given to the group that completes the most innovative, resourceful and successful grant program. The winner receives an additional \$1,000 to use toward a project.

Funds are derived from the voluntary contributions of the 670,000 members of BoatU.S.

## Sea Scouts Represented at Safety Summit

The 11th Annual International Boating and Water Safety Summit (IBWSS) was held in San Antonio, Texas, March 4 through 7 March 2007. This annual event is a joint venture between the National Water Safety Congress (NWSC) and the National Safe Boating Council (NSBC) that draws boating and water safety professionals from all over the world.

The Summit encourages organizations to participate in this important and exciting event as an attendee, exhibitor or sponsor. Sea Scouting, BSA was pleased to be a part of this event. The National Commodore, Jimmie Hamburg and other Sea Scout Leaders staffed their exhibit. They provided brochures and other valuable information concerning the opportunities for our youth.

Sea Scouting was founded in the United States in 1912. In the 95 years since, Sea Scouts have charted a course of leadership and adventure for many coed young adults ages 14-20 and their adult advisors. Sea Scouting provides young men and women in the program with amazing opportunities to experience activities that normally one can only dream about.

For more information on Sea Scouting, visit [www.seascout.org](http://www.seascout.org) or contact your local Boy Scout Council Office. ■



(L-r) Charles Holmes, director, Venturing Division BSA Irving, TX; Jimmie Homburg, National Commodore Sea Scouting, BSA; and Wayne A. Stacey, Office of Boating Safety, Coast Guard Headquarters, Washington, D.C. and a member of Sea Scout Ship 198 – Broadkilt, Delaware, represented Sea Scouting, BSA at the recent International Boating and Water Safety Summit held in San Antonio, Texas. Photo by Wayne Stacey, USCG

## Teen Earns National Sportsmanship Trophy

US SAILING presented its National Sportsmanship award, the W. Van Alan Clark Jr. Trophy, to J.D. Reddaway for his outstanding display of sportsmanship at the Orange Bowl Junior Olympic Sailing Festival last December. Reddaway, who at the age of 14 is the youngest-ever recipient of the trophy, was presented with the trophy in March in Jacksonville, Fla.

Reddaway was selected for the award following his behavior during an incident in the final race of the Orange Bowl regatta, where he was competing in the 85-boat Optimist Red fleet. A younger sailor capsized during the starting sequence. Reddaway noticed that the sailor was not readily righting his boat and sailed over to communicate with him. Recognizing the boy was distraught and potentially injured, Reddaway promptly signaled for assistance. Since the race was in a starting sequence, no one was immediately available to assist the sailor.

Reddaway made a quick and unselfish decision to abandon his boat and swam to the sailor in need. The fellow competitor was tangled in his mainsheet, so Reddaway helped clear the entanglement and stayed with the young sailor to comfort him while waiting for assistance.

Reddaway joins a long list of highly respected sailors who have received US SAILING's W. Van Alan Clark Jr. Sportsmanship Trophy since the award was first presented 20 years ago. The list includes such well-known sailors as Olin J. Stephens, Dave Perry, Harry Carpenter and Buddy Melges.

Each year US SAILING presents its prestigious W. Van Alan Clark Jr. Trophy to honor those people who are outstanding examples of dedication and graciousness in the sport of sailing and who share these talents with others. Nominees include sailors who have performed a single exemplary act or who have consistently

exemplified the finest tradition of the sport both on and off the water, through instruction and encouragement of others.

More information about the W. Van Alan Clark Jr. National Sportsmanship Trophy can be found at [www.ussailing.org/sportsmanship](http://www.ussailing.org/sportsmanship).



*Audrey Pickup, senior recreational boating safety program specialist with the U.S. Coast Guard Office of Boating Safety, recently received the NASBLA President's Special Award from Jeff Johnson, president of the National Association of State Boating Law Administrators.*  
Staff photo

## NASBLA Honors Passionate Coast Guard Employee with President's Award

Audrey Pickup, senior Recreational Boating Safety program specialist with the U.S. Coast Guard Office of Boating Safety, was recently honored with a prestigious award from the National Association of State Boating Law Administrators (NASBLA).

During the second Boating Law Administrator Workshop, held March 28-29, in Lexington, Ky., NASBLA President Jeff Johnson presented the NASBLA President's Special Award to Audrey Pickup in recognition of her 35 years of public service with the U.S. Coast Guard.

"Audrey has made significant contributions to boating safety over the years that at one time or another

have benefited most – if not all – state programs, including Alaska's," said Jeff Johnson when presenting the award to Pickup. "She is very deserving of this award and it is my great pleasure, both professionally and personally, to be able to acknowledge her accomplishments."

Pickup has enjoyed a long career in boating safety. She joined the U.S. Coast Guard (USCG) in 1970 in the Cleveland (Ohio) Marine Safety Office. She also worked in the public affairs office of Coast Guard District 9.

In 1974 Pickup left the Coast Guard to raise her children. In 1977, she returned to the Cleveland Marine Safety Office. Four years later, she transferred to USCG Headquarters in Washington, D.C. and worked in engineering. From 1983 to 1985, Pickup served as a secretary in the USCG Office of Boating Safety. She spent the next year in the Research and Development Center. Then from 1986 to 1987 she worked on the Gilbert Study, which dealt with reorganizing the Coast Guard. In 1987 Pickup moved to the Office of Merchant Marine Technical.

Beginning in 1989, Pickup served as a regional coordinator in the USCG Office of Boating Safety. In this position, she worked closely with the Western States Boating Administrators Association, the North Central International Association of State Boating Law Administrators, North Eastern States Boat Administrator's Conference, and the Southern States Boating Law Administrators Association. Then in December 2006, she was promoted to Recreational Boating Safety Specialist. In this position she serves as the coordinator for state grants.

## **Nevada Boating Official Receives Prestigious Award for Work in Boating Safety**

Fred Messmann, the boating law administrator for Nevada and a past president of the National Association of State Boating Law Administrators, was recently honored with the coveted Silver Schooner Award. Established by the United Safe Boating Institute (USBI) in 1992, the Silver Schooner recognizes significant contributions to recreational boating safety.

The USBI Silver Schooner Award is used to recognize individuals who have demonstrated outstanding leadership, support and initiative over many years in the field of recreational boating safety. The award highlights those accomplishments and thanks the recipients for their service. It also underlines the mission of USBI and its parent organizations, to make boating more enjoyable on North American waters.

In receiving the Silver Schooner, Fred Messmann is recognized nationally for his innovation and drive for over 20 years in various capacities. He has worked very closely with the National Association of State Boating Law Administrators. In addition, he has served with distinction on various other councils, committees and organizations, including the National Water Safety Congress, the International Association of Marine Investigators and the National Safe Boating Council. The USBI commends Messmann's diligence, initiative and outstanding service to America's recreational boaters.

Incorporated on November 19, 1986, the United Safe Boating Institute provides a means for organizations involved in safe boating education and programs to exchange ideas with others involved in similar activities. As such, the USBI is a professional organization comprised of not-for-profit organizations recognized for their quality efforts in boating safety research and safety expertise and development potential. ■

# WHAT IS... TWIC?

By Jim Bull, Office of Port & Facility Activities

The terrorist attacks of September 11, 2001, were a clear reminder to the people of the United States that we, as a nation, are not insulated from the political turmoil and extremist activities that can be found around the globe. Those events were the catalyst for a hard look at the vulnerabilities this country faces in human and economic terms as a result of the capabilities and determination of terrorist groups.

Of the nationally vital infrastructures reviewed during this assessment, our maritime borders and facilities were identified as particularly susceptible to direct attack or indirect use as a means to smuggle persons or dangerous items into the country. Congress determined that some method was needed to confirm that persons working in transportation and, specifically, in port areas or aboard U.S. vessels did not pose a terrorist threat. The Transportation Worker Identification Credential, or TWIC, was the result.

The TWIC program provides a tamper-resistant biometric credential to maritime workers requiring unescorted access restricted to areas (for example, fuel storage areas or the fuel dock) or who would be responsible for escorting or monitoring the movements of persons who do not hold TWICs while they are on the facility.

It was never intended that private individuals, not engaged in commercial maritime activities, would need a TWIC to move through a marina to their boat. This means that for private marinas and recreational boat operators who do not carry passengers or cargo for hire, the impact of this rule is negligible.

Nationwide, there are approximately 150 marinas identified as meeting the applicability standard in the security regulations and, of those, there are fewer than 45 that need to have a Facility Security Plan (FSP) on file with the Coast Guard. These marinas must file an FSP because they perform marine transfers of fuel to vessels with a capacity of 250 barrels or more and/or accept vessels that carry passengers for hire.

The TWIC program is a Department of Homeland Security (DHS) initiative with joint participation of the U.S. Coast Guard and the Transportation Security Administration (TSA). As required by Congress, the TWIC will be issued to U.S. licensed or documented mariners. This means that all individuals issued a license, certificate of registry, or merchant mariner's document must be issued a biometric transportation security card.

A TWIC will also be needed by any person who requires unescorted access to the secure areas of regulated port facilities and regulated commercial vessels. This would include steamship or stevedoring company employees, dock workers and others who need unescorted access on a regulated facility to perform their jobs.

Compliance with the TWIC requirements will be phased in for facilities by port based on the enrollment implementation schedule which will be determined as enrollment begins. Professional mariners and commercial vessels need to comply with TWIC provisions by September 26, 2008. ■



## Prevention Is Key to Safety



**Jeff Hoedt**  
Chief, Office of Boating Safety

At Coast Guard Headquarters, multiple offices are involved in setting policy for recreational boating safety, including the Office of Boating Safety and the Office of Search and Rescue. The Office of Boating Safety strives to prevent boating accidents from occurring, thus eliminating the resulting injuries, deaths and property damage. The Office of Search and Rescue strives to effectively respond to a boating accident to save lives when the preventative efforts have not been successful. Thus, it's not surprising to hear that some people like to call the Office of Search and Rescue – "Boating Safety Response," while others refer to the Office of Boating Safety as – "Search and Rescue Prevention." No matter what folks want to call us, we stay focused on our mission to reduce accidents, injuries and deaths by getting boaters to take personal responsibility for their safety and the safety of their passengers.

Without a doubt, it takes the combined efforts of all of the boating safety partners both to prevent boating accidents from occurring and to successfully respond when accidents do happen. The idealistic goal is simple, though. It's to prevent accidents from occurring, thus eliminating the need for the heroic efforts of the search and rescue units.

To effectively prevent accidents from occurring, we must first define the problem. What accidents are occurring? How frequently are they occurring? How significant are the results, particularly in the form of casualties? Once we've defined the problem, then we can determine the most effective strategies for preventing the "problem" from occurring in the first place, be it accidents, injuries, deaths or simply property damage.

As simple as this sounds, it is not. Still, progress is within our grasp if we continue to work together, maintain our dedication, and keep an open mind. As you read Vann's article below, he reminds us and the entire boating community to do just that. So read on, and see what ideas come to your mind that can help us all achieve that idealistic goal.

## Teaching Boaters about Risk Crucial to Preventing Injuries

By Vann Burgess  
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Bad luck, fate and "it was his time" are all reasons given when someone is either injured or killed. The events that lead to these injuries are called "accidents." The truth is that "accidents" are seldom an accident. Accidents have causes, and causes are usually the result of people's decisions, and that makes accidents, and thereby the resulting injuries, preventable.

We can safely say that most accidents are unintentional. After all, who really wants to hurt themselves or cause injury to others? The answer is obvious to us, but we don't necessarily consider it when we make decisions about how we are going to drive our car or operate our boat.

A case in point – a person gets in a car to go three miles to the store. The drive consists of residential roads with low traffic volume and is very familiar to the driver. It is a clear, dry day, so the driver sees no risk, and makes the decision not to wear a seatbelt. On the way to the store, the driver is involved in a crash of less than 25 mph, is thrown about inside the vehicle, and dies from his injuries. For the sake of argument, let's say the crash is not the driver's fault, but are his injuries? We know from national statistics (NHTSA 2005) that most fatal car accidents occur within close proximity to home and that over half of the victims were not wearing a seatbelt. While unintentional, the driver's decision most likely resulted in his death. He made the decision because he didn't see the risk.

This same basic scenario occurs almost daily in the recreational boating community. It's a bright sunny day and flat calm. A boater decides to go out just for an hour and wet a line. He's within sight of the shore and decides not to wear a life jacket. He reaches for some bait, loses his balance, and falls over the side, hitting his head on the gunwale as he falls. He's stunned and disoriented, and he drowns. Again, not intentional, but his decision resulted in his own death. Again, he didn't see the risk.

The truth is that the decision chain that leads to an injury or death usually starts long before an "accident" occurs. Many of the seemingly small decisions we make concerning our daily lives are made because of our attitudes. This is especially true of Americans when it comes to our leisure activities. We play softball, fly model airplanes, collect coins, bicycle, weave baskets and boat, just to mention a few. We do these things to relax, show off our skill, lose weight or have a good time. But mostly we do these things because it is our right as a free American to do what we want. And, as free Americans, we often believe that we have the right to do these things without restriction, restraint and, most important of all, without interference from the government. After all, all is fair in love and recreation, right?

Another attitude is that accidents and horrific injuries happen to other people. When we were teenagers we believed we would live forever. As we have grown older we know this isn't true, and we know we have to protect our youth from themselves and their devil-may-care attitudes, right? The statistics tell us that those under 20 incur approximately 25 percent of the injuries. Guess who receives the rest? So, if the adults are looking out for the kids, who is looking out for the adults?

Injury prevention is all about risk management. When we don't recognize and manage the risks, "accidents" happen and people get injured. As boaters, we can easily recognize risk in the boiling

rapids of a mountain river, or in the 25-foot breakers on a bar, or in the darkening sky of an approaching storm.

What we don't see is the danger of the water environment to us as humans. On a beautifully clear day, it is hard to believe that that wonderful expanse of blue water is anything but a gift to enjoy and play upon. The hard truth is that such an environment is deadly to us as humans. We cannot survive in that environment for long without assistance from some sort of device, whether it is a boat, raft, tube, log or life jacket. If you are involved in an accident on land and you break a leg or arm, or are briefly knocked unconscious, the probability of sustaining further injury or dying is pretty low. Move that same incident to the water, and your chances of survival diminish.

So we know that there is some inherent risk in our boating activity. We know that just because it is recreation and that it is for fun and relaxation, there is still risk. We know that even though the water is a beautiful and inviting place to be, it is an alien environment and there is risk. The question now is, how do we prevent the accidents that create the injuries? How do we mitigate the risk?

The first best defense against injury is education. If you don't know what can happen, you won't know how to avoid the situations that create the risk. Today few parents would allow their teenagers behind the wheel of a car alone without them having received some form of driver education. Why should there be any difference when placing a novice boater at the helm? At the very least, a recreational boating safety course shows the boater what can happen, thereby creating awareness. Awareness goes a long way toward prevention. A good boating safety course also helps the boater understand that there is a lot more to boating than jumping in their boat of choice and exploring the vast expanse of America's waterways.

The second best defense against injury is more education. The basic boating safety course is just that, basic. They generally cover basic equipment requirements, basic operating rules and basic safety issues. What they do not cover is how to physically operate and maneuver the boat. A boat is not an automobile, and it does not behave like one. Finding out that a boat doesn't have brakes as you approach a dock or another boat can be an unpleasant experience. There are more advanced courses that teach operating principles. If someone is looking to go play on the water with a personal watercraft (PWC), they need to know how to properly control these very powerful machines. There are courses specializing in PWC operation. What about sailing? If someone doesn't show you how to sail, chances are you are neither going very far nor are you going to have much fun. We won't talk about a sheet full of wind, attached to a metal boom, swinging across the deck at head level. Then you have paddlecraft. Canoes and kayaks may appear simple, but their safe operation requires an understanding of the dynamics of stability and balance. There are big differences in paddlecraft and power boats, and paddlecraft tend to be less forgiving. There are many courses available for paddlecraft operation, and boaters need to understand that there are differences in operating in calm water vs. white water vs. coastal water.

The bottom line is this: We know there is risk associated with boating as there is with any activity. People who participate in boating need to be educated about those risks because they are not the same risks found in other activities. Once they have been told of the risks, we need to tell them again and again. When they have the knowledge, their attitudes change, and they make the right decisions. When they make the right decisions, injuries are prevented, and boating is still fun. ■

## Maximizing the Prevention of Injuries



Commodore Jesse L. Harrup Jr.  
U.S. Coast Guard Auxiliary  
National Recreational Boating  
Safety Directorate

The U.S. Coast Guard Auxiliary (USCGAUX) as well as the state, commonwealth and territorial agencies that comprise the NASBLA membership have on-the-water operations programs that can and do place our members and employees in situations with the potential to lead to injuries. Our reason for being placed in such situations is driven by our responsibilities to the recreational boating public to assist them in boating safely. I am going to cover the subject with some thoughts relating both to injury prevention, as associated with our recreational boating Auxiliary boat crew members and state law enforcement officers, as well as to the recreational boating public.

First, for our people who go on the water to assist our boating constituency – can injuries always be prevented as we run our patrols? It is unlikely, due to circumstances often beyond our control. However, several very good educational awareness programs are available to assist our teams in minimizing injuries. As we understand how to minimize our exposure to these potential circumstances, through our participation in these programs, then ultimately we begin the process of preventing injuries.

One of the best injury prevention/situational awareness courses is *Team Coordination Training (TCT)*. It was developed by the U.S. Coast Guard and adapted for use by the Coast Guard Auxiliary. Team Coordination Training is aimed at changing the way we look at risk and work as teams. This training is designed for the unit, not just specific people. Through focusing on six key aspects to Team Coordination Training, we are able to use a team setting to examine risk and truly implement and utilize Operational Risk Management. The functional areas of TCT are 1) leadership, 2) communications, 3) assertiveness, 4) decision making, 5) adaptability and 6) situational awareness.

Through annual refresher courses and a five-year full re-exposure to TCT, Auxiliary Coxswains (boat captains) and crew learn to utilize these six key aspects in order to:

- a) understand and describe how stress, fatigue and hazardous thought processes can affect judgment and mission performance,
- b) review the decision making strategies and illustrate these styles using a different on-the-water, operational case study, and
- c) discuss the importance of risk assessment and management in the preparation and execution of a patrol.

Now, how can we prevent injuries to the recreational boater and their families? In the Auxiliary, the two most effective programs we offer are the public education (PE) classes (e.g., *America's Boating Course* and *Boating Safety and Seamanship* to name a couple) and the Vessel Safety Check (VSC) program. Through our partnerships with several state and federal agencies, both our PE courses and VSC programs can be offered by state or federal employees to augment our own USCGAUX instructors and vessel examiners.

Both have their pros and cons relating to effectiveness. A pro with PE is that boaters receive intensive, relatively lengthy (from eight hours to 13 weeks) information on safety that can be applied to minimize injuries while on the water. As a con, this information is received in a classroom setting and often during non-boating seasons, which means boaters might not remember much by the time boating season arrives. With the VSC, boaters receive an intensive review of equipment on their boats as they prepare to launch. Receiving this information in such a timely manner is a definite pro about injury prevention. The con is that a VSC is a relatively short (20-25 minutes) opportunity.

I feel very strongly that both public education and vessel safety checks are the most effective tools we have to educating recreational boaters on hazards they may encounter and how thus to avoid and minimize injury. Additionally, for our coxswains, crew and law enforcement officers, the tenants of TCT, when practiced, will help to assist us in preventing injuries so that we may always “be there” to safely and effectively help the boating public when called upon. ■



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Produced under a grant from the Aquatic Resources (Willing/Brown)  
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Small Vessel Security Summit  
Washington, D.C.  
202.372.4635
- 23-27 **National Sheriffs' Association**  
Annual Conference  
Salt Lake City, Utah  
703.836.7827  
www.sheriffs.org

#### JULY 2007

- 16-22 **North American Wildlife Enforcement Officers Association**  
Annual Conference  
St. Paul, Minnesota  
866.275.3969  
www.naweo.org
- 19-21 **NASBLA**  
Executive Board Meeting  
Anchorage, Alaska  
859.225.9487  
info@nasbla.org

#### AUGUST 2007

- 11 **Association of Marina Industries**  
National Marina Day
- 31-Sept. 2 **U.S. Coast Guard Auxiliary**  
NACON  
Portland, Oregon

#### SEPTEMBER 2007

- 4-9 **United States Power Squadrons**  
Governing Board Meeting  
Norfolk, Virginia  
888.367.8777  
www.usps.org
- 5-10 **NASBLA**  
Annual Conference  
Burlington, Vermont  
859.225.9487  
info@nasbla.org
- 16-21 **Association of Fish and Wildlife Agencies**  
Annual Meeting  
Louisville, Kentucky  
202.624.7890  
www.iafwa.org
- 20-22 **Canadian Safe Boating Council**  
Annual Symposium  
Lunenburg County, Nova Scotia  
symposium@csbc.ca

#### OCTOBER 2007

- 5-6 **National Boating Federation**  
Fall Meeting  
Dallas, Texas  
727.441.8811
- 6-9 **States Organization for Boating Access**  
Annual Conference  
Coeur d'Alene, Idaho  
401.247.2224  
www.sobaus.org
- 15-19 **NASBLA**  
National Advanced Boating  
Accident Investigation Level 2 Training  
Ashburn, VA  
859.225.9487  
chris@nasbla.org
- 24-28 **U.S. Sailing**  
Annual Meeting  
Phoenix, Arizona  
401.683.0800  
www.ussailing.org

#### JANUARY 2008

- 9-13 **U.S. Sailing**  
National Sailing Programs Symposium  
St. Petersburg, Florida  
401.683.0800  
www.ussailing.org

#### FEBRUARY 2008

- 3-6 **International Association of Marine Investigators**  
Annual Conference  
Baton Rouge, Louisiana  
866.844.4264  
www.iammarine.org
- 19-24 **United States Power Squadrons**  
Annual Meeting  
Dallas, Texas  
888.367.8777  
www.usps.org
- APRIL 2008**
- 16-18 **National Safe Boating Council & National Water Safety Congress**  
International Boating and Water Safety Summit  
San Diego, California  
703.361.4294 or 440.209.9805

#### SEPTEMBER 2008

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- 6-10 **NASBLA**  
Annual Conference  
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- 17-22 **United States Power Squadrons**  
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