



s m a l l c r a f t a d v i s o r y

MAR/APR 2006 VOL.21 - NO.2

n a t i o n a l a s s o c i a t i o n o f s t a t e b o a t i n g l a w a d m i n i s t r a t o r s

NASBLA Charts New Course

Interest in Sailing Increases

Contest Produces Imaginative PFDs



Produced under a grant, administered by the U.S. Coast Guard, from the Sport Fish Restoration and Boating Trust Fund





Charlie Sledd
NASBLA President



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

More Steps Forward in 2006

By the time you read this article, we will be about halfway through this work year for NASBLA. While the time seems to be just flying by, we are moving right along with the Association's business and activities.

Just after the first of the year, I had the great pleasure of attending the 92nd Annual Meeting of the United States Power Squadrons. My heartfelt thanks go to Mr. Jim Roeber for taking me under his wing at the conference and making sure I was where I needed to be. On behalf of the entire NASBLA membership, I extend our sincerest congratulations to Ernest G. Marshburn, the new chief commander of the Power Squadrons. At the conference's business meeting on Saturday morning, I was given the opportunity to offer some brief remarks from NASBLA. I couldn't help but think about and remember a dear friend of mine, the late Bill Selden, past chief commander of the Power Squadrons, a Richmond Virginia resident and businessman, and a tireless advocate of safe boating – not only in Virginia, but across the country. On that Saturday morning when I looked out at the room filled with several hundred members of the Power Squadrons, I could see why Mr. Selden had such passion for moving recreational boating safety forward.

In the last couple of months, we've had some changes in the Association's leadership that everyone should be made aware of. NASBLA Treasurer Corby Christensen resigned his position as boating law administrator (BLA) in Idaho and, in accordance with the procedures in the Association's bylaws, Terry West, Georgia BLA, has assumed the Treasurer responsibility. Guam BLA Brad Hokanson, chair of the Boating Accident Investigation, Reporting and Analysis Committee (BAIRAC), requested that he be relieved of this position, and Gary Haupt, BAIRAC Vice Chair, has assumed the Committee Chair responsibility. We want to thank Corby and Brad for their good work and we appreciate the willingness of Terry and Gary to help us continue the Association's work.

Our committee meeting season is now in full swing – the Homeland Security and

Emergency Response Committee met in mid-January in Washington, D.C.; Numbering and Titling met in late February on the front end of the International Association of Marine Investigators (IAMI) Conference in Virginia Beach, Virginia; Law Enforcement, BAIRAC, and Boats & Associated Equipment met in early March in Indianapolis, Indiana; and Education, Paddlesports, and Waterways Management will meet in late April on the front end of the International Boating and Water Safety Summit in Palm Harbor, Florida.

The Executive Board has concluded its second work session for the year. A couple of items merit particular attention since they point directly to how we do our business. First, the Board approached this meeting committed to a lengthy and thorough discussion of the Association's strategic plan/agenda/vision, for it is this initiative that will have tremendous significance to us as an Association in how we will continue our forward movement. The strategic plan will serve as guidance for a host of NASBLA issues, such as committee charges; staff tasking and performance; Board and staff initiatives; projects for grant applications; performance measures for the work we do; and continuity of effort from year to year.

It is critically important that we complete the initial plan, receive input from all of the BLAs, and then put the plan to its intended use. Only at that point can we ensure that what we're trying to accomplish during any given year is really building on what was accomplished previously, thus forming a strong foundation for upcoming work. Later on in this issue, you can read a more in-depth article by Editor Kimberly Hermes on the NASBLA strategic planning effort.

Also given considerable discussion at the Board meeting was the upcoming first-ever spring BLA workshop, another new initiative for this year that is intended to provide substantial blocks of time for BLA-to-BLA interaction and discussion. We expect the workshop agenda to have a clear focus on major policy issues, state recreational boating safety

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© Small Craft Advisory (ISSN: 1066-2383) Published bimonthly by the National Association of State Boating Law Administrators, 1500 Leestown Rd, Suite 330, Lexington, KY 40511 (six issues). Subscription is \$12 annually. Contact NASBLA for permission to reprint articles, 859.225.9487. Send change of address to Small Craft Advisory, 1500 Leestown Road, Suite 330, Lexington KY 40511.

ABOUT THE COVER

These boaters are enjoying a peaceful day of sailing on Kanopolis Reservoir, located in central Kansas. With a normal pool surface of about 3,500 acres, this lake attracts thousands of campers, hunters, anglers and watersports enthusiasts each year.

*Photo courtesy
Kansas Department of Wildlife & Parks
Erika Nighswonger*

Letter to the Editor

Dear Editor:

On page 17 of the Jan/Feb 2006 issue of SCA there is a story of Ranger Charity Gibson. You point out that the story illustrates the importance of always wearing a PFD. The story also mentions the "circling boat" that she had to swim away from. I want to know why she, especially as a law enforcement officer, wasn't wearing some type of ignition kill switch. I'm assuming she was in a stand-up position which makes it even more important to wear some type kill switch. Surprised you didn't mention that... Most boats I am familiar with in the water ski world have such a device. (I was a water ski show director for over 20 years at both Cypress Gardens and Sea World, San Diego and learned the hard way the importance of wearing a kill switch.)

Lynn Novakofski
Photography/Graphics Mgr
USA Water Ski
Polk City, FL

Dear Ms. Novakofski,

You bring up a good question. However, I can't take credit for writing that story. Our Boating Briefs section offers a platform for our members to give news and updates. That particular story was submitted by the Utah Division of Parks & Recreation. As each state has different laws regarding life jackets, lanyards, officer protocols, I've directed this question to Dave Harris, boating law administrator for Utah.

– Editor

Dear Ms. Novakofski,

Thank you for your concern about our ranger's safety! In 2005 Utah State Parks and Recreation adopted a policy that all employees must wear a PFD when on the water. Many of our rangers were voluntarily wearing PFDs, but to get 100% compliance we felt a policy was necessary. The improvements in and approval of inflatable PFDs has made it much easier for boating enforcement officers to wear a PFD. Because of the equipment carried by officers, i.e. 10+

pound gun belt, ballistic vest, etc., the type of duties performed while on patrol, and the heat of summer, officers felt that wearing a PFD was more of a burden than a benefit.

We do have a similar situation with engine kill switches, in that, most boating officers see the importance of the engine kill switch, but when weighed against restricted mobility on the patrol boat, they opt not to wear the lanyard. During a normal patrol, the officer usually needs to leave the helm area many times with the engines idling, making the constant attaching and unattaching yourself from the lanyard impractical. Thanks to modern technology, there is now a solution to this problem. We have installed a keyless lanyard system in all our open patrol boats. This device consists of an engine kill switch and remote sensing device. When someone falls overboard with the remote sensing device, it instantly shuts off the engine. Each ranger will now have one of these remote sensing devices attached to their PFD. Virtual Lifeline by MariTech Industries is the only company that is currently producing this keyless lanyard technology.

Thank you again for your interest in boating safety and please feel free to contact me if you have any additional questions.

Sincerely,

Dave Harris
Boating Program Coordinator
Utah State Parks and Recreation
daveharris@utah.gov
801.538.7341

Readers are invited to send Letters to the Editor. Please include your full name, title, company, telephone number and address. Send Letters to the Editor to NASBLA, 1500 Leestown Road, Suite 330, Lexington, KY 40511 or e-mail them to editor@nasbla.org.

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Regional News

Missouri Water Patrol Hosts Fund-Raising Bass Tournament

The Missouri Water Patrol Association is hosting the second Cops for Kids Midwest Law Enforcement Buddy Bass Tournament. Scheduled for May 2, 2006, at Table Rock Lake in Kimberling City, Mo., the tournament benefits the Make-A-Wish Foundation.

One person on each team must be employed by a law enforcement agency. The Cops for Kids Tournament promotes interaction between law enforcement agencies and provides a way for officers to make contacts with other agencies.

The Missouri Water Patrol Association works with sponsors to provide a grand prize and door prizes. Champion Boats has once again graciously donated a model 187 bass boat, and Mercury has donated a 150 HP Opti-Max motor and a Motor Guide trolling motor. These items will be given as the grand prize. There is also a voluntary big bass pot.

The 2005 Cops for Kids Tournament had 171 boats with 342 participants from six states. There were 73 city, county, state and federal law enforcement agencies represented. The Missouri Water Patrol Association was able to donate \$5,000 to the Make-A-Wish Foundation. In addition, Wal-Mart gave \$1,000 to Make-A-Wish on behalf of the Missouri Water Patrol Association.

For additional information, visit www.missouriwaterpatrolassociation.com or contact Ron Kelley 417.272.0111 or J. Pragman 417.527.1203.

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Premier Boating Organization Evolves

By Kimberly Hermes

The National Association of State Boating Law Administrators (NASBLA) has shifted its sails over the past year to become a more cohesive and effective steward of recreational boating safety. With the organization having its beginnings in 1960, the nonprofit organization was ready for an upgrade.

NASBLA's Beginnings

NASBLA originated on April 12, 1960, with an initial meeting of the state officials responsible for administration and enforcement of state boating laws – at the invitation of the Merchant Marine Council, U.S. Coast Guard. In November of that same year, the first boating law administrators (BLAs) meeting was held in Chicago.

During the group's second meeting in October 1961, participants selected the name "National Conference of State Boating Administrators." The National Association of State Boating Law Administrators was established the following year as an autonomous organization. In October 1963, NASBLA adopted a constitution and elected its first association officers.

All the association's business and its annual meetings were conducted by NASBLA officers until the late 1980s. Then NASBLA hired the Council of State Governments to provide administrative support. In September 1996, NASBLA President Ed Carter formally broke the association's union with the Council and selected The Center for Recreational Boating Safety Inc. as NASBLA's administrative services provider. NASBLA filed articles of incorporation in April 1997 and officially became an autonomous nonprofit corporation.

Changing Course

The organization began mapping out its new course under the leadership of Randy Edwards, who served as NASBLA president in 2004-05.

Changes within NASBLA were spurred both by the recent government inspection of private and nonprofit corporations alike and by the natural evolution of the nonprofit organization itself.

First, let's take a quick look at the scrutiny being given to corporations. Following a series of corporate financial scandals – including those affecting Enron and Tyco – and some questionable practices among charities – including the American Red Cross's Liberty Fund – the government has begun investigating the accountability of nonprofits as well as publicly traded corporations.

According to GuideStar.org, a storehouse of knowledge for and about nonprofit entities, Congress enacted the American Competitiveness and Corporate Accountability Act of 2002 in response to corporate accounting and oversight scandals in 2001 and 2002. Named after sponsors Senator Paul Sarbanes (D-MD) and Representative Michael G. Oxley (R-OH), the act is commonly known as Sarbanes-Oxley. It has implemented new governance standards, holding board members responsible for the oversight of management within private and nonprofit corporations.

While most of the provisions of Sarbanes-Oxley apply to publicly traded corporations, some state governments have already begun holding nonprofits to higher accounting standards. Many state assemblies have passed or are considering legislation that addresses nonprofits' accounting and auditing procedures.

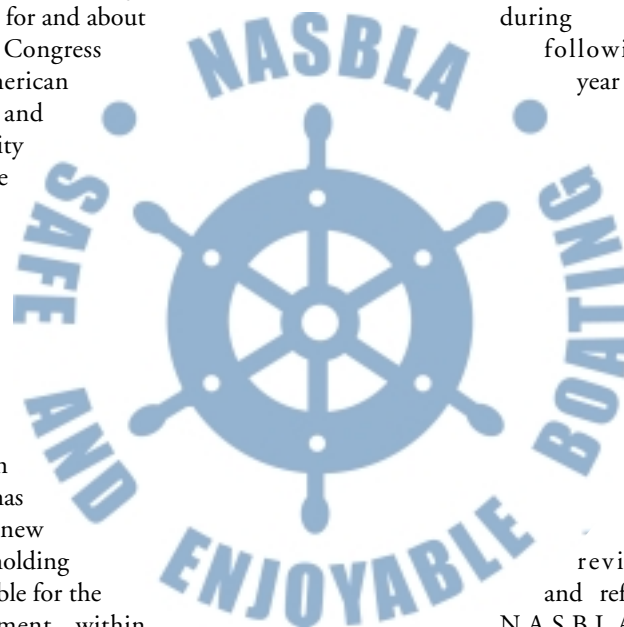
In September 2004 the Executive Board began looking into risk management for nonprofit organizations. Catchphrases such as "Sarbanes-Oxley" and "IRS Intermediate Sanction Rules" were discussed concerning the organization's structure. Taking proactive measures, NASBLA began immediately making changes to strengthen the governance and leadership of the nonprofit organization.

In the fall of 2004, NASBLA's governing board enlisted the help of Jerry Kappel, CFRE, a strategic planning consultant, to identify a strategic agenda

that would guide the organization with its planning. The overall purpose of the strategic planning was to focus and refine NASBLA.

The initial strategic planning sessions involved intense discussions about NASBLA and the organization's role in recreational boating safety with regards to governance issues, policy development and goal setting. The Executive Board met

several more times during the following year to



review and refine NASBLA's strategic plan. The

Board also developed a new vision, strategic goals and mission for the organization to pursue, as well as further defined the roles and responsibilities of the Board members and staff.

In September 2005, NASBLA's membership voted to adopt new bylaws. With the adoption of the bylaws, the governing (executive) board was streamlined to consist of seven members: president, vice president, treasurer, past president and three members-at-large. The members-at-large serve staggered, three-year terms. In addition, the other members of the board can serve more than one term in office. These changes were made to allow for more continuity among the governing board. Moreover, with possible implications from the passage of Sarbanes-Oxley, NASBLA officials felt a smaller executive board would be more manageable in regards to ensuring the

board would actively oversee the organization's interests.

The association's governing members continue to include each state and territory's designated boating law administrator – the official responsible for administering state boating laws. In addition, the association includes as members hundreds of other specialized state personnel who provide expertise and guidance on issues ranging from state numbering and titling, to marine law enforcement and boating accident investigation, to education and public awareness, as well as numerous other recreational boating safety functions.

Seeking Safe, Enjoyable Boating

NASBLA envisions a national recreational boating program where the number and severity of recreational boating accidents are substantially reduced and boating-related deaths virtually eliminated, where family-oriented fun and personal responsibility are valued in equal proportions, where universal boater education is the rule rather than the exception, and where boating laws and regulations are seamlessly applied across state lines. NASBLA members value consensus, collegiality, egalitarianism, integrity and a sense of fair play both in their decision-making among members, and among and between NASBLA and its strategic partners.

NASBLA's mission is to support the information, communication and professional development needs of the state boating authorities, equipping them

to be effective partners in the National Recreational Boating Safety Program. The association addresses its mission by fostering partnerships among and between the states, the Coast Guard and others, crafting model boating laws, maintaining national education and training standards, providing members with critical knowledge and skills, assisting in the homeland security challenges on our waterways, and advocating the needs of the state boating programs before Congress and federal agencies.

As a means of achieving its mission, NASBLA will pursue several strategic goals:

- Establish a broad national coalition of boating safety partners to advocate for national policies, research and resources to support the recreational boating safety (RBS) agenda;
- Maintain a canon of contemporary model boating laws and regulations to provide both a resource and benchmark for states working to achieve best RBS management practices;
- Function as the certifying body for national standards on the content and delivery of boater education courses for the boating public and officer training courses for the marine law enforcement professional;
- Serve as the information nexus for state boating law administrators and other boating professionals to foster interstate communication and cooperation on RBS policy issues and to facilitate greater uniformity and

reciprocity among and between state boating programs;

- Administer the foremost professional development and continuing education academy for state boating officials in all levels of state agency management; and
- Build a comprehensive government affairs and outreach program to advance the association's public policy agenda.

"Our 'reorganization' was really more of an evolution in association governance and the ratifying of a movement that had been underway for some time," said John M. Johnson, executive director of NASBLA. "We continue to be 'member driven,' but are now much more staff supported in the pursuit of our objectives."

Johnson has served as NASBLA's executive director since August 2005, when NASBLA's longtime Executive Director George Stewart retired. At NASBLA's helm, Johnson oversees the day-to-day operations of the organization. His responsibilities include monitoring all staff activity to ensure that the mission is fulfilled and the agenda is followed.

NASBLA is committed to ongoing strategic planning. The organization's top priorities include linking its strategic plan to their revamped mission, goals and objectives and producing measurable outcomes.



...From the Helm continued from page 1

program performance, connecting NASBLA's strategic agenda and the recreational boating safety (RBS) program goals with Coast Guard goals, and state program challenges and innovations. The reason for this spring workshop is to give the BLAs an opportunity to talk about what they are working on, discover new or additional ideas to enhance their state programs, and achieve a stronger RBS effort from NASBLA overall.

Again, we are about halfway through this work year for NASBLA, and I believe

we are making progress in developing sound business practices that will continue to help us move forward as an Association. One of my ongoing messages to the members of the Executive Board and to the staff folks at our Lexington headquarters is "If there's something that I'm supposed to be doing as your President and it doesn't appear that I'm doing it, please let me know." As we move forward with our efforts to enhance the business of NASBLA by doing what we think makes good business sense, I offer that same

message to everyone. Just let us know and help keep us focused.

Please enjoy this issue focusing on the theme of sailing. NASBLA is extremely appreciative of its partners from the sailing community, for we are all a part of the larger boating community and we all have the same goal in mind, and that is safe and enjoyable boating.



Life Jacket Design Competition

Attracts Innovative Ideas

By the December 16, 2005, deadline for entering the Innovations in Life Jacket Design Competition entries, the BoatU.S. Foundation for Boating Safety staff found themselves buried under boxes and boxes of submissions from around the world. In all, there were countless inquiries and 182 submissions from inventors vying for the \$5,000 contest prize.

"We knew people felt strongly that new life jacket styles should be available," said Ruth Wood, president of the BoatU.S. Foundation, "but we never dreamed we'd see this much interest."

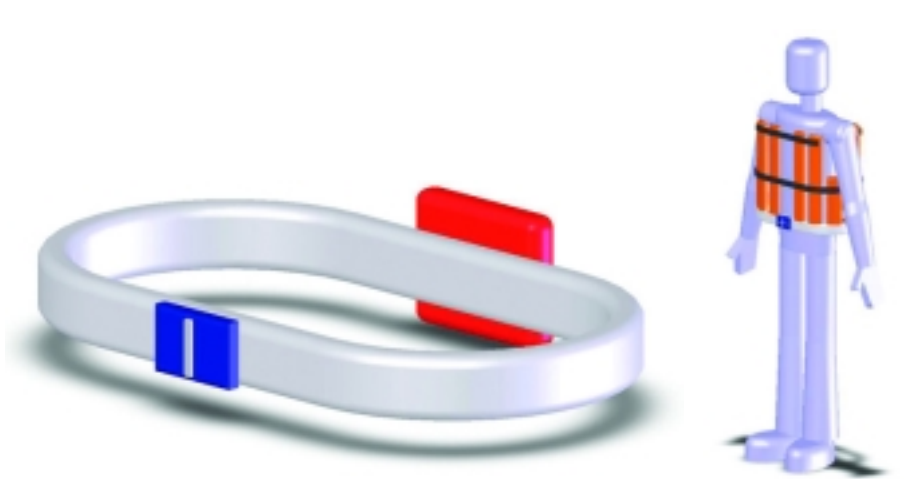
The judges deemed the design submitted by Adam Malcom, a graduate student in the University of Virginia's Mechanical and Aerospace Engineering Program, to be the best. Malcom received the \$5,000 grand prize in the first Innovations in Life Jacket Design Competition, sponsored by the BoatU.S. Foundation for Boating Safety and the Personal Flotation Device Manufacturers Association (PFDMA). The award was presented during ceremonies at the Miami Boat Show on February 16.

"Boaters complain that life jackets are uncomfortable, restrict movement, or make you hot. So we decided to sponsor a competition to encourage innovative ideas to design a life jacket that more boaters might wear," said Wood.

The competition was designed to foster the development of new ideas about how life jackets are designed and built. Competition criteria included wearability, reliability, cost and innovation. What was notably absent from this list was the need to adhere to any of the established life jacket design regulations.

Submissions came from 36 states and six countries and ranged from very simple drawings to complex schematics and mock-ups of the design.

"We received 182 submissions from armchair inventors, average boaters, schoolchildren and students from as far away as China and Australia," said



The recent Innovations in Life Jacket Design Competition, sponsored by the BoatU.S. Foundation for Boating Safety and the Personal Flotation Device Manufacturers Association, resulted in numerous innovative ideas for personal flotation devices. The design selected as the winner involves a slender belt worn around the waist. When activated, slender, symmetrically arranged air bladders inflate, rising up to surround the wearer on all sides. *Images courtesy BoatU.S.*

PFDMA Executive Director Bernice McArdle. "Some designs focused on improving existing life jacket models with new technology or style enhancements. Other designs were completely outside the box with little or no regard to current design guidelines, while others blended the two. Two design elements emerged as judges' favorites: the use of high-tech fabrics that could improve upon current designs and devices that were the least obtrusive," she said.

Malcom's winning entry was essentially the latter – a slender belt worn around the waist. The unit would stay out of the way and not retain body heat. When activated either manually with a ripcord or automatically via a CO₂ gas cylinder, slender, symmetrically arranged air bladders stored inside the belt inflate, rising up to surround the wearer on all sides. No secondary action, such as sliding flotation over the head, is necessary. The wearer would simply float similar to being in an inner tube.

Born into a boating family, Malcom owns both a fishing boat and sailboat and plans to use the \$5,000 to jump-start a career as an independent inventor. "We

frequently don't wear our life jackets aboard for the same reason as everyone else – they are uncomfortable and restrict movement. But I know how important they are, so my design focused on remedying those aspects," he said.

Five Honorable Mentions were also awarded in the competition:

- **Sean Denham**, a student at Virginia Tech in Blacksburg, Va., majoring in Industrial Design, proposed a T-shirt life jacket that blended a thin layer of kapok sandwiched between layers of neoprene built into a nylon/spandex shirt that also provided UVA sun protection.
- **Lisa Ma**, Wayne Chang and Peter Tong of I3 Design in Pittsburgh, Penn., proposed a series of stylish "shirts" made with an inflatable fabric and a transferable CO₂ inflation kit that kept costs down.
- Another student, **Nicholas Weigel** who attends Kendall College of Art and Design in Grand Rapids, Mich., proposed using a two-part foam that

expanded to fill clear a buoyancy tube that went around the wearer's neck.

- The “High Tide PFD” designed by **Andrew Valentine**, another Virginia Tech student and classmate of Honorable Mention winner Sean Denham, offered a sleek, stylish buoyant vest design. High-tech fabrics would keep the body cool and earth-friendly recycled styrene beads were used for flotation and body-conforming comfort.
- Inventor **Mario DiForte Jr.** of Baltimore, Md., designed “Aqua-Aid.” A press of a button inflates a 12” x 13” brightly colored vinyl float that’s packed into a small, wrist-worn case.

In addition to Wood, competition judges included Virgil Chambers of the National Safe Boating Council; Tim Smalley of the Minnesota Department of Natural Resources; Chuck Hawley of West Marine; Norm Lemley of the U.S. Marine Safety Association; and John Adey of the American Boat & Yacht Council.

For more information and to view the winning entry and Honorable Mentions, visit <http://www.BoatUS.com/Foundation/Lifejacketdesign>.

The BoatU.S. Foundation for Boating Safety and Clean Water is a national 501(c)(3) nonprofit education and research organization primarily funded by the contributions of 630,000 members of BoatU.S., the nation's largest recreational boat owners association. The Personal Flotation Device Manufacturers Association is an affiliate of the National Marine Manufacturers Association (NMMA), a leading trade organization representing the recreational boating industry. NMMA member companies produce more than 80 percent of the boats, engines, trailers, accessories and gear used by boaters and anglers in the United States.

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Podcasting for Boat and Water Safety

By Tim Smalley, Minnesota Department of Natural Resources – Boat & Water Safety Unit
tim.smalley@dnr.state.mn.us

I have been vaguely aware of podcasts for about a year or so. There’s been a lot of buzz in the techno-press about them, and I had even succeeded at downloading a couple to my “Brand X” media player. But still, the whole iPod® concept – to me at least – seemed to inhabit the hazy realm of tattooed body piercers dancing with their shadows in those Apple TV spots. The other image I had

was of people who like to hear themselves talk, but weren’t interesting enough to have their own “real” radio show. I hadn’t really thought much more about them until the November 2005 TV sweeps, when one of the local stations did a story on podcasting. They talked about what a podcast was and how easy they were to do.

They interviewed a number of people who were doing them out of their living rooms, basements and backyards. One “Einstein” was even recording his show from his car. (And they say talking on the cell phone is a distraction for drivers!)

A podcast, to put it in as “non-technogeek-ish” terms as possible, is a radio show posted on the Internet. You can listen to it on your computer, or if you have a portable media player, its software will automatically go out and look where you tell it to find the podcasts to which you have subscribed.

To back up a little, the word “podcast” comes from the now borderline-ubiquitous (semi-biquitous?) iPod® from Apple. There are a number of other brands out there, but their sales pale in comparison with Steve Jobs’ (chief executive officer of Apple) new little money factory. iPod refers to a class of portable digital audio players designed and marketed by Apple Computers. It’s a small device about the size of a pack of cigarettes

and about half as thick. There are new ones, the Apple Nano and Shuffle, that are about the size of two Zippo lighters (keeping with the tobacco motif) one on-top-of the other.

You can also go to podcasting search engines (www.podcasting.net) and enter a term that describes what you are interested in and the search engine will find podcasts



Podcast host Steve Carroll (right) interviews local fishing guru Terry Tuma (left) and Tim Smalley, boating safety specialist with the Minnesota Department of Natural Resources, for an online radio show focusing on ice fishing and safety. Photo courtesy Minnesota Department of Natural Resources

that match those criteria. For example, “parks.” Click on whichever one that interests you, and you will be taken to their site.

The latest media players play not only MP3 audio files but videos too. According to USA Today, 32 million iPods® were sold in 2005, with 14 million of them flying off the shelves during the holiday shopping season alone. (No, I didn’t get one either!)

After seeing the TV news show, I had a “eureka!” moment. It’s easy, it’s cheap, and most importantly – it’s an efficient way to get messages to the public. I bought a couple of books on podcasting and, within a couple of weeks, the Minnesota Department of Natural Resources had its first podcast posted on our website.

I work in the boat and water safety unit of our department and am always trying to figure out new ways to get people to pay attention to our water safety message, whether it is in the summer or

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International Summit Sails to Success

The seventh International Sailing Summit (ISS), held November 14, 2005, and hosted by Amsterdam RAI in conjunction with the Marine Equipment Trade Show (METS), brought together sailing and industry leaders from 16 countries for a full day of seminars, presentations and networking opportunities.

"Once again, we were extremely pleased by the caliber of presentations and of attending participants," said ISS Founder and Chairman Alistair Murray of Ronstan. "There was an excellent mix of events and presentations, and everyone walked away highly motivated and encouraged by how sailing is being promoted globally."

The ISS represents what is the only true annual meeting of the entire sailing fraternity - administrators, stakeholders and industry leaders. It serves as the catalyst to pooling resources, sharing ideas and networking.

The Summit brings together global, regional and local leaders of the sailing and marine industry, administrators of sailing, media and representative bodies to share experiences and explore ways of developing sailing internationally, with the ultimate aim of:

- Encouraging more people to simply 'mess about in boats'
- Promoting sailing around the world;
- Focusing on the broad development of sailing; and
- Continuing to raise industry standards.

For the first time in the event's history, a grant of \$4000 was awarded to the presentation that best reflected the ISS theme of how "The Sailing Industry and Sailors Work Together So Sailing Wins."

Axel Grael of Brazil received the inaugural award for a national initiative that began with his high-profile family. The family had the vision that sailing could be more accessible to the public and benefit youth with social needs. To this end, they gathered sailors, sport and education specialists along with environmentalists in 1996 to consider how boating could be used as an educational tool. The Grael Project was born in 1998 in Rio de Janeiro with the support of the municipal government and has since

expanded to include centers in Vitoria and Espirito. To date, more than 4,500 participants have sailed through this program, which is now managed by the not-for-profit Instituto Rumo Nautico.

A second award of \$1000 was presented to John Arndt for his

out of Austin, Texas, who shared the success of fractional sailing; and Thom Dammrich of the National Marine Manufacturers Association, who addressed the \$15 million Grow Boating campaign.

Julian Bethwaite, Australian designer of the 49er, challenged the audience with

his revolutionary ideas on the use of technology, excitement, fashion and different events to make sailing more appealing to youth, the media and the public. ISS Patron Sir Robin Knox-Johnston, in his opening remarks, strongly encouraged that the industry produce "boating shows" vs. boat shows, so that the focus is on the activity and not the product. Phil Draper of IBI Magazine presented the IBI Report on sailboat production worldwide.

One event highlight was the sponsorship panel featuring representatives from corporate sponsors such as Skandia, Louis Vuitton, Fast Track and BMW Oracle – all of whom agreed that their most important consideration is the long-term value of the investment and the imagery offered vs. short-term financial returns/gain. Keynote presenters Mark Turner and Bruno Trouble shared passionate presentations about Ellen McArthur and the America's Cup. Turner described how

McArthur's fame is directly translating into a major boost in sailing interest in the UK, which is now "at an all-time high." Trouble discussed the unprecedented level of interest in the America's Cup, with it being held in Europe for the first time.

The next ISS will be held in May 2007 at the venue of the Americas Cup in Valencia, Spain. Future International Sailing Summit dates are underway including plans for December 2008 in Paris and April 2010 in Singapore.

For more information about the International Sailing Summit, visit www.sailingsummit.com.



Last November Amsterdam RAI hosted the seventh International Sailing Summit. The conference brought together sailing and industry leaders from around the world to discuss ways to promote sailing. Photo courtesy Ohio Dept. Natural Resources/Mike Williams

outstanding "Summer Sailstice" initiative that encourages people around the world to sail together on one particular day to celebrate sailing.

A Diverse lineup of Speakers

Additional programs included Andrew Webster's UK Industry Regatta, a direct development from a previous ISS event; San Francisco's Jay Palace's "Big Team Regattas," which bring corporations in to support community sailing; Chris Satchwell of the UK who spoke about the Sunsail charter experience; Thierry Wibaux of the French Nautical Federation who updated the crowd on the French sailing school initiative of modernizing fleets; George Bonelli of SailTime based



Program Lets Visually Impaired Boaters Enjoy Sailing

By John Wisse, ODNR Division of Watercraft

While many people say that a lack of time restricts their ability to enjoy recreational boating, imagine the challenges faced by persons who are blind or visually impaired.

Now in its twelfth year, the Cleveland Sight Center offers one of the nation's largest recreational sailing programs, involving more than 120 blind and visually impaired clients, staff and volunteers. During a 20-week boating program that offers sailing experiences on Lake Erie, staff, volunteers and clients of the Cleveland Sight Center join in one of the more remarkable outdoor recreation and enrichment programs offered in the nation.

The donation of a 26-foot Pearson sailboat in 1994 was the catalyst for board of trustee member Dr. Vic Leanza to seek out volunteers in helping establish the Cleveland Sight Center's sailing program. Taking a cue from another outdoor recreation program known as SailBlind, which has been offered since 1979 by The Carroll Center For The Blind in Newton, Mass., Dr. Leanza and the Cleveland Sight Center implemented the program by introducing six blind and visually impaired clients to recreational sailing on Lake Erie in 1995.

The Cleveland Sight Center's sailing program is funded in part through a two-year boating safety education grant awarded by the Ohio Department of Natural Resources (ODNR) Division of Watercraft.

Sail skippers and first mates who are sighted are paired in equal number with blind and visually impaired clients known as the sailors. Many of these sailors become so comfortable on the water and enriched by their experience that they are able to take the experience to the next level with hands-on instruction on how to safely operate and navigate their sailboat. Participants are often divided into separate teams and share in some friendly race competition near the Cleveland shoreline. While all aboard are required to wear life jackets, it is not uncommon for these special sailors to be directing their fellow mates and skippers on keeping a proper lookout for other boaters.

"We have the nation's largest sailing program for the blind and visually impaired right here in Cleveland, and you just can't imagine the amount of joy this program has brought to so many people in northeast Ohio," said Dr. Leanza, a psychologist residing in Euclid, Ohio. Dr. Leanza, who was born visually impaired, first joined the Cleveland Sight Center's board of trustees in 1978. While a student

continues to encourage people to try sailing as a beginner. While Sail America leads the marine industry nationally in providing outreach opportunities through its popular Discover Sailing program, strong individual efforts on the local community level by marine dealers, yacht clubs and nonprofit organizations are needed to support these nationwide efforts.

In Ohio, Huron North, Inc. hosts an annual Discover Sailing weekend in early June. The organization also offers its own multi-level sailing instruction program during the sailing season. Since 1972, novice and experienced sailors have successfully completed the Huron North Sailing School, which focuses on hands-on skills and safety instruction.

"We average about 60 participants annually in our sailing school. It is almost exclusively hands-on instruction where participants are actually sailing on the water during their first day," said Bruce Roberts, who with his sister Ellen owns Harbor North.

Independent certified sailing instructors teach basic, intermediate and advanced sailing courses that when completed successfully provide the skills, confidence and knowledge of safety to support a healthy sailing lifestyle. Additionally, the ODNR Division of Watercraft offers its law enforcement officers sailing instruction as part of an overall career development opportunity that helps ensure safety when dealing with sailboats on the water.

Sailing is popular, affordable and safe when enjoyed by people with diverse backgrounds and abilities who take the time to learn the required skills from qualified instructors in a positive learning environment. While seemingly an inland Midwestern state, Ohio along with its own Great Lake and other inland lake waterways, offers among the finest sailing experiences found anywhere in the world. Just ask the experts.



Through the recreational sailing program offered by the Cleveland Sight Center, boaters who are blind or visually impaired can take the helm of a boat. Visually impaired sailors are paired up with sighted skippers and first mates who offer hands-on instruction.

Photo courtesy Ohio Department of Natural Resources

at the University of Notre Dame in the 1950s, he was introduced to sailing by a faculty member who had acquired a 12-foot wooden sloop. So enamored with sailing, Dr. Leanza soon became a member of the university's sailing team and eventually became a sailboat owner, enjoying many seasons on Lake Erie.

In 2006, the Cleveland Sight Center expects to serve nearly 100 blind and visually impaired clients aboard two sailboats during Ohio's boating season.

As this unique program enjoys good success, the recreational marine industry

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Sailing Levels the Playing Field

Boating is more accessible than most people think. There are thousands of volunteers across America who will provide opportunities for folks who thought that they would never get on the water, and federal regulations in recent years have made more and more marinas accessible to handicapped boaters.

Many volunteers work for nonprofit boating organizations like Access To Sailing in Long Beach, CA, that uses larger sailboats and provides therapeutic rehabilitation to disabled and disadvantaged children and adults through interactive sailing outings. Participants learn how to raise and trim sails, tie knots, and steer a boat.

Other non-profits, such as the Chesapeake Regional Accessible Boating (CRAB), provide specialized sailboats and instruction with the purpose of allowing disabled sailors to be truly independent on the water. Their aim is to have physically challenged sailors learn how to compete with other handicapped sailors.

Finally, there are organizations like Sailing Alternatives of Sarasota, FL, that promote competitive sailing on an international level. "We have demonstrated that sailors with disabilities can compete with the best of them because out on the water the disabilities disappear," said Hugh Elliot, a U.S. Sailing Association senior race officer.

By establishing ground rules, the playing field can be leveled for all participants. The International Federation of Disabled Sailing (IFDS) has established the rules for sailing in a "disabled only" event and has designed a "classification system" to help decide exactly how functional each boat crew can be. Obviously, three quadriplegics on a 23-foot Sonar could not compete physically with three single-leg amputees.



Photo by Chris Worsley, Eternal Images

Colin Johanson chases quadriplegic Andrew Hartley's 'sip-and-puff' controlled Access Dinghy in a recent sailing regatta.

To provide for equal opportunity, each athlete is assigned a "classification number" between 1 and 7 that matches their ability level. The people with less ability receive a lower number, and those with more abilities a greater number. There is a limit to the maximum number of points each boat can take on board. For example, a boat could have a quadriplegic (1 point), a single-leg amputee (5 points) and a polio victim (6 points) on board — this totals the maximum number of 12 allowable points established by the IFDS.

The Sonar 23 is one of the more popular sailboats because its self-bailing sit-in cockpit allows disabled sailors to sail efficiently and safely while at the same time giving them the same performance and excitement enjoyed by their more able-bodied competitors. It has been chosen for Paralympics competition because they are fast, exciting to race, yet easy to sail.

The Fleet

"In sailing we get to pick equipment that fits us," said Elliot. There are special boats that are unique to adaptive sailing because of their stability and ease of sailing and all are tiller steered. The Sunbird 16-foot dinghy is the original adaptive sailing boat and one of the oldest in use today. The class symbol on the mainsail is based on the international sign for disabled access and is

unique to this boat. One of the most popular choices for handicapped sailing is the Australian-built Access Dinghy. These boats are practically impossible to capsize and can be outfitted with electric servo controls, making it easier for a person with limited mobility to control.

The Freedom 20, built by Catalina Yachts, features the unique Freedom unstayed mast system. At 20' 6", it is one of the larger boats used to

teach adaptive sailing and popular in America.

The Martin 16 pioneered the optional automated system for steering, sail sheeting and bilge pumping called "sip & puff." The idea for "sip & puff" controls for a sailboat came from Sam Sullivan, a quadriplegic and founder of the Disabled Sailing Association. Sullivan had seen quadriplegics operate their wheelchairs by mouth, and envisioned that this technology might be used to control a sailboat. The "sip & puff" system allows extremely handicapped sailors the chance to sail solo.

Another sailboat that is used in Paralympics competition is the 2.4 Metre, introduced in 1982. It has all the classic lines of the America's Cup yachts, at one-fifth the size. In fact, Tom Brown from the United States sailed on one of these to a silver medal at the 2004 Athens Paralympics. Tom lost his lower right leg to cancer at the age of 10, but that didn't stop him from his love of sailing — he has been a nationally ranked sailor since 1999.

From San Diego to Seattle

Challenged America, based in Shelter Island, San Diego, CA, is a year-round, therapeutic, recreational rehabilitation sailing program providing free learn-to-sail and advanced sailing instruction. Hundreds of

people from around the world, with and without disabilities, participate in the Challenged America program yearly.

Further up the coast is the Bay Area Association of Disabled Sailors (BAADS) located at San Francisco's Pier 40. BAADS strives to make the sailing experience accessible to all its members, no matter what disabilities they may have.

Rounding out the West Coast's handicap sailing organizations is Washington State's Footloose, based in Seattle. In the summer of 1999, it hosted the first-ever nationally recognized disabled sailing race regatta in the Northwest.

Jewel of the Midwest

On the Chicago shores of Lake Michigan, the Judd Goldman Adaptive Sailing Foundation (JGASF) is an excellent example of a nonprofit partnering with a public agency. The Chicago Park District operates the program and hires the instructors; the Judd Goldman Adaptive Sailing Program purchases the boats and pays salaries. The fleet consists of seven Freedom Independence 20s, three Sonars, and two 2.4-meter sailboats. Over 1,000 participants experience the joy and independence of sailing each year. In addition, the JGASF, working with the Chicago Yacht Club, hosts the annual national disabled double and single-handed sailing Independence Cup Championship.

Up and Down the East Coast

Y-Knot, based on Lake George, NY, was founded in 1996 by a small group of disabled sailors and friends who wanted to create an accessible sailing program in that region. The YMCA Camp Chingachgook on Lake George was a perfect location for the program, providing waterfront access, logistical support and facilities for handicapped sailing. From the start, Y-Knot's mission has been to provide sailing opportunities for everyone, regardless of physical condition, age, or ability to pay, at all levels, from supervised recreational sailing to independent racing competition.

The Downtown Sailing Center (DSC) in Baltimore MD has 10 Access Dinghies and 7 Sonars. The DSC specializes in competitive racing in the city's Inner Harbor. "Our goal is to see DSC send a team of persons with disabilities to competitions in other parts of the country, including the Independence Cup in Chicago — the largest national regatta for persons with disabilities," said club member Carwile LeRoy.

The Chesapeake Region Accessible

Boating (CRAB), located at Maryland's Sandy Point State Park, uses Freedom 20 sailboats specially configured for use by handicapped sailors. "Our volunteers make sailing available to over 1,000 participants a year," said executive director Don Backe. "On the last Sunday of every month we have an open house for those who want to give sailing a try."

There are two Shake-a-Leg programs on the East Coast.

Shake-a-Leg Newport, RI, was the first adaptive sailing program in the U.S. and has been used as a model program throughout the United States. From the fully accessible facility at Fort Adams State Park, Freedom 20s and Sonars are available for recreational, instructional and competitive sailing. Handicapped sailors are fortunate to have



Photo courtesy of Tradewinds Foundation

Fred Hess' muscular dystrophy handicap doesn't stop him from sailing solo as he is lowered into an Access Dinghy on a California Lake.

Paralympian sailor Paul Callahan directing the program.

Shake-a-Leg Miami is South Florida's only organization for full access sailing and is the largest handicapped program in the U.S. — serving over 6,000 participants a year. Located on South Bayshore Drive, Shake-A-Leg operates in conjunction with the City of Miami Parks and Recreation to provide a universally accessible facility seven days a week.

One of the largest international programs is Sailability. Unfortunately, there are only two chapters in the United States, Sailability Tampa, located at the Clearwater Community Sailing Center on Sand Key, and one in Jacksonville, FL. Sailability began in the United Kingdom in 1986, and is currently headquartered in Australia. Sailability

locations are autonomous non-profit organizations dedicated to increasing sailing opportunities for everyone.

Another Florida nonprofit that excels in competitive handicap sailing regattas is Sailing Alternatives, located in Sarasota and St. Petersburg. "While we never lose sight of sailing as therapy, we recognize that competition between able-bodied against disabled on our boats brings the ultimate satisfaction to the disabled," said Sailing Alternatives executive Serge Jorgensen.

Bringing all of the disabled organizations together for a weekend of racing is the job of the Tradewinds Foundation. Their "We Gotta Regatta" in Naples, FL, last November was truly an all-inclusive event. "People with special needs were sailing and competing against those who were fully able bodied in Access Dinghies," said Tradewinds Director of Marketing Debra Frenkel.

Lifting the Veil of Darkness

Two nonprofits that have programs specifically designed for the blind — Shake-A-Leg Miami and the Bay Area Association of Disabled Sailors of San Francisco (BAADS). Shake-A-Leg Miami and the Miami Lighthouse for the Blind have developed a sailing program for local residents. In 1999 they hosted the World Blind Sailing Championships where over 120 sailors from 14 different countries participated.

"The most wonderful time I have had on our boat was the time a guy who was blind and deaf had his hearing restored with a cochlear implant. He was able to hear the wind, the birds, the flogging of the sails; you could hear his laughter echo over San Francisco Bay. It gave me a wonderful feeling and brought back the memory of my returning to sailing after I went blind," said Ed Gallagher, BAADS Vice Commodore.

Law Makes Access Easier

A law enacted in 1990 and revised recently will make more facilities available to handicap sailors. The Americans with Disabilities Act recognizes and protects the civil rights of people with disabilities. The ADA requires that newly constructed and altered state and local government facilities and commercial recreational marinas be readily accessible to and usable by individuals with disabilities. The act establishes specific measurements for gangplanks and establishes quotas for accessible slips. ■

— By Dick Thompson

Promoting the Spirit of Sailing

By Kimberly Hermes

Along with horses, ships and vessels are the oldest means of transportation. The earliest watercraft are said to have been used nearly 6,000 years ago. These boats depended on manual labor in the form of rowers. Later, humans discovered a way to harness the natural power offered by wind, and the sailboat was born.

Nowadays, sailing is much more than a way to get from one location to another. It offers the chance to be outdoors and experience nature. This type of boating can be exciting, invigorating, relaxing and challenging – all at the same time. Sailing even presents the opportunity to enjoy competition, fishing, adventure or exercise. Because of its many offerings, sailing appeals to a wide range of people, from the beginning boater to the seasoned sailor.

Despite its versatility, sailing does not enjoy the widespread popularity of other types of boating. Statistics in the *2002 National Recreational Boating Survey Report*, compiled by the Strategic Research Group for the U.S. Coast Guard, show sailboats were among the least popular vessels, used by 6 percent or fewer of boat operators. A study by the National Sporting Goods Association supplied more tangible data, stating that while 22.8 million Americans participated in motor boating in 2004, only 2.6 million climbed aboard a sailboat. This figure is down from 2.8 million in 1999.

To bolster participation rates, assorted sailing organizations are working to attract young boaters. As a result, community and youth sailing are on the rise. In his April 1, 2004 Jobson Report



More than 4,500 children have been educated in boating and water safety through the Spirit of America Foundation Youth Education Program. The program was established in 1995 under the direction of Harry L. Allen Jr., owner and president of Great Lakes Power Products. Photo courtesy Spirit of America Foundation

(available at www.sailingworld.com), America's Cup veteran and ESPN commentator Gary Jobson noted that youth sailing is "thriving. Club program rosters are full, high school sailing has exploded in participation, and the collegiate crowd has never been more competitive."

One youth sailing program that has enjoyed a great deal of success in promoting sailing is the Ohio-based Spirit of America Foundation National Youth Education Programs. The Spirit of America Foundation was initiated to establish a boating and water safety youth education program that would be available, at no cost, to any middle school-aged child. Since its inception in 1995, the Foundation has educated more than 4,500 children.

"The Foundation program combines the best of boating and water safety classroom curriculum with the

extraordinary experience of hands-on boating activities," said Cecilia Duer, executive director of Spirit of America. "Spirit is not an extracurricular activity. Rather it is a direct extension of the educational programs provided in the traditional middle school classroom setting."

The students of Spirit of America participate in "field experience," which affords them the opportunity to have their goals and desires directly affected by the choices that are presented to them. The program introduces young persons to several different types and sizes of watercraft and recreational water activities, all of which nurture responsible behavior. Spirit of America provides an ideal environment for the students to learn, react and develop lifelong learning skills and ambitions.

Based around a hands-on program, the Spirit of America empowers the youth – in a non-traditional classroom setting – to dare to dream, while meeting the underlying goals of the foundation for developing self esteem, teamwork, safe seamanship, boating and water safety practices, and responsible behavior in young adults.

The children qualify for the program in the spring of their middle school years through a question and essay application process. After passing the Ohio Department of Natural Resources Boating Education Course, students spend five weeks in the hands-on portion of the program. Water safety of all types is introduced. Students become captains of their own vessels, spending eight hours in 14' john boats powered with 9.9 hp engines, canoes, kayaks, 14' sailboats, personal watercraft and large boats. The knowledge gained from their boating experience is creatively used in designing and building their own three-person cardboard boat.

Students train in man-overboard, radio transmissions, emergency rescue and hypothermia, weather knowledge, plotting and charting, state of the art electronics, engine maintenance, float plans, as well as capsizing and righting a small vessel. The

Foundation program is highly adaptable. Local schools or park systems serve as program hosts. Because the Foundation has partnered with organizations such as the U.S. Coast Guard, U.S. Coast Guard Auxiliary, National Water Safety Congress, National Safe Boating Council, United States Power Squadrons, and local police, fire, dive and rescue teams, the program can easily be adapted.

In the spring of 2004, the Spirit of America took a giant step forward in reaching its goal of becoming the youth education program of choice for the United States. Signing a memorandum of agreement that established the National Water Safety Congress as the “parent organization” for Spirit, the Foundation can now apply for – and has been granted – federal funding to promote and present the Youth Education Programs across the country.

Iowa will be the first state to open a Spirit of America program since the inception of the Youth Education classes in Ohio. Spirit of America will continue to present the Youth Education program at no cost to students. However, making the equipment available in so many new areas will allow those facilitators of Spirit programs to offer many, many additional water and boating safety programs in their communities.

For more information about the Spirit of America Foundation, contact Cecilia Duer, executive director, at 440.209.9805 or carduer@yahoo.com.



Small dinghies are a great way for students to learn sailing since they provide strong feedback regarding what is being done correctly, or otherwise, on board. Photo courtesy Iowa Great Lakes Water Safety Council/David Thoreson

National Sailing Hall of Fame Docks in Annapolis

In December 2005, Governor Robert L. Ehrlich Jr. announced a formal agreement to establish the National Sailing Hall of Fame in Annapolis, Md.

Governor Ehrlich joined Annapolis Mayor Ellen Moyer, National Sailing Hall of Fame & Museum Inc. President Buck Buchanan, U.S. Sailing President Janet Baxter, America's Cup champion and television broadcaster Gary Jobson, and other sailing dignitaries to sign a memorandum of understanding on Dec. 21, 2005, that formalized an agreement to establish the museum in Maryland's capital city.

"Today we add a new jewel in the crown for the State of Maryland and the United States," said Governor Ehrlich. "The National Sailing Hall of Fame rightfully belongs here in Annapolis, Maryland – America's Sailing Capital – for Marylanders and tourists to enjoy."

"The National Sailing Hall of Fame will preserve the history of the sport of sailing and its impact on our culture by honoring those who have made outstanding contributions to the sport," added Baxter. "This will be the home of America's sailing history."

In 2004, the National Sailing Hall of Fame & Museum Inc., was founded with the goal of establishing and fundraising for a National Sailing Hall of Fame that will promote U.S. sailing achievements and educate the public about the sport.

"Baseball, basketball, football, tennis, golf and lacrosse all have national halls of fame," said NSHOF President Buchanan. "The sport of sailing will have a similar place that will focus public attention on our sailing accomplishments, inspire junior sailing development, and provide an international landmark for sailing enthusiasts."

In the coming months, NSHOF officials will work with the state of Maryland and the city of Annapolis to establish a permanent lease to acquire the necessary property in Annapolis. The NSHOF will be a multi-site museum with the Natural Resources Police building at Annapolis' City Dock as the main site for the new museum.

Governor Ehrlich has directed the Maryland Department of Natural Resources to work with NSHOF officials to accommodate the permanent establishment of the Hall. Preliminary negotiations have begun to co-locate the NSHOF in the historic building that currently serves as a headquarters for Natural Resources Police.

For more information about the National Sailing Hall of Fame, visit www.nationalsailinghalloffame.org.

winter. Of course, when you mention the word “safety,” people run screaming for the hills.

Instead, I asked a local pro angler, Terry Tuma, to come in to talk about ice fishing. (A sport where we in the Snowbelt stare at a hole cut in the ice for hours, don’t catch much, but are still happy as flash-frozen clams.)

We are fortunate to have Steve Carroll on staff. Steve has worked in television news and sports, has “The Voice,” and terrific interview skills. I asked him to interview Terry and me in our little recording booth about ice fishing. Terry talked about ice fishing, and at appropriate times I would jump in with my safety shtick. Dale Newton, our audio/visual guy recorded us and converted the file to a 30-minute MP3 file. I then brought the CD to our web guru and he quickly posted it on our website.

Was it worth it? We checked with our web person as to how many people actually downloaded it. The podcast/audio file was downloaded 3,114 times in December. I suspect most of those downloads were listened to on home

computers rather than portable devices, but the actual pod link was hit 807 times – those are actual times the file was scanned by people’s “podcatcher” software.

Our web folks tell us that these are very good numbers, especially for a first try with something with such a low cost for the department (several hours of staff time and the cup of coffee I bought for our fishing pro) to produce and post on the web. If you have a quiet place to record that isn’t too prone to echoes, a decent microphone, and a computer with recording software (we use the free “Audacity” program www.audacity.sourceforge.net) and a book on podcasting, you can easily create your own podcasts. I found *Podcasting the Do-It-Yourself Guide* and *Podcasting for Dummies* (very appropriate in my case!) very helpful.

As we get closer to spring we will record more “how to catch more fish” shows, “how to get more ducks” shows and other topics interesting to outdoors enthusiasts where I just might put in my two bits about boating safety.

Your web person will be able to help you get your MP3 on your agency’s website. Information is included in various books about how to submit your podcast to search engines to help people find you. We also did a couple of press releases and, since it was a slow news cycle, we got some very good positive coverage. I am sure this helped boost our “ratings.” That, and the fact that 13 million people got an iPod® for Christmas!

If you are interested in trying to set up your own FREE podcast as an experiment, there’s an online “screencast” (URL listed below) from a Drexel University professor that walks you through the steps visually. You can start or stop the tutorial by clicking on the controls at the bottom of the viewer screen as you follow along and create your own podcast.

To listen to the two ice fishing podcasts we created by visiting www.dnr.state.mn.us. Just click on “DNR Podcasts.” These can be listened to on an MP3 player or just about any home computer connected to the Internet.

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Helpful Resources

- **Podcasting For Dummies®** by Tee Morris and Evo Terra
- **Podcasting: Do It Yourself Guide** by Todd Cochrane
- **Step-by-step tutorial “screencast” on podcasting** <http://showme.physics.drexel.edu/bradley/DrexelCoAS042-WS001.html>
- **Audacity (free recording software)**
<http://audacity.sourceforge.net/>
- **Lame Encoder** (need to add into Audacity to be able to produce MP3 audio files)
<http://www-users.york.ac.uk/~raa110/audacity/lame.html>
- **Instructions for adding Lame Encoder to Audacity**
<http://audacity.sourceforge.net/help/faq?s=install&i=lame-mp3>
- **Blogger** (used in the Drexel tutorial screencast – above)
www.blogger.com
- **Feedburner** (used in the Drexel tutorial screencast – above)
www.feedburner.com

Life Jacket Giveaway—Impacting a Generation

People attending the Portland Boat Show this year saw more children in attendance than usual. Of course, the children probably were more noticeable due to the bright yellow life jackets they were wearing.

The Oregon State Marine Board (OSMB) partnered with the O'Loughlin Trade Shows and Mustang Survival to give away 4,573 youth life jackets. OSMB first fitted children 12 and younger with a life jacket then ran them through OSMB's nationally recognized Junior Boater program. Volunteer instructors taught parents and children the importance of having a life jacket fit correctly, explaining that oversized life jackets can slip off once in the water.

"For this generation, we hope wearing a life jacket will become synonymous with wearing seat belts. It should be automatic," said Jyll Smith, public information officer with the OSMB.

Tragic accidents occur when children fall between a boat and the dock while boarding a boat. As part of the Junior Boater program, volunteers teach children to board and exit safely from an unstable boat. Another key lesson is to stay with a capsized boat and to climb out of the water as much as possible.

A third activity taught children how to throw a flotation device to someone in

the water. Even the smallest child can help rescue someone by tossing a float cushion or something else that floats. "Reach, throw, and don't go" was the key lesson here.

"Boating is a family sport, this was an exciting opportunity to get children into quality life jackets and to promote boating

learned about the dangers of their children not wearing a properly sized life jacket. We hope that other companies will take up the challenge and organize their own life jacket giveaways to help reduce drowning across the country."

O'Loughlin Trade Shows, organizers of the Portland Boat Show and the Evergreen Sportsmen's Show, also gave away 5,000 youth-sized life jackets at the Evergreen Sportsmen's Show in Monroe, Wash., held February 22-26.

Mustang Survival commended the O'Loughlins for their vision and commitment. "We support many water safety programs, but this one certainly raises the bar and stands out in making a direct impact on the safety of nearly 5,000 children," said CEO Bob Askew.

"A big thank-you goes out to the county marine patrols from Clackamas, Clark, Clatsop, Columbia and Multnomah counties, as well as volunteers from Coos, Multnomah and Polk counties, the Oregon Sea Scouts, and the West Linn Lions Club," said Smith. "These dedicated volunteers helped make the giveaway a tremendous success."

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The Oregon State Marine Board partnered with O'Loughlin Trade Shows and Mustang Survival during the Portland Boat Show to teach visitors about the importance of life jackets. More than 4,500 youth life jackets were given out along with valuable safety information. Photo courtesy OSMB

and water safety to youth and their parents," said Paul Donheffner, director of the OSMB and Oregon's boating law administrator. "Thank you to the O'Loughlins for their vision and initiative to make this giveaway a reality."

"Participation was overwhelming," said Peter O'Loughlin, Portland Boat Show manager. "Between the Portland Boat Show, OSMB and Mustang Survival, we far exceeded expectations. People

Florida Snags Top Boat Registration Ranking

Florida has knocked California out of first place in the state boat registration ranking, according to the National Marine Manufacturers Association's U.S. Recreational Boat Registration Statistics report, released January 20, 2006.

At 946,072 registered boats, Florida is now No. 1, Michigan has retained No. 2 with 944,800 registered boats, and California has dropped into the No. 3 place at 894,884, reported NMMA.

Nationwide, boat registrations were down very slightly in 2004 (less than 0.1

percent) for a total of 12.8 million registered boaters.

The report ranks all 50 states by the number of boats registered. The remaining top ten states by 2004 powerboat registrations, in order, are Minnesota (853,448), Texas (616,779), Wisconsin (605,467), New York (519,066), Ohio (414,938), South Carolina (397,458) and Illinois (393,856).

On a regional basis, the Great Lakes (Ill., Ind., Mich., Minn., Ohio, Wis.) replaced the South Atlantic as No. 1 in

regional rankings at 27.4 percent, while Inland (Ariz., Alaska, Colo., Idaho, Iowa, Kan., Ky., Mo., Mont., Neb., N.M., N.D., Okla., S.D., Tenn., Utah, Vt., Wyo.) snagged second place with 19 percent and South Atlantic (Fla., Ga., N.C., S.C.) fell to third at 16 percent.

The study is based on data collected by the U.S. Coast Guard in 2005, as reported by each of the 50 states.

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New Jersey Adopts Mandatory Boater Education

With the ending of the 211th Legislature, the passage of Assembly Bill 2624 places New Jersey's boating education law among the strongest in the nation.

The new boater education and safety law applies to all people age 16 years and older who operate registered vessels above 12 feet that are defined as power vessels under the law. It becomes effective over a staggered period, but it applies immediately to persons born after December 31, 1978.

Under the new law, persons born after December 31, 1968 and on or before December 31, 1978 have to possess a boating safety certificate before June 1, 2006. Persons born after December 31, 1958 and on or before December 31, 1968 have to possess a boating safety certificate before June 1, 2007. Persons born after December 31, 1948 and on or before December 31, 1958 have to possess a boating safety certificate before June 1, 2008. All other persons need to possess a boating safety certificate before June 1, 2009.

"We look forward to improved boating safety as a result of the new boating education law," said Trooper Jeff Andres, with the New Jersey State Police Marine Services Bureau. "The law changed in 1996 for personal watercraft, progressively requiring PWC operators to possess their boating safety certificates. We saw immediate improvement in boating

safety with that law change. We hope to improve on that with the mandatory education law."

This bill states that "out of state" boaters who operate a power vessel for less than 90 days in New Jersey are exempt from the safety course if they can show proof of similar education from the National Association of State Boating Law Administrators (NASBLA), the U.S. Coast Guard or another state. In New Jersey, the minimum age for operating a boat longer than 12 feet with less than a 10 horsepower motor is 13. The minimum age for any other power vessel is 16.

At the request of legislators and others who are longtime boaters, language was added to the law that allows the Superintendent of State Police to develop an "experienced boater test." Persons taking and passing the test will not be required to complete the boat safety course. The test is required to be developed using national standards.

The boat safety course must be at least eight hours of instruction, including six hours of classroom time and a closed book examination. This definition and the law's definition for "approved boat safety instructor" adhere to the national standards adopted by NASBLA.

Gail Kulp, NASBLA's education director, explained that the national standards were developed to explain the

minimum body of knowledge that must be included in a short – 6 to 8 hour – boating education course.

The personal watercraft law was also updated in this Act. Specifically, the law regarding the operation of a personal watercraft (PWC) was changed to require all persons, age 16 years and older, to take a boat safety course without exception. This does not apply to persons renting a PWC, however, and that law remains in effect. The rental laws require that a person receive safety instruction from the rental company prior to use and these laws and regulations have been in effect since 1997.

"We believe that an informed boater – one who has completed a standardized boating safety class – is much more likely to be a safe and courteous boater," stated Tom Leaming, president of the Marine Trades Association of New Jersey. "An educated boater will be prepared to follow the Rules of the Road making our waterways safer and more enjoyable for everyone."

The legislation was passed after a more than three-year effort by the New Jersey State Police, Marine Trades Association of New Jersey, the New Jersey Legislature and other interested parties.



Insurers Tighten Requirements for Boats

After all of the damage inflicted upon boat owners during the last two hurricane seasons, insurers in Florida have begun tightening the requirements boat owners must adhere to in order to have their boats covered, the *Palm Beach Post* reported on Jan. 9, 2005.

"Some owners do all the prep work, while others say, 'That's why I have insurance,'" Mike Abbott, a yacht insurance agent for Fort Lauderdale-based Allied Richard Bertram Marine Group, told the newspaper. "The concept is to put a little skin in the game for the insured."

More insurers are requiring boaters to have a plan for how they'll protect their vessels if a storm hits and adding, or increasing, deductibles for hurricane losses, the *Post* reported.

Some insurers have begun requiring out-of-state owners to have full-time captains to care for boats when they aren't around. Or they're simply prohibiting insured boats from being in Florida during hurricane season.

"We're just trying to take some measured approaches that are going to keep us in the business," said Peter Lafontaine, vice president of marketing and business development for Inamar Recreational Marine, the marine underwriting division of Ace USA in Philadelphia.

"The last thing we want to do is to have to withdraw from the market...If you're going to be in the marine insurance business, Florida has to be part of your strategy," he said.

With more active storm seasons in the forecast, marine insurance rates are going up, agents say. Just how much depends on the value and size of the vessel and the experience of the boater.

Unlike the home insurance market, marine insurers aren't necessarily responding to the storms with giant rate increases, Abbott said. They don't want to sink the market, since insurance is not required, and neither are boats, a luxury item for most owners.

Industry experts say more changes and price increases are expected to come this year as marine insurers figure out how to handle the heightened risk in Florida, the *Post* reported.



Boating Safety a Hit at the Western Washington Fair

Washington State Parks Boating Programs partnered with Washington's Department of Fish and Wildlife last fall to get the safe boating and life jacket message out to more than 3,000 youngsters and their parents during one of the largest state fairs in the country.

The 17-day Western Washington Fair featured a brand-new "Northwest Outdoors" building when its gates opened on September 9, 2005. The centerpiece of the building was a free hook-and-release trout pond for kids ages 5 to 14. The 3,500 kids who lined up to fish the pond also had a chance to climb aboard the State Parks fishing/safety boat, where they played with various fishing tackle, identified several freshwater fish species in an aerated live well, and were adorned with temporary "Fish Safely" tattoos.

Before being allowed in the boat, however, all kids had to put on life jackets.



Children lined up at the Western Washington Fair for some time in the fishing/safety boat. Before entering the boat, each child had to put on a properly sized life jacket. Once in the boat, they could play with fishing tackle and identify live fish. Photo courtesy Washington State Parks

Most were given the opportunity to pick the jacket they thought was right for them, giving Boating Programs volunteers the chance to demonstrate the dangers of

putting children in flotation equipment that's too big or too small. Once strapped into properly fitting life jackets, the kids were invited aboard and allowed to spend as long as they wanted in the boat.

"Like the trout pond, the boat was a big hit, and the folks who run the fair have already told us they want us back again next year," said Terry Rudnick, Washington State Parks' boating information specialist and the person who developed the fishing/safety boat display. "The kids loved playing with the fishing tackle and the live fish, and hundreds of parents learned what style and size life jackets their children should be wearing out there."

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Discover Boating Campaign Ready to Launch

The Discover Boating marketing campaign, a major component of the marine industry's Grow Boating Initiative, officially kicks into high gear beginning this spring. Plans include releasing a number of key elements to the marine industry and the general public, including the launch of a national advertising campaign, website redesign and public relations programs.

The national advertising campaign will first appear in April editions of magazines, online during the NCAA basketball tournament webcast and on cable television beginning the first week of April. The two television spots, referred to as "Grocery" and "Wave," will run more than 2,900 times on major cable television networks including CNN, Fox News Network, TNT, ABC Family, The History Channel, Discovery Channel, and Weather Channel.

The Discover Boating print campaign will run on pages two and three, including a one-third page informational gatefold in the April editions of magazines such as

Time, *Popular Science*, *Sports Illustrated*, *Men's Journal*, *Outdoor Life* and *Family Fun*. Discover Boating online banner ads will appear on at least 12 websites, including CBS.com, CNN.com, SI.com and weatherchannel.com.

The advertising campaign is expected to generate more than 1.63 billion consumer impressions, 766 million of which fall directly into the Discover Boating target profile.

The redesigned Discover Boating website, discoverboating.com, is also launching in March. The site serves as the official consumer hub for the Discover Boating marketing campaign. It helps consumers narrow down their boat-type choices and compiles their information in the Discover Boating Lead System, which contributing boat and engine manufacturers and their dealers can draw from.

The Discover Boating public relations team is pitching major national news outlets to deliver key messages about the boating lifestyle that encourage the target

audience to get on the water and experience the joy of boating.

Working in conjunction with the advertising team, public relations efforts reinforce the ad campaign to extend its messages, reaching news outlets, television programming and non-traditional media that go beyond the ad buy. In addition, the public relations team will focus on ways to expand the ad campaign's added-value elements, develop promotional opportunities on track with the campaign's overall strategy and support the launch of the ad campaign with a targeted public relations campaign.

"The Discover Boating campaign is not a short-term promotion; rather, it is a lifestyle campaign designed to draw consumers' attention to boating and then turn those dreamers into boat owners," said Carl Blackwell, vice president of marketing and communications for the National Marine Manufacturers Association.

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Campaign Launched to Improve Boating Safety at Lake Mead, Lake Mohave

The National Park Service, three state agencies and the personal watercraft industry have joined forces to improve safety and reduce boating accidents and fatalities at Lake Mead National Recreation Area. The creation of the Lake Mead Safe Boating Partnership was announced Jan. 31, 2006, at the Los Angeles Boat Show.

The National Park Service (NPS), the California Department of Boating and Waterways, Nevada Department of Wildlife, Arizona Game and Fish Department and the Personal Watercraft Industry Association (PWIA) created the partnership to promote safe boating practices among boaters who visit Lake Mead and Lake Mohave. The National Park Service reported 149 boating accidents and 4 boating fatalities on Lake Mead and Lake Mohave in 2005; the Lake Mead Safe Boating Partnership aims to bring these numbers down.

"Approximately eight to 10 million visitors come to Lake Mead National Recreation Area each year," said Lake Mead National Recreation Area Superintendent Bill Dickinson. "Fortunately most boaters have an enjoyable time free of any incidents but even one boating tragedy is one too many, especially because most boating accidents are completely avoidable. Because so many of our boaters are from California, Arizona and Nevada, it made perfect sense for all of us to join forces."

About half of all visitors at Lake Mead National Recreation Area come from other states, particularly California. Because each state has its own set of boating laws, the Lake Mead Safe Boating Partnership advises boaters to "play it safe" by following the strictest of guidelines, which include wearing a life jacket at all times, always taking a boating safety course before leaving the dock or marina, and

never operating a boat under the influence of alcohol or drugs. These are guidelines the partnership advises all boaters to follow. In some cases, the guidelines might be required by law.

For instance, anyone born after January 1, 1983 must carry proof of having passed a boating safety course to operate a boat in the state of Nevada (Lake Mead). In other cases, any boater 12 years or younger must wear a life jacket at all

accidents can happen in a split-second and most of them result from boaters' inexperience and inattention. We've had great success with the tri-state boating safety campaign, Lake Mead Safe Boating Partnership, so we know that partnerships like this can work well to help prevent many of these avoidable accidents."

The Lake Mead Safe Boating Partnership is unique in that it brings together not only the efforts of the federal government and three state agencies, but also the private sector to strengthen boater safety. PWIA, which represents the four manufacturers of personal watercraft, will play an integral part in the efforts of the partnership.

"Lake Mead is one of the most popular places to ride personal watercraft in the country," said Maureen Healey, executive director of PWIA. "And while boating is one of America's most treasured pastimes, one must never forget that a boat is a motorized vessel that should be approached with the same caution and respect as a car. No matter how long you've been boating, the Lake Mead Safe Boating Partnership wants everyone to take a refresher course this year to brush up on the

rules and guidelines specific for boating at Lake Mead and Lake Mohave," said Ms. Healey.

The Lake Mead Safe Boating Partnership will host its first public event during the 2006 National Safe Boating Week (May 20-26). On May 20, 2006, the partnership will host a boating safety day at Lake Mead where boating safety classes will be offered at no cost, and boaters can have their vessels and life jackets checked so they meet safety requirements.

More information is available at www.boatlakemead.com.



Maureen Healey, executive director of the Personal Watercraft Industry Association, discusses the Lake Mead Safe Boating Partnership during a press conference on Jan. 31, 2006. Explaining the immense popularity of the waterway among boaters, Healey stresses the importance of using safe boating practices. Photo courtesy PWIA

times and anyone riding a personal watercraft (PWC) regardless of age must wear a life jacket at all times. Additionally, most drownings involve boaters who aren't wearing a life jacket and who have not taken a boating safety course. For this reason, the partnership wants boaters of all ages and boating experience to follow its guidelines and treat them as the "rules of the road."

"Many Californians would consider Lake Mead and Lake Mohave among their top boating destinations," said California Boating Law Administrator Raynor Tsuneyoshi, "No boater visits Lake Mead expecting to get in an accident and wind up as another statistic, but boating



Washington, D.C. to Host National Clean Boating Event

Washington, D.C. has been selected to host the National Clean Boating celebration in recognition of its successful Clean Marina Program, said Larry Innis, Marine Environmental Education Foundation (MEEF) president. The city will host a day-long event June 17 in honor of clean boating.

MEEF is the originator and producer of the industry's National Clean Boating Campaign (NCBC). The Campaign is a year-round effort to bring awareness to the importance of clean water for clean boating by boating families, marina operators, boat dealers and manufacturers. A celebration of clean boating, the cornerstone of the National Clean Boating Campaign, is held at local and regional venues throughout the year. The Clean Boating Celebrations highlight outstanding efforts to enhance the boating environment and provide an interactive, hands-on experience that teaches simple, commonsense techniques for boaters to keep our waterways clean.

"The partnership of the District of Columbia and the National Park Service with the marinas and yacht clubs in the District is an outstanding national example of how a clean marina program can be organized," Innis said.

The Washington D.C. Bureau of Environmental Quality and the National Park Service teamed up in 2001 to create the Clean Marina Initiative that encourages voluntary excellence by marinas, yacht clubs and boaters to help clean the Anacostia and Potomac waterways. Seven district marinas and yacht clubs have been recognized as Clean Marinas for their extra efforts to reduce contaminants from entering the waters from boating activities. MEEF has received Environmental Protection Agency grants through the district to guide the clean marina program's development.

The district is one of 23 clean marina programs in the nation that accredit outstanding clean boating facilities. Of these, the district has 50 percent of its

yacht clubs and marinas recognized as clean, with several more in the application process. An important part of the program involves educating boaters and the public as to what they can do to become stewards of the waterways.

Combining the district's clean marina program with the annual National Clean Boating Celebration on June 17 will focus the district's attention on what has been done and what can be done together and individually for clean boating.

From 10 a.m. to 3 p.m. on June 17, James Creek Marina will host the clean boating event. Clean boating award presentations and exhibits will be open to the public with free parking nearby.

For more information, visit www.cleanboating.org or call 877.892.0011.

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Ohio Experiences Record Low Boater Fatalities for the Third Consecutive Year

In collaboration with countless partners, volunteers and boating enthusiasts, the Ohio Division of Watercraft has always made the pursuit of boater safety and education a top priority. Over 450 courses were offered to meet the mandatory boating education law in 2005, certifying 9,448 individuals. This certification rate is the highest ever and is accredited to the implementation of the state's mandatory education law. Additional support for educational programs is provided annually through the Boating Safety Education Grants. The Division of Watercraft is awarding nearly \$400,000 to 26 organizations for the 2006 calendar year.

Increasing officer presence ensured improved safety on Ohio's waterways through the Ohio Marine Patrol Grant Program. In 2005, 30 agencies were awarded \$547,638 in support of their marine patrols, and 2006 promises continued support. Two new patrol boats were purchased through a federal grant

from the Department of Homeland Security to be used for security patrols, while five additional boats were purchased for law enforcement and safety patrol fleet purposes. These new improvements guarantee more frequent and widespread patrol of Ohio's lakes and rivers.

Operation Overboard is an initiative developed to improve the safety of Ohio's recreational boaters, anglers, and hunters. Statistics indicate that those using small open boats are at the greatest risk for drowning. The goal of the campaign is to attain a 5-year average of not more than 3.2 fatal boating accidents per 100,000 registered Ohio boats (about 12 fatal boating accidents per year). The program specifically targets overloaded and improperly loaded vessels. Operation Overboard addresses pertinent safety issues by targeting small watercraft users through specialized campaigns, education programs, and course content.

The positive influence of initiatives such as these is reflected in the reduction



of fatality rates in the last three years. In 2004, there were seven accidents that resulted in seven fatalities and in 2005 there were 12 fatalities. Of these fatalities, most occurred on boats between 16 and 26 feet in length. Out of the 12 fatalities in 2005, all 12 were not wearing a life jacket or not wearing one properly, and four of the 12 did not have a life jacket on board. While the Division has made progress in significantly reducing fatality rates, it looks forward to even lower fatality rates in the coming years.

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NMMA Canada Honored for Promoting PFD Wear

NMMA Canada has been honored for its remarkable efforts to promote the use of personal flotation devices (PFDs). The Canadian Safe Boating Council (CSBC) presented the organization with the award during the Canadian Safe Boating Awards (CASBA) annual awards presentation held on Jan. 15, 2006, in Toronto.

NMMA Canada received the Visible PFD Wear in Advertising CASBA, a new award that recognizes those who promote PFD wear in advertising, for its extraordinary effort — in promotions for its three Canadian boat shows, as well as at the shows — to show PFD wear as a natural part of boating. NMMA Canada produces the Toronto and Vancouver International Boat Shows, as well as the Toronto In-water Boat Show.

“Consistent messaging on all fronts is the key to making the wearing of PFDs the norm in boating culture,” noted Ted Rankine, CASBA co-founder. “Current regulations require that a Canadian Coast Guard or Transport Canada-approved PFD of appropriate size and fit is onboard for each boater, but do not make wearing of PFDs mandatory.”

It was important that NMMA Canada take a leadership role in the recreational boating industry, said Linda Waddell, show manager of the Toronto International Boat Show.

“We’re firm believers in the use of PFDs so we lead by example,” she explained. “We have hundreds of prominently placed signs throughout all of our events that show people enjoying the boating lifestyle wearing PFDs. All of our ticket takers, show greeters and information booth staff wear life jackets.”

Images of PFD use are also prominently displayed in show guides, advertising and on the website.

“We even insist that children use PFDs while visiting The Lake at the Toronto Boat Show,” added Waddell.

Other CASBA winners included the following:

- Recognizing a heroic deed or rescue executed on the water in Canada in 2005, the Canadian Power & Sail Squadron’s Rescue of the Year CASBA went to David Laing, Fay Laing, Wieske van Zoest and Clayton Hickey for a rescue in the waters off Nanaimo, BC.
- Formula Media Group (Boatguide and Boating Business magazines), Oakville, Ont., received the first-ever CASBA for

sergeant of the traffic and marine section, field and traffic support bureau, Ontario Provincial Police.

- For consistently practicing and promoting safe boating in Canada, Jeff Evans of southwestern Ontario was named Top Volunteer Dedicated to Safe Boating.
- CASBAs honoring Best Boating Safety Initiatives conducted in Canada in 2005 went to Sgt. Wayne Atkins, with the 3rd Canadian Ranger Patrol Group based in CFB Borden, Borden, Ont.; and Canadian Coast Guard’s Henry Larsen, a 99.8-metre icebreaker and an Arctic Class 4 vessel operated by 11 officers and 20 crewmembers.
- Collins Bay Marina, Kingston, Ont., received the CASBA for Safeguarding the Environment.
- Awarded to a company or individual who has introduced to Canada a boating product or technology improving boating safety, Steve Wagner of Salus Marine Wear Inc., Kitchener, Ont., won the Marine Industry CASBA for the Bijoux Baby Flotation Device, which ensures the infant remains face-up when in the water.
- For demonstrating the best environmental practices, Fifty Point Marina of Winona, Ont., received the Green Marina Environmental Award.

• Awarded at the discretion of the CASBA Nominations Review Committee, Special Recognition CASBAs went to Barbara Byers, past-chair of CSBC and public education director of Lifesaving Society — Ontario; and the Town of Little Current/Spider Bay Marina, Little Current, Ont., recognizing the value of preparedness and cool-headed thinking in an emergency situation.

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NMMA Canada’s Linda Waddell and Kim Whittick accept the Visible PFD Wear in Advertising CASBA on behalf of the Canadian association. NMMA Canada received the award in recognition of the multi-faceted promotion of life jacket wear at the various boat shows they manage in Canada. Photo courtesy CSBC

Best Media Contribution to Boating Safety.

- Recognizing an outstanding act of boating safety by a marine organization professional, the Marine Professional of the Year CASBA had two winners: Peter Garapick, Ontario regional director, boating safety, for Transport Canada; and Robert Minielly, acting staff

BoatU.S. Founder Receives Top Marine Industry Award

BoatU.S. Founder and Chairman Richard Schwartz was honored Feb. 16, 2006, by the National Marine Manufacturers Association (NMMA) with its Charles F. Chapman Award during ceremonies at the Miami Boat Show. Given to one outstanding individual each year since 1977, the award celebrates those who have made a significant contribution to the boating industry and boating public.

"Without a doubt, Richard's contributions to recreational boating are both deep and broad," said NMMA Chairman George Bellwoar, when presenting the award to Schwartz. "Few people in the industry can match his credentials for promoting boating safety to the public. His example is truly inspiring and one we are privileged to recognize."

"We've all come a long way since Boat Owners Association of the United States (BoatU.S.) was launched 40 years ago," said Schwartz in accepting the award. A longtime consumer advocate, Schwartz built BoatU.S. from the bottom up. Headquartered just outside of Washington, D.C., the association has grown steadily over the years and now has

nearly 640,000 dues paying members and a staff of 500.

With Schwartz at the helm, BoatU.S. took the lead and succeeded in convincing Congress to repeal the federal boat "user fee" tax, the federal marine diesel fuel tax, the FCC VHF license fee and to retain LORAN-C, saving the recreational boating public hundreds of millions of dollars and removing barriers that could discourage boaters from continuing to boat. BoatU.S. has also been instrumental in expanding the Wallop-Breaux Trust Fund and the Boating Infrastructure Grant Program, which will funnel nearly \$100 million into transient access facilities for cruising boats.

Schwartz was also recognized for the work of the BoatU.S. Foundation for Boating Safety and Clean Water, a national 501(c)(3) nonprofit education and research organization which operates more than a dozen programs including the only accredited, free, online boating safety course, a life-saving EPIRB rental program and a free kids Life Jacket Loaner program.



BoatU.S. Founder and Chairman Richard Schwartz receives the Charles F. Chapman Award from NMMA Chairman George Bellwoar. NMMA honored Schwartz with this award for his consistent promotion and protection of the sport of boating and its benefits to both the recreational boating industry and the public. Photo courtesy NMMA

The Foundation has awarded over \$850,000 in boating safety and clean water grants to local boating groups in recent years. Most recently, the foundation co-sponsored the Innovations in Life Jacket Design Competition along with the Personal Flotation Device Manufacturers Association, awarding a \$5,000 cash prize to the individual who submitted the best life jacket design.



Zodiac Receives Boating Safety Award



The Zodiac Academy Flood Response Team received the Bunzl Boating Safety Award from the ABYC Foundation. Shown above are (l-r) Rear Admiral Craig Bone, Director of Compliance & Inspection, U.S. Coast Guard; Todd Salus, Business Operations Manager and Maritime Training Academy Instructor, Zodiac of North America Inc.; J.J. Marie, CEO, Zodiac of North America Inc.; Dennis Graham, ABYC Board Chair; and Bolling Douglas, ABYC Foundation Board Chair.

Photo courtesy ABYC

The Zodiac Academy Flood Response Team received the Bunzl Boating Safety Award from the ABYC Foundation. The award was presented to Zodiac representatives during the annual meeting

of the American Boat & Yacht Council (ABYC) held during the Miami International Boat Show February 16-20, 2006.

The Bunzl award is given annually in recognition of singular acts of great personal sacrifice or heroism in the saving of life or vessel at sea, or for extraordinary contributions to the safety of the boating public. It is named for Richard C. Bunzl in recognition of his

contributions to the ABYC Foundation in support of boating safety. Bunzl's 30 years of volunteer service to the Coast Guard Auxiliary attests to his concern for and

dedication to the safety of his fellow mariners.

The ABYC Foundation selected Zodiac of North America and the Zodiac Academy Flood Response Team for their crucial role and heroic actions in the rescue and relief efforts in the wake of Hurricane Katrina. With Zodiac's support, this professional and dedicated rescue team answered our nation's call for help during one of its worst natural disasters and saved countless lives in the Gulf region.

The ABYC Foundation is a not-for-profit organization that was established in 1988 to raise funds and provide support for special projects, education and training programs, scholarships and other initiatives being undertaken by the American Boat & Yacht Council (ABYC). For more information on the ABYC Foundation or to make a donation, please visit www.abycinc.org.





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

Sailing Should Be a Growth Segment

When looking for numbers of sailboats, one can run into a number of terminology issues. Sailboats are named or categorized by size, sail or rigging types, uses and other terms. Following are just a couple examples I found when reviewing the wide variety of boat types. Sailing dinghies are generally single-sail boats less than 14 feet in length. Day sailers range from dinghies with centerboards on up to small cabin boats with fixed keels in the less than the 30-foot range.

Lumping sailboats together, the overall number of boats shipped from factories each year is a very small fraction of the total number of recreational boats. At the same time, paddlesport boats are gaining traction in the marketplace, and the sales of open motorboats and small cuddy cabin boats are strong.

It seems a little strange that sailboats are not gaining at a similar pace as some of the other categories. For single persons or families starting out in boating, a canoe or kayak may be a first purchase, but a small sailboat would seem to be a logical next step or addition.

Small sailboats are affordable, do not require fuel, and are environmentally friendly. For a family with small children, day sailers are great platforms for a day on the water. Another benefit of sailing is the widespread availability of the vessels. For those fortunate enough to travel around the country, or perhaps the Caribbean, rental or lease sailboats are readily available and more economical than powerboats.

Of course, people with day sailers may not want to go where large numbers of motorboats may be encountered. I often boat on a large river, and the absence of sailboats is noticeable. Not too many years ago, there was a presence of sailboats on this waterway, but now the choppy water created by motorboats has caused the sailors to go elsewhere.



While sailboats offer an affordable, readily available, environmentally friendly way to boat, these vessels make up only a fraction of the recreational vessels that being produced and bought today. Photo courtesy U.S. Coast Guard Auxiliary

However, that is not necessarily bad news. Most states have small lakes or reservoirs that present ideal conditions for day sailing. Plus, on many lakes there are clubs or associations of like-minded folks to socialize with and many clubs offer racing programs.

In the world of boating education, sailing fundamentals are valuable as a precursor to any other class of boating. Boat handling techniques, knowledge of weather effects and piloting are useful skills when learning to handle any type of boat.

So, as boating safety proponents, why should we care about the state of the sailboat business and use? While we may not make much of a difference in sailboat popularity, we should make sure we do a good job of covering the basics of sailing in our boating safety courses. After all, while we are teaching safety fundamentals, we are also promoting the fun side of recreational boating, and our students should be aware of sailboat uses and capabilities.

Beyond explaining the fun side of sailing, we need to acquaint student classes, mostly populated by motor boaters, with what their responsibilities may be when encountering sailboats. Moreover, for the occasional sail boater in those classes, we need to point out the hazards associated with motorboat encounters and the need to give larger vessels a wide berth. I should hasten to add that in many areas there are flotillas that present classes dedicated to sailboats; but, many

times, in order to take a safe boating course, a sail boater must choose general boating safety course.

On the Discover Boating website, www.discoverboating.com, 33 types of boats are described, five of which are sailboats. With this variety of choices, it is no wonder that recreational boating offers a wide range of fun and challenging activities. And, whatever their numbers may be, sailboats will continue to play key roles in on-the-water recreation.





Jeff Hoedt
Chief, Office of Boating Safety

Strategic Planning – the Next Evolution in Boating Safety?

For several years, a key to success in the business community has been “strategic planning.” This form of planning has been crucial to enhancing a company’s ability to focus its efforts and resources on specific strategies that will best help them to achieve their goals.

The success of this planning strategy has not gone unnoticed by the government. In fact, in 1993, Congress enacted the Government Performance and Results Act, which established the requirement for strategic planning by federal government agencies. And, over the years, we’ve witnessed more and more agencies implementing this planning strategy effectively.

Key components of a strategic plan are performance goals, objectives and strategies. Performance goals are the outcomes desired. They should be measurable and involve a timeframe. An example in boating safety would be the number of fatalities per a quantity of boating participation (e.g., 5 fatalities per 10M participation days by the year 2010). Objectives are the interim outcomes necessary to accomplish the goals. Objectives also need to be measurable and have a timeframe. An example would be to enhance the life jacket wear rate by the recreational boating community (e.g., 44% wear rate by the year 2007). Strategies are action alternatives implemented to accomplish the objectives. An example would be to design and implement select education courses, media campaigns, regulations, enforcement strategies, and so on to attain the life jacket wear rate objective.

Another key component that weaves into an effective strategic planning process is the use of a problem-solving model. This model is composed of various phases, including problem definition, identification of the alternatives (strategies) for resolving the problem, selection of the strategy to be implemented, allocation of resources and

implementation of the strategy, monitoring (measuring) the effectiveness of the strategy, and adjustment as needed. This is a dynamic process, which is often pictured in a circle diagram.

You may be wondering what this has to do with boating safety. We’ve seen tremendous success in decreasing boating fatalities since the enactment of the Federal Boat Safety Act of 1971. Do we need to be doing strategic planning? Yes, especially now that Congress and the Administration reauthorized our program and increased the available funding. When this was done, we were all given the responsibility not only to continue our boating safety efforts but also to enhance them.

Lives are being saved; people are having more enjoyable experiences on the water; yet our job is not done. We need to reduce the fatalities further; and we need to reduce the injuries. Thus, it’s time for a strategic plan for the National Recreational Boating Safety Program (NRBSP).

Thanks to the strong ties among the recreational boating community, the development of the NRBSP strategic plan is well on its way. Nearly one and half years ago, following a resolution adopted by the National Boating Safety Advisory Council (NBSAC), we embarked on this journey. A panel of representatives, including manufacturers, retailers, user groups, safety organizations and the states, was brought together to draft this plan. Following periodic meetings, this panel made recommendations to NBSAC, who then adopted the resolutions that are becoming the strategic plan. Then, last November, NBSAC members acknowledged their need to be more involved in drafting the plan. All NBSAC members are now included in the panel meetings.

Significant progress has been made on the plan. Goals for fatalities and injuries have been determined for the next several years. Topics for objectives have been identified (manufacturer compliance,

safety equipment carriage compliance, knowledge/awareness/skill level of vessel operators, compliance with navigation rules, enhanced accident reporting, reduced BUI); and for a couple objectives, the measurement systems are in place, the baselines are known, and targets have been set. An example is the life jacket wear rate, where target rates have been established through 2007. Now, the planning focuses on completing the details of other objectives, identifying and selecting strategies to be implemented, measuring those strategies to determine their effectiveness, and adjusting strategies to enhance their effectiveness.

This is a critical process for us all – one I believe will lead to an evolution in boating safety. Even more importantly, so does the Administration and Congress. For, you see, soon after the program was reauthorized last year, significantly increasing the funding, the Office of Management and Budget and the General Accountability Office asked how many fewer boating injuries and fatalities there would be with the additional money made available to the states and our other boating safety partners. They want to be assured that when we put more money into patrols, campaigns, education or other strategies, we could identify the specific outcomes.

While we are not yet able to predict specific results, we have explained our strategic planning process to these offices. They are encouraged by this and eager to see the progress we collectively make as we evolve into this level of planning.

Your participation in this process is critical to the success of this effort and of the National Recreational Boating Safety Program. Please join us in this effort. You play a vital role in this; and with your help, an evolution in safety is about to take place.





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2006 RECREATIONAL BOATING SAFETY CALENDAR

APRIL

3 - 5

NASBLA
Boating Under the Influence
Detection and Enforcement Training
Ft. Worth, Texas
859.225.9487 or chris@nasbla.org

10 - 11

National Association of Marine Surveyors
Annual Conference
Annapolis, MD 21401
757.638.9638 or info@nams-cms.org

22

National Boating Federation
Spring Meeting
Alameda, California
510.523.2098

24 - 28

NASBLA
National Comprehensive Boating Accident
Investigation and Analysis Level 1 Training
Ashburn, Virginia
859.225.9487 or chris@nasbla.org

29

NASBLA
Paddlesports Committee Meeting
Palm Harbor, Florida
859.225.9487 or gail@nasbla.org

29

NASBLA
Waterways Management Committee Meeting
Palm Harbor, Florida
859.225.9487 or john@nasbla.org

30

NASBLA
Education Committee Meeting
Palm Harbor, Florida
859.225.9487 or gail@nasbla.org

APRIL (continued)

30 - May 3

International Boating and Water Safety Summit
Palm Harbor, Florida
703.361.4294 or 501.844.2197

30 - May 2

National Marine Manufacturers Association
American Boating Congress
Washington, D.C.
202.737.9759 or mlong@nmma.org

MAY

14 - 17

NASBLA
Western States Boating Administrators Association
Annual Conference
Kauai, Hawaii
208.334.4180 x 224

14 - 20

National Police Week
202.737.3400
www.nleomf.com

15 - 19

NASBLA
National Comprehensive Boating Accident
Investigation and Analysis Level 1 Training
Indianapolis, Indiana
859.225.9487 or chris@nasbla.org

16

National Safe Boating Week
Congressional Reception
Washington, D.C.
703.361.4294

20 - 26

National Safe Boating Week
703.361.4294
www.SafeBoatingCampaign.com
campaign@safeboatingcouncil.org

JUNE

7 - 9

NASBLA
BLA Workshop
Lexington, Kentucky
859.225.9487 or info@nasbla.org

17 - 21

National Sheriffs' Association
Annual Conference
Orlando, Florida
703.836.7827

19 - 21

NASBLA
Boating Under the Influence
Detection and Enforcement Training
Vassalboro, Maine
859.225.9487 or chris@nasbla.org

AUGUST

15 - 20

United States Power Squadrons
Fall Governing Board Meeting
New York, New York
888.367.8777

31 - September 2

U.S. Coast Guard Auxiliary
National Conference
Dallas, Texas
253.631.1674

SEPTEMBER

17 - 23

Association of Fish and Wildlife Agencies
Annual Meeting
Aspen, Colorado
202.624.7890

21 - 27

NASBLA
Annual Conference
Louisville, Kentucky
859.225.9487 or info@nasbla.org



September 22-27, 2006 • Louisville, Kentucky
Hyatt Regency Louisville